



Partnering for Progress

U.S. 50 Corridor East



COLORADO
Department of
Transportation

U.S. 50 Corridor East Tier 1 Draft Environmental Impact Statement

Public Involvement

June 2016

INDEX LISTING

Note: Information is listed chronologically by date, in ascending order by section.

PRE-SCOPING

Subject/Community/Agency	Date
US 50 Tiered EIS Workshop	September 16 and 17, 2004
Community Pre-Scoping Meetings	April thru June 2005
Community Resolutions	June and July, 2005
Agency Pre-Scoping Meetings	May thru July 2005
Working Group Charter Sessions	
Agency Working Group Charter Session	August 10, 2005
Community Working Group Charter Session	September 22, 2005
Agency Working Group Charter	November 2005
Community Working Group Charter	Adopted Date

SCOPING

Subject/Community	Date
Notice of Intent	January 30, 2006
Agency Scoping Meeting (Agency Scoping Report)	February 23, 2006
Public Scoping Meetings (Public Scoping Report)	February thru March 2006

OTHER PUBLIC AND AGENCY INVOLVEMENT

Subject/Community	Date
Community Workshops Report	August 7 thru 16, 2006
Working Group Meetings	
Agency Working Group Meeting	June 15, 2006
Community Working Group Meeting	June 29, 2006
Community/Agency Working Group Meeting	July 24 and 25, 2007
Agency Working Group Meeting	August 20, 2008
Range of Alternatives and Screening Criteria Public Meetings (Meetings Report)	August 13 thru 22, 2007
U.S. Army Corps of Engineers, Albuquerque District, Regulatory Division	November 2, 2015

PROCESSES AND AGREEMENTS

Subject/Community	Date
NEPA/404 Merger Process and Agreement	May 2007
Programmatic Agreement, Colorado State Historic Preservation Officer	October 2007
Correspondence	

U.S. 50 Tiered EIS Workshop

STATE OF COLORADO

COLORADO DEPARTMENT OF TRANSPORTATION

4201 E. Arkansas Avenue
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January 3, 2005

Mr. David Nicol
Division Administrator, Colorado Division
Federal Highway Administration
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

Re: Proposal for Tiering the US 50 Corridor Environmental Documents
US 50 Pueblo to Kansas State Line
Project: NH0504-037, PCN: 12812

This memorandum evolved out of the 2-day US 50 Tiered EIS Workshop held September 16 and 17, 2004. The workshop was attended by:

CDOT

Dick Annand
Sharleen Bakeman
Brad Beckham
Judy DeHaven
Andy Garton
Cecelia Joy
Michael Perez
Tom Wrona

FHWA

Melinda Castillo
Chris Horn
Monica Pavlik
Mike Vanderhoof

Consultant Team

Chuck Attardo
Jonathan Bartsch
Doug Eberhart
Cheryl Everitt
Mike Falini
Tracy Hill
Brian Kennedy
Jennifer Malenky
Dave Mayfield
Mary Peters
Barry Schulz
Larry Sly
Louise Smart
Lisa Streisfeld

The workshop participants discussed all of the issues documented below, and concluded without dissent that a Tiered EIS approach was reasonable to meet the project development needs of the US 50 corridor. This memorandum was developed to clarify the goals for the next phase of the US 50 program and to answer basic questions as to the approach the team will use to ensure a successful tiered process.

Why was the US 50 corridor project initiated?

US 50 from Pueblo to the Kansas State Line is a 150-mile transportation corridor serving four counties and ten municipalities in southeastern Colorado. The corridor, which was born from the original Santa Fe Trail, today compliments Interstate 70 to the north and US 160 to the south, and links the Ports to Plains corridor along SH 287 on the east with Interstate 25 on the west. See Figure 1. US 50 provides local as well as regional connections for the distribution of goods and services through and beyond the Lower Arkansas Valley that cannot be provided by another facility. The agricultural based communities along US 50 are experiencing economic and population decline. Therefore, this highway is extremely important to the communities it serves.

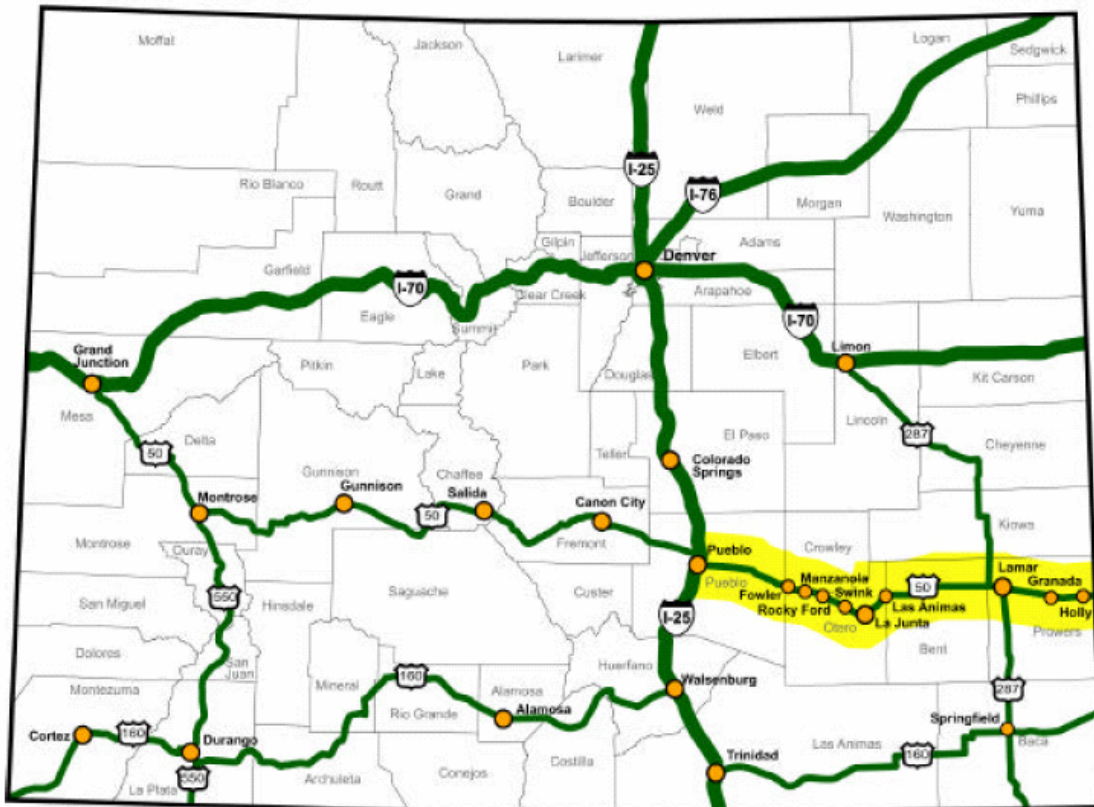


Figure 1 – State of Colorado

US 50 has not ranked high in transportation investment funding as compared to other major corridors in the state primarily because of the lack of a unified corridor improvement plan and also due to the State's limited transportation dollars. Historically, each community has had its own voice and vision for addressing transportation needs and desires within their immediate area. CDOT has responded with local improvements over the last half century as funds became available. However, with no long-term vision or management plan for the corridor, major transportation improvements on US 50 have been minimal. Some sections of US 50 have not had major reconstruction since 1936. Even though the corridor has not ranked high for investment, US 50 does have safety and mobility issues that need to be addressed. Details on safety and mobility issues along the corridor are available in the **Corridor Selection Study, A Plan for US 50** and other documents available on the previous study website at www.US50-secolo.com.

In 2000, responding to renewed local demands for a program to address safety and mobility throughout the region, CDOT commissioned a study to bring the communities together in the formulation of a corridor-wide vision for the highway. The **Corridor Selection Study, A Plan for US 50** is this unified vision and provides these communities a foundation for addressing long-term transportation needs along the existing corridor and it provides CDOT a clear understanding of the communities desires to complete the plan.

What do we want to achieve with the next phase? What are the objectives?

The objective of the next phase is to provide, within the framework of NEPA, a 150-mile corridor location decision that CDOT and the communities can use to plan and program future improvements, preserve right-of-way and pursue funding opportunities.

How will we meet these objectives?

CDOT proposes tiering the environmental documents to develop a broad scope analyses for the corridor in order to address issues that are “ripe for decision” at this time. FHWA regulations recommend a tiered approach to look at broad-scale issues such as general location, mode choice, and area-wide air quality and land use implications [23 CFR 771.111(g)]. Section 4(f) regulations recognize tiering may also involve lesser levels of detail to perform a preliminary determination of 4(f) use in compliance with the US Department of Transportation Act [23 CFR 771.135(o)]. CDOT desires to integrate transportation planning with the NEPA environmental analysis, similar to an MIS study, but bringing the environmental regulatory agencies and the communities formally into the process. Tiering the NEPA decision-making process will allow environmental input to shape the transportation planning decisions made by all involved agencies and the public. This will provide a level of predictability for CDOT and the communities that certain location decisions will not be revisited later in the process.

What are some of the other benefits and/or opportunities provided by using a Tier 1 process?

A Tier 1 process would also enable us to:

- Best characterize cumulative effects over time and across subject areas – for example, the relationship of the road project over time to Arkansas River issues.
- Identify and address large-scale issues along the Lower Arkansas Valley.
- Present regulatory issues in a collective manner to facilitate more efficient and quicker delivery of Tier 2 studies and projects.
- Create a corridor framework in collaboration with the communities, so they have the ability to plan and program land use and their economic futures.
- Development of a right-of-way preservation program with the communities.
- Set consistent direction for managing and programming the corridor improvements.
- Identify and prioritize Tier 2 projects to facilitate more efficient and quicker delivery of Tier 2 studies and projects.
- Market for potential project dollars, using political buy-in to the corridor vision.
- Establish a consistent environmental baseline database.
- Maintain community support by following through with recommendation from previous study.

- Avoid segmentation.
- Develop broad environmental policies and programs with regulatory agencies that would apply to many future projects, the details and locations of which are not yet known.
- Identify an ultimate corridor that may generate interest in shared corridor costs with other agencies or utility providers, i.e., Arkansas Valley Conduit.

What issues can be decided and finalized (“ripe”) during the Tier 1 process?

- A reconfirmation of the modal decision made during the last phase. This should be conducted soon during scoping.
- Determination of a preferred corridor (see below for further description).
- Identification and prioritization of Tier 2 projects.
- Formal agreements (IGAs, ordinances, etc.) with local jurisdictions to preserve right-of-way and long-term function of the corridor for through trips.
- Agreement on performance criteria between regulatory agencies, CDOT and FHWA.
- Design parameters for future Tier 2 projects, especially in regards to mitigation (developed in conjunction with the agencies) and including best management practices and defined operating principles.

The Tier 1 ROD is expected to include but is not limited to:

- A preferred corridor (see below for further description).
- Demonstration (through documentation) of avoidance and minimization efforts.
- Logical termini, preliminary NEPA documentation recommendations, cost estimates and prioritization for Tier 2 sections of independent utility (SIU).
- Overarching mitigation conceptual plan and agreement from the agencies regarding their role in mitigation.
- Typical cross section(s) along the corridor (rural and non-rural), including facility type(s).
- Access management policy and standards.
- Corridor preservation plan.

What is the definition of a preferred corridor?

The preferred corridor would be a 150-mile long corridor of variable width, depending on site-specific constraints, that would include bypass or through-town decisions. In some instances the preferred corridor could include multiple location choices that would be carried forward to Tier 2 for further analysis at the appropriate time. The corridor would also identify need and location for separated grades and future interchanges. It would be clarified throughout the process that this corridor is not a hard line and that the corridor may shift slightly during Tier 2 evaluation and final design. However, the Tier 1 corridor would be created as narrow as feasible to allow communities and property owners to have as much site-specific planning as possible. We propose incorporation of an “80/20” concept to disclose flexibility. We predict that 80 percent of future construction will occur within this corridor, while 20 percent may be built outside the corridor to accommodate changes in the future and adjustments for unknown conditions.

Would another planning-level or NEPA document be able to achieve the same goals for the corridor?

A planning-level location decision without NEPA standing would not provide a reasonable level of predictability that the location decision would hold up over any length of time. The communities need a location decision, with appropriate flexibility, to plan and manage their futures (e.g., land use decisions). They have also told us of their aspirations to use the plan to sell their communities to prospective transportation-dependent employers as well as attract funding for the future US 50 improvements. CDOT desires a clear plan with that reasonable level of predictability to identify, prioritize and program sections of independent utility, develop interim improvements along the corridor, as well as understand the implications of US 50 improvements to the state-wide transportation system. A corridor plan developed within the framework of NEPA will enable CDOT to quickly identify needed projects that may be implemented when funding opportunities arise. A planning-level location study will not provide this needed level of predictability.

A full Tier 2 level EIS at this time would provide the level of detail to make a definitive corridor location decision. However, the level of detail required for that EIS analysis of resources is expensive and can become outdated; thus, the decisions based upon that information could be put at risk. CDOT does not currently have a significant funding stream identified for the US 50 Corridor and has stated that the ultimate improvement of the entire corridor could take 40 years or more. The level of effort required to make a 150-mile roadway alignment decision with a non-tiered EIS is not appropriate at this time for the level of decisions that are needed. Additional environmental follow-up and clearances will be required in the future for project level evaluations no matter the level of detail we use at this time.

What are the challenges of a tiered document?

During our workshop the following list of challenges for delivering a successful tiered process were identified. By recognizing the challenges in the beginning we will develop flexible approaches to address each of these issues and any others that may arise.

- Obtaining resource/regulatory agency input to the process, resulting in mutual acceptance and agreement to participate.
- Gaining interagency agreement on what is the necessary and appropriate level of effort for evaluating each resource, based on development of clear expectations for the tiered process.
- Getting agreement up front about what is not important or necessary to study and what decisions can be made with broad data sources, such as GIS or remote-sensing data.
- Ensuring that commitments to the process are adhered to.
- Securing program-level mitigation and cooperation – providing for future implementation of mitigation.
- Section 106
 - Getting the proper data for decision making
 - Getting SHPO on the same page.
 - Determining the Area of Potential Effect (APE) for Tier 1.
- Maintaining robust public involvement throughout the Tier 1 process while addressing a large range of issues.

- Dealing with the lack of local planning and zoning and involving the communities in planning their own futures – communities looking to the project to help them plan, rather than having existing plans to help give direction to the project.
- Managing community and agency expectations.
- Addressing the question of what it means for a community to be bypassed by US 50 from the land-use, economic and social perspectives.
- Reconciling the needs of the resource/regulatory agencies and the local communities.
- Setting the bounds between a program (Tier 1) and a project (Tier 2), including the level of study detail and decisions.
- Preserving right-of-way over a long period of time.
- Forecasting for 40 years or more – knowing what we are planning for.
- Dealing with the shelf-life of the Tier 1 decision document over the extended timeframe.
- Answering the question of how/whether to mitigate now for something that won't be built for twenty, thirty or more years.
- Being stewards of tax dollars as well as stewards of the environment while maintaining a reasonable schedule – and ensuring that we end up with something useful.

How will we address these challenges?

The issues raised were predominantly associated with the following four areas of concern: 1) resource/regulatory agency involvement; 2) meaningful community involvement; 3) developing and communicating a clear concise process; and 4) the viability of the decisions over time. The bullet list below identifies our general approach to some of these issues. Additional, more detailed discussions of specific solutions are contained in the remainder of this memorandum.

- 1) Resource/Regulatory agency involvement will be addressed by:
 - Early partnering that will consider the importance of all agency missions and will develop clear roles and responsibilities.
 - Methods of evaluation that will be tailored to the decision(s) at hand and the low level of design detail.
 - Context statements for selected resources that will set the project focus on the “big picture.”
 - Focus on comprehensive performance standards that work for the concerns of multiple agencies. The performance standards focus more on outcomes and results and less on methods. For example, the performance standard for floodways could be no net rise in base flood elevations.
- 2) Community involvement will:
 - Build upon the trust and good relations already established by clearly explaining the proposed process, the regulatory requirements and working with the communities to define their roles and responsibilities. The communities will be asked to be actively involved in various ways throughout the process including the development of specific resource context statements, providing resolutions and/or letters of commitment at key milestones and working actively with CDOT to develop and implement corridor preservation.
 - Include individual community visioning sessions, similar to the earlier bus tours, to best coordinate corridor decisions with community plans.
 - Maintain momentum developed during the previous study through open and continual communication with the communities and regional/local advocates.
 - Appropriately consider near-term corridor issues (less than 5 - 10 years).

- 3) Explaining the process will require:
 - A clear and concise explanation of the goals for both Tier 1 and 2 graphically and with text.
 - Dialogue with CDOT, FHWA, agencies and communities at multiple levels.
- 4) Decision-making in light of the planning horizon will be corridor-wide and context sensitive, and will vary from community to community.

How would interagency coordination be handled under the tiered EIS approach?

The goal is to develop collaborative working partnerships with all agencies and community representatives that are likely to have local authority, jurisdiction over resources or information important to the success of the project. To help secure vital partnerships, these agencies will be invited to actively participate in the tiered NEPA process and in the development of the Tier 1 EIS and subsequent Tier 2 documents. Many of these agencies have regulatory authority and legal responsibilities that must be considered during the NEPA process and may culminate in an application for permits following the completion of Tier 2 documents. Furthermore, in accordance with NEPA, certain agencies must be invited to become cooperating agencies.

In order to establish effective partnerships with the agencies and communities, it is envisioned that all of the parties will be invited to participate in either an agency or community scoping workshop. The purpose of these workshops is to seek understanding about each agency's and community's mission and specific relationship to the study area. The workshops will establish terms of collaboration and will culminate in the development of "project charters" that takes into account the agencies' or communities' respective abilities to participate. The project charters will include a mission statement for the Tiered EIS, a description of roles and responsibilities as participating agencies or communities engaged in a collaborative process, a plan for working together, an agreement to provide necessary staff resources throughout the tiered process, guiding principles, and a commitment to provide information, comments, and decisions at key milestone points within established timeframes. The charters will spell out the signatories' ability to receive and hold confidential pre-decisional information (that can be designated as working documents that are outside of the Freedom of Information Act). The project charters will focus upon cooperation and coordination, rather than detailed regulatory processes.

The agencies listed below may be invited to develop and sign the agency charter:

- Colorado Department of Transportation
- Federal Highway Administration
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- State Historic Preservation Office
- Colorado Division of Wildlife
- Colorado Department of Public Health and Environment
- Natural Resource Conservation Service
- Bureau of Reclamation
- Central Federal Lands
- Colorado State Parks
- Bureau of Land Management
- Federal Emergency Management Agency
- National Parks Service
- Federal Railroad Administration
- Colorado Public Utilities Commission
- Colorado Division of Water Resources
- Native American Tribes
- Department of Local Affairs
- Burlington Northern Santa Fe Railway
- State of Kansas (Whether or not to include agencies from Kansas depends on the logical termini for the Tier 1 study.)

The communities listed below will be invited to develop and sign the community charter with the Colorado Department of Transportation:

- Prowers County
- Bent County
- Otero County
- Pueblo County
- City of Holly
- City of Granada
- City of Lamar
- City of Las Animas
- City of La Junta
- City of Swink
- City of Rocky Ford
- City of Manzanola
- City of Fowler
- City of Pueblo

As part of the charters, a conflict/dispute resolution process will be developed. When disputes arise during the project, this explicit process will be followed to resolve concerns and/or issues at the lowest possible level. This will be their process for resolution of issues. However, if a dispute remains unresolved, an option to elevate the concerns through existing formalized procedures in the NEPA, 404 permit process, etc., is available.

In addition to the charters, certain agencies will be requested to join with FHWA and CDOT in MOAs or MOUs that will focus upon the details required to carry out specific regulations. These MOAs/MOUs will be developed to establish agreement on specific resource methodologies (e.g., for Section 106) and timeframes for review/comments to expedite Tier 1 and Tier 2 NEPA documentation. These timeframes will be developed in light of the desired goals of completing a Tier 2 Categorical Exclusion in six months, Environmental Assessment in one year and an Environmental Impact Statement in one and one half years. The US 50 Workplan will define which agencies might be appropriate for any such MOAs/MOUs with FHWA and CDOT. The MOAs/MOUs will include specific descriptions of roles, responsibilities, and expectations related to specific resources and/or regulations. The charters and the MOAs/MOUs are expected to be in place prior to the Notice of Intent (NOI) for the Tier 1 EIS.

What is the Workplan?

The Workplan is a detailed guide for implementing the tiering process and ensuring transportation decisions are made in collaboration with stakeholders while meeting the project purpose and need, minimizing project costs, minimizing negative impacts from the proposed action, and protecting and enhancing the natural and built environment. The Workplan will expand on the discussions and understandings formed at the agency and community charter workshops. It will clearly identify incremental and achievable milestones for both Tier 1 and Tier 2. It will also describe how we communicate, work through issues, make collaborative decisions, and subsequently obtain buy-in from the agencies and the public for the results at each step. Incremental buy-in on specific resources, process or project direction issues will enable us to avoid unnecessary research and analysis, and ultimately scope and schedule creep. Figure 2 below provides a detailed schematic diagram of our preliminary draft Workplan. The steps for the second tier are presented with the understanding that they will be refined in more detail during the TEIS.

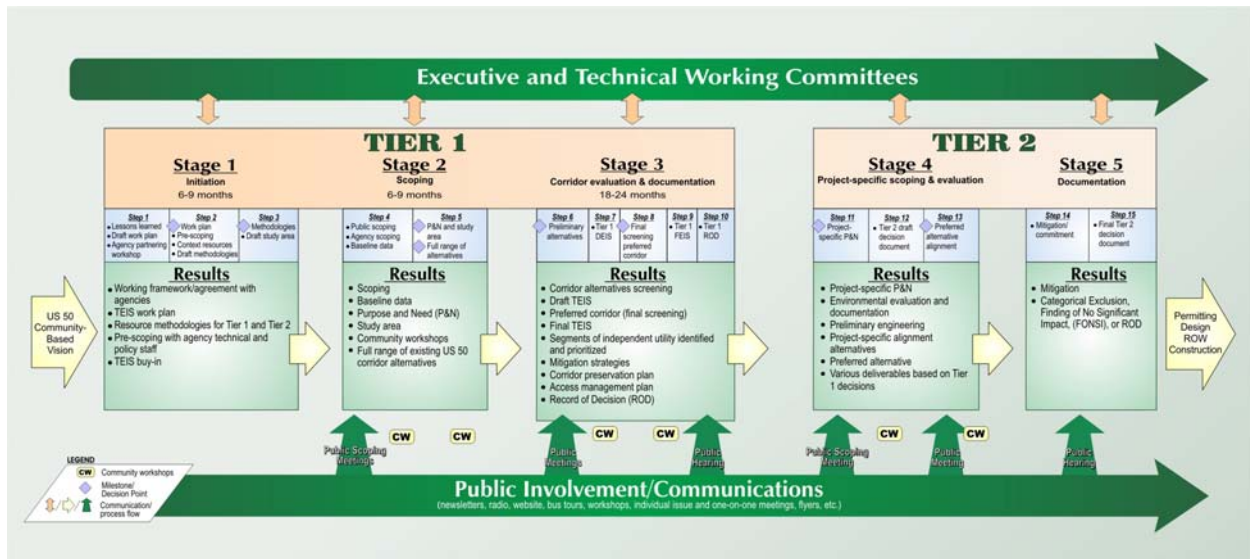


Figure 2 - Preliminary Draft Workplan

Our collaborative process is designed to help participants understand the need for flexibility in the definition and execution of the Workplan. The dynamic and iterative nature of the process will be highlighted. Revisions will be developed, coordinated, and adopted through an agreed upon method. The process will also reinforce the need to comprehensively address regulatory and jurisdictional responsibilities.

How do we ensure agreements and decisions made today will withstand bureaucratic changes and be honored by institutions over time?

Accomplishing this goal will require:

- A clearly defined process with decision and milestone points agreed to within the charters and/or agency-specific MOAs/MOUs.
- A commitment by the agencies and communities to engage in a collaborative problem-solving effort to resolve issues and disputes.
- Agency and community involvement in determining the nature of decision/milestone points within the context of Tier 1 to help create buy-in and build confidence in the tiering process.

Establishing mutually agreed upon decision and milestone points should provide the agencies and communities an opportunity to indicate:

- They agree there is adequate information to move on to the next stage.
- The project is on the right track at this point in the process.
- The project will not revisit previous decisions unless new information or substantial changes to the project, the environment, or laws and regulations that have a bearing on previously made decisions.

Who from the agencies should be involved?

It would be ideal to have each agency appoint a representative who could speak with authority for the agency or about their agency's interests, provide effective coordination within their agency and bring their agency's views/approval to the decision process. However, agency representatives that are at a high enough level to speak for their agencies may not be available to participate as often as needed. A common practice is to delegate down (responsibility for participation but not authority of the agency) to a lower staff level. Mid-level staff often handles the interagency work, while upper-level staff provides sign-off. The project team will pursue the signature of upper-level staff on the charter agreement thus documenting their commitment to having their staff work collaboratively on this project.

Given the magnitude of this project how do we assure adequate staff resources?

We believe that the commitment of CDOT and FHWA staff resources to the project is a significant issue that will be addressed prior to the initiation of the project. The solution to this issue does not lie in co-locating CDOT, FHWA and consultant staff but in an efficient and well defined process that CDOT and FHWA management give high enough priority to assure sufficient staffing and resources are available when needed. We have a two step approach to tackle this issue.

First, this document "Proposal for Tiering the US 50 Corridor Environmental Documents" was developed to make sure that CDOT and FHWA are on the "same page." Working together with the same concepts and objectives in mind will reduce staff time spent on needless work, misdirection, inappropriate tasks, and the redoing of work. It will help keep the team focused on work that counts and doing it right the first time, thereby reducing the amount of staff time committed to the project. Maintaining an open dialog with CDOT's Executive Director, Chief Engineer, and Director of DTD and the Division Administrator for FHWA through the TERC, and as otherwise appropriate, will also help assure that staff resources are available and committed when needed.

Second, A lesson learned from other projects of this magnitude is that a clear well defined process that details the necessary oversight, key milestones, reviews, attendance at public meetings, etc. is essential to the success of a large and complex project. Our proposed charters, Workplan, MOAs/MOUs and resource methodologies will document the project delivery procedures and participants' roles and responsibilities. These documents will guide us and the other participating agencies and/or communities through the process, defining clear roles and responsibilities, developing communication and coordination protocols, defining a process for conflict resolution, helping all to plan for events and key milestones, eliminating as much of the unknowns as possible and ensuring we are as efficient as possible with staff time and limited resources.

What if agreements are not forthcoming?

If agreements are not forthcoming, as discussed above, with the regulatory and/or permitting agencies, and/or the communities, CDOT will reevaluate the proposed tiering process with FHWA. CDOT may decide to continue with the Tier 1 or end the tiering process and proceed with another form of NEPA documentation that may include modified goals and study limits. The Go/No-Go decision process is depicted in Figure 3.

What is the sequence of events for agency and community coordination?

1. Project introduction and charter development workshops
2. Charter agreements signed
3. Workplan refinement
4. Preliminary scoping and possible bus tour of the corridor with agencies
5. Specific regulatory/resource agencies MOA/MOU development
6. Notice of Intent
7. Project scoping
8. Contexting of specific resources with the agencies and the public
9. Specific resource methodologies and timelines developed and agreed to by agencies with regulatory or jurisdictional oversight
10. Follow charter, MOA/MOU and Workplan specified coordination.

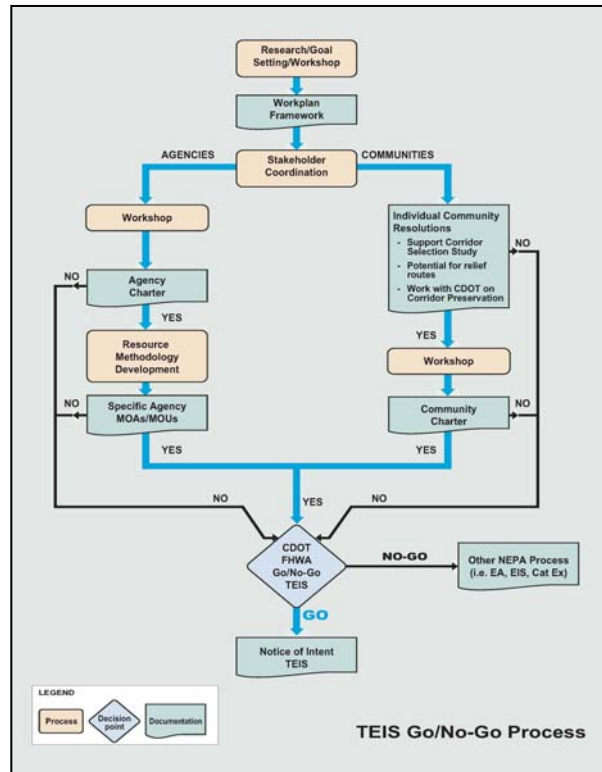


Figure 3 – TEIS Go/No-Go

How do we achieve continued community cooperation and buy-in?

Educating the communities about the importance of their role in the process will be a key aspect of the project. The trust our team members have built in these communities over the last three years is a critical advantage to achieving this goal. Through this rapport the team will educate the communities about the regulatory requirements and develop the community charter that will define their roles and responsibilities in the decision making process. We will translate the regulatory jargon to build understanding and acceptance for viable solutions.

How will we balance community visions with potential improvements?

We will hold a series of meetings during scoping to help define the relationship between corridor plans and communities' visions. We will document where and how towns want to change, what local citizens believe should be protected, and how the project can support their goals. This process ensures that a full range of alternatives are developed that not only provide a safe and efficient statewide facility, but also serve local needs and interests. We will use the bus tours and community workshops developed in the previous study to work through specific issues.

How can regulatory agencies' and the communities' needs be balanced?

The community is largely composed of independent farmers, ranchers, and business people. The agencies have regulatory restrictions and responsibilities that limit their flexibility. The key to balancing the needs of these groups will be keeping both well informed of the goals, needs, and constraints of the other group.

In order for the regulatory agencies to prioritize resources for protection and enhancement it is critical that they are aware of the communities' priorities. In various forums we will provide opportunities for agencies and the community leaders to build mutual understanding. Agencies can gain an appreciation for the context and culture of the communities while clarifying their regulatory and non-regulatory mandates. In return, the communities can articulate their values and objectives to the agencies. This understanding will provide perspective that can help reconcile both regulatory needs and the communities' objectives.

How will this tiered transportation project be different from others?

We will incorporate the following four themes, learned from past experiences, to set this project apart from others and ensure a successful tiered process:

1. Being open to various agency's lessons learned with tiering and providing flexible methods to address any identified challenges.
2. Proactively seek public and agency involvement from the initiation of the project and maintain that involvement throughout the life of the US 50 Corridor improvements.
3. Working collaboratively with all parties to develop clear, well-defined and understood processes with specific intermediate milestones that provide incremental buy-in to the process and ultimately to the decisions in the TEIS.
4. Forming partnerships and/or formal agreements with specific regulatory and permitting agencies that define roles, responsibilities and performance standards.

In conclusion

We believe tiering the NEPA process for the US 50 Corridor is the most appropriate and cost effective approach to achieve the identified goals. If you concur with the approach outlined above, we will develop the Workplan in cooperation with your staff. Following your acceptance of the Workplan and the resolution of any issues regarding our proposed tiered process, we will formally request FHWA approval to proceed with a Tier 1 EIS for the US 50 Corridor from Pueblo to the Kansas State line.

Sincerely,

Craig Siracusa
Chief Engineer

Jennifer Finch
Division of Transportation Development

I concur:

David Nicol
Division Administrator, Colorado Division
Federal Highway Administration

cc: Thomas Norton, CDOT Executive Director
Margaret Catlin, CDOT Deputy Executive Director
Jennifer Webster, CDOT Office of Policy
Robert D. Torres, CDOT Region II Transportation Director
Thomas C. Wrona, CDOT Region II South Program Engineer
Andrew Garton, CDOT Region II Resident Engineer
Michael Perez, CDOT Region II Project Manager
Richard Annand, CDOT Region II Environmental Manager
Brad Beckham, CDOT Environmental Programs Branch Manager
Central Files

Community Pre-Scoping Meetings

Notes from Action 22 meeting in La Junta on 4-26-05

Attendees:

Mike Perez (CDOT)

Karen Rowe (CDOT)

Larry Sly (PBS&J)

Coral Cosway (PBS&J)

See sign-in sheet located in the project file for other attendees

Presentation / Discussion:

Larry Sly discussed the following items:

1. The history of the US 50 project (i.e., the previous US 50 study)
2. The Strategic Corridors Initiative
 - a. How US 50 can fit into this Initiative
 - b. How utilizing this program would differ from the way transportation has been funded along the US 50 East corridor in the past
3. CDOT's 2030 Plan
 - a. Where CDOT wants "to go" with respect to major transportation corridors
 - b. How US 50 East fits into this Plan
4. The next step for the project – the NEPA process ending with a corridor location decision
5. The Tiered EIS process
 - a. Why this process was chosen for US 50 East
 - b. Overview of the process
 - c. The necessity for communities to be involved with corridor preservation and access management strategies
 - d. Benefits of this process (vs. a regular EIS)
 - Communities can "sell" the corridor to potential employers and/or other economic development interests
 - Construction can continue on other Tier 2 SIU projects if an SIU project gets held up because more study/analysis has to be done or it needs to be re-evaluated
 - EIS "shelf-life" is only approximately 3 years – a Tiered EIS has no shelf-life
6. Go/no-go process review
 - a. How FHWA and/or CDOT can get out of the process if it begins to "go bad"
 - b. One of the main components of the "go" pathway is community support for the project
 - c. Tom Norton, CDOT Executive Director, wants to know that the communities are "on board" with the following ideas in order for the project to continue to move forward:
 - All route options are on the table (NEPA requirement)
 - Communities are willing to work with CDOT on corridor preservation

- Communities support the recommendations in the previous US 50 study (to stay near the existing facility)
 - d. The goal is to find a balance among the needs of CDOT, the communities and the resource/regulatory agencies
7. Community Involvement
- a. The project needs the communities' continued support and input
 - b. Community Working Group – what is it and how can communities participate
 - c. Action 22 Corridor Advisors – what is it and how can Action 22 members participate
 - d. The project is aware that proposing centerline mile “swaps” between CDOT and the communities could have a significant impact on some of the communities – agreements will be crafted between CDOT and any community where this situation occurs
 - e. The project is proposing to help the corridor communities with small-scale comprehensive land use plans for each community – this will support corridor preservation strategies
8. Resolutions
- a. The project requests that corridor communities pass a resolution in support of the project including the ideas in 6.c. (above)
 - b. Deadline – the project would like to have the resolutions by the end of August

Notes from Action 22 meeting in La Junta on 5-11-05

Attendees:

Mike Perez (CDOT)

Karen Rowe (CDOT)

Larry Sly (PBS&J)

Coral Cosway (PBS&J)

See sign-in sheet in project file for the other attendees

Presentation:

Larry Sly and Mike Perez presented the following information:

1. The history of the US 50 project – the completion of the Corridor Vision and other reports
2. The Strategic Corridors Initiative vs. “business as usual”
 - a. How US 50 can fit into this Initiative
 - b. How utilizing this program would differ from the way transportation has been funded along the US 50 East corridor in the past
3. The Tiered EIS process
 - a. Why this process was chosen for US 50 East
 - b. Overview of the process
 - c. Objectives of the project
4. Go/no-go process review
 - a. How FHWA and/or CDOT can get out of the process if it begins to “go bad”
 - b. One of the main components of the “go” pathway is community support for the project
 - c. Tom Norton, CDOT Executive Director, wants to know that the communities are “on board” with the following ideas in order for the project to continue to move forward:
 - All route options are on the table (NEPA requirement)
 - Communities are willing to work with CDOT on corridor preservation
 - Communities support the recommendations in the previous US 50 study (to stay near the existing facility)
5. Community Involvement
 - a. The project needs the communities’ continued support and input – the project wants to keep the same high level of public involvement that was present during the last study
 - b. Community Working Group
 - Membership should be one publicly-elected official from each corridor county, city and town – if the representative needs to be a staff member instead, the project will work with the jurisdiction on that issue
 - This person would serve as the liaison to the project from that jurisdiction
6. Resolutions

- a. The project requests that corridor communities pass a resolution in support of the project including the ideas in 4.c. (above)
- b. Deadline – the project would like to have the resolutions by the end of August

Discussion / Questions:

The following questions were asked by the attendees during the meeting:

Question: What is the timeframe for communities to get a resolution passed?

Answer (Perez): Ideally by the end of August

Question: Will the Community Charter Agreement be a flexible (i.e., working) document?

Answer (Sly): Most of it won't change over time, but there may be some "tweaking" that occurs if unforeseen situations arise

Question: Can the project liaison [serving on the Community Working Group] be someone other than an elected official?

Answer (Sly): The project will work with communities on this issue.

Question: Can communities have more than one person on the Community Working Group?

Answer (Perez): The project set the number of representatives at one per community so that the size of the group wouldn't get so large that it would impede decision making.

Question: How soon, realistically, can we expect more money to be allocated to the US 50 project?

Answer (George Temple, CDOT Region 2 Transportation Commissioner): Discussed the status of the TABOR relief measure and the potential funding opportunities that may be realized by projects around the state with and without the approval of the measure.

Question: Can the project team come out to our community and talk to our leadership (council members, commissioners or trustees) about the project?

Answer (Perez and Sly): Yes. Just let someone on the project team know the date and time of your meeting.

Community Resolutions



US 50 CORRIDOR EAST

Project No. NH 0504-037
Sub Account No. 12812

Community Resolutions (as of July 27, 2005)

Resolutions in support of the US 50 Corridor East project have been adopted by all 14 major jurisdictions (cities, towns and counties) along US 50 and are included in this packet. Those jurisdictions include:

- Pueblo County
- Otero County
- Bent County
- Prowers County
- City of Pueblo
- Town of Fowler
- Town of Manzanola
- City of Rocky Ford
- Town of Swink
- City of La Junta
- City of Las Animas
- City of Lamar
- Town of Granada
- Town of Holly

Additionally, Baca County has also adopted a resolution supporting the project, which is also included in this packet.

Pueblo County
City of Pueblo

RESOLUTION NO. 2005-022

A RESOLUTION CONCERNING THE PARTICIPATION OF THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) AS THE METROPOLITAN PLANNING ORGANIZATION (MPO) AND THE TRANSPORTATION PLANNING REGION (TPR) FOR PUEBLO COUNTY IN THE TIERED ENVIRONMENTAL IMPACT STUDY (TEIS) FOR THE US HIGHWAY 50 CORRIDOR FROM I-25 IN PUEBLO EAST TO THE KANSAS STATE LINE

WHEREAS, the PACOG MPO/TPR will join with other communities located along the US 50 Corridor East to participate in a process to identify a corridor location for US Highway 50 in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers; and

WHEREAS, the US 50 Corridor East serves southeast Colorado as the primary connection for the communities of the Lower Arkansas River Valley to certain essential services such as emergency health care, employment opportunities, higher education, and distribution of goods and services as well as providing tourism revenues and other economic benefits such that the roadway is vital to the basic needs of our residents; and

WHEREAS, the US 50 Corridor East is the main transportation route through communities in the PACOG region and serves as a critical part of our residents' mobility; and

WHEREAS, major improvements in the US 50 Corridor East have been limited since the highway's earlier construction; and

WHEREAS, traffic on the US 50 Corridor East is likely to increase with improvements to US 287 in the *Ports to Plains Corridor*; and

WHEREAS, the State of Colorado has recognized the US 50 Corridor East as a vital part of the state's intrastate transportation system by assigning it a high priority in its *Major Corridors Initiative*; and

WHEREAS, being part of a coast-to-coast roadway system, the US 50 Corridor East in Colorado is an important link in our national Transportation System;

NOW, THEREFORE, BE IT RESOLVED BY THE PUEBLO AREA COUNCIL OF GOVERNMENTS THAT:

SECTION 1.

PACOG agrees to work cooperatively with the Colorado Department of Transportation to support the visions and recommendations previously made in the *Corridor Selection Study, A Plan for US 50* regarding the improvement and enhancement of US 50 Corridor East.

SECTION 2.

PACOG will work cooperatively with and provide support to the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor.

SECTION 3.

PACOG recognizes that in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

SECTION 4.


PACOG has selected _____ from the City of Pueblo and _____ from Pueblo County to serve as our Project Liaisons to the US 50 Community Working Group, and authorizes them or such successors as PACOG may find necessary to appoint in the future, to voice PACOG's concerns, perspective, and stance on issues at key milestones during the project.

SECTION 5.

The Urban Transportation Planning Division is hereby directed and authorized to provide such information or assistance as may be requested by the Project Liaisons or through subsequent actions of the Board with respect to the US 50 Corridor East TEIS.

INTRODUCED: June 30, 2005

APPROVED:



Chairperson, Pueblo Area Council of Governments

ATTEST:



PACOG Recording Secretary

OTERO COUNTY

#2005 - 010

A RESOLUTION CONCERNING U.S. HIGHWAY 50 FROM PUEBLO, COLORADO TO THE KANSAS STATE LINE (a.k.a. US 50 CORRIDOR EAST).

WHEREAS, Otero County has joined with other communities located along U.S. Highway 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future U.S. 50 drivers;

WHEREAS, U.S. 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, U.S. 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in the U.S. 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on U.S. 50 Corridor East is likely to increase with improvements to U.S. 287 as part of the *Ports to Plains Initiative*;

WHEREAS, the State of Colorado has recognized U.S. 50 Corridor East as a vital part of the State's intrastate transportation system by giving it a high priority in its *Major Corridors Initiative*;

WHEREAS, being part of a coast-to-coast roadway system (U.S. 50), U.S. 50 Corridor East is an important link in our national Transportation System;

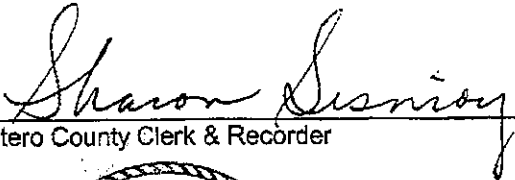
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE COUNTY OF OTERO, COLORADO that our community has agreed to the vision articulated below regarding the improvement and enhancement of U.S. 50 Corridor East:

- Section 1.* That the Board of County Commissioners will support the recommendations previously made in *Corridor Selection Study, A Plan for U.S. 50*; and
- Section 2.* That the Board of County Commissioners will work with Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and
- Section 3.* That the Board of County Commissioners recognizes that in order to comply with the National Environmental Policy Act, the U.S. 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the U.S. 50 Corridor East; and
- Section 4.* That Otero County has selected Harold R. "Jake" Klein, Jr. to serve as our project liaison to the U.S. 50 Community Working Group, and the he has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

U.S. Highway 50 Project
May 16, 2005

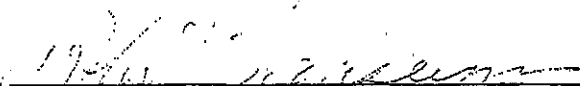
ADOPTED this 16th day of May, A.D. 2005.


ATTEST:

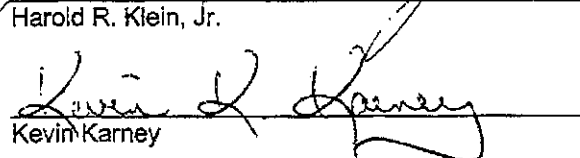

Otero County Clerk & Recorder



BOARD OF COUNTY COMMISSIONERS OF
THE COUNTY OF OTERO, STATE OF
COLORADO


Robert Bauseman, Chairman


Harold R. Klein, Jr.


Kevin Karney

A RESOLUTION concerning United States Highway 50 from Pueblo, Colorado to the Kansas State line (a.k.a. US 50 Corridor East)

WHEREAS, our community has joined with other communities located along US 50 Corridor East to participate in a program that would identify a corridor location in which projects will be developed over the next 50 years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues, thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community, thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the Ports to Plains Initiative;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its Major Corridors Initiative;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System;

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

That our community leaders will support the recommendations previously made in Corridor Selection Study, A Plan for US 50;

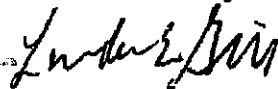
That our community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider a possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

That our community has selected Frank Wallace to serve as our project liaison to the US 50 Community Working Group, and that he has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

RESOLVED this 20 day of June, 2005.

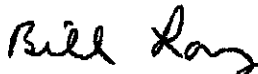
BY the Bent County Board of Commissioners,



Lynden Gill, Chairman

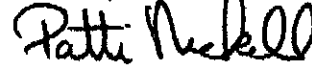


Frank Wallace, Vice Chairman



Bill Long, Board Member

ATTEST:



Patti Nickell,

Bent County Clerk & Recorder

RESOLUTION NO. 2005 - 11**A RESOLUTION CONCERNING UNITED STATES HIGHWAY 50 FROM PUEBLO, COLORADO TO THE KANSAS STATE LINE (A.K.A. US 50 CORRIDOR EAST)**

WHEREAS, our county has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 20+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is one of the main transportation route through our county; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the *Ports to Plains Initiative*;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its *Major Corridors Initiative*;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System; and

WHEREAS, in order for the project to succeed, CDOT must also indicate their support and agreement of the vision articulated below;

NOW THEREFORE IT IS RESOLVED that our county has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

That our county leaders will support the recommendations previously made in *Corridor Selection Study, A Plan for US 50*;

That our county leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That our county leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

That our county has selected Commissioner Gene Millbrand to serve as our project liaison to the US 50 County Working Group, and that he has been authorized to voice our county's concerns, perspective and stance on issues at key milestones during the project.

Dated this 20th day of June, 2005.

BOARD OF COUNTY COMMISSIONERS
OF PROWERS COUNTY, COLORADO

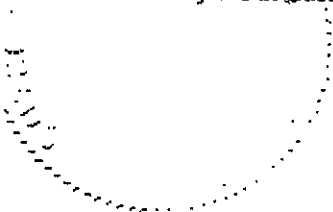
By LeRoy E. Mauch
LeRoy E. Mauch, Chairman

ATTEST:

By Dorothy J. McCaslin
Dorothy J. McCaslin, County Clerk

Clede Widener
Clede Widener, Vice Chairman

Gene Millbrand
Gene Millbrand, Commissioner



**TOWN OF FOWLER
RESOLUTION 682-05**

A RESOLUTION concerning United States Highway 50 from Pueblo, Colorado to the Kansas State line (a.k.a. US 50 Corridor East)

WHEREAS, our community has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the *Ports to Plains Initiative*;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its *Major Corridors Initiative*;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System;

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

That our community leaders will support the recommendations previously made in *Corridor Selection Study, A Plan for US 50*;

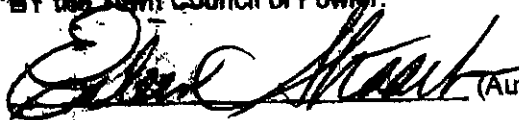
That our community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

That our community has selected Councilman Chuck Hitchcock to serve as our project liaison to the US 50 Community Working Group, and that he has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

RESOLVED this 14th day of June, 2005.

BY the Town Council of Fowler.

 (Authorizing Signature)

EILEEN STRAACH (Printed Name)

RESOLUTION NO. 05-03

A RESOLUTION concerning United States Highway 50 from Pueblo, Colorado to the Kansas State line (a.k.a. US 50 Corridor East)

WHEREAS, our community has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the Ports to Plains Initiative;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its Major Corridors Initiative;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System;

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

That our community leaders will support the recommendations previously made in Corridor Selection Study, A Plan for US 50 as shown on the attached map;

That our community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

That our community has selected Larry Padilla to serve as our project liaison to the US 50 Community Working Group, and that he/she has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

RESOLVED this 16th day of June, 2005.

BY the Town/City Council of Manzanola

Shirley Adams (Authorizing Signature)

Shirley Adams, Mayor (Printed Name)

ATTEST:

Wanda Werdel
Wanda Werdel, Town Clerk

**RESOLUTION NO. 11
(2005 Series)**

**A RESOLUTION CONCERNING UNITED STATES HIGHWAY 50
FROM PUEBLO, COLORADO TO THE KANSAS STATE LINE
(A.K.A. U.S. 50 CORRIDOR EAST)**

WHEREAS, the City of Rocky Ford joined other communities located along U.S. 50 Corridor East in a process to identify a corridor location in which projects will be developed over the next 30 plus years to provide increased mobility and safety for current and future U.S. 50 drivers; and

WHEREAS, U.S. 50 Corridor East serves southeast Colorado as the primary connection for Lower Arkansas Valley communities to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues making the roadway vital to the basic needs of Rocky Ford residents; and

WHEREAS, U.S. 50 Corridor East constitutes the main transportation route through the City of Rocky Ford serving a critical role in our residents' mobility; and

WHEREAS, major improvements in U.S. 50 Corridor East have been limited since the highway's construction; and

WHEREAS, traffic on U.S. 50 Corridor East is likely to increase with improvements to U.S. 287 as part of the Ports to Plains Initiative; and

WHEREAS, the State of Colorado has recognized U.S. 50 Corridor East as a vital part of the State's intrastate transportation system by giving it a high priority in its Major Corridors Initiative; and

WHEREAS, U.S. Highway 50, including U.S. 50 Corridor East, constitutes a coast-to-coast roadway system and an important link in our national Transportation System.

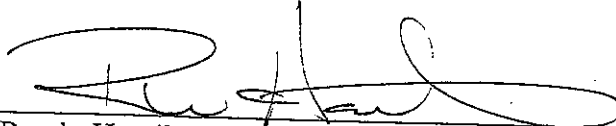
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROCKY FORD, COLORADO AS FOLLOWS:

1. That the City Council of the City of Rocky Ford supports the recommendations previously made in "Corridor Selection Study, A Plan for U.S. 50" that the existing Highway 50 corridor best meets the needs of the community;
2. That the City Council of the City of Rocky Ford will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor;
3. That the City Council of the City of Rocky Ford recognizes that in order to comply with the National Environmental Policy Act, the U.S. 50 Corridor East process must consider all

possible corridor location options during the study activities that will ultimately select a preferred corridor location for the U.S. 50 Corridor East;

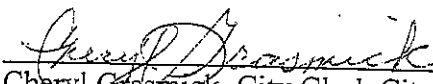
4. That the City Council of the City of Rocky Ford has selected Randy Hamilton, Mayor of the City of Rocky Ford, to serve as our project liaison to the U.S. Community Working Group, and that he is hereby authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

ADOPTED AND APPROVED by the City Council of the City of Rocky Ford, Colorado this 14th day of June 2005.



Randy Hamilton, Mayor City of Rocky Ford

ATTEST:



Cheryl Grasmick, City Clerk, City of Rocky Ford

RESOLUTION 2005-7

A RESOLUTION concerning United States Highway 50 from Pueblo, Colorado to the Kansas state line (a.k.a. US 50 Corridor East)

WHEREAS, our community has joined with other communities located along US 50 Corridor east to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers.

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the Ports to Plains Initiative;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its Major Corridors Initiative;

WHEREAS, being part of a coast-to-coast roadway system (US 50), Us 50 Corridor East is an important link in our national Transportation System:

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of the US 50 Corridor East:

That our community leaders will support the recommendations previously made in Corridor Selection Study, A Plan for US 50 as shown on the attached map;

That or community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all

possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

That our Community has selected Sandy Lutte to serve as our project liaison to the US 50 Community Working Group, and that he/she has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

RESOLVED this 13th day of June, 2005.

By the Town Council of Swink, CO.


Steven Cordova, Mayor

ATTEST:


Terry Clodfelter, Town Clerk

R E S O L U T I O N

N O. R-14-2005

A RESOLUTION CONCERNING UNITED STATES HIGHWAY 50 FROM PUEBLO, COLORADO TO THE KANSAS STATE LINE (ALSO KNOWN AS US 50 CORRIDOR EAST)

WHEREAS, our community has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the Ports to Plains Initiative;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its Major Corridors Initiative;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System;

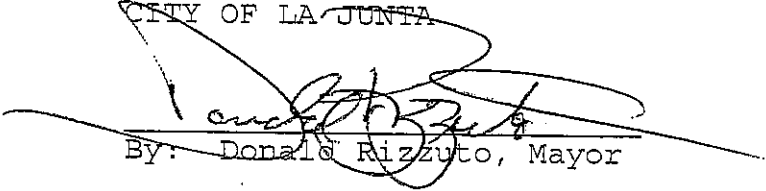
BE IT THEREFORE RESOLVED that our community has agreed to the visions articulated below regarding the improvement and enhancement of US 50 Corridor East:

1. That the City Council of La Junta will support the recommendations previously made in Corridor Selection Study, A Plan for US 50;


2. That the City Council of La Junta will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and
3. That the City Council of La Junta recognizes in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East; and
4. That the City of La Junta has selected Robert Freidenberger as the primary appointee (with Richard G. Klein, City Manager as alternate) to serve as the City's project liaison to the US 50 Community Working Group, and that the appointee has been authorized to voice the City's concerns, perspective and stance on issues at key milestones during the project.

Resolved this 16th day of May, 2005.

CITY OF LA JUNTA


By: Donald Rizzuto, Mayor

ATTEST:


Janice L. Schooley
City Clerk

City of
Las Animas

**RESOLUTION NO. 14-05
A RESOLUTION CONCERNING UNITED STATES HIGHWAY 50 FROM PUEBLO, COLORADO TO
THE KANSAS STATE LINE (AKA US 50 CORRIDOR EAST)**

WHEREAS, our community has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the Ports to Plains Initiative;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the states' intrastate transportation system by giving it a high priority in its Major Corridors Initiative;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System;

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

That our community leaders will support the recommendations previously made in Corridor Selection Study, A Plan for US 50;

That our community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

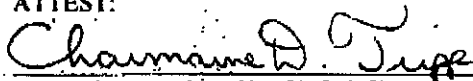
That our community has selected Mayor William H. Lutz to serve as our project liaison to the US 50 Community Working Group, and that he has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

RESOLVED this 12th day of July, 2005.

BY the City Council of the City of Las Animas.


William H. Lutz, Mayor

ATTEST:


Charmaine D. Tripp, City Clerk & Treasurer

RESOLUTION 05-06-03

A RESOLUTION concerning United States Highway 50 from Pueblo, Colorado to the Kansas State line (a.k.a. US 50 Corridor East)

WHEREAS, the City of Lamar, Colorado has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East and US 287 serves southeast Colorado and are the primary connections for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadways are vital to the basic needs of our residents;

WHEREAS, US 287 Ports to Plains High Priority Trade Corridor and US 50 Corridor East are the two main transportation routes through our community; thus they serve as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the *Ports to Plains High Priority Trade Corridor Initiative*;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its *Major Corridors Initiative*;

WHEREAS, being part of a coast-to-coast roadway system US 287, Ports to Plains and US 50 Corridor East are important links in our national Transportation System;

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

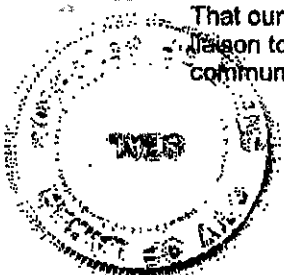
That our community leaders will support the recommendations previously made in *Corridor Selection Study, A Plan for US 50*;

That our community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as a preferred corridor; and

That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

Mayor Pro-Tem Mike Bryant

That our community has selected or his designee _____ to serve as our project liaison to the US 50 Community Working Group, and that he/she has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.



INTRODUCED, PASSED AND ADOPTED this 27th day of June 2005.

CITY OF LAMAR, COLORADO

By: Elwood Gillis
ELWOOD GILLIS, Mayor

Attest:

By: Maribeth Kemp
MARIBETH KEMP, City Clerk

Town of
Granada

RESOLUTION #2-2005

A Resolution concerning United States Highway 50 from Pueblo, Colorado to the Kansas State line (a.k.a. US 50 Corridor East)

WHEREAS, our community has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the Ports to Plains Initiative;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its MAJOR CORRIDORS INITIATIVE;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System;

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

That our community leaders will support the recommendations previously made in CORRIDOR SELECTION STUDY, A PLAN FOR US 50;

That our community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

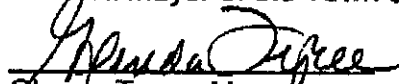
That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

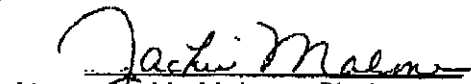
That our community has selected Tom Grasmick, and Jay Woodward, to serve as our project liaison to the US 50 Community Working Group, and that he/she has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

RESOLVED this 13th day of July, 2005

BY the Town/City Council of Granada, Colorado.

BY THE Mayor of the Town of Granada:


Glenda Tyree, Mayor


Attest Jackie Malone, Clerk

TOWN OF HOLLY

RESOLUTION NO. 2005-4

A RESOLUTION CONCERNING UNITED STATES HIGHWAY 50 FROM PUEBLO, COLORADO TO THE KANSAS STATE LINE (a.k.a. US 50 Corridor East)

WHEREAS, our community has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through our community; thus it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US 50 Corridor East is likely to increase with improvements to US 287 as part of the *Ports to Plains Initiative*;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its *Major Corridors Initiative*;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our national Transportation System;

BE IT THEREFORE RESOLVED that our community has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East;

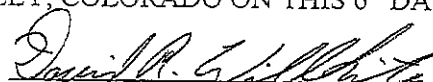
That our community leaders will support the recommendations previously made in *Corridor Selection Study, A Plan for US 50*;

That our community leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That our community leaders recognize in order to comply with the National Environmental Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

That our community has selected the Town Administrator to serve as our project liaison to the US 50 Community Working Group, and that she has been authorized to voice our community's concerns, perspective and stance on issues at key milestones during the project.

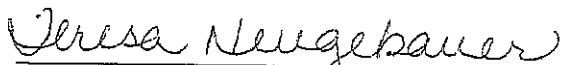
ADOPTED BY THE BOARD OF TRUSTEES OF HOLLY, COLORADO ON THIS 6th DAY OF JULY, 2005.



Mayor - David R. Willhite

ATTEST





Clerk/Treasurer - Teresa Neugebauer

RESOLUTION NO. 2005- 20

A RESOLUTION CONCERNING UNITED STATES HIGHWAY 50
FROM PUEBLO, COLORADO TO THE KANSAS STATE LINE
(a/k/a US 50 CORRIDOR EAST)

WHEREAS, Baca County has joined with other communities located along US 50 Corridor East to participate in a process that would identify a corridor location in which projects will be developed over the next 30+ years to provide increased mobility and safety for current and future US 50 drivers;

WHEREAS, US 50 Corridor East serves Southeast Colorado and is the primary connection for the communities of the Lower Arkansas Valley to certain essential services, such as emergency health care, employment opportunities, higher education, distribution of goods, and tourism revenues; thus, the roadway is vital to the basic needs of our residents;

WHEREAS, US 50 Corridor East is the main transportation route through Southeast Colorado; thus, it serves as a critical part of our residents' mobility;

WHEREAS, major improvements in US 50 Corridor East have been limited since the highway's construction;

WHEREAS, traffic on US Corridor East is likely to increase with improvements to US 287 as part of the *Ports to Plains Initiative*;

WHEREAS, the State of Colorado has recognized US 50 Corridor East as a vital part of the state's intrastate transportation system by giving it a high priority in its *Major Corridors Initiative*;

WHEREAS, being part of a coast-to-coast roadway system (US 50), US 50 Corridor East is an important link in our National Transportation System.

BE IT THEREFORE RESOLVED that the Board of County Commissioners of Baca County, Colorado has agreed to the vision articulated below regarding the improvement and enhancement of US 50 Corridor East:

That Baca County leaders will support the recommendations previously made in *Corridor Selection Study, A Plan for US 50* as shown on the attached map;

That Baca County leaders will work with the Colorado Department of Transportation to develop and implement corridor preservation strategies for the route selected as the preferred corridor; and

That Baca County leaders recognize that in order to comply with the National Environment Policy Act, the US 50 Corridor East process must consider all possible corridor location options during the study activities that will ultimately select a preferred corridor location for the US 50 Corridor East.

MOVED, PASSED AND ADOPTED this 19th day of May, 2005.

BOARD OF COUNTY COMMISSIONERS
BACA COUNTY, COLORADO

Troy Crane
TROY CRANE
Chairman

ATTEST:

Sheila Emick
SHEILA EMICK
County Clerk

Agency Pre-Scoping Meetings

Notes from DOLA pre-scoping meeting in Pueblo on 6-2-05

Attendees:

Mike Perez (CDOT)
Karen Rowe (CDOT)
Larry Sly (PBS&J)
Coral Cosway (PBS&J)
Lee Merkel (DOLA)

Lee Merkel explained that DOLA's mission is to help local governments with various activities (not tell them what to do)

Mike Perez and Larry Sly reviewed the following project information:

- Project history (last study/phase)
- Why the project chose to go with a tiered approach
- What is a tiered project?
- The fact that the FHWA must approve the tiered approach, which they have not done officially yet
- Goals of Tier 1 (a corridor location decision)
- Other things that will be discussed during the project (Tier 1 and/or Tier 2) are corridor preservation, possible roadway trade-offs and the necessity of communities, agencies and CDOT to work together
- Benefits of using a tiered approach (for communities, agencies and CDOT)
- Need for data/resource sharing to get the "most bang for everyone's buck"

Lee Merkel suggested the following as we move forward with this project:

- Have meetings in each community (not in central locations)
- DOLA can participate, but cannot organize the community meetings

Other information that came up during the meeting:

- Community Revitalization Partnership (CRP) – this is a DOLA grant program providing \$3,000 to communities (who must match that amount) for land use planning activities. This program is featured on DOLA's web site. Las Animas is participating in a meeting on July 13th and 14th, and Holly will be participating in the Fall (no date has been set yet). The possibility of the project's participation in Las Animas' meeting was discussed and positively received by Lee Merkel. Lee will keep the project "in the loop" so we can be involved in future CRP meetings along the corridor.

Notes from BLM pre-scoping meeting in Canon City on 6-20-05

Attendees:

Mike Perez (CDOT)

Larry Sly (PBS&J)

Coral Cosway (PBS&J)

Jan Lownes (BLM)

Pete Zwaneveld (BLM)

* Dave Hallock was supposed to attend, but was out sick

Mike Perez and Larry Sly reviewed the following project information:

- Project history (last study/phase)
- Why the project chose to go with a tiered approach
- What is a tiered project?
- The fact that the FHWA must approve the tiered approach, which they have not done officially yet
- Goals of Tier 1 (a corridor location decision)
- Other things that will be discussed during the project (Tier 1 and/or Tier 2) are corridor preservation, possible “land swaps”, etc.
- Need for data/resource sharing to get the “most bang for everyone’s buck”

Issues discussed among meeting participants:

- BLM has initiative to get rid of all their parcels east of I-25 – this may provide opportunities during mitigation activities
- Most BLM land transfers are with CDOW – CDOW doesn’t pay for the land, it’s just transferred to the agency from the BLM
- BLM land status is constantly changing – their GIS person can help the project keep up to date on what the BLM owns at any given time
- Possible interest in some data swapping – GIS land ownership data for aeriels
- BLM also has original records/maps of historic ditches/canals along the corridor
- One issue to keep in mind is mineral/oil/gas rights – when land was homesteaded, the settlers got the surface rights, but not the subsurface rights (these rights stayed with the Federal Government, and BLM now manages them and the leases related to them)
- Their agency is interested in coming to the Agency Charter Agreement Workshop, but may not play a large role until Tier 2
- BLM is being pushed to become a cooperating agency in projects – keep this in mind during Charter when defining this and other related terms
- BLM may have some interest in sensitive species along the corridor, such as the Yellow-Billed Cuckoo (not listed, but may soon be)

Notes from SHPO pre-scoping meeting in Denver on 6-24-05

Attendees:

Mike Perez (CDOT)
Dick Annand (CDOT)
Judy DeHaven (CDOT)
Den Jepson (CDOT)
Chris Horn (FHWA)
Larry Sly (PBS&J)
Dan Corson (CHS)
Amy Pallante (CHS)

Mike Perez and Larry Sly reviewed the following project information:

- Project history (last study/phase)
- Goals of Tier 1 (a corridor location decision)
- Why the project chose to go with a tiered approach and some lessons learned from others around the country
- Our proposed process including the development of specific resource methodologies
- The fact that the FHWA must approve the tiered approach, which they have not done officially yet
- Other things that will be discussed during the project (Tier 1 and/or Tier 2) are corridor preservation, mitigation strategies, sections of independent utility and the necessity of communities, agencies and CDOT to work together
- Benefits of using a tiered approach (for communities, agencies and CDOT)
- Need for data/resource sharing to get the “most bang for everyone’s buck”
- Other agencies we have met with and the team’s desire to understand their internal initiatives that may pertain to US 50 (i.e. BLM’s desire to lease property east of I-25, DOLA’s 2-day comp planning efforts) and coordinate early and often throughout this project

Dan Corson asked about the how the communities would be involved and several discussions followed including:

- The team’s relationships with the communities through the Bus Tours, Action 22 and the recent success with community resolutions supporting the project.
- Dan remarked that they often like to work directly with the communities. It was stated that with the team extensive relationships with the communities they would be willing to assist CHS in making those initial contacts.
- The communities and Action 22’s initiative to promote heritage tourism
- The communities’ desires to plan and develop an approach to address their long term economic viability i.e. Fowler contracting a planner to pursue funding from the main street program, Otero County’s new long-term planning push, Oter’s new historic preservation ordinances, etc...
- The team again brought up the fact that we have been asking for all parties (agencies and communities) to share their internal initiatives. We discussed that CDOT can not address all these issues and that our purpose is to address transportation. However, if CDOT can be a conduit to have issues shared, find common ground and maybe bring partnerships together that would be a benefit to all including the transportation piece. Amy stated that even if CDOT is not going to address all these issues you may find some excellent mitigation opportunities through this approach. All agreed.

Amy and Dan will be attending the August 10th Agency Charter Workshop.

Notes from CO Land Board pre-scoping meeting in Pueblo on 7-11-05

Attendees:

Mike Perez (CDOT)

Larry Sly (PBS&J)

Coral Cosway (PBS&J)

Mike Shay (CO Lands Board)

Issues discussed among meeting participants:

- CO Land Board owns Section 16 parcels and its purpose is to make those parcels make money for the State (dollars are spent on education initiatives)
- If you're going after Tamarisk, go after Russian Olives at the same time
- Ark Valley Tamarisk effort must be coordinated on a watershed level and should start from the "top" of the watershed and work its way down it in order to be effective
- Soil Conservation Districts are the only State agency organized on a watershed basis – they would be a good source in the tamarisk debate and could be a reasonable leader of the removal effort because of this organizational structure
- Land Board interested in land swaps to acquire parcels near reservoirs to eventually utilize for recreational purposes – they would like to get rid of grazing properties because the land only carries that one use; thus it's less valuable to them
- When they make land swaps, they try to make the swap "acreage neutral", swapping equal-sized parcels
- Land Board uses BLM maps that document their holdings (not their own)

* Mike may not be an AWG member, but he is very interested in the issues of land swaps and Tamarisk and would like to be included in those discussions.

Pre-scoping meeting with BNSF on 8/11/05 (via conference call)

Conference attendees: Larry Sly (PBSJ), Mike Perez (CDOT), Coral Cosway (PBSJ), Gene Eliassen (BNSF), and Andy Amparan (BNSF)

Meeting information:

Primary contact for the project will be Andy Amparan. Secondary contact will be:

Gene Eliassen

303-480-6586

gene.eliassen@bnsf.com

* covers area out to Lamar and sometime to the KS state line within the US 50 project area (Tom Chapman also covers this area, but the contacts will be Andy and Gene).

- BNSF has scanned maps of the corridor
- Andy/Gene reported the following statistics from BNSF operations through the US 50 project corridor:
 - Currently the company runs 14 trains per day from Pueblo to La Junta
 - Currently the company runs 9 trains per day from Las Animas to the KS state line
 - The trains described above run at 79 mph
 - Due to upcoming activity on the corridor, both of the trains/day numbers described above are expected to increase by 2 or 3 trains per week
- BNSF is interested in land swaps that would allow them to reduce the number of crossings within populated areas on US 50
- BNSF would be interested in attending the project's community meetings
- Coral will send Andy and Gene general project information via e-mail.

Working Group Charter Sessions



**US 50 Corridor East
Agency Charter Workshop
August 10, 2005
8:00am to 4:00pm**

(First Presbyterian Church, Colorado Springs, CO)

MINUTES

Attendees:

CDOT

Dick Annand (Region 2)
Brad Beckham (EPB)
Judy DeHaven (Region 2)
Jennifer Finch (DTD)
Mike Perez (Region 2)
Karen Rowe (Region 2)
Bob Torres (Region 2)

Tim Macklin (RC&D)
Lee Merkel (DOLA)
John Merson (State Parks)
Alison Michael (FWS)
Amy Pallante (SHPO)
Tom Peters (USFS)
Mike Shay (State Land Board)
Van Truan (USACE)
Pete Zwaneveld (BLM)

FHWA

Melinda Castillo
Shaun Cutting
Chris Horn
Mike Vanderhoof

Consultants

Jonathan Bartsch (CDR)
Coral Cosway (PBS&J)
Cheryl Everitt (Wilson)
Mike Falini (Wilson)
Tracy Hill (PBS&J)
Dave Mayfield (Parametrix)
Larry Sly (PBS&J)
Louise Smart (CDR)

Resource Agencies

Travis Black (CDOW)
Heather Dugan (State Parks)
Robert Edgar (EPA)
Susan Linner (FWS)

NOTE: Agreements have been summarized and placed at the front of each section to provide clarity. Discussion notes follow the agreement summaries.

1. Welcome, Introductions and Review of the Workshop Purpose and Agenda

- The following individuals gave opening remarks:
 - Chris Horn (FHWA) thanked workshop participants for attending; noted FHWA's support for the project; and expressed FHWA's enthusiasm for the tiering process being undertaken by the project team.
 - Bob Torres (CDOT) thanked workshop participants for attending; and remarked that Region 2 is happy with the path the project is taking.
 - Brad Beckham (CDOT) thanked workshop participants for attending; and noted that the tiered process is a collaborative one that will require all project interests to work together to achieve a successful outcome.
 - Jennifer Finch (CDOT) thanked workshop participants for attending; and noted that CDOT is focusing more on corridor planning -- including meeting the needs of the public by partnering with agencies to find opportunities for mutual gain with respect to the environmental resources.

- Mike Perez (CDOT) discussed the purpose of the workshop and made other remarks as follows:
 - He noted that the purpose of the workshop is to bring all of the transportation and resource agencies that have an interest in this project together to discuss how we will successfully work together during this tiered process. He also noted that at today's workshop, participants will help develop a "roadmap", or Charter, for the project's agency coordination activities, which will define how cooperating, participating and interested agencies will make decisions, exchange information and resolve issues.
 - He reminded workshop participants that CDOT and FHWA will also sign this Charter, agreeing to the same procedures, time frames, and other responsibilities that CDOT and FHWA are asking the resource agencies to agree to.
 - Finally, he called on workshop participants to be forthcoming with their ideas, opinions and concerns as the group works through the agenda so that the project team can fully understand each agency's issues.
- Jonathan Bartsch (Consultant) reviewed the workshop agenda.

2. Working Together in a Tier 1 Process

Working Together in a Tier 1 Process

AWG members agreed to collaboratively work together during the US 50 TEIS process, including adhering to Tier 1 decisions. US 50 Tier 1 decisions include: Corridor decisions regarding modal choice; Preferred corridor location including bypass or through-town decisions and logical termini; Identification, prioritization, and preliminary NEPA documentation recommendation for Tier 2 sections of independent utility; Access management policy and standards for the corridor; Design parameters for future Tier 2 projects; and Corridor-wide environmental strategies and performance agreements especially in regards to mitigation.

Issues remaining include incorporating the SHPO, USACE, and the FWS processes into the US 50 TEIS process. Coordination of these processes will occur at the individual agency level.

- Larry Sly (Consultant) provided a short history of CDOT's activities on the US 50 corridor, reviewing the following:
 - The previous study, titled "Corridor Selection Study: A Plan for US 50".
 - The fact that US 50 communities have recently shown support for this project in the form of resolutions adopted by all 14 project communities. In these resolutions, communities expressed support for the following ideas:
 - 1) Building off of the previous study to develop the corridor on or near the current facility;
 - 2) Working with CDOT to develop and implement corridor preservation;
 - 3) An understanding that within the National Environmental Policy Act (NEPA) process, all alternatives must be considered; and
 - 4) An agreement to appoint a community representative to act as a project liaison and participate in project activities.
 - The steps necessary for FHWA to give formal approval for the use of a tiered process on this project.
 - "Lessons learned" from other Tiered (or Programmatic) Environmental Impact Statements (TEISs) around the state and the nation. A discussion followed on this topic, and the group developed the following list of items necessary for a successful TEIS:
 - 1) Early and continued coordination with agencies.

- 2) Clearly define the Tier 1 vs. Tier 2 decisions, resource methodologies including levels of detail and analysis, and define products for each tier before evaluation or data collection begins.
 - 3) Clearly define the roles and responsibilities of the agencies before agency coordination begins.
 - 4) Clearly define the decision making and issue resolution procedures the project will use early in the process.
 - 5) Early identification of resources and avoidance opportunities.
 - 6) All must be open to new ideas and/or creative solutions.
 - 7) Keep focused on the project purpose and need.
 - 8) Focus on decisions that are “ripe”.
 - 8) Use swath for flexibility.
- Dave Mayfield (Consultant) added that the long term time frame of this project (30 to 40 years) will require agencies, including CDOT and FHWA, to “do business a little differently”. He asked workshop participants to keep this thought in mind as they’re thinking about their agencies’ roles in this tiered process and specifically the required levels of detail for making Tier 1 decisions.
 - Louise Smart (Consultant) asked workshop participants to share any experience they have with TEISs that they feel would be relevant to this project.
 - Dave Mayfield (Consultant) discussed the Newberg-Dundee Transportation Improvement Project in Oregon. He noted that the project was similar to US 50 Corridor East because it was seeking the same location decision outcome as US 50. The Newberg-Dundee project was a planning project (there was no design work developed beyond what was needed to ensure a safe project), and despite not having a design-level of detail, the Tier 1 Record of Decision (ROD) was approved.
 - Tom Peters (USFS) noted that the Forest Service conducts tiered EISs, by a different name, and has seen the following issues with respect to the general process:
 - 1) It’s important for the project to remain focused on the purpose and need statement so that it continues to move toward that goal and doesn’t get side-tracked.
 - 2) Its also important to define the parameters of the cumulative effects evaluation early to avoid a runaway effort on this subject.
 - 3) Make “decisive decisions”, that is, when a decision needs to be made, have a process in place so that it gets made in a timely manner and stick to those decisions once the project moves on.
 - Tracy Hill (Consultant) discussed the I-69 project through Texas, and noted that it’s important for a tiered process to be flexible and focus on decisions that are ripe at the time.
 - Louise Smart (Consultant) brought up the I-70 Mountain corridor through Colorado and asked participants if they would share their thoughts about “lessons learned” from that project.
 - Brad Beckham (CDOT) noted the need to manage expectations with respect to project outcomes.
 - Amy Pallante (SHPO) suggested that the project develop a programmatic agreement on Tier 1 vs. Tier 2 resource methodologies early in the process. Don’t wait until the end of Tier 1.
 - Dave Mayfield (Consultant) noted that the needs of every tiered project will differ and encouraged workshop participants to keep their minds open to new ideas

and avenues to reach the project goals and not miss out on ‘big picture’ opportunities to address resource issues.

- Larry Sly (Consultant) noted that early coordination should include both agencies and project communities so the agencies can keep the communities’ needs in mind during their decision making activities.
- Larry Sly (Consultant) reviewed the Tier 1 and Tier 2 decisions. He noted the following decisions are expected in Tier 1:
 - Corridor location within the study area – He noted that the project study area is approximately 10-miles wide from I-25 in Pueblo to the Kansas state line. The goal is to determine if the ultimate corridor proceeds through or around a particular community. He added that the logical termini for Tier 1 has not been determined and that the corridor width will vary depending on the adjacent resource issues.
 - Identify and prioritize sections of independent utility.
 - Corridor-wide mitigation opportunities/strategies.
 - Corridor preservation strategies.

The project team has consulted with the project communities about these aspects of the project, and the communities support this approach.

- Dick Annand (CDOT) reminded workshop participants that the Tier 1 document is a planning document – it will not identify alignments, only a corridor location.
- Karen Rowe (CDOT) added that Tier 1 should identify a general facility type for Tier 2 (i.e., number of lanes since modal choice may not be the predominate question for this particular project).
- Louise Smart (Consultant) asked workshop participants if they agree with the concept of a Tier 1 vs. Tier 2 decision as it has been explained. Louise asked workshop participants to “show thumbs” on this issue.¹ There were no participants who showed thumbs down. The following participants showed thumbs side: Amy Pallante (SHPO), Alison Michael (FWS) and Van Truan (USACE). The remainder of the participants showed thumbs up. The following discussion followed related to the participants who showed thumbs side:
 - Amy Pallante (SHPO) was concerned about how the Section 106 process would be incorporated within the TEIS process. She suggested that a programmatic agreement be signed between CDOT, FHWA and SHPO on this issue. This agreement should outline how Section 106 and NEPA will merge, with a small “m” because 106 doesn’t fold into NEPA processes well, for the purposes of this project, and how to use the NEPA document as the Section 106 document instead of completing two studies. She also reminded the project team that the Advisory Council on Historic Preservation must be notified of a project’s intent to merge NEPA and Section 106.
 - Alison Michael (FWS) is wary because of the lesser amount of detail in a Tier 1 study, but she expressed confidence that the detail question can be worked out within the project’s intended process.
 - Van Truan (USACE) is concerned about NEPA being used in lieu of the Section 404 process. He noted that Section 404(b)(1) issues should be considered during the TEIS process in accordance with the NEPA/404(b)(1) merger agreement. However, “where” and “how” in the process still needs to be determined. We just need to be aware of the issue.
- Mike Vanderhoof (FHWA) asked how the Newberg-Dundee project dealt with resource impacts. Dave Mayfield (Consultant) responded that with a variable width corridor the project used a factoring methodology that estimated likely impacts for a resource. For instance, if the Tier 1 corridor width was twice the width of the ultimate

Tier 2 alignment and included two historic properties the project calculated the impacts to be 50 percent of the Tier 1 corridor, or 1 historic property. This method gave the project team a general idea of the likely impacts, which is all the project needed to make their planning-level (Tier 1) decisions.

- Dave Mayfield (Consultant) discussed the “80/20” concept to disclose flexibility. With this concept we predict that 80 percent of future construction will occur within this corridor, while 20 percent may be built outside the corridor to accommodate changes in the future and adjustments for unknown conditions.
- Larry Sly (Consultant) reviewed the project schedule and discussed various key points including the project goal of a signed ROD in 24-36 months from issuance of the NOI.
- Louise Smart (Consultant) asked workshop participants if they had any questions about what has been discussed up to this point. None were asked.

3. What We Have to Gain from Partnering/Cooperating

What we have to gain from partnering/cooperating

Potential partnering opportunities outlined below will be addressed in the US 50 TEIS Ad-Hoc Committee structure.

- Jonathan Bartsch (Consultant) asked participants to describe their agencies’ directives and/or initiatives that would be relevant to this project and the project’s goal of taking advantage of opportunities for mutual gain.
 - Brad Beckham (CDOT) stated that CDOT desires to use this project as a demo for linking planning and NEPA, and to look for opportunities to preserve the character and resources of this corridor over the long term such as the short grass prairie initiative.
 - Dick Annand (CDOT) noted that this project can provide an opportunity for the corridor communities to do some long term planning, and at the same time, allow agencies to undertake activities that will “add value” to their own resource activities.
 - Robert Edgar (EPA) reported that EPA likes to see the following in EIS activities:
 - 1) Long term planning with respect to cumulative and secondary impacts.
 - 2) Take induced growth potential into account.
 - 3) Shorter, more concise documentation.
 - 4) Produce a document that teaches the public about the resources being discussed (i.e., more reader friendly).
 - 4) Produce a document that can be built on in future studies and not be redone.
 - Pete Zwaneveld (BLM) noted that his agency is trying to consolidate its holdings by transferring its land east of I-25 to other entities. Along the US 50 East corridor, he also noted that they do possess some land around the river which could and should be reviewed for mitigation opportunities.
 - Tom Peters (USFS) noted that his agency is interested in any increased traffic on US 50 and possibly SH 109 that may end up utilizing USFS properties in the area, especially the Comanche National Grassland. He is concerned about increasing “unmanaged recreation” on USFS properties in the area, which would increase his agency’s management burden (financially and on a personnel basis). His agency is also interested in the potential for a more coordinated interagency approach to invasive species corridor-wide.
 - Tim Macklin (RC&D) reported that a large part of his agency’s mission involves forming public/private partnerships to address issues. He would like to see this happen around invasive species, water quality (and quantity) in the Arkansas

River, agriculture issues, and tourism along the corridor. He added that because his agency has significant relationships, both public and private, he is in a unique position to be of assistance to the team as we address many of these concerns. He would also like to see the project address questions by educating and informing participants before that question turns into a problem.

- Amy Pallante (SHPO) reported that her agency is interested in completing context studies to understand the corridor on a higher level, instead of reviewing individual resources piece by piece. She noted that SHPO is also interested in streamlining the review process using GIS technology instead of hard-copy reports (i.e., text). Amy also noted that SHPO is interested in increasing public involvement, and having this involvement occur (i.e., contacting consulting parties) earlier in the process. She noted that the lead agency on a project and SHPO determine who is a consulting party for Section 106 purposes, except for those entities who are automatically considered consulting parties which includes the Tribes.
- Travis Black (CDOW) reported that his agency is mainly concerned with the protection of wildlife and habitats. He noted that his agency would likely serve as an information resource to the project on these issues. He also noted that CDOW would be interested in discussions involving tamarisk, wetland mitigation, wildlife and habitat issues through conservation easements and fee title properties for preservation of habitat and possible mitigation banking, and traffic impacts (mainly safety-related).
- Lee Merkel (DOLA) noted that his agency's role in this project would primarily be to help local governments deal with changes brought about by the improved US 50 facility. He noted that DOLA's mission is to help local communities fulfill their goals with respect to their communities.
- Alison Michael and Susan Linner (FWS) reported that the FWS is currently operating a short grass prairie initiative. They would like to build on that initiative. They reported that their agency is also interested in making highways more permeable to wildlife (thus, avoiding fragmentation) and looking at linkages. Finally, they noted that water quality (and quantity as it impacts quality) related to the Arkansas River is also an issue their agency is concerned about.
- John Merson and Heather Dugan (State Parks) noted that their agency is trying to attract more users to their facilities, including the John Martin Reservoir State Park. They are specifically interested in attracting out-of-state users and residents of Front Range communities to John Martin. They noted that the primary interest of State Parks is to protect the resources of their facilities. They also reported that they would be interested in activities involving corridor signage, traffic safety, invasive species (they have tamarisk issues at their facilities) and highlighting the Santa Fe Trail.
- Van Truan (USACE) reported that the following issues are of interest to the USACE:
 - 1) Wildlife
 - 2) Mitigation opportunities
 - 3) Land swaps
 - 4) Corridor signage/heritage tourismVan also noted that a Tier 1 on this corridor should help all of us (agencies) reinforce existing programs and possibly attract additional funding.
- Mike Shay (State Land Board) reported that his agency manages private land (i.e., not accessible to the public) for the purpose of growing the value of their

holdings. He noted that his agency would be interested in discussions and activities revolving around invasive species and land swaps.

- Chris Horn (FHWA) reported that the FHWA is currently undertaking an initiative called Context Sensitive Solutions. He noted that this initiative is designed to help FHWA understand the context of the impacted resources and work with resource agencies to cooperate around resource mitigation.
- Larry Sly (Consultant) noted that US 50 project communities also have initiatives (i.e., ideas) for the future of the resources on the corridor. He noted:
 - 1) Heritage tourism
 - 2) Water quality and quantity (i.e., RO systems, Ark Valley conduit, and tamarisk)
 - 3) Economic development
 - 4) Community planning, including Main Street initiatives
 - 5) Land swapsHe added that the project team will be bringing these initiatives to the Agency Working Group so that they can be folded into agency's discussions about resources and partnering opportunities.
- Other items discussed included:
 - 1) Corridor development guidelines, with buy-in from the communities to support them
 - 2) Data Sharing
 - 3) Creating efficiencies through electronic communications
- Jonathan Bartsch (Consultant) noted that another opportunity with respect to this project's agency coordination activities is the ability for multi-directional data sharing. Jonathan noted that the project team understands that there may be some data security or formatting issues that go along with these activities. He also noted that the project team is willing to work these issues out with individual agencies in order to facilitate mutually beneficial data sharing on this project.
- Jonathan Bartsch (Consultant) asked workshop participants to describe any obstacles they see to undertaking the type of agency coordination detailed above.
 - Mike Vanderhoof (FHWA) suggested that adding workload to agency staff and maintaining staff involvement would potentially be issues. He noted that the project must ensure that agencies realize some benefit(s) to their participation in the project.
 - Tom Peters (USFS) noted that it might be difficult to get maximum participation because of scheduling issues with respect to Agency Working Group participants (i.e., finding a meeting time when a majority of members would be available to attend).
 - Louise Smart (Consultant) noted that one problem encountered by other projects is agency staff turnover. She noted that it will be important for the project team to bring new agency staff up to speed quickly when turnover occurs. She also noted that it is important to get buy-in from the leadership of an agency as well as from the staff attending project meetings.
 - Tracy Hill (Consultant) suggested that keeping the project moving toward its stated goal(s) is one of the most important issues for a project's success.

4. Charter Elements: Decision Making

Agency Working Group Milestones

The AWG will be convened at the following project milestones:

1. Scoping results – Confirm that that we are using previous planning conclusions as the starting point, review comments heard during scoping, did we get all the issues? Have we addressed them?
2. Purpose & need (transportation) and study area – Any major agency problems? What environmental or community issues will be in the goals and objectives?
3. Full range of alternatives – Is there anything missing? Review screening/evaluation criteria
4. Preliminary corridor alternatives to be evaluated including screening/evaluation criteria
5. Preferred corridor alternative with mitigation

AWG members requested further clarification regarding the desired action(s) at these points (i.e., what does the project team specifically want at each of the milestones). The project team, in consultation with individual agencies and during scoping meetings, will outline the desired action(s) at project milestones.

Providing ‘Decisive Decisions’ at Milestones

In order to provide assurance that the project is on ‘track’ the AWG members agree to the following:

- 1) All AWG members will work to reach agreement at the milestone meetings. In order to accomplish this task, project information and the desired action(s) and/or decision making questions will be provided in advance of the meeting.

All AWG members will be asked ‘at this point (milestone), with the information available, does the project appear to be on the right track’?

- 2) AWG agreements will be recorded and highlighted in the meeting minutes and AWG representatives will be responsible to consult within their agency regarding the agreement(s).

Using AWG meeting minutes, AWG representatives will consult internally regarding the direction of the project and agree to articulate their concern(s). AWG members have 10 days to provide a response to the distributed draft minutes. Absent a response or a request for more time, the project will move forward assuming to be on the ‘right track’. In the event that there is a difference of opinion with a particular resource, the Issue Resolution Process can be initiated. It will be assumed that the AWG representative has the authority to represent their agency regarding this determination (i.e., “on the right track”) based on internal agency correspondence.

- 3) AWG members agreed not to revisit previous decisions unless:
 - New information arises that could impact agency approval, or
 - There are substantial changes to the project, environment, or laws and regulations that have a bearing on a project decision.
- 4) In addition, agencies with jurisdictional authority will be consulted at each of the milestones. Jurisdiction specific questions will be asked and written response requested by FHWA to ensure jurisdictional agency support for the direction of the project. The level of jurisdictional agency signature required for these agencies should be determined early in the process if it is not the AWG liaison. Integration of jurisdictional process and issue needs with the US 50 TEIS milestones will be coordinated on an agency by agency basis.

- Larry Sly (Consultant) reviewed the project’s participation structure.
- Larry Sly (Consultant) described the key milestones developed by the project team and asked workshop participants to share their views on them. He noted that the

- project team is committing to “check-in” with members of the Agency Working Group at these points to determine if they agree with the project’s activities and direction at that time.
- The group discussed the list of proposed key milestones and altered it to read as follows:
 - Scoping results – confirm that we are using previous planning conclusions as the starting point, review comments heard scoping and ensure that all issues were captured. Have the issues been addressed?
 - Corridor-level Purpose and Need (transportation) and study area; Are there major agency concerns? What environmental and community issues should be included in the goals and objectives?
 - Full range of corridor alternatives – Are there alternatives missing? Are the screening/evaluation criteria reasonable?
 - Preliminary corridor alternatives to be evaluated including screening/evaluation criteria; and
 - Selection of a preferred corridor alternative and mitigation measures
 - Louise Smart (Consultant) summarized the discussions by stating the goal of these check-in points is to have the AWG collaboratively problem solving issues to enable CDOT and FHWA to move forward “on track”. Individual agency written agreements at these points will relate to their jurisdictional authority and indicate that the project is/seems to be in compliance. The project is looking for decisive decisions that won’t be revisited when personnel changes. She noted that it’s important for the Agency Working Group members to understand what their agency is being asked to do at each milestone to help manage expectations (i.e., what are they being asked to approve and what is the outcome of that action at each milestone). The project team will develop this information.
 - Jonathan Bartsch (Consultant) asked workshop participants whether they agree with the project’s key milestones as they have been altered by the previous discussions. He asked for participants to “show thumbs”¹ on this issue. No workshop participants showed thumbs down. The following participants showed thumbs side: Mike Vanderhoof (FHWA).
 - Mike Vanderhoof (FHWA) suggested limiting milestones to those that have been defined, unless other agencies request additional milestones.
 - Discussion also occurred among workshop participants on the issue of how agencies would provide their agreement and/or concurrence at these key milestone points.
 - Alison Michael (FWS) inquired how the project was incorporating the NEPA-Section 404 Merger. Mike Vanderhoof (FHWA) responded that the Merger has shared concurrence points and can be accommodated within the TEIS process.
 - Robert Edgar (EPA) noted that his agency can work cooperatively within the TEIS process and give informal approval on issues, but EPA will only make formal comments (i.e., provide concurrence) via their independent project rating system.
 - Amy Pallante (SHPO) noted that the Section 106 process has specific, established concurrence points built-in. She noted that her agency cannot give formal concurrence at any other points, but it can provide an informal approval at those times. Mike Vanderhoof (FHWA) suggested matching up Section 106 concurrence points with those in the TEIS process – basically merging Section 106 and NEPA in a similar manner as the NEPA-Section 404 Merger – in a programmatic agreement or other document.
 - Susan Linner (FWS) noted that her agency has similar issues as SHPO and EPA relating to formal vs. informal agreement/concurrence related to Endangered

Species Act requirements. However, she also reported that her agency can provide informal approval at key milestones as long as it's not labeled "concurrence".

- Mike Vanderhoof (FHWA) suggested that the project acquire written concurrence from those agencies with jurisdiction, but acquire something less than that from non-jurisdictional agencies. He also noted that the list of key milestones could be expanded to incorporate non-transportation related milestones important to resource agencies.
- Dave Mayfield (Consultant) suggested the project use the term "agreement" instead of "concurrence".
- Tom Peters (USFS) asked what was the reason for asking for this concurrence or agreement from the agencies. Karen Rowe (CDOT) explained that this part of the process was important to achieve the "decisive decisions". At these milestones it is important to get agreement to proceed so that the project doesn't have to revisit these decisions at a later point in the project. This issue is especially important in order to address personnel changes within the agencies.
- Bob Torres (CDOT) reminded workshop participants that the project will simply be asking resource agencies to acknowledge that the discussions up to that point are acceptable to them at these key milestones and the project team would not have to go back and revisit them later.
- Jonathan Bartsch (Consultant) suggested that agencies might be able to provide agreement at key milestones "that the project seems to be in compliance at this time" within the agency's jurisdiction.
- Susan Linner (FWS) suggested having the agencies agree that "the agency has no concerns at this time based on the information we have been provided to date".
- Mike Vanderhoof (FHWA) noted that these "check-in" activities at key milestones are an outlet to allow the agencies to comment on project activities. The project team can then reply to each agency that had comments regarding how the project considered and/or acted upon their comments.
- Dave Mayfield (Consultant) noted that other projects have used a process where agencies gave "conditional concurrence" on issues.
- Louise Smart (Consultant) defined the term "Decisive Decisions" as a decision based on the information we have to date, we have no concerns and the project can go forward.
- Louise Smart (Consultant) asked workshop participants for their thoughts about the section of the Charter document that describes the conditions that would be acceptable for revisiting project decisions (on page 3 of the draft Charter distributed to workshop participants). The group was asked if they thought any other conditions should be added, or if any of the conditions stated should be removed from the list. One additional condition discussed was not meeting defined conditions (performance criteria) that are specified and agreed to at project milestones. This condition is addressed in the second bullet outlining "substantial changes to the project, environment."
- Karen Rowe (CDOT) asked whether it would be useful to define which level of staff person from each agency would provide concurrence/agreement at each key milestone. Jennifer Finch (CDOT) noted that it might make the process too complex and suggested that it would leave room for issues to "fall through the cracks" if the Agency Working Group representative from each agency isn't the person providing the concurrence/agreement.

- Larry Sly (Consultant) asked if, in an effort to avoid lengthy review times at key milestones and the possibility of issues falling through the cracks, the Charter was signed or agreed to by an upper level manager within each agency that would be responsible to approve and/or sign concurrence/agreements. By signing the Charter they would understand the proposed timeframes and this may assist in more timely responses.
- Shaun Cutting (FHWA) suggested restricting concurrence/agreement at each key milestone to only those agencies with jurisdiction related to the milestone.
- The decision was made to have the concurrence/agreement level signor or above in each agency sign the Charter. Also, it would be assumed that the agency representative to the AWG could represent the agency for agreement, unless stated otherwise, at the key project milestones.

5. Issue Resolution Process

Issue Resolution

AWG members agreed to use the US 50 TEIS Issue Resolution process with the inclusion of a disclaimer that states that the US 50 East Corridor TEIS process does not supersede individual agency dispute resolution provisions.

- Louise Smart (Consultant) reviewed the structure of the issue resolution process and asked workshop participants to express their ideas and concerns about it. She also noted that the following problems have been seen on other projects with respect to resolving issues:
 - 1) People higher up in an agency don't know what's going on with the project.
 - 2) People higher up in an agency only hear one side of the issue (from their agency's representative). One solution has been joint briefings.
- Louise Smart (Consultant) asked workshop participants if they thought an issue resolution process was worth having as part of the TEIS process for this project. Participants agreed that an issue resolution process is necessary for the project and that the proposed process was appropriate.
 - Amy Pallante (SHPO) noted that Section 106 has its own issue resolution process. She asked whether the Section 106 issue resolution process could be incorporated into the project's issue resolution process. Louise Smart (Consultant) noted that it has been done in other projects before without any problems. A disclaimer will be inserted into the Charter outlining that the US 50 TEIS Issue Resolution process does not supercede any individual agency dispute resolution process.

6. Procedures of the Agency Working Group and Participant Responsibilities

Procedures of the Agency Working Group and Participant Responsibilities

AWG members agreed to the following procedures:

- 4-6 week notice for Agency Working Group meetings
- Information provided 10 business days in advance of the Agency Working Group meetings
- Corrections to Agency Working Group meeting minutes should be provided to the project team within 10 business days (of receiving the draft minutes)
- Internal agency review of Agency Working Group meeting minutes and other project information should occur within 10 business days of the information being provided to the agency.

- If no response is received by the project team by the established deadline, the agency is considered to have agreed with the draft meeting minutes or other information provided to the Agency Working Group member

NOTE: The US 50 PMT requests additional time to prepare and review the meeting minutes before submittal to the agencies. If agreed to, meeting minutes will be distributed no later than 10 business days after each AWG meeting.

- Jonathan Bartsch (Consultant) reviewed the “Procedures” section of the draft Charter provided to workshop participants (on page 3). He asked for workshop participants to comment on issues and/or concerns they have with this language. No comments were made by workshop participants.
- Jonathan Bartsch (Consultant) specifically asked if the time frames in this section were acceptable to workshop participants.
 - Concern was expressed from a couple of workshop participants that due to staff vacations or other extended out-of-office events, it might be better to provide additional time for agencies to provide comments to the project.
 - Jonathan Bartsch (Consultant) noted that the project would change the number of days agencies will be given to comment on the minutes of Agency Working Group meetings and to review relevant information within their agency to 10 business days (instead of 5) in both instances.
- Jonathan Bartsch (Consultant) asked workshop participants to note the “automatic agreement” language in the Charter document provided to workshop participants. This language states that if the project team does not receive comments from an Agency Working Group member, then that agency is considered to have agreed to the issue being considered. He asked if any of the agencies represented at the workshop has a problem with this language. No comments were expressed by any of the workshop participants on this issue.
- Louise Smart (Consultant) summarized the discussions above by noting that the group consensus supported the list of commitments below. She then asked workshop participants to “show thumbs”¹ for support of the commitments on the list. All workshop participants showed thumbs up.
 - Schedule AWG meetings 4-6 weeks in advance at the key milestones identified. Also, the agency commits to either providing their designated attendee or an informed alternate to maintain this time frame.
 - Information provided 10 business days in advance of the Agency Working Group meetings
 - Corrections to Agency Working Group meeting minutes should be provided to the project team within 10 business days (of receiving the draft minutes)
 - Internal agency review of Agency Working Group meeting minutes and other project information should occur within 10 business days of the information being provided to the agency
 - If no response is received by the project team by the established deadline, the agency is considered to have agreed with the draft meeting minutes or other information provided to the Agency Working Group member

7. Other Issues

- Jonathan Bartsch (Consultant) reviewed the types of agencies listed in the Charter document provided to workshop participants (on page 1), which includes cooperating agencies, participating agencies and interested agencies. Larry Sly (Consultant) noted

that FHWA invites agencies to be cooperating agencies, and all cooperating agencies are automatically participating agencies. Jonathan asked workshop participants to note which category they expect their agency to participate in. It was clarified that this decision is up to each agency. If participating, their agency is expected to be represented at every milestone meeting. If just interested, it is up to that agency to attend or not. Workshop participants responded by indicating the following (also note that these choices are only expected – they can be changed prior to the agency signing the Charter):

Agency	Representative who spoke on behalf of the agency	Type of participation (expected)
USACE	Van Truan	Participating
CO State Parks	John Merson	Interested
FWS	Susan Linner & Alison Michael	Participating
DOLA	Karen Rowe (as per Lee Merkel)	Interested
CDOW	Travis Black	Participating
SHPO	Amy Pallante	Participating
RC&D	Tim Macklin	Participating
USFS	Tom Peters	Participating
BLM	Pete Zwaneveld	Interested
EPA	Robert Edgar	Participating
CDOT	Bob Torres	Participating
FHWA	Chris Horn	Participating

- Another issue discussed by the group was who would sign the Charter from each cooperating, participating and interested agency. The following information was provided by workshop participants:

Agency	Representative likely to sign the Charter
USACE	District Engineer or Branch Chief
CO State Parks	TBD
FWS	Colorado Field Supervisor – Susan Linner
DOLA	TBD
CDOW	Director
SHPO	State Historic Preservation Officer
RC&D	Two levels above Tim Macklin
USFS	District Ranger – Tom Peters
BLM	TBD
EPA	Chief of NEPA group/division
CDOT	Regional Director – Bob Torres
FHWA	Program Delivery Engineer – Shaun Cutting

- It was determined that each agency representative would determine who within their agency would sign the Charter and facilitate that activity once the finalized Charter is distributed to workshop participants. All agency representatives

believed that one month from receipt of the final Charter would be sufficient to facilitate their agency's signature.

- Louise Smart (Consultant) asked workshop participants if they had any questions, comments, concerns or issues related to the Charter document that had not been raised up to that point that they wished to discuss with the group. No comments were made.
- Larry Sly (Consultant) stated that the project team has proposed approximately monthly, exact timing to be determined, "briefing sheets" to keep Agency Working Group participants aware of project activities that aren't directly related to their role in the project between the milestone points. He asked if workshop participants thought these one or two paragraph types of updates would be helpful. The consensus of the group was that they would be helpful. Larry also noted that these briefing sheets would be distributed by e-mail or in hard copy, depending upon the needs of specific Agency Working Group members.
- Larry Sly (Consultant) noted that the project team is considering the implementation of an internal project team site for minutes, schedules, documents, etc. He asked workshop participants if anyone would be interested in utilizing such a site. Approximately 20 workshop participants indicated that they would be interested.

8. Review of Action Items, Next Steps and Evaluation of the Workshop

- Larry Sly (Consultant) noted the following next steps for the project:
 - Having a charter workshop meeting with the communities – scheduled for September.
 - Finalizing a Work Plan with FHWA, which will serve as a roadmap for the entire project.
 - Meeting with agencies to begin discussions on broad Tier 1 vs. Tier 2 resource methodologies – these meetings are expected to take place over the next couple of months and include discussions with each agency concerning the resources within the agency's jurisdictional authority and potential programmatic or other interagency agreements.
 - Getting the charter agreements signed by both the agencies and communities.
 - Formal approval for tiering from FHWA and publishing of the Notice of Intent.
 - Conducting official scoping activities with the agencies and communities.
 - Checking-in with the Agency Working Group regarding scoping activities.
 - Finalizing resource methodologies with the agencies (with jurisdictional authority).
- Karen Rowe (CDOT) indicated that the current project schedule sets a deadline of October to get signatures on the finalized Agency Charter Agreement. The schedule also includes a November deadline to publish the NOI, which would allow for scoping meetings to take place in January.
- Jonathan Bartsch (Consultant) asked workshop participants to provide feedback about the workshop itself.
 - Chris Horn (FHWA) and Tom Peters (USFS) noted that it would be helpful if the Agency Working Group would use the same facilitators that assisted with this workshop in order to preserve historical knowledge of the project.
 - Susan Linner (FWS) requested that the meeting location for future Agency Working Group meetings be rotated. She also suggested start times that are more considerate of the participants who have to drive long distances to attend. Workshop participants were asked to fill out the survey regarding communication

and meeting preferences handed out at the beginning of the meeting, and to note any restrictions or preferences they have.

- All agree that the format used today (i.e. no power point) was productive. However, future meeting formats depend on the information being presented. It was agreed that these meetings would not have any attendees participating by conference call.

Action items

- Finalize the Agency Charter Agreement (Smart, Bartsch & Sly)
- Obtaining signatures on the Charter from participating and interested agencies (AWG members)
- Scheduling follow-up meetings with individual agencies to begin discussions on broad Tier 1 vs. Tier 2 resource methodologies (Sly)
- Outlining, drafting and finalizing programmatic agreements or other agreements with individual resource agencies as needed (Sly, agencies, CDOT & FHWA)

¹ Under the “show thumbs” process, participants turn a thumb up if they agree (thumbs up), down if they disagree (thumbs down), and to the side if they need more information or have concerns about the issue in question that prevents them from agreeing (thumbs side). A ‘thumbs side’ elicits further discussion regarding what prevents a participant from agreeing and/or disagreeing.



**US 50 Corridor East
Community Working Group (CWG)
September 22, 2005
(Held in La Junta, CO @ 1:00pm)**

MINUTES

Attendees

Community Members:

Shirley Adams (Town of Manzanola)
Robert Freidenberger (City of La Junta)
Chuck Hitchcock (Town of Fowler)
Dan Hyatt (City of Rocky Ford)
Loretta Kennedy (Pueblo County)
Jake Klein (Otero County)
Rick Klein (City of La Junta)
William Lutz (City of Las Animas)
Sandy Lytle (Town of Swink)
Dannie McMillan (City of Lamar)
Gene Millbrand (Prowers County)
Frank Wallace (Bent County)
Jay Woodward (Town of Granada)

Project Team:

Dick Annand (CDOT)
Jonathan Bartsch (CDR)
Coral Cosway (PBS&J)
Judy DeHaven (CDOT)
Cheryl Everitt (Wilson & Co)
Mike Falini (Wilson & Co)
Lori Nakanishi (Wilson & Co)
Mike Perez (CDOT)
Larry Sly (PBS&J)
George Tempel (Trans. Commission)
Bob Torres (CDOT)
Tom Wrona (CDOT)

Guests:

Avia Kallage (PACOG)
Bill Moore (PACOG)

1. Welcome, Introductions & Review of the Agenda

- Jonathan Bartsch opened the meeting.
- Mike Perez welcomed meeting participants and thanked them for attending, many on their personal time. He stated the following:
 - That the project team will make every effort to use CWG members' time efficiently.
 - That to that end, the project is proposing CWG meetings at key milestones or when the project team has something significant to share with the CWG and need CWG members input.
 - That CWG members should feel free to comment on, or provide input to, the project team at any time during the project – not just at CWG meetings. Mike pointed out that his contact information and the contact information for the Consultant Project Manager, Larry Sly, is located in the notebooks that participants picked up as they entered the meeting.
- Mike Perez asked each meeting participant to introduce themselves to the rest of the attendees.

- Mike Perez thanked Rick Klein, City Manager for the City of La Junta, for providing the food for the meeting and helping to arrange the meeting location.
- Jonathan Bartsch reviewed the agenda and the purpose for today's meeting.
- Bob Torres thanked participants for attending the meeting and providing input to the project.
- George Tempel made remarks about transportation funding issues.

2. Project Overview

- Mike Perez discussed the following issues related to the background of the US 50 project:
 - The Colorado Department of Transportation (CDOT) originally developed a project focused on US 50 from Avondale to La Junta.
 - After talking to communities along the corridor, CDOT determined that US 50 communities through the Valley were interconnected from Pueblo to Holly, and because of this interconnectivity, CDOT decided to extend the study to that larger area.
 - This study resulted in a corridor vision for US 50, which included hearing from 76% of project participants (approximately 400 citizens attended the last series of meetings) that US 50 should remain close to the existing facility.
 - This corridor vision, as well as all of the input and information the project team collected during this first study, has been carried over into this next phase of the US 50 project.
- Mike Perez reviewed the following issues related to the current phase of the US 50 project:
 - Because there are federal dollars involved in improving US 50, CDOT is required to do an environmental study of the project corridor before design and construction can begin. This is the purpose of this current phase of the project.
 - Due to the length of the corridor and the fact that CDOT does not have construction funding for improvements at this time, the project team has decided to complete this environmental study in two phases, or Tiers.
 - Tier 1 will include a corridor-level environmental analysis resulting in a corridor location decision. For communities along US 50, that means determining whether US 50 will be improved through your communities, or whether a new roadway is constructed around it. The Tier 1 study will set the groundwork for Tier 2 projects, and Tier 1 work is set to take approximately 3 years.
 - Tier 2 projects will focus on particular sections of the Tier 1 corridor, and this work will include any detailed environmental analysis needed for that section and design and construction of the roadway. It's CDOT's opinion that completing the Tier 1 work for the entire corridor will ultimately save time and money, and will allow Tier 2 projects to "roll out" much more quickly once funding for construction has been identified.
- Larry Sly discussed how a corridor location decision for Tier 1 will be made. He noted the following:

- That this decision must be made with the input of both the communities and resource agencies – because the resource agencies have legal responsibilities to manage and/or preserve certain resources located along the corridor.
- That this decision will be based on conclusions developed during the previous study (i.e., the previous study will “inform” the current one). The study is not starting over. We will build upon the previous efforts.
- That the project team will seek input from each jurisdiction in order to develop evaluation criteria for this project that are relevant to that community – because each community will have different opinions about what is valuable, or important, to them.
- That this corridor location decision can be used as a planning tool by US 50 communities.
- Larry Sly noted that this project is taking a different approach to improving US 50 than in the past. He noted that the project team has proposed this in order to facilitate the larger more significant improvements needed on the corridor – instead of continuing the current approach, which only allows for small, interim improvements to be made with no major benefit to regional or local travel efficiencies.
- Larry Sly described the purpose of the Charter Agreement – which outlines how the project team and the US 50 communities will work together and exchange information during this project. He also noted that the resource agencies participating in this project have a similar Charter Agreement.
- Jonathan Bartsch asked participants if they understood and agreed with the purpose of the Charter Agreement that was sent to them prior to the meeting, and why such a document would be necessary on this project.
 - Rick Klein noted that a Charter Agreement will help project participants commit to the decisions made by the project.
 - Robert Freidenberger stated that it also acts as a “tie back” to each community – so that CWG members will be responsible for sharing project information with their community.
 - Jonathan Bartsch pointed out that by signing the Charter Agreement, CWG members are actually committing to sharing project information with others in their community – as well as bringing concerns, ideas and issues from their community to the project team.

3. Community Issues

- Jonathan Bartsch asked meeting participants representing jurisdictions to summarize concerns or issues they are aware of from their communities that relate to this project.
 - Dannie McMillan noted that the City of Lamar is concerned about how the improved US 50 would connect with US 287 (the Ports-to-Plains bypass), especially the safety aspects of that intersection.
 - Jay Woodward noted that the Town of Granada has economic concerns associated with moving US 50 to an around-town location, as well as safety concerns with an improved US 50 remaining at the current through-

- town location (related to the speed limit of the new facility). He reported that the Town of Granada is working with the National Park Service to have Camp Amache recognized as a national park. Finally, he noted that the Town of Granada is interested in developing historic/heritage tourism.
- Shirley Adams reported that the Town of Manzanola has economic concerns associated with moving US 50 to an around-town location, as well as safety concerns with an improved US 50 remaining at the current through-town location (related to the speed limit of the new facility). She reported that the Town of Manzanola is currently working on renovating its Train Depot as a draw for tourists. She continued by noting that the Town of Manzanola is interested in developing historic/heritage tourism.
 - Gene Millbrand reported that Prowers County is currently developing an industrial park area. The County is also developing trails, including one related to the Santa Fe Trail. Gene also noted that the project should keep the future of the Arkansas Valley Conduit project in mind – the project is in the feasibility study phase right now.
 - Chuck Hitchcock reported that the Town of Fowler is concerned about how access to US 50 would change with the improved roadway, especially if the improved roadway is configured as a split highway (like Rocky Ford's configuration). Chuck also noted that the Town of Fowler has economic concerns associated with moving US 50 to an around-town location, as well as safety concerns with an improved US 50 remaining at the current through-town location (related to the speed limit of the new facility). He noted the proximity of the Town's municipal swimming pool to the current alignment of US 50, and that the Town doesn't want to move this facility. Chuck also reported that the Town of Fowler has recently begun discussions about developing a Master Plan to help define its future – the Town has discussed promoting itself as the "Gateway to the Lower Arkansas Valley". Finally, Chuck noted that the Town of Fowler is looking at the Main Street program for possible funding, as well as programs operated by DOLA or SHPO for revitalization efforts related to its downtown.
 - Dan Hyatt noted that the City of Rocky Ford would prefer an around town option to the north for the following reasons: 1) if US 50 remains on its current alignment and access is closed off through town, it will cut the City in half; 2) the land south of town is where expected growth will occur; and 3) the land south of town is good farmland, and the City is concerned about good farmlands falling out of production in their area. He also noted that land north of town is currently in revegetation status due to a prior water rights deal with Aurora, Colorado. Dan also noted concern for the order in which US 50 (Tier 2) projects are completed – his hope is that CDOT will complete passing lanes on the section to Fowler first.
 - Sandy Lytle reported that the Town of Swink has economic concerns associated with moving US 50 to an around-town location, as well as safety concerns with an improved US 50 remaining at the current through-town location (related to the speed limit of the new facility). Sandy noted that Swink would like to see the improved US 50 remain on its current

alignment, although there would be concerns about access if that happened. Sandy asked if communities would be asked to match the funds used to improve US 50, and Bob Torres noted that the funds were federal and state dollars – communities would not be asked to match funds to study or construct the improved roadway (however, community funds may be necessary for “above and beyond” items, if requested, such as street lights, additional signage, etc.). Sandy noted that the Town of Swink does not have a Master Plan, and is not currently working on such a Plan.

- Frank Wallace reported that Bent County has economic concerns associated with moving US 50 to an around-town location. Frank also noted that identifying the corridor now will provide the opportunity for corridor preservation activities. Frank also expressed concerns about the unsafe nature of the current 90-degree turn in US 50 through Las Animas, and he noted that the connection between US 50 and Hwy 101 is important to Bent County.
- Jake Klein reported that Otero County is concerned about possible impacts on irrigated farmlands, including irrigation ditches, by the improved US 50 facility. He also noted that the County has concerns about future travel speeds on US 50, and more specifically how they impact fuel costs. Jake reported that Otero County also has concerns about floodplain and traffic safety issues. Jake also noted that what happens on other parts of the US 50 corridor (not inside Otero County) impacts the County – so communities should think about the roadway on a larger scale because it connects the entire Valley. Jake also noted that the project should keep the Arkansas Valley Conduit project in mind as it moves forward. Finally, Jake stated that Otero County is interested in how US 50 would “tie in” to Hwy 194 (Bent’s Fort access).
- William Lutz reported that the City of Las Animas just annexed 40 acres north of the City and plans to annex another 40 contiguous acres soon. William also reported that the City of Las Animas doesn’t want to see the farmland south of town negatively impacted by the improved US 50 facility. It was noted that the City of Las Animas recently purchased Tamarisk removal equipment, and that the Colorado Department of Local Affairs (DOLA) recently held a session in the City to help them with their planning efforts. Finally, William reported that the City of Las Animas is renovating a historic building and looking into downtown revitalization activities.
- Rick Klein and Robert Freidenberger reported that the City of La Junta is considered a “junction for the Lower Arkansas Valley.” Thus, the City is concerned about the connection between US 50 and several other roadways, including Hwys 109, 350, 10 and 194. Rick and Robert also expressed La Junta’s interest in a truck route around the City – the City has a Strategic Plan that outlines a route for US 50 south of town that would connect to Hwy 109. Robert talked to a planner that has information showing that if the accesses on and off a highway are good, then business will actually increase after a bypass goes in.

- Loretta Kennedy reported that Pueblo County just went through a similar study for I-25, and US 50 should be considered a priority for the region because it serves regional needs in the same way I-25 does. She noted that Pueblo County is concerned about the following issues: agriculture production, right-of-way, and historic resources.
- Avia Kallage expressed the Pueblo Area Council of Government's (PACOG's) concern over environmental issues along the corridor, including migratory wildlife and water quality.

4. Partnering for Progress: Communities, Resource Agencies, CDOT & the Federal Highway Administration (FHWA)

- Larry Sly discussed the project's participation structure and noted that the graphic he referenced was provided to participants in the notebooks they picked up at the beginning of the meeting.
- Larry Sly noted that the resource agencies involved in the project have expressed a desire to talk to community leaders about issues of common concern, including Tamarisk removal, traffic/travel safety (deer crossings, etc.), historic/heritage tourism, data sharing, land "swaps", and larger mitigation opportunities that would benefit both communities and their resources.

5. Community Working Group: Procedures and Participant Responsibilities

- Jonathan Bartsch reviewed terms that appear in the Charter Agreement that might not be widely known outside transportation and/or environmental circles. He noted that there is a list of terms and definitions located in the notebooks that participants received as they arrived at the meeting. Larry Sly noted that the project team would update this list of terms as the project moved forward in order to keep CWG members completely informed about project activities.
- Jonathan began a review of the Charter Agreement. (A copy of the Charter Agreement was sent to participants prior to the meeting and given to each attendee when they arrived at the meeting.)
 - Jonathan noted that it is the intent of the project team to convene the CWG at key milestones in the project – these key milestone points are listed on page 2 of the Charter Agreement. Jonathan described each key milestone.
 - Chuck Hitchcock asked what the phrase "a higher level of authority" meant on page 2 of the Charter Agreement – who is this? Larry Sly and Bob Torres explained that this means representatives from CDOT and FHWA who work at a level above the project team. Jonathan stated that the project team will change this language to make this clear in the revised version of the Charter Agreement.
 - Jonathan Bartsch asked for "thumbs"¹ in regards to the Charter Agreement contents up to this point (i.e., through the first set of bullets on page 2). All participants expressed "thumbs up".
 - Jonathan Bartsch reviewed the CWG participant responsibilities listed on the bottom of page 2 of the Charter Agreement.

- Jonathan Bartsch asked for “thumbs”¹ on these commitments, which all CWG members would commit to (i.e., second set of bullets on pages 2 and 3 of the Charter Agreement). All participants expressed “thumbs up”.
- Jonathan Bartsch described the sections of the Charter Agreement describing how the project intends to “make decisions that stick” and outlining the composition of the CWG (as described on page 3 of the Charter Agreement).
- Jonathan Bartsch asked for “thumbs”¹ regarding whether participants agreed with the ideas and issues represented in these sections of the Charter Agreement. All participants expressed “thumbs up.”
- Jonathan Bartsch reviewed the CWG procedures outlined in the Charter Agreement (as described at the bottom of page 3 of the Charter Agreement). These procedures outline how the project team and the CWG will establish meetings, review materials, respond to questions, and complete other procedural functions of the CWG.
- Jonathan Bartsch reviewed the “assumption of non-objection” section in the Charter Agreement (on page 4 of the Charter Agreement). This section says that unless a community responds within the timeframe provided, then the non-responding community will be recorded as having no objection to the issue or decision under consideration unless defined circumstances apply.
- Jonathan Bartsch reviewed the remainder of the Charter Agreement.
- Jonathan Bartsch asked participants if there was agreement on the contents of the Charter Agreement (with Chuck Hitchcock’s change as noted earlier). He asked for “thumbs”¹ on this question. All participants indicated “thumbs up”.
- Jonathan Bartsch asked who would sign the Charter agreement from each community.
 - Dan Hyatt from Rocky Ford noted that if it’s called a “Charter,” then the people at the meeting might not have the authority to sign for their respective communities because the document would be considered a legal contract.
 - Larry Sly noted that the Charter is intended to be an informal contract among project participants guiding how we will work together.
 - Bill Moore suggested that the project team should review the law on this matter before making a determination. Dan Hyatt acknowledged that he is a licensed attorney in Colorado. (It should be noted that Dan is the City Attorney and City Manager for the City of Rocky Ford. Thus, he is qualified to provide legal advice on this issue, although because CDOT and/or the US 50 Corridor East project are not his clients, this should not be construed as legal counsel to the project.)
 - Gene Millbrand asked if the document had to be called a Charter, as opposed to a Memorandum of Understanding.
 - Jonathan Bartsch asked if the group could agree to call the document a Memorandum of Understanding instead of a Charter Agreement. The participants agreed to this change.

- Larry Sly reviewed the procedures the project team will undertake to revise, finalize and acquire signatures on the Memorandum of Understanding.

6. What's Next: What are the Next Steps for the Project & Community Working Group

- Larry Sly described the following “next steps” for the project, which include public and agency scoping meetings. He noted that these scoping meetings will determine the project’s parameters for this phase (i.e., for the environmental study) and confirm the use of the conclusions from the previous study as a starting point to this phase, or Tier, of the project (so that this work can be incorporated into this project phase without being repeated).
- Larry Sly noted that the next meeting of the CWG would most likely be held sometime in February (2006) in order to allow the project team to complete the scoping tasks described above and compile the information for the CWG and AWG to review.

7. Other Issues Discussed at the Meeting

- Chuck Hitchcock from the Town of Fowler brought up the topic of one-way pairing US 50, such as the current Rocky Ford configuration. Dan Hyatt of Rocky Ford noted that this option would effectively end a community’s ability to use the land in between the east and west bound lanes due to the access restrictions that will accompany such a plan.
- Rick Klein asked how the federal funding that U.S. Senator Wayne Allard added to the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) would be used for, and how these dollars might impact this project. Bob Torres noted that CDOT and FHWA is still reviewing the legislation and clarifying these issues.
- The question was asked – if CDOT is resurfacing US 50 in spots (i.e., near Fowler), then why not take this money and put down an additional lane? Bob Torres explained that these two types of improvements come from different “pots” of money. The funding for the resurfacing that is happening near Fowler is from a pot of money for maintaining existing facilities. Additional lanes, be they passing lanes or other additional infrastructure, can not be funded through this pot of money.
- The question was raised whether meetings such as this one were subject to the Colorado Sunshine Law. Dan Hyatt noted that the meeting did not meet the characteristics necessary to trigger Sunshine Law requirements. (It should be noted that Dan is the City Attorney and City Manager for the City of Rocky Ford. Thus, he is qualified to provide legal advice on this issue, although because CDOT and/or the US 50 Corridor East project are not his clients, this should not be construed as legal counsel to the project.)
- Several participants stated that they are often asked funding and other similar type question and would like some information from CDOT to address these issue with their constituents.

- The project team agreed to provide CWG members with a “Frequently Asked Questions” (FAQ) list so that they would have a response when asked about such issues by residents of their communities. The project team also encouraged CWG members to send them questions at any time, and the project team will add those questions, and their answers to the FAQ list.
- Bill Moore requested that someone from the PACOG staff be added to the Agency Working Group.

8. Meeting Adjourned

- Bob Torres closed the meeting by thanking attendees for actively participating in the project and this meeting.

Action items

- The project team will provide CWG members with a “Frequently Asked Questions” page, and update this page with new questions as they arise.
- The project team will revise the Community Working Group Memorandum of Understanding (formerly Charter Agreement) and distribute it to CWG members for review.

[†] Under the “show thumbs” process, participants turn a thumb up if they agree (thumbs up), down if they disagree (thumbs down), and to the side if they need more information or have concerns about the issue in question that prevents them from agreeing (thumbs side). A ‘thumbs side’ elicits further discussion regarding what prevents a participant from agreeing and/or disagreeing.

Agency Working Group Charter Agreement



September 21, 2005

Project No. NH0504-037
Sub Account No. 12812



Partnering for Progress

US 50 Corridor East



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US 50 Corridor East Tier 1 Environmental Impact Statement (TEIS) Agency Working Group Charter

This Charter sets forth the intention of the following agencies to engage in a coordinated and collaborative interagency process for the US 50 Corridor East Tier 1 Environmental Impact Statement (US 50 East TEIS).

Lead Agencies

Colorado Department of Transportation (CDOT)

Robert D. Torres
Printed Name of CDOT Signor

Robert D. Torres
Signed Name of CDOT Signor

Regional Transportation Director, Region 2
Printed Title of CDOT Signor

10/11/05
Date

Federal Highway Administration (FHWA)

Shaun Cutting
Printed Name of FHWA Signor

Shaun Cutting
Signed Name of FHWA Signor

Program Delivery Engineer, Colorado Division
Printed Title of FHWA Signor

10/13/05
Date

Participating Agencies

US Army Corps of Engineers (USACE)

Daniel Malanchuk
Printed Name of USACE Signor

Daniel Malanchuk
Signed Name of USACE Signor

Chief, Regulatory Branch
Printed Title of USACE Signor

17 Oct 05
Date

US Environmental Protection Agency (EPA)

Larry Svoboda
Printed Name of EPA Signor

Larry Svoboda
Signed Name of EPA Signor

NEPA Program Director, Region 8
Printed Title of EPA Signor

11/9/05
Date

US Fish and Wildlife Service (FWS)

Susan Linner
Printed Name of FWS Signor

Susan C. Linner
Signed Name of FWS Signor

Colorado Field Supervisor, Region 6
Printed Title of FWS Signor

11/10/05
Date

Colorado State Historic Preservation Office (SHPO)

Georgianna Contiguoglia
Printed Name of SHPO Signor

Georgianna Contiguoglia
Signed Name of SHPO Signor

State Historic Preservation Officer
Printed Title of SHPO Signor

10/27/05
Date

US Forest Service (USFS)

Thomas Peters
Printed Name of USFS Signor

Thomas Peters
Signed Name of USFS Signor

District Ranger, Comanche National Grassland
Printed Title of USFS Signor

7/11/05
Date

National Resources Conservation Service (NRCS)

Tim A. Macklin
Printed Name of NRCS Signor

Tim A. Macklin
Signed Name of NRCS Signor

RC&D Coordinator, Southeastern Colorado
Printed Title of NRCS Signor

11-3-05
Date

Colorado Division of Wildlife (CDOW)

Daniel Prenzlou
Printed Name of CDOW Signor

[Signature]
Signed Name of CDOW Signor

Regional Manager
Printed Title of CDOW Signor

10-31-05
Date

Colorado State Land Board

Beverly Rave
Printed Name of State Land Board Signor

Beverly Rave
Signed Name of State Land Board Signor

Field Operations Section Manager
Printed Title of State Land Board Signor

11-8-05
Date

Interested Agencies

Bureau of Land Management (BLM)

Roy L. Masinton
Printed Name of BLM Signor

Roy L. Masinton
Signed Name of BLM Signor

Royal Gorge Field Manager
Printed Title of BLM Signor

10-27-05
Date

Colorado Department of Local Affairs (DOLA)

Lee D. Merkel
Printed Name of DOLA Signor

[Signature]
Signed Name of DOLA Signor

Southeastern Office Regional Manager
Printed Title of DOLA Signor

10-27-05
Date

Colorado State Parks

Mike French
Printed Name of State Parks Signor

[Signature]
Signed Name of State Parks Signor

Southeast Region Manager
Printed Title of State Parks Signor

11-2-05
Date

Goal and Purpose

The goal of this interagency process is to deliver a Tiered Environmental Impact Statement (TEIS) document which results in sound decisions that address the concerns of Agency Working Group (AWG) members and meets the purpose and need of the project and the mandates of the participating agencies, while keeping the project on schedule and within budget. The purpose of this Charter is to establish clear expectations for the role of the AWG in decision making, identify the responsibilities of the participating agencies, and describe procedures that will support the collaborative problem-solving effort of the AWG.

Role in Decision Making

Tier 1 of the US 50 Corridor East project will result in:

- Corridor decisions regarding modal choice;
- Preferred corridor location including bypass or through-town decisions and logical termini;
- Identification, prioritization, and preliminary NEPA documentation recommendation for Tier 2 sections of independent utility;
- Access management policy and standards for the corridor;
- Design parameters for future Tier 2 projects; and
- Corridor-wide environmental strategies and performance agreements especially in regards to mitigation.

Tier 2 of the US 50 Corridor East project will consist of project-specific environmental analysis, design, and mitigation activities for sections of independent utility along the corridor. Tier 2 decisions will build on the foundation laid by the Tier 1 EIS.

As lead federal agency on this project, FHWA will sign the Record of Decision (ROD) for the Tier 1 EIS and subsequent Tier 2 environmental documents and will make the final decision in conjunction with CDOT, the project proponent. The NEPA/404 Merger Agreement between CDOT, FHWA, and the USACE provides for USACE concurrence related to the Purpose and Need statement, the alternatives selected for detailed evaluation, the preferred alternative, and compensatory mitigation. Individual resource and regulatory agencies will exercise their respective jurisdictional decision making authorities. In addition, CDOT and FHWA will seek the input of a number of agencies which may fall into one of more of the following categories:

1. "Participating Agencies" will be active members of the AWG, and will engage in collaborative problem solving at key milestones to assist FHWA and CDOT in their deliberations and decision making.
2. "Interested Agencies" will have a lesser level of responsibility in this process, and may attend AWG meetings and offer input to CDOT and FHWA regarding the resources under their jurisdiction.
3. Agencies which, following a request from FHWA, agree to be "Cooperating Agencies", in addition to being "Participating Agencies", may have additional roles and responsibilities.

FHWA and CDOT commit, through this Charter, to the serious consideration of input provided by the AWG.

In addition, FHWA and CDOT will seek the input of the local communities, including cities, towns and counties in the corridor, through the "Community Working Group" (CWG) as well as through a public involvement program. There will be an exchange of information and

perspective between the AWG and the CWG throughout the TEIS process, both directly and through CDOT representatives, who will serve as liaisons between the two Groups.

The transportation agencies, CDOT and FHWA, will present to the participating agencies of this Charter their thought-process, relevant information, and conclusions at key milestone points. These agencies will focus on the issues that pertain to their jurisdictions, identify questions or concerns they may have at these key points, and engage with the transportation agencies in collaborative problem solving to enable CDOT and FHWA to move forward from each milestone, knowing that the project is "on track." The project team, in coordination with agencies, will develop an outline of desired outcomes and critical questions for each AWG milestone meeting. The intention is to try to expeditiously identify and resolve issues through the AWG. However, if issues arise that remain unresolved, CDOT and FHWA may make a decision using the input of the participating agencies, or the issue may be taken to a higher level of authority (as defined in the Issue Resolution Process detailed in the Appendix of this document) for deliberation and decision. The key milestones and initial desired outcomes include:

- Scoping results – to confirm the validity and use as a starting point of previous planning conclusions, review comments raised during scoping, ensure that all issues have been identified, and outline where these issues will be addressed. Have all the issues been identified?
- Corridor-level Purpose and Need (transportation) and study area – to understand and address agency needs and concerns related to the Purpose and Need and the study area. Identification of environmental and community issues and opportunities to be included in the goals and objectives of the project. At this point, are there major agency concerns? What environmental and community issues should be included in the goals and objectives?
- Full range of corridor alternatives – to ensure that the full range of corridor alternatives are considered and to review the screening/evaluation criteria. Are there additional corridor alternatives to consider? Are the screening/evaluation criteria reasonable?
- Preliminary corridor alternatives to be evaluated including screening/evaluation criteria – to confirm reasonableness of screening/evaluation criteria and review of alternatives evaluation. Identify and discuss mitigation concepts/strategies, including the work of Ad-Hoc Committees.
- Selection of a preferred corridor alternative and mitigation measures – to ensure that issues have been addressed in the selection of the preferred corridor alternative and to agree on mitigation measures.

Participation in issues identification and collaborative problem solving at these key milestones does not in any way preclude an agency's opportunity to submit formal scoping comments or comments in response to the published Draft TEIS, during those comment periods, nor does it provide participating agencies with additional decision making authority or document review role above and beyond the agency's jurisdiction.

Separate from the collaborative problem-solving effort within the AWG, at each milestone point, CDOT and FHWA will ask agencies with jurisdictional authority to indicate in writing their agreement that the project appears, using Tier 1 level data and project understanding, to be suitable for their jurisdictional purposes and to state any reasons for their opinion that the project is not suitable.

In order to keep the TEIS decision making process moving forward, the participating agencies agree to:

- Participate in scoping to identify issues and information needs and to understand past planning decisions;
- Openly raise issues and concerns at key milestones, rather than wait for formal review and comment periods;
- Actively participate in constructive, collaborative discussions;
- Seek and apply the level of detail of information and analysis that is appropriate for this Tier 1 study;
- Respond in a timely way to FHWA and CDOT's request for agreement that the project appears to be suitable for their jurisdictional purposes;
- Provide rationale to support their respective agency's non-agreement with an issue and seek solutions to address their agency's concerns;
- Apply the issue resolution process (see Appendix) rather than allow issues to languish in a state of non-resolution;
- Focus input on resources and issues that lie within their jurisdictional authority;
- Hold in confidence pre-decisional working documents that are outside of Freedom of Information Act (FOIA) requirements. All project-related documents will be kept in draft form until the CDOT Project Manager accepts the documents in writing. "In writing" means a hard copy or an electronic document indicating the approval of the document by CDOT and the date of approval; and
- Consider comments that are obtained from the CWG (or individual CWG members), the public involvement process, the Action 22 Corridor Advisors, and any Ad-Hoc Corridor Groups or Ad-Hoc Resource Committees (or individual members of these entities) formed during the project.

One of the primary benefits of a TEIS process is the predictability, and therefore, the stability that comes with decisions that can be relied on in future years. In order to achieve "decisive decisions" throughout the lifetime of US 50 Corridor East TEIS project activities, the participating agencies agree not to revisit their agreements provided at key milestones unless:

- New information arises that could impact agency approval; or
- There are substantial changes to the project, environment, or laws and regulations that have a bearing on a project decision.

Composition of the Agency Working Group (AWG)

The AWG is comprised of representatives from the agencies that are signatories to this Charter and members of the Project Management Team (PMT). The PMT is comprised of representatives from FHWA, CDOT, and the consultant project managers. The PMT will provide support to the AWG.

Each agency that is a signatory to this Charter agrees to appoint an agency representative to the AWG, who can speak with authority for the agency or who can speak about their agency's interests, coordinate internally, and bring their agency's views/approval to the AWG. The agency representatives are encouraged to bring to the meetings appropriate field staff that can provide support and relevant information to the group. Where the agency representative must delegate their participation to an alternate (another person from their agency) on an occasional or regular basis, the agency representative and the alternate will communicate regularly to stay abreast of issues and ensure the timely contribution of agency perspective and opinions to the process. Both the agency representative and the alternate may attend meetings and participate;

however, they should coordinate their input to avoid confusion or ambiguity. Where any agency has multiple representatives, because of different disciplines within that agency, the agency will designate a single official representative of the agency, even though different individuals may represent their agency's respective disciplines on the AWG.

Procedures

The Agency Working Group will participate in project meetings at:

- Key project milestones; and
- When the transportation agencies (CDOT and FHWA) will present information and conclusions to the resource/regulatory agencies for comment.

To help ensure good use of agencies' time and resources, the following procedures will be used:

- Timely notice of meetings and coordination of schedules to the greatest extent possible (4 to 6 weeks in advance) to maximize participation. Signatory agencies agree to send a representative or alternate to meetings if given this time frame to coordinate their schedule;
- Advance written information disseminated in a format that will be easily accessible by each agency, using e-mail where possible. The PMT will provide relevant information to all AWG members at least 10 business days prior to meeting dates. This information will be provided in a format conducive to the participants' receipt, understanding, and effective use of the information;
- Timely response to questions posed during a project meeting in which the AWG is involved. If an answer cannot be provided during the meeting, the responding agency will provide the questioner with a timeframe within which a response will be provided and the method by which the response will be delivered; and
- The PMT will provide draft minutes of project meetings in which the AWG is involved to all members of the AWG within 10 business days of the associated meeting date. Agencies will be given the same deadline (10 business days) to offer corrections to the minutes. Lack of response within the deadline will constitute acceptance of the minutes. Final minutes, edited to reflect comments made by meeting attendees, will be provided within 5 business days of the corrections deadline. Minutes will include at least the following: key discussion points, agreements, and action items with identification of responsible persons and timeframes.

The participating agencies agree to a good-faith effort to adhere to deadlines for input on information presented at project meetings (Note: These deadlines do not alter the official comment periods on environmental documents). These deadlines include:

- Review of relevant information with the appropriate person(s) within the respective agency within 10 business days of the information's discussion at a project meeting;
- Coordination with appropriate authorities within respective agencies to obtain agency agreement and communication of this information to the PMT within 10 business days of the request by FHWA or CDOT for the agreement. If the agency does not agree, the rationale for this disagreement will be communicated to representatives of the FHWA, CDOT and AWG within 10 business days of the request for agreement;
- Assumption of non-objection in the absence of participating agency response within the timeframe – If an agency response is not received by representatives of CDOT, FHWA and the AWG within the timeframes outlined above or developed by the AWG, the non-

responding agency will be recorded as having not objected to the decision or issue unless the following conditions apply:

- An agency representative informs AWG, CDOT and FHWA representatives that his or her agency will not be able to respond within the deadline; and
- CDOT, FHWA, and the agency agree on a new deadline for receipt of the agency's response.

Tools to Aid Collaborative Discussion

CDOT will provide a facilitator for the interagency meetings, to:

- Keep the meetings focused and on track;
- Ensure that all participants have an opportunity to speak;
- Help the group address differences; and
- Identify points of agreement as they occur.

CDOT and FHWA will consult with individual agencies on an as-needed basis. Where appropriate, CDOT and/or FHWA will hold one-on-one meetings with individual agencies or subsets of agencies to discuss issues pertinent to the respective agency's expertise or jurisdiction.

The PMT or the AWG may establish Ad-Hoc Resource Committees comprised of staff of the relevant agencies to address and make recommendations to the PMT and AWG on specific technical issues and partnering opportunities. Other individuals may be invited to be members of, or participate in, Ad-Hoc Resource Committee meetings, as approved by the PMT.

The participating agencies agree to use the Issue Resolution Process to expedite decision making when there are disagreements that cannot be resolved at the staff level. This Process is described in the Appendix and is incorporated as a part of this Charter.

APPENDIX

Issue Resolution Process

The purpose of the Issue Resolution Process is to provide a procedure to resolve disagreements that may arise during environmental review of the US 50 Corridor East TEIS. Agencies that are signatory to the Agency Working Group (AWG) Charter agree to use this process. The resolution of issues is a key to effective interagency consultation and coordination and timely decision making. The intention of this procedure is to try to expeditiously resolve these issues at the staff level without elevating them. However, if agreement cannot be reached on an issue, CDOT and FHWA may make a decision using the input of the agencies, or the issue may be taken to a higher level of authority to resolve disagreement. This Issue Resolution Process may be initiated upon request of any agency that has signed the Charter and holds legal and/or regulatory jurisdiction over direct or indirect impacts caused by the focus issue. Initiation of the Issue Resolution Process is deemed to be a constructive step, aimed at drawing attention to unresolved issues so they may be resolved and the project can move forward.

The NEPA/404 Merger Agreement between CDOT, FHWA, and the USACE provides for agreement by the USACE that:

- The Purpose and Need statement may be used to define basic and overall project purpose;
- The alternatives selected for detailed evaluation comply with the Clean Water Act 404(b)(1) guidelines;
- The preferred alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA); and
- The proposed compensatory mitigation adequately offsets impacts to aquatic resources.

Other agencies which have signed the Charter will participate in issue identification and collaborative problem solving through the AWG at key milestones, but they will not have a decision making role beyond their jurisdictional authorities. The Issue Resolution Process described in this document is a means to address disagreements that may arise, in order to accomplish agreement with the USACE and to work toward agreement with the resource agencies that have signed on to the US 50 Corridor East Agency Charter as participating or cooperating agencies.

1. COMMITMENT TO DISPUTE PREVENTION

The agencies which have signed the Charter commit to dispute prevention through early, ongoing, and effective interagency consultation and coordination for the US 50 Corridor East TEIS. A mutual interagency effort is needed to achieve timely resolution of issues. The signatory agencies agree to:

- Encourage constructive communication to avoid unnecessary stress on interagency relationships;
- Recognize disagreements as they occur and initiate issue resolution procedures;
- Keep decision making at the lowest appropriate level, with staff who have specific project knowledge and relevant expertise; and
- Quickly elevate unresolved issues to higher-level decision makers, so they may apply policy perspective, where needed.

2. ISSUE RESOLUTION PROCESS

This issue resolution process consists of two elements: (1) intensified communication at the staff level (Level One), focused on an identified issue and (2) elevation of the issue to Levels Two or Three for decision making when timely resolution is not achieved. The table below identifies agency representatives at each Level of the issue resolution process.

Designated Agency Representatives for the Issue Resolution Process

Agency	Level One	Level Two	Level Three
CDOT	Project Manager	Regional Transportation Director	Chief Engineer or Executive Director
FHWA	Environmental Program Manager or Operations Engineer	Program Delivery Engineer	Assistant Division Administrator or Division Administrator
USACE	Chief, Southern Colorado Regulatory Office	Project Manager	Chief, Regulatory Branch
EPA	NEPA Transportation Coordinator	NEPA Program Director, Region 8	Assistant Regional Administrator, Region 8
FWS	CDOT/FWS Liaison	Colorado Field Supervisor	Assistant Regional Director, Ecological Services
SHPO	Section 106 Compliance Coordinator	Intergovernmental Unit Manager	Deputy State Historic Preservation Officer
USFS	District Ranger	Deputy Forest Supervisor	Forest Supervisor
NRCS	Southeastern Colorado RC&D Coordinator	Southeastern Colorado Area Conservationist	Action State RC&D Program Manager
CDOW	Area Wildlife Manager	Regional Manager	Assistant Director - Field Operations
CO State Land Bd.	District Manager	Field Operations Section Manager	Director

a. Initiating the Process

Reasons to initiate the Issue Resolution Process include but are not limited to:

- Substantial disagreement on the parameters of the corridor as a starting point for NEPA, purpose and need, study area, identification of full range of corridor alternatives, selection of preliminary corridor alternatives to be evaluated in the TEIS, and selection of preferred corridor alternatives;
- Substantive departure from the interagency coordination process described in the Charter;
- Disagreement over adequacy or interpretation of information;
- Disagreement on the nature and extent of impacts; or
- Disagreement regarding jurisdiction or application of legal requirements.

b. Level One: Staff-Level Resolution through Intensified Communication

Level One consists of agency staff assigned to work on some aspect(s) of the US 50 Corridor East TEIS. Beyond normal staff communications, many issues can be resolved at this level through intensified consensus building and collaborative problem solving. Procedures for resolution at Level One are based on the need for:

- Recognition that there is an issue that needs to be resolved;
- Clear articulation of that issue and bringing the issue to the attention of the other agencies;

- Open and respectful discussion of the issue in a forum specifically focused on that issue, where all perspectives are aired and heard;
- Joint problem solving to seek a solution that will satisfy the diverse needs of the various agencies involved; and
- Documentation of decisions.

When any agency believes there is an unresolved issue within their jurisdiction that needs attention, their AWG representative (primary or alternate) may request intensified communication and problem solving on that issue. To initiate resolution, the requesting individual will fill out the Request for Issue Discussion form and send it to the CDOT and FHWA's AWG representatives and they will forward the request to other pertinent agencies.

The purpose for using the Request for Issue Discussion form is to save time by having a clear statement of the issue to be addressed, identify which agencies need to be involved in resolution, begin a timeframe for resolution, and track the progress of resolving the issue. A template of the Request for Issue Discussion form (Exhibit 1) is attached. Agencies that receive the Request for Issue Discussion form may add to articulation of the problem. The pertinent agencies may decide to convene an Ad-Hoc Resource Committee or to hold an informal meeting to focus on the issue. If the issue is not resolved within 15 days of the initial Request for Issue Discussion, the issue will be automatically elevated to Level Two unless the participating agencies agree that further discussion at Level One is likely to resolve the issue within an agreed-to timeframe.

During the Level One issue discussion, the participating agencies are encouraged to apply the following guidance:

- If appropriate and possible, the agencies are encouraged to consider an on-site meeting to discuss the project issue.
- Each agency should bring appropriate agency expertise to the discussion (e.g., an individual or information/guidance materials).
- Each agency should bring, or have access to, a person who has the authority to approve a decision made at that level.
- The agencies should use a discussion format which provides for orderly and constructive communication and good listening. Such a format may consist of:
 1. An opening statement of the issue by the requesting agency, without interruption, including articulation of the issue and that agency's needs, concerns, and ideas (i.e., Why is this issue important to your agency? What does your agency want to accomplish through resolution of this issue? What options would your agency like to consider, and why?).
 2. A round robin discussion in which each agency takes a turn, without interruption, expressing that agency's perspective on the issue, including that agency's needs, concerns, and ideas (i.e., Why is this issue important to your agency? What does your agency want to accomplish through resolution of this issue? What options would your agency like to consider, and why?).
 3. An opportunity for each agency respectfully to ask questions of the other agencies on their position, for clarification purposes only, in order to ensure that everyone fully understands each others' interests.
 4. A summary, by the requesting agency or another agency, of the various perspectives, focusing on the needs of each agency and finding commonalities among the agencies.
 5. A listing on a flipchart of the collective needs and concerns of the agencies (this list becomes a set of joint goals).

6. A brief presentation, if appropriate, of relevant technical information.
 7. A brainstorming session, in which all the agencies list existing and additional options for consideration, taking into account the joint goals of the agencies.
 8. An identification of the option(s) that holds the most promise and discussion of how to improve upon and implement that option.
 9. Thumbs up, down, and to the side will be used to indicate levels of agreement and disagreement. Thumbs up indicates agreement. Thumbs down indicates disagreement. Thumbs to the side indicates that the individual is unsure, has minor problems with the agreement which need to be addressed, or needs additional information. The agencies will explore the needs and concerns of those individuals whose thumbs are down or to the side and will attempt to address them before proceeding with a decision or a declaration of unresolved disagreement.
 10. A restatement of agreements reached and confirmation by the discussion participants that they have the same understanding of the agreement.
- Documentation of agreements reached at this and other levels will ensure that all agencies have the same understanding of the agreement and will facilitate implementation. A concise meeting summary should be prepared and distributed to participating agencies, which documents the decision(s) made and the rationale for the decision(s). A statement of the decision should be recorded on the Request for Issue Discussion form.
 - If the issue is resolved, this will be noted on the Request for Issue Discussion form, including a statement of the decision and the rationale for that decision. The completed Request for Issue Discussion form will be included in project documentation.
 - If the issue is not resolved, this will be noted on the Request for Issue Discussion form, including a statement of the issue that needs to be resolved. The PMT will then elevate the issue to Level Two.

c. Levels Two and Three: Elevation for Issue Resolution

Elevation, as described in this Issue Resolution Process, refers to focused, informal discussion between or among interested agencies at pre-defined levels of authority.

Level Two decision makers are those who hold policy and/or supervisory positions in the agencies. Level Three decision makers are agency executives who have final decision making authority for their agency and members of the Executive Policy Committee.

The goal of elevation is to move unresolved issues quickly up to the next level of decision making, where there is broader perspective and more authority. Keys to success in the elevation process are pre-defined levels of decision making, a clear articulation of the issue to be resolved, and exposure of the decision makers to the various perspectives of each of the participating agencies in order to create a complete picture of the issue. The setting is an informal process based on direct communication among the relevant agencies.

An issue will be elevated to Level Two when:

- Any agency that has participated in the Level One intensified communication discussion on the issue believes that resolution at Level One is unlikely; or
- More than fifteen days have passed since the submission of the Request for Issue Discussion and there has been no resolution of the issue, unless all the participating agencies agree to continue discussion within an agreed-to timeframe because resolution at Level One is likely; or
- The participating Level One representatives agree that the issue requires higher authority or policy perspective than is available at Level One (in which case, the

agencies will skip Level One intensified communication but may meet to frame the issue for the Level Two decision makers).

When an issue moves to Level Two, CDOT and FHWA will convene a meeting of the Level Two decision makers within 15 calendar days of the request. The Level Two decision makers will meet, discuss the issue, and make a decision within 15 calendar days of their initial meeting. The Level Two decision makers may schedule a joint briefing by all the relevant agencies. As soon as decisions are reached, written statements of the decision(s), including the rationale for the decision, will be prepared and distributed to the participating agencies.

Any issue not resolved by Level Two will be referred to the Executive Policy Committee and other state and regional officials of each agency (Level Three) as deemed necessary by the Executive Policy Committee. Level Three will be the final arbiter of unresolved issues.

3. TOOLS TO AID ISSUE RESOLUTION

Ad-Hoc Resource Committees – Any Level of decision makers may convene an Ad-Hoc Resource Committee to address a particular issue. This committee is comprised of staff of the pertinent agencies and, if needed, consultants, who have technical expertise relevant to the issue at hand. This committee will share information and ideas, problem solve, and make recommendations to the PMT.

Joint Briefings of Decision Makers – When an issue is elevated to Level Two or Level Three, it may be useful to schedule a joint briefing presented by staff of each relevant agency to the a convened session of the relevant agencies' decision makers. This joint briefing can provide a broader understanding of the issue and ensure that the decision makers have the same information and are not limited to their own agency's perspective.

Mediation/Facilitation – To aid deliberations and keep discussions focused and constructive, the agencies will enlist the assistance of internal or outside facilitators or mediators to provide management of communication and meetings. When appropriate, CDOT or FHWA will arrange for facilitation/mediation services to help resolve issues at any level in the issue resolution process.

Issue Resolution Process Disclaimer - This is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable of law or in equity by any party against the United States, its departments, agencies, instrumentalities or entities, its officers, employees or agents, or any other person.

Nothing in these procedures supersedes other processes available by law or regulation. In particular, any Federal agency engaged in a National Environmental Policy Act (NEPA) process may refer disagreements with the lead agency to the Council on Environmental Quality (CEQ) for resolution under 40 CFR Part 1504 3(b). Similarly, procedures for elevating '404' decisions by the U.S. Army Corps of Engineers (Corps) under Section 404(q) of the Clean Water Act and pursuant to a memorandum of agreement among the Corps, the U.S. Environmental Protection Agency (EPA), the U.S. Fish and Wildlife Service (USFWS), and NOAA Fisheries-National Marine Fisheries Service (NMFS) remain in place and available to all Federal agencies engaged in the '404' review and approval process. Elevation procedures for Section 106 of the National Historic Preservation Act are also established pursuant to 36 CFR Part 800 among the federal agency responsible for the undertaking (who for purposes of this agreement is FHWA), the State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and the National Park Service Keeper of the National Register. The U.S. Department of Transportation (USDOT) Order, "National Procedures for Elevating Highway and Transit Environmental Disputes," 5611.1A, provides for elevation to the Secretary of USDOT to address significant interagency disputes that have caused or threaten to cause project delay.

EXHIBIT 1

Request for Issue Discussion Form

REQUEST FOR ISSUE DISCUSSION
Requestor's Name/Agency:
Issues(s) – Specific statement of each issue that needs to be resolved or decided: (No more than one short paragraph per issue)
Statement of need or concern of requestor's agency, related to the issue(s): (What does your agency want to get out of this process?)
Solution proposed by requestor's agency and statement of why this solution is important to that agency:
Potentially interested agencies: (Requestor will send this form to the PMT and each of the listed agencies)

Proposed Discussion Forum

Type of forum (meeting/conference call/site visit):

Location:

Proposed date/time:

Participants:

Contact and date for RSVP:

Recommendation (if any) to form an Ad-Hoc Resource Committee:

The information below will be filled out following the discussion forum. The completed form will then be sent to the PMT and to Level Two representatives of all the pertinent agencies.

Outcome:

Issue was resolved.

Decision:

Rationale for the decision:

Issue was not resolved.

Statement of the Issue to be elevated:

Comments:

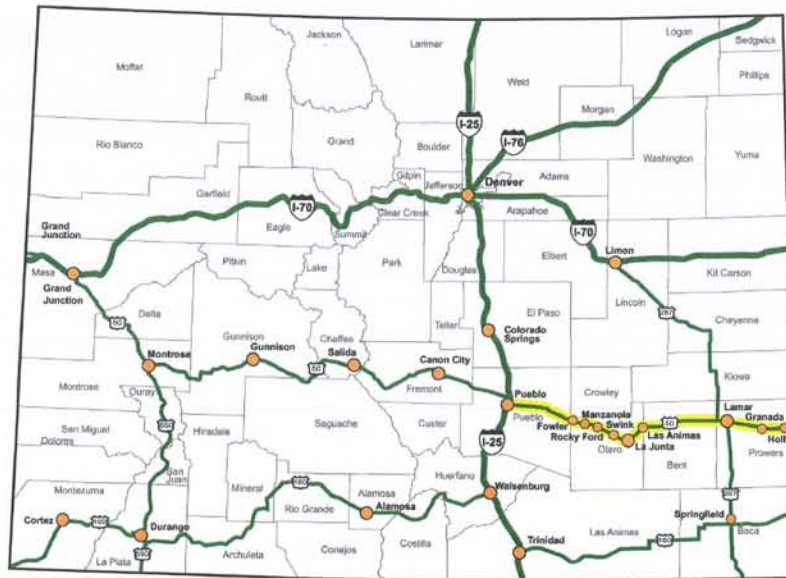
Outcome (if issue was elevated):

Decision:

Rationale for the decision:

Community Working Group

Memorandum of Understanding



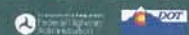
October 19, 2005

Project No. NH0504-037
Sub Account No. 12812



Partnering for Progress

US 50 Corridor East



**US 50 Corridor East Tier 1 Environmental Impact Statement (TEIS)
Community Working Group
Memorandum of Understanding**

This Memorandum of Understanding (MOU) sets forth the intention of the following communities and transportation agencies to engage in a coordinated and collaborative interagency process for the US 50 Corridor East Tier 1 Environmental Impact Statement (US 50 East TEIS).

Colorado Department of Transportation (CDOT)

Robert D. Torres
Printed Name of CDOT Signor

Robert D. Torres
Signed Name of CDOT Signor

Region 2 Transportation Director
Printed Title of CDOT Signor

10/24/05
Date

Federal Highway Administration (FHWA)

Shaun Cutting
Printed Name of FHWA Signor

Shaun Cutting
Signed Name of FHWA Signor

Program Delivery Engineer, CO Division
Printed Title of FHWA Signor

11/15/05
Date

Pueblo County

Loretta Kennedy
Printed Name of Pueblo County Signor

Loretta Kennedy
Signed Name of Pueblo County Signor

County Commissioner
Printed Title of Pueblo County Signor

10/27/05
Date

Otero County

Harold "Jake" Klein, Jr.
Printed Name of Otero County Signor

Harold "Jake" Klein, Jr.
Signed Name of Otero County Signor

County Commissioner
Printed Title of Otero County Signor

11/3/05
Date

Bent County

Frank Wallace
Printed Name of Bent County Signor

Frank Wallace
Signed Name of Bent County Signor

County Commissioner
Printed Title of Bent County Signor

10/28/05
Date

Prowers County

Gene Millbrand
Printed Name of Prowers County Signor

Gene Millbrand
Signed Name of Prowers County Signor

County Commissioner
Printed Title of Prowers County Signor

11-3-05
Date

City of Pueblo

Gilbert Ortiz
Printed Name of City of Pueblo Signor


Signed Name of City of Pueblo Signor

Council Member
Printed Title of City of Pueblo Signor

10/27/05
Date

Town of Fowler

Chuck Hitchcock
Printed Name of Town of Fowler Signor


Signed Name of Town of Fowler Signor

Trustee
Printed Title of Town of Fowler Signor

10/27/05
Date

Town of Manzanola

Larry Padilla
Printed Name of Town of Manzanola Signor



Signed Name of Town of Manzanola Signor

Trustee
Printed Title of Town of Manzanola Signor

Date

City of Rocky Ford

Randy Hamilton
Printed Name of City of Rocky Ford Signor

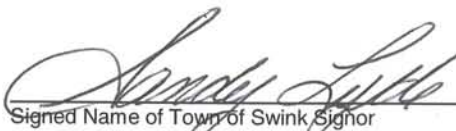

Signed Name of City of Rocky Ford Signor

Mayor
Printed Title of City of Rocky Ford Signor

10/25/05
Date

Town of Swink

Sandy Lytle
Printed Name of Town of Swink Signor


Signed Name of Town of Swink Signor

Trustee
Printed Title of Town of Swink Signor

11-17-05
Date

City of La Junta

Robert Freidenberger
Printed Name of City of La Junta Signor


Signed Name of City of La Junta Signor

Council Member
Printed Title of City of La Junta Signor

10/28/05
Date

City of Las Animas

William Lutz
Printed Name of City of Las Animas Signor


Signed Name of City of Las Animas Signor

Mayor
Printed Title of City of Las Animas Signor

28 Oct 05
Date

City of Lamar

Mike Bryant
Printed Name of City of Lamar Signor

Mike Bryant
Signed Name of City of Lamar Signor

Mayor Pro-Tem
Printed Title of City of Lamar Signor

11/3/05
Date

Town of Granada

Tom Grasmick
Printed Name of Town of Granada Signor

Tom Grasmick
Signed Name of Town of Granada Signor

Trustee / Mayor Pro-Tem
Printed Title of Town of Granada Signor

11/3/05
Date

Town of Holly

Marsha Willhite
Printed Name of Town of Holly Signor

Marsha Willhite
Signed Name of Town of Holly Signor

Town Administrator
Printed Title of Town of Holly Signor

November 3, 2005
Date

**US 50 Corridor East Tier 1 Environmental Impact Statement
Community Working Group
Memorandum of Understanding**

This Memorandum of Understanding (MOU), signed by the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA), and US 50 Corridor East community representatives sets forth the intention to engage in a coordinated and collaborative process for the US 50 Corridor East Tier 1 Environmental Impact Statement (US 50 East TEIS).

Goal and Purpose

The goal of this process is to deliver a Tier 1 Environmental Impact Statement (TEIS) document resulting in good decisions that address the concerns of the communities and meets the mandates of regulatory agencies, while keeping the project on schedule and within budget. The purpose of this MOU is to establish clear expectations for the role of the Community Working Group (CWG) in the TEIS process, identify the responsibilities of the participating communities, and describe procedures that will support the collaborative problem-solving effort of the CWG.

The purpose of this project, the TEIS, is to determine:

- Corridor decisions regarding modal choice;
- Preferred corridor location including bypass or through-town decisions and logical termini;
- Identification, prioritization, and preliminary National Environmental Policy Act (NEPA) documentation recommendations for Tier 2 sections of independent utility;
- Access management policy and standards for the corridor;
- Corridor preservation strategies, opportunities and agreements;
- Design parameters for future Tier 2 projects; and
- Corridor-wide environmental strategies and performance agreements especially in regards to mitigation.

Tier 2 of the US 50 Corridor East project will consist of project-specific environmental analysis, design, and mitigation activities for sections of independent utility along the corridor. Tier 2 decisions will build on the foundation laid out in the TEIS.

Project Decision Making

As lead federal agency on this project, FHWA will sign the Record of Decision (ROD) for the Tier 1 EIS and subsequent Tier 2 environmental documents and will make the final decision in conjunction with CDOT. CDOT and FHWA will seek the input of the local communities along the corridor through the CWG, as well as through a public involvement program, and will engage in collaborative problem solving at key milestones to assist FHWA and CDOT in their decision making. There will be an exchange of information and perspective between the Agency Working Group (AWG) and the CWG throughout the TEIS process, both directly and through CDOT representatives, who will serve as liaisons between the two Groups.¹ CDOT will also bring interested parties together to discuss specific topics of mutual concern.

FHWA and CDOT commit, through this MOU, to the serious consideration of input provided by the CWG.

¹ The Agency Working Group is the resource agencies' equivalent to the Community Working Group.

Input at Key Project Milestones

CDOT and FHWA will present to the CWG members relevant information and conclusions at key milestones. These community representatives will focus on the issues that pertain to their communities, identify questions or concerns they may have at these key points, and engage in collaborative problem solving to enable CDOT and FHWA to move forward from each milestone, knowing that the project is “on track.” The intention is to try to expeditiously identify and resolve issues through the CWG. However, if issues arise that remain unresolved, CDOT and FHWA project level staff shall attempt to make a final decision using the input of the participating communities, or the issue may be taken to the Executive Policy Committee, consisting of CDOT and FHWA Senior/Executive Management for deliberation and decision. The key milestones (noted above) include:

- Scoping results (i.e., affirm parameters from planning study, present comments received, discuss issues raised, and propose methods to address them);
- Study area and corridor-level Purpose and Need;
- Identification of a full range of corridor alternatives and discussion of proposed screening criteria;
- Selection of a set of preliminary corridor alternatives to be evaluated in the TEIS; and
- Selection of a preferred corridor alternative with mitigation.

Participation in issues identification and collaborative problem solving at these key milestones does not in any way preclude a community’s opportunity to submit formal scoping comments or comments in response to the published Draft TEIS during comment periods. Nor does it provide participating communities or CWG members with additional decision-making authority or document-review role above and beyond those described in NEPA.

Separate from the collaborative problem-solving effort within the CWG, at each milestone point, CDOT and FHWA will ask communities to communicate in writing their agreement that they have been provided with sufficient data and information (on a Tier 1 level) to understand the decisions being made. At these points they will also be asked to acknowledge that the project appears to be on the right track (i.e., suitable for their community’s purposes), or not, from their perspective. Any reasons for their opinion that the project is not suitable, or on the right track, shall be stated in writing as well.

In order to keep the TEIS decision-making process moving forward, the participating communities agree to:

- Participate in scoping to identify issues and information needs and to understand past planning decisions;
- Openly raise issues and concerns at key milestones, rather than wait for formal review and comment periods;
- Actively participate in constructive, collaborative discussions;
- Seek and apply the level of detail of information and analysis that is appropriate for this Tier 1 study;
- Respond in a timely way to FHWA and CDOT’s request for agreement that the project appears to be in appears to be on the right track [See page 4 for more information];
- Provide rationale to support their respective community’s non-agreement with an issue and seek solutions to address their community’s concerns;

- Focus input on issues that lie within their communities' jurisdiction;
- Hold in confidence pre-decisional working documents that are outside of Freedom of Information Act (FOIA) requirements. All project-related documents will be kept in draft form until the CDOT Project Manager accepts the documents in writing. "In writing" means a hard copy or an electronic document indicating the approval of the document by CDOT and the date of approval; and
- Consider public comments that are obtained through the public involvement process, the AWG (or individual AWG members), the Action 22 Corridor Advisors, and any Ad-Hoc Corridor Groups or Ad-Hoc Resource Committees (or individual members of these entities) formed during the project.

Making "Decisions that Stick"

One of the primary benefits of a TEIS process is the predictability, and therefore, the stability that comes with decisions that can be relied on in future years. In order to achieve "decisions that stick" throughout the lifetime of US 50 Corridor East TEIS project activities, the participating communities agree not to revisit their agreement provided at key milestones unless:

- New information arises that could significantly impact community approvals, or
- There are substantial changes to the project, environment, or laws and regulations that have a bearing on a project decision.

Composition of the Community Working Group (CWG)

The CWG is comprised of representatives from the US 50 Corridor East communities that are signatories to this MOU, as well as members of the Project Management Team (PMT). The PMT is comprised of representatives from FHWA, CDOT, and the consultant team.

Your communities have appointed an elected representative to the CWG (through resolutions), who has the authority to speak for your community, or who can speak about your community's interests and bring your community's views and/or approval to the CWG. These community representatives are encouraged to bring to project meetings appropriate staff that can provide support and relevant information to the group. Where the community representative must delegate their participation to an alternate (another person from their community) on an occasional basis, the community representative and the alternate will communicate regularly to stay abreast of issues and ensure the timely contribution of community perspective and opinions to the process. Both the community representative and the alternate may attend meetings and participate; however, they should coordinate their input to avoid confusion or ambiguity.

Community Working Group (CWG) Procedures

The CWG will participate in project meetings at:

- Key project milestones; and

To help ensure good use of CWG members' time and resources, the following procedures and actions will be followed:

- Timely notice of meetings and coordination of schedules to the greatest extent possible (4 to 6 weeks in advance) to maximize participation. Communities agree to send a representative or alternate to meetings if given this time frame to coordinate their schedule;
- Advance written information will be disseminated in a format that is easily accessible by each community, using e-mail where possible. The PMT will provide relevant information to all CWG members at least 10 business days prior to meeting dates;

- Timely response to questions posed during a project meeting in which the CWG is involved. If an answer cannot be provided during the meeting, the responding community or agency (i.e., CDOT or FHWA) will provide the questioner with a timeframe within which a response will be provided and the method by which the response will be delivered; and
- The PMT will provide draft minutes of project meetings in which the CWG is involved to all members of the CWG within 10 business days of the associated meeting date. CWG members will be given the same deadline (10 business days) to offer corrections to the minutes. Lack of response within the deadline will constitute acceptance of the minutes. Final minutes, edited to reflect comments received by meeting attendees, will be provided within 10 business days of the corrections deadline. Minutes will include at least the following: key discussion points, agreements, and action items with identification of responsible persons and timeframes.

The communities agree to a good-faith effort to adhere to deadlines for input on information presented at project meetings (Note: These deadlines do not alter the official comment periods on environmental documents). These deadlines include:

- Review of relevant information with the appropriate person(s) within the respective community within 5 business days of the information's discussion at a project meeting;
- Coordination with appropriate authorities within each respective community to obtain community agreement and communication of this information to the PMT within 20 business days of the request by FHWA or CDOT for the agreement. If the community does not agree, the rationale for this disagreement will be communicated to representatives of the FHWA, CDOT and the CWG within 20 business days of the request for agreement; and
- Assumption of non-objection in the absence of participating community response within the timeframe – If a community response is not received by representatives of CDOT, FHWA and the CWG within the timeframes outlined above or developed by the CWG, the non-responding community will be recorded as having not objected to the decision or issue unless the following conditions apply:
 - A CWG member informs CDOT and FHWA representatives that his or her community will not be able to respond within the deadline; and
 - CDOT, FHWA, and a CWG member for that community agree on a new deadline for receipt of the community's response.

Tools to Aid Collaborative Discussion

CDOT will provide a facilitator, as needed, for the CWG meetings to:

- Keep the meetings focused and on track;
- Ensure that all participants have an opportunity to speak;
- Help the group address differences; and
- Identify points of agreement, or disagreement, as they occur.

If necessary, CDOT and FHWA will hold one-on-one meetings with individual communities or subsets of communities to discuss issues pertinent to the respective communities' jurisdiction.

The PMT or the CWG may establish Ad-Hoc Corridor Groups comprised of staff of the relevant communities and other subject matter experts to share information and ideas, problem solve, and make recommendations to the PMT on specific corridor-wide issues.

Notice of Intent

display of the exhibit objects at Saint Louis Art Museum, from on or about February 19, 2006, until on or about May 14, 2006, and at possible additional venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

For Further Information Contact: For further information, including a list of the exhibit objects, contact Carol B. Epstein, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202/453-8048). The address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC 20547-0001.

Dated: January 23, 2006.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. E6-1119 Filed 1-27-06; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular 25.856-2, Installation of Thermal/Acoustic Insulation for Burnthrough Protection

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular 25.856-2, "Installation of Thermal/Acoustic Insulation for Burnthrough Protection." The advisory circular provides information and guidance regarding an acceptable means, but not the only means, of compliance with the portions of the airworthiness standards for transport category airplanes that deal with the installation of thermal/acoustic insulation.

DATES: AC 25.856-2 was issued by the FAA Transport Airplane Directorate in Renton, Washington, on January 17, 2006.

How To Obtain Copies: You can download a copy of advisory Circular 25.856-2 from the Internet at <http://www.airweb.faa.gov/rgl>. A paper copy will be available in approximately 6-8 weeks from the U.S. Department of Transportation, Subsequent Distribution Office, M-30, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20795.

FOR FURTHER INFORMATION CONTACT: Kenna Sinclair, FAA Standardization Branch, ANM-113, Transport Airplane

Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1556; e-mail kenna.sinclair@faa.gov.

Issued in Renton, Washington, on January 17, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-809 Filed 1-27-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Mecklenburg and Union Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescinding of Notice of Intent and Draft Environmental Impact Statement for proposed U.S. 74 corridor improvements in Mecklenburg and Union Counties, NC.

SUMMARY: The FHWA is issuing this notice to advise the public that we are rescinding the notice of intent and the public notice to prepare an environmental impact statement (EIS) for a proposed highway project in Mecklenburg and Union Counties, North Carolina.

FOR FURTHER INFORMATION CONTACT: Clarence W. Coleman, P.E., Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Ste 410, Raleigh, North Carolina, 27601-1418, Telephone: (919) 856-4346.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), is rescinding the notice of intent to prepare an EIS for a proposed multi-lane, controlled access highway along the U.S. 74 corridor connecting I-485 in Mecklenburg County to U.S. 601 in Union County, North Carolina. On April 13, 2000, FHWA issued a notice of intent to prepare an EIS for this proposed project. A Draft EIS was released in November 2003 after resource agencies and the public provided input and comments as part of the project development process. The Draft EIS evaluated several alternatives, including: (1) No Build (2) Transportation Systems Management (TSM), (3) Transportation Demand Management (TSM), (4) Mass Transit, and (5) New Location Alternatives. A public hearing has not been held following the completion of the Draft EIS. Based on the comments received from various Federal and state agencies and the public and a recent decision to

change the eastern terminus of the project from U.S. 601 to the proposed Monroe Bypass, the FHWA and NCDOT have agreed not to prepare a Final EIS for the proposed U.S. 74 improvements from I-485 to U.S. 601.

FHWA, NCDOT, and the North Carolina Turnpike Authority (NCTA), plan to prepare a new Draft EIS for the proposed project. A notice of intent to prepare the EIS will be issued subsequent to this rescinding notice. The new Draft EIS will include a toll alternative among the full range of alternatives that will be analyzed as well as a change in the location of the eastern terminus.

Comments or questions concerning the decision to not prepare Final EIS should be directed to NCDOT or FHWA at the address provided in the caption, **FOR FURTHER INFORMATION CONTACT.** To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

Clarence W. Coleman,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 06-812 Filed 1-27-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, CO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier 1 Environmental Impact Statement (EIS) for proposed transportation improvements in Pueblo County, Otero County, Bent County and Prowers County in the State of Colorado.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Horn, Senior Operations Engineer, FHWA, Colorado Division, 12300 West Dakota Ave., Suite 180, Lakewood, CO, 80228, Telephone: (720) 963-3017. Mr. Mike Perez, Project Manager, Colorado

Department of Transportation, Region 2, 905 Erie Avenue, P.O. Box 536, Pueblo, CO 81002, Telephone: (719) 546-5406.

SUPPLEMENTARY INFORMATION: The FHWA and the Colorado Department of Transportation (CDOT), will prepare a Tier 1 Environmental Impact Statement (EIS) for transportation improvements on U.S Highway 50 between Pueblo, Colorado, and the vicinity of the Kansas State line in southeastern Colorado.

U.S. is a coast-to-coast highway recognized by the state of Colorado as a vital link in the statewide transportation system. The U.S. 50 corridor is approximately 150 miles long and connects four counties and ten municipalities. The communities along this corridor have primarily agricultural based economies. The proposed improvements to this section of U.S. 50 are intended to improve safety as well as local, regional, and statewide mobility. The proposed improvements will also consider access management strategies.

The Tier 1 EIS will incorporate the results of a 2003 CDOT corridor planning study that culminated in a long-term community-developed vision for the U.S. 50 corridor. The vision called for a safer roadway, on or near the exiting U.S. 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. Since 2003, additional coordination with local agencies and the public has resulted in resolutions of support from all four counties and ten communities and execution of a Memorandum of Understanding with local representatives defining community roles and responsibilities in the development of the Tier 1 EIS. FHWA and CDOT have also consulted with 11 other Federal and state agencies that have agreed to participate throughout the development of the Tier 1 EIS. These agencies have formally adopted a Charter Agreement that establishes clear expectations, identifies roles and responsibilities, describes procedures that support collaborative problem-solving in a timely manner at key project milestones, and defines an issue resolution process. The corridor planning study and agency charter agreement will be made available for review during the public and agency scoping process described below.

The Tier 1 EIS will evaluate alternative corridor locations and improvements and the No-Action alternative based upon the purpose and need. Alternatives will be developed

and analyzed through an extensive agency and community outreach process. Anticipated decisions to be made during the Tier 1 EIS include modal choice, selection of a preferred general corridor location for U.S. 50, evaluation of access management and corridor preservation strategies, and a plan for further action. The Tier 1 EIS will also identify segments of independent utility. Based on the decisions reached during the Tier 1 process, FHWA and CDOT may proceed with Tier 2 studies for specific projects within those segments.

The public, as well as Federal, state, and local agencies, will be invited to participate in project scoping to ensure that a full range of alternatives is considered and that all appropriate environmental issues and resources are evaluated. The scoping process will include opportunities to provide comments on the purpose and need for the project, potential alternatives, and social, economic and environmental issues of concern. Public scoping will be accomplished through public meetings and other community outreach opportunities at locations throughout the project corridor. The time and place for these meetings will be announced in the local media. It is anticipated that public and agency scoping will occur in early 2006.

Based upon input from the scoping process, FHWA will evaluate social, economic, and environmental impacts of the corridor alternatives and the No-Action alternative. It is expected that major issues to be evaluated include: water quality, historic and other cultural resources, economic impacts, and farmland issues. The Tier 1 EIS will be available for public and agency review and comment. Information concerning the availability of the EIS will be published.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or the Colorado Department of Transportation at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: January 24, 2006.

David A. Nicol,

Division Administrator, Colorado Division, Federal Highway Administration, Lakewood, Colorado 80228.

[FR Doc. 06-822 Filed 1-27-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2006-23592]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

[Docket Number FRA-2006-23592]

Applicant: CSX Transportation, Incorporated, Mr. N. Michael Choat, Chief Engineer, Communications and Signal, 4901 Belfort Road, Suite 130, Jacksonville, Florida 32256.

CSX Transportation, Incorporated seeks approval of the proposed discontinuance and removal of the interlocking signal system on the single main track, Lower Savannah River Bridge, milepost AK456.3, near Augusta, Georgia, on the Florence Division, Augusta Subdivision. The proposed changes consist of the removal of the interlocked signals at the bridge, all associated signal equipment, and the associated inoperative approach signals. The authority for movements will remain Main Track Yard Limits (Rule 193) with a maximum authorized of 15 mph.

The reason given for the proposed changes is that the bridge has been straight-railed, and was last opened in 1992.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401

Agency Scoping Meeting (Agency Scoping Report)

Agency Scoping Report



Agency Scoping Meeting: February 23, 2006
Comment Period: February 23 – April 14, 2006

Project No. NH0504-037
Sub Account No. 12812



US 50 Corridor East

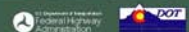


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US 50 CORRIDOR EAST AGENCY SCOPING REPORT

PURPOSE

The purpose of the project's agency scoping activities was noted on the Agency Scoping Meeting agenda (provided to all invitees and attendees of the meeting). The purpose of scoping was stated as "to establish a foundation for informed and meaningful agency scoping comments that are specific to the US 50 corridor and the Tier 1 Environmental Impact Statement (Tier 1 EIS) process." Additionally, the meeting agenda noted that the Agency Scoping Meeting "will:

1. Develop an understanding of the corridor, including previous planning products and assumptions;
2. Develop an understanding of the corridor community context;
3. Focus on important agency issues; and
4. Provide clarity regarding project milestones, decision making and resource methodology approach(es)."

FORMAT

The Agency Scoping Meeting took place on Thursday, February 23, 2006. The meeting consisted of a bus tour of the US 50 corridor (from Pueblo to La Junta) from approximately 9:00 a.m. to 10:15 a.m. The meeting continued at the Koshare Indian Museum in La Junta from approximately 10:30 a.m. to 3:30 p.m. (Not all of the La Junta meeting participants attended the bus tour.) The meeting in La Junta included presentations by the project team and Community Working Group (CWG) members as well as participant discussions. The meeting was lead by members of the project team with expertise in meeting facilitation.

A comment period lasting from February 23, 2006 (the meeting date) to April 14, 2006 was established to allow agencies to provide written comments to the project team.

MEETING NOTICES

The project team notified agency representatives of the meeting by e-mail and US Mail. The initial "save the date" notice was sent by e-mail on January 23, 2006. The second notice was a scoping package sent by US Mail on February 6, 2006. The scoping package included more detailed information about the meeting and other project materials (See the "Handouts" section below for more details on the scoping package).

The agency representatives were notified about the comment period, lasting from February 23 to April 14, 2006 at the Agency Scoping Meeting and in a follow-up e-mail.

HANDOUTS

Scoping packages were sent to agency participants two weeks prior to the Agency Scoping Meeting date. The scoping packages included the following documents:

- Cover letter / meeting invitation
- Draft meeting agenda

- Map of the US 50 project area
- Resource methodology overviews
- Notice of Intent
- Project newsletter (Winter 2006)

At the Agency Scoping Meeting, participants received the following information:

- Meeting agenda
- Map of the US 50 project area
- Participant roster (individuals/agencies invited to the meeting)

MEETING ATTENDANCE

The meeting minutes were used to document attendance at the Agency Scoping Meeting. (*See Appendix A*)

SCOPING COMMENTS

Scoping comments were requested from federal, state and local resource agencies. These comments were collected by the project team in primarily in two ways – verbal discussions at the Agency Scoping Meeting and in written form after the meeting. The deadline for written comments was established as March 31, 2006. This deadline was subsequently extended to April 14, 2006.

Verbal Comments (Agency Scoping Meeting)

Verbal comments made at the Agency Scoping Meeting were documented in the meeting minutes. (*See Appendix A*)

Written Comments

Written comments were accepted by the project team between February 23, 2006 (the meeting date) and April 14, 2006. The following agencies provided written comments: (*See Appendix B*) US Environmental Protection Agency, US Fish & Wildlife Service and National Park Service.

Additionally, representatives from the following agencies contacted the project team (in the manner noted) to communicate that their agency would not be submitting written scoping comments: US Army Corps of Engineers (e-mail sent by Van Truan on April 7, 2006), Colorado State Parks (e-mail sent by John Merson on April 7, 2006), Colorado Department of Local Affairs (e-mail sent by Lee Merkel on April 10, 2006), Colorado Division of Wildlife (e-mail sent by Ed Schmal on April 17, 2006), and the State Historic Preservation Office (e-mail sent by Amy Pallante on April 17, 2006).

FOLLOW-UP

The project team will track all comments made during the scoping process for consideration as the US 50 Tier 1 EIS process moves forward. Additional comments will be welcomed, and are encouraged, by the project team.

APPENDIX A – Agency Scoping Meeting Minutes



Project No. NH 0504-037
Sub Account No. 12812

US 50 Corridor East AGENCY SCOPING MEETING February 23, 2006 (Bus tour and meeting at the Koshare Indian Museum in La Junta from 9:00a.m. - 4:30p.m.)

MINUTES

Attendees

CDOT:

Dick Annand *
Sharleen Bakeman
Judy DeHaven *
Dan Jepson
Mike Perez *
Karen Rowe *
George Tempel
Robert Torres *
Paul Westhoff
Bob Wilson *
Nicole Winterton *
Roland Wostl *
Tom Wrona *

FHWA:

Shaun Cutting
Chris Horn *
Mike Vanderhoof

Agencies:

Dan Corson (SHPO) *
Anita Culp (USACE) *
Patty Dunnington (State Land Board) *
Robert Edgar (EPA) *
Dave Hallock (BLM) *
Kirk Hutchinson (KDOT)
Alison Michael (FWS) *
Cindy Ott-Jones (NPS)
Tom Peters (USFS)
Beverly Rave (State Land Board) *
Randal Ristau (CDPHE) *
Ed Schmal (CDOW) *

Connie Young-Dubovsky (FWS) *
Pete Zwaneveld (BLM) *

Community Working Group members:

Loretta Kennedy (Pueblo County)
Rick Klein (City of La Junta) – for Otero
County
Frank Wallace (Bent County)

Others:

Wayne Snider (City of La Junta)

Consultants:

Jonathan Bartsch (CDR) - Facilitator
Robert Belford (PBS&J) *
Coral Cosway (PBS&J)
Doug Eberhart (WCI) *
Cheryl Everitt (WCI)
Mike Falini (WCI) *
Bill Malley (Akin Gump) *
Dave Mayfield (Parametrix) *
Lori Nakanishi (WCI)
Larry Sly (PBS&J) *
Louise Smart (CDR) - Facilitator

** Individuals who attended the bus tour
portion of the meeting.*

1. Corridor Tour (Pueblo to La Junta)

- A number of participants (identified in the “Attendees” section above) joined the meeting at 9:00 a.m. for a bus tour of the US 50 corridor (the Pueblo to La Junta portion). The other participants joined the meeting at the Koshare Indian Museum in La Junta, which began at approximately 10:30 a.m., and is detailed below.

2. Introductions

- Robert Torres and Shaun Cutting made opening remarks that included thanking participants for their continued active participation in the project.
- Louise Smart facilitated the introduction of all meeting participants to the rest of the attendees.
- Louise Smart reviewed the agenda for the meeting.

3. Previous Planning Efforts on US 50 East

- Larry Sly reviewed information related to the previous planning study for US 50 East (in PowerPoint presentation format), including:
 - What the project team heard from community residents;
 - The physical constraints of the corridor;
 - Environmental and community issues existing on the corridor;
 - The previous study’s consideration of regional corridors (north, south and existing);
 - How the regional corridor options were narrowed (i.e., how the north and south regional corridors were eliminated in favor of the existing regional corridor, which would keep the roadway on or near its existing location);
 - The community-developed vision identified by the previous study; and
 - How the project is proposing to integrate the previous planning study (and its results e.g., the proposed study area for the EIS and the communities’ vision for a safer facility that provides local, regional and state-wide mobility benefits) into the National Environmental Policy Act (NEPA) process in this Tier 1 Environmental Impact Statement (Tier 1 EIS).

The project team will provide a copy of this PowerPoint presentation upon request.

- Jonathan Bartsch asked participants if they had questions or concerns about this presentation. No questions were asked or concerns expressed.
- Jonathan asked to “show thumbs”¹ on whether the group agreed that the following assumptions can be carried forward into this Tier 1 EIS process:
 1. The elimination of the previously-considered north and south regional corridors, allowing this project to concentrate its efforts on the existing regional corridor; and general parameters of the existing corridor as presented at this meeting and shown on the maps provided to each participant.
 2. The community-developed corridor vision, along with other previous planning decisions, as presented at this meeting, combined with extensive agency and continued community outreach and following accepted NEPA practices will result

¹ Under the “show thumbs” process, participants turn a thumb up if they agree (thumbs up), down if they disagree (thumbs down), and to the side if they need more information or have concerns about the issue in question that prevents them from agreeing (thumbs side). A ‘thumbs side’ elicits further discussion regarding what prevents a participant from agreeing and/or disagreeing.

in the identification of a general location for US 50 north, through, or south of the communities within the boundaries of the existing regional corridor. Every participant noted thumbs up. There were no participants who noted thumbs down or thumbs side.

4. Community Working Group (CWG) Presentations – Contexting the Corridor

- County representatives (Commissioners) of the US 50 CWG presented issues, concerns and opportunities related to their communities, including unincorporated areas, and this project.
- A representative from Prowers County could not attend the meeting because of a pressing bill pending in the State Legislature. Therefore, Larry Sly summarized comments expressed to the project team by Prowers County officials in previous project meetings and over the phone the day before this meeting. Larry noted that Prowers County has the following issues related to this project:
 - US 287 at Lamar truck route is a priority project;
 - Consideration of the industrial park is needed (and transportation access to it);
 - Coordinate with the Arkansas Valley Conduit project;
 - There are safety issues on US 50 that should be fixed (especially between Fowler and Pueblo);
 - We're developing a trails system with the assistance of the NPS;
 - Be aware of Camp Amache, which was recently elevated to National Landmark status and is on the national and state Registers of Historic Places;
 - Improvements to US 50 is an integral part of our ability to attract needed employers to the region, as well as the county; and
 - Lamar recently attracted the Pierre Auger Cosmic Ray Project to the area.
- Frank Wallace, a County Commissioner from Bent County and CWG member, discussed the following issues:
 - Safety issues on US 50, especially the 90 degree turn in Las Animas;
 - Concerns about how bypasses around towns/cities might impact local businesses and, on the same note, how better transportation might benefit their economies;
 - Their communities' efforts to pursue heritage tourism;
 - A potential economic opportunity related to wind power (i.e., wind farms) that their communities are currently pursuing;
 - The County's citizens' understanding that they need to be open to all economic development opportunities even those that most communities consider less desirable e.g., prisons, hog farms and power generation;
 - The successful birding tourism effort currently underway in Bent County; and
 - The fact that Bent County has a tamarisk program which has a demonstration project next to the US 50 bridge in Las Animas. They have also contributed dollars to the Soil Conservation Service (through the Natural Resources Conservation Service) for a tamarisk removal effort.
- Rick Klein, La Junta City Administrator and CWG member, spoke on behalf of Otero County, and discussed the following issues:
 - Recent closures of the Bay Valley Foods packaging plant in La Junta and the Neoplan bus plant in Lamar and the impacts of these closures to the entire Lower Arkansas Valley (i.e., the Valley);

- The County's unsuccessful efforts to lure a Walmart distribution center to the region;
- How improvements to US 50 will help the economic development efforts of the Valley as they attempt to diversify their economic base which includes the pursuit of transportation dependant industries; and
- The efforts of the Valley communities to work together (as the Valley instead of individual jurisdictions) on many issues, including education, water, transportation, economic development and heritage tourism.
- Loretta Kennedy, a County Commissioner from Pueblo County and CWG member, discussed the following issues:
 - The importance of the agriculture industry throughout the entire Valley, and how vital US 50 is to that industry;
 - Safety issues and accident rates related to the increasing variety of vehicles using US 50 through the Valley (i.e., farm equipment, tourist vehicles, local traffic, truck traffic, etc.); and
 - The fact that US 50 is the main travel corridor for moving goods and people through Pueblo County to the Valley and as a connection to the US 287 Ports to Plains route.
 - Other comments concerning US 50 beyond the limits of this project.
- Jonathan Bartsch asked participants if they had questions or comments about the CWG members' presentations.
 - Roland Westl asked the CWG members to summarize how they envision the future of the Lower Arkansas Valley.
 - Commissioner Kennedy responded to Roland's question by stating that Pueblo County would like to maintain its rural nature while attracting more economic development opportunities and diversifying its economy. The rest of the CWG members agreed that this statement fit with their future vision of the Valley as well.
 - Commissioner Wallace added to Commissioner Kennedy's statement by noting that their communities should seek out industries and businesses that fit with the nature and strengths of the Valley.
 - George Tempel, CDOT Region 2 Transportation Commissioner, noted that the communities in the Valley must realize that in order to attract economic development, a facility with consistently higher speeds is necessary, and in order to do that, they may have to give up a through-town alternative for improvements.

5. Agency Discussions

Resource Issues

- Louise Smart reviewed the "action in question" for this project (i.e., a Tier 1 study vs. Tier 2 projects). She reviewed that the action for this project is a corridor location decision north, south or through each of the cities/towns along US 50 through the project area. [A map was provided to participants outlining the proposed project area.]
- Louise Smart asked participants to discuss what resources are truly significant to making a corridor location decision (i.e., a Tier 1 decision). Louise asked that a representative from each agency discuss their agency's concerns related to this project and proposed decisions.

- SHPO – Dan Corson noted that his agency couldn't talk on this level until additional data collection is completed by the project team. However, he noted that the resource methodologies do appear to reflect many of the issues being worked out in the Programmatic Agreement. Mike Vanderhoof noted that the project team is addressing the historic resource issues in a Programmatic Agreement being developed among CDOT, FHWA and SHPO.
- Colorado State Land Board – Beverly Rave noted that her agency's concerns focus mainly on whether this project would directly impact State Land Board property, their value or future revenues generated by her agency's land holdings. She stated that her agency couldn't make any decisions until she determines what lands her agency owns that are within the project area boundaries.
- EPA – Robert Edgar stated that EPA had the following concerns:
 - o Avoid wetlands and riparian areas;
 - o Don't disturb land outside of existing facility footprints if possible (i.e., greenfields);
 - o Consider the project's impact on low income and minority populations;
 - o Avoid floodplains;
 - o Minimize impacts associated with increased roadway maintenance; and
 - o Consider noise impacts to receivers associated with new locations as well as those adjacent to the existing facility that could be closer to a future widened facility.
- USFS – Tom Peters commented that the project should ensure that the corridor location decision does not impact potential mitigation banking opportunities. He also cautioned the project to watch out for secondary issues involved with disturbing new lands which may increase the spread of noxious weeds.
- NPS – Cindy Ott-Jones noted that her primary concern is whether the project would impact lands and resources, e.g., historic archaeological sites on the southern border of the property, within the boundaries of Bent's Old Fort National Historic Site, which extends south to the BNSF property adjacent to the existing US 50.
- BLM – Pete Zwaneveld noted that he would like to see an overlay of BLM lands on the project area map to view potential overlaps. He also noted that BLM does manage lands in the Valley that are wetland/riparian areas, and because of this, BLM would like to be involved in any future project discussions on wetland/riparian issues and the potential for mitigation banking opportunities.
- CDOW – Ed Schmal stated that CDOW had the following concerns:
 - o Avoid wetlands and riparian areas;
 - o Wildlife crossings;
 - o Avoid habitat fragmentation;
 - o Noxious weeds as discussed by Tom Peters; and
 - o Water quality (due to increased roadway maintenance activities).
- FHWA - Mike Vanderhoof stated that besides being a co-lead agency on this project, FHWA is also responsible for the protection of 4(f) properties. FHWA will work with the team to refine the approach to these properties.
- FWS – Alison Michael and Connie Young-Dubovsky noted that their agency is concerned with the following issues:
 - o In addition to 4(f) properties, the project needs to ensure there are no impacts to 6(f) properties. FWS admitted that the records on these types of properties are sketchy but the team will need to ensure compliance. FWS is reviewing

- o the records and identifying these lands throughout the State and may have a better database of them by early 2007;
 - o Habitat fragmentation;
 - o Green infrastructure (i.e., linking green spaces and working them into planning efforts – more information about this topic can be found at www.greeninfrastructure.net);
 - o Impacts to migratory birds; and
 - o Impacts where two or more of the above issues are affected will heighten FWS's concern about each individual issue.
- CDPHE – Randal Ristau noted that his agency's concern is water quality. He suggested that the project team look at technology and long-term strategies (in Tier 2) in addition to current BMPs for ways to address salinity and drainage issues along the corridor that might relate to the roadway.
- USACE – Anita Culp noted that following issues:
 - o The projects resource methodologies are very detailed. However, the team may not need to conduct photo-interpretation of adjacent wetlands. A more appropriate strategy for Tier 1 may be to identify significant wetland/riparian areas that should be avoided or are potential mitigation opportunities for the project;
 - o Be aware of the State Wildlife Areas located along the corridor;
 - o Avoid floodplains, especially those around John Martin Reservoir;
 - o Be aware of issues associated with flood control projects in Las Animas, Granada and Holly; and
 - o Avoid/minimize alternatives that have US 50 crossing back and forth over the Arkansas River.
- Roland Wostl (CDOT) commented that the project should separate tamarisk-infested wetlands from native-species wetlands, treating each accordingly – protecting the native species wetlands and not the tamarisk-infested ones. Anita Culp agreed with this statement and added that this identification and separation should occur during the appropriate Tier of the project, whether that's in Tier 1 or Tier 2.
- Sharleen Bakeman (CDOT) noted that the project should keep socioeconomic impacts in mind (i.e., tax bases of communities, impact on businesses, ROW, EJ, etc.) as well as the pure environmental/resource issues.

SAFETEA-LU

- Mike Vanderhoof (FHWA) discussed new provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) law. He noted that the new law has various requirements including: formal agreement on agencies' levels of participation, input on P&N, study area, full range of alternatives, screening criteria, preliminary alternatives and recommended alternatives and an issues resolution process. Louise Smart noted that the Agency Working Group Charter Agreement, which was signed by almost all of the agencies attending this meeting, encompasses these SAFETEA-LU requirements. Mike agreed but with new implementation guidance coming out they will need to ensure that all provisions of the law have been met. He added that FHWA will take one last look at those requirements.

Ad-Hoc Resource Groups

- Jonathan Bartsch opened a discussion among agency representatives about possible opportunities this project would create for cooperation on resource issues. He noted that the project is proposing to assemble Ad-Hoc Resource Groups (i.e., Groups) to discuss these opportunities if the agencies were interested in doing this. Larry Sly noted through the pre-scoping discussions with federal, state and local agencies as well as private entities many similar goals and initiatives were uncovered by the project team. The project team has looked at these as opportunities for these groups to “partner for progress.” Larry cautioned the group about CDOT’s level of effort and responsibility to these potential groups, clarifying that CDOT will be involved to the point at which the efforts relate to the transportation decision. If the group reviewing tamarisk decides to develop/coordinate a watershed approach to tamarisk, this would not be CDOT’s responsibility to manage or fund. CDOT is willing to incorporate applicable strategies for Tier 2 projects but CDOT’s responsibility is to manage transportation.
- At the suggestion of the agency participants, Jonathan Bartsch collapsed the working list of opportunities into two Groups as follows:
 - Natural Resource Issues Group, which would discuss the following issues:
 - Invasive species
 - Water quality
 - Future mitigation
 - Wildlife permeability and habitat fragmentation
 - Land swaps
 - Greenfields and green infrastructure
 - Migratory birds
 - Cultural Resource Issues Group, which would discuss the following issues:
 - Socioeconomics
 - Heritage tourism
- Larry Sly reported that these Groups would meet sometime after scoping and the scoping results meeting.
- Jonathan Bartsch asked participants which agencies would be interested in participating in the Groups listed directly above.
 - The following agencies noted their interest in participating in the Natural Resources Group: USACE, FWS, CDOW, NPS, USFS, BLM, EPA, CO State Land Board, CDOT (including EPB) and FHWA. [Community representatives could be added as well, as nominated by their CWG member.]
 - The consensus of the meeting participants was that an Ad-Hoc Group on Cultural Resources already exists encompassing the following agencies: SHPO, CDOT and FHWA. The activities of this group will be determined by the programmatic agreement being developed between these entities for this project. The NPS representative, Cindy Ott-Jones expressed an interest in joining this Group.
- Jonathan Bartsch asked participants to think about the tasks that these Groups would engage in.
 - Alison Michael suggested that the Groups could develop BMPs and identify research opportunities.
 - Sharleen Bakeman suggested that these Groups should help the project team determine the appropriate level of detail to study an issue/resource,

understanding there are a finite number of dollars to spend on any one issue/resource.

- Tom Peters noted that having a CDOT and/or FHWA representative on each Group would help provide a “check-in” regarding the level of detail/effort needed for each issue/resource.
- Dan Corson noted that the Cultural Resource Group should use ongoing efforts in the Valley related to heritage tourism to address issues along the corridor.
- Roland Westl pointed out that it is CDOT’s responsibility to make the connections and look for good mitigation opportunities, but the resource agencies should take the lead on efforts after that level of involvement.
- Robert Torres stated that there must be a clear delineation between what efforts are related to the project (i.e., what CDOT is responsible for) and what isn’t. He also suggested the team use as much of the previous planning effort concepts as possible when developing the full range of alternatives to avoid rework and the communities’ ire for studying again.

6. Next Steps

- Larry Sly reported that the AWG would be asked to participate in the following project-related activities as defined by the Agency Charter Agreement during the next 12 months (estimated):
 - Scoping comments (March 2006)
 - Finalize resource methodologies and programmatic agreements (July 2006)
 - Scoping results milestone meeting (May 2006)
 - Corridor-level purpose and need and study area milestone meeting (late Summer/early Fall 2006)
 - Full range of corridor alternatives (Fall/Winter 2006)
 - Potential Ad-Hoc Resource Groups (?)These AWG activities may be modified, if needed, by following the process defined in the Charter.
- Larry Sly reported that the AWG would be asked to participate in the following project-related activities beyond 12 months (estimated):
 - Preliminary corridor alternatives to be evaluated, including screening and evaluation criteria milestone meeting
 - Selection of preferred corridor alternative with mitigation milestone meeting

7. Conclusion

- Dick Annand thanked participants for attending the meeting and encouraged people to continue to be involved in and attend project meetings.
- Louise Smart handed out informal scoping feedback forms to participants. Resource agency representatives were asked to complete the form and return it to the project team. Louise noted that any comments made on the form would not replace or override an agency’s formal scoping comments.
- Participants who joined the meeting for the corridor tour from Pueblo to La Junta were provided the same transportation back to Pueblo.

Action items

- The project team will develop a map including the proposed project area and public lands within that area for the following resource agency representatives who asked for this information: Beverly Rave, Pete Zwaneveld and Cindy Ott-Jones.
- The project team will summarize comments made at this meeting and those received on the informal scoping forms and through formal scoping comments. This summary of scoping comments will be available to all meeting participants, AWG members and CWG members in the near future.

APPENDIX B – Written Comments



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

**999 18TH STREET- SUITE 300
DENVER, CO 80202-2466
Phone 800-227-8917
<http://www.epa.gov/region08>**

MAR 28 2006

Ref: 8EPR-N

RE: Scoping Comments on US 50 Corridor East
Tier 1 Environmental Impact Statement

Mr. Chris Horn
Senior Operations Engineer
Federal Highway Administration
12300 W. Dakota Ave., Suite 180
Lakewood, CO 80228

Mr. Mike Perez
Project Manager
Colorado Department of Transportation, Region 2
905 Erie Avenue
Pueblo, CO 81002

Dear Messrs. Horn and Perez:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act, the Environmental Protection Agency (EPA) Region 8 office is providing scoping comments regarding the proposed transportation improvements along U.S. Hwy 50 from Pueblo, CO to the vicinity of the Kansas State Line in Southeastern Colorado. The intent of this letter is to foster improved decision-making on a full range of alternatives, and aid in the process of contributing to a sustainable future. We would like to thank the Colorado Department of Transportation for the Hwy 50 corridor bus tour on February 23, 2006. The tour from Pueblo to La Junta was very instructive in that it showed sections of US Hwy 50 that are two-lanes wide making passing difficult when following agricultural equipment, and the tour showed a few of the narrow bridge crossings for the Arkansas River.

EPA understands that this Environmental Impact Statement (EIS) will be a Tier 1 document with a resulting Record of Decision (ROD) that will address the following points:

- Corridor decisions regarding mode choice;
- Preferred corridor location including bypass or through-town decisions and logical termini;

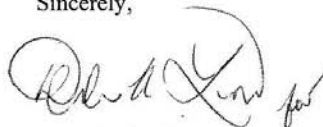
- Identification, prioritization, and preliminary NEPA documentation recommendations for Tier 2 sections of independent utility;
- Access management policy and standards for the corridor;
- Design parameters for future Tier 2 projects;
- Corridor-wide environmental strategies and performance agreements especially in regards to mitigation.

The appropriate level of detail in Tier 1 should be sufficient to allow an informed choice among the alternatives being studied. The emphasis at the Tier 1 stage should be on evaluating the relative differences among the corridor-level alternatives (including the No Build). This type of evaluation generally will involve three types of activities: 1). Inventorying resources located with the corridors, 2). Estimating potential impacts or a range of impacts based on suggested working documents, and 3). Developing mitigation strategies. Given the limited design detail available at Tier 1, it may not be possible to develop specific mitigation plans. However, it may be possible to discuss overall mitigation opportunities and strategies for addressing impacts identified at Tier 1.

As discussed at the La Junta meeting, EPA's primary concerns for improvements to US Hwy 50 are the following: 1). Avoiding impacts to wetlands and riparian areas, 2). Addressing disproportionate impacts to low income and minority communities, 3). Minimizing impacts to green fields (i.e. Undisturbed soils/vegetation), and 4). Mitigation opportunities for reducing wildlife / vehicle collisions.

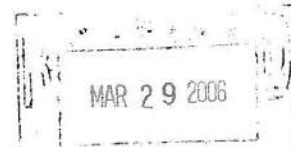
EPA's detailed comments are included as an attachment to this letter. Some of these comments may be more applicable to the Tier II environmental documents, and EPA realizes that these Tier II documents could be either EIS's , EA's , or Categorical Exclusions. Therefore, EPA's detailed comments are segregated into Tier 1 EIS comments and other comments that may be more applicable to Tier II documents. We hope these comments are useful in the preparation of the draft EIS. If you have any questions or would like to discuss our comments, please feel free to contact either Robert Edgar at 303-312-6669 or me at 303-312-6004.

Sincerely,



Larry Svoboda
Director, NEPA Program
Ecosystems Protection and Remediation

Enclosure



EPA's Detailed Comments For Tier 1 EIS

Wetlands and Streams -Direct, Indirect, and Cumulative Impacts

The Clean Water Act (CWA) Section 404(b) (1) Guidelines require the applicant to go through a three tier analysis to get to the least damaging alternative. First they *must* demonstrate that they have done everything they can to *avoid* impacts to wetlands and other waters of the United States. After avoiding impacts to the maximum extent practicable, then the applicant *must minimize* impacts to the maximum extent practicable, then and only then should the applicant *mitigate* for any unavoidable impacts. The document should describe the following:

- Existing wetlands within the analysis area (the analysis area is the landscape or watershed perspective, larger than the footprint of the highway).
- Wetland acreage, type, ecological function, and how both acreage and function will be protected;
- Indirect impacts on wetlands and upland hydrology and habitat;
- Indirect impacts to wetlands from induced development (this may be addressed in the land use section of the document);
- A clear description of direct, indirect and cumulative adverse impacts to wetlands from all project activities and an explanation of how the direct and indirect impacts, if they cannot be avoided, will be mitigated.

With the potential US 50 Hwy corridors located in the Arkansas River Valley, any highway widening or new highway construction should consider new construction occurring away from the Arkansas River to minimize wetland and stream impacts during construction and operation of the highway. Avoidance of wetland losses is a primary requirement of the Clean Water Act Section 404(b)(1) Guidelines. The U.S. Army Corps of Engineers (USACE) and the EPA through their Mitigation Memorandum of Agreement state that they will “strive to avoid adverse impacts and offset unavoidable adverse impacts to existing aquatic resources, and for wetlands, will strive to achieve a goal of no overall net loss of values and functions.” Avoidance is required before mitigation will be considered. In addition, where applicable, the discussion must address the rebuttable presumption that there are less damaging upland alternatives.

The section 404(b)(1) guidelines provide the substantive environmental criteria for protecting waters of the U.S. The 404(b)(1) Guidelines, the USACE, the Colorado Division of Wildlife, U.S. Fish and Wildlife Service (FWS), and EPA 404 staff should be consulted for specific

guidance on the scope of avoidance and minimization alternatives that need to be addressed. We recommend coordination with the USACE and other resource agencies when developing alternatives to determine whether impacts to wetlands can be eliminated or reduced. The document should include a discussion that informs the public of the potential requirement of a section 404 permit for any discharge of dredge or fill material into Waters of the United States, including wetlands. The primary USACE contact for this project is Van Truan at the Pueblo office (719-543-6915), and the primary EPA 404 contact is Brent Truskowski @ 303-312-6235.

We encourage you to conduct the 404 permitting process concurrently with the Tier 1 NEPA process since further NEPA actions for US Hwy 50 may be either Environmental Assessments or Categorical Exclusions. The draft 404(b) (1) analysis would be prepared for the preferred alternative and appended to the NEPA document. The least damaging alternative should be integrated into the NEPA process as directed by the CEQ regulations (40 CFR 1500(c)). As mentioned earlier, a meeting on the wetlands permitting options should be held with EPA, the USACE, FWS, and other interested parties such as the Colorado Division of Wildlife.

Vegetation and Wildlife

Since the potential corridors for US Hwy 50 lie in the Arkansas River Valley, the environmental document should include information on the current quality and capacity of the relevant habitat, usage by wildlife near the proposed project, and impacts upon known wildlife corridors/trails and habitat fragmentation. When evaluating wildlife impacts, the document should include the impacts on migratory birds and invasive plant species. Existing wildlife mortality due to animal / vehicle impacts should be disclosed, if known. The document should evaluate the increased mortality from higher traffic levels, habitat removal, and reduced access to available habitat and habitat fragmentation. The role of mitigation in reducing wildlife impacts should also be discussed. We recommend the use of GIS habitat fragmentation maps to visually depict the footprint and zone of influence for each alternative and reasonably foreseeable build-out scenarios. In addition, information on methods of mitigating the spread of invasive species should be discussed.

Threatened and Endangered Species

If the proposed activities could affect threatened or endangered species, the EIS should include the Biological Assessment and the associated FWS Biological Opinion. The Endangered Species Act consultation process can result in the identification of mandatory, reasonable, and prudent alternatives which can significantly affect project implementation.

Both the Biological Assessment and the EIS must disclose and evaluate the potential impacts of the proposed action on listed species. The full disclosure mandate of NEPA suggests that the consultation be instigated as soon as possible. Thus, the Tier 1 EIS and Record of Decision should not be completed prior to the completion of ESA consultation. Treating the consultation process as a separate task that is not closely involved with the NEPA process represents a risk because, during the consultation process, FWS could identify additional impacts, new mitigation measures, or changes to the preferred alternative. If these changes have not been evaluated in the

Tier 1 EIS, then a Tier 2 EIS would be warranted.

Water Quality

Highway construction and highway widening can result in increased surface water runoff, stream channel alternation, alteration in hydrology, wetland modification and other water quality-related problems. The potential corridors for US Hwy 50 cross over several streams that are in the Arkansas River Valley drainage system. Several sections of the Arkansas River are on the Colorado 303(d) lists, and we suggest looking at the impacts on a watershed scale and addressing these water quality issues accordingly. The water quality section of the Tier 1 EIS should:

- Present Colorado water quality standards applicable to the affected water bodies to provide a basis for determining whether beneficial uses will be protected and water quality standards met;
- List water bodies within the analysis area and the designated uses of the affected waters. Identifying affected watersheds on maps of various alternatives helps convey their relationship to the project;
- Clearly demonstrate whether or not the project implementation will comply with Colorado water quality standards.
- Include a description of best management practices (BMP's) to be used to assure that water quality will not be impaired.
- Include a monitoring program to be used for determining the effects of the project on water quality and the aquatic environment.
- Include thresholds for adaptive management, i.e., a description of what will trigger a change in the BMP's if monitoring data shows that water quality is being impaired by the highway project.

Air Quality Impacts

Due to the good air quality that currently exists in the US HWY 50 corridor, the Tier 1 EIS should quantify how improvements to the highway will affect the existing air quality. EPA would like to see a comparison between the existing vehicle emissions and the buildout scenario for each of the alternatives presented in the EIS. This comparison should be performed for both the construction related air emissions and for the emissions related to the daily vehicle counts on the new highway. Air emissions should be quantified on the most likely emission scenario rather than the maximum potential emission scenario.

Please include an analysis of air toxics emissions from construction equipment and a comparison between today's emissions and those projected at build-out particularly for areas that may be near residences (such as homes near the main streets of communities). It is not sufficient

to state that NAAQS will be met and therefore, air toxics are not an issue. Nor do we believe that an emissions trend analysis is not possible for air toxics. If the building of a spur around a city would be conducive to the building of a truck-stop, provide an analysis of the most likely scenario for the amount of air toxics emitted from the idling of multiple diesel trucks.

Environmental Justice

When reviewing the Tier I EIS, EPA will be evaluating the document on answers to the following questions:

- Were the minority characteristics of potentially affected communities identified?
- Were the relevant economic indicators (e.g., average median income) of the potentially affected populations identified?
- Were potential environmental impacts to minority populations or low-income populations identified?
- What effort was made by the Federal Highway Administration to secure input and participation from potentially impacted minority and /or low income communities?
- Are impacts to the minority populations and low-income populations disproportionately high and adverse compared to the general population or a comparison group; and
- If disproportionately high and adverse impacts to minority and low income populations are identified, can those impacts be mitigated?

Indirect and Cumulative Impacts of Growth

The indirect impacts from the induced growth that may occur because of transportation improvements in this corridor should be addressed, as well as the cumulative environmental impacts from potential growth in this area. A comparison of alternatives with reasonably foreseeable growth patterns should be included, and their impacts addressed. Particular interest should be given to any proposed loops around cities in the corridor such as Lamar. Diverting traffic around a city may spur additional development such as motels, gas stations, and restaurants. This increased development may affect natural resources such as wetlands, stormwater runoff, water quality and invasive species. Environmental criteria that may be important to consider include the following:

- Differences in vehicle miles traveled (VMT) translating into air quality improvements;
- Differences in open space translating into habitat preserved;
- Floodplain, wetland and riparian areas preserved or avoided, through sustainable development analysis;
- Amount of impervious surface per alternative, translating into water quality impacts;
- Infrastructure costs, translating into waste water and drinking water investments, and

economic impacts.

The land use section may be the appropriate place to document the actual environmental impacts of any induced and cumulative growth. In most EISs, we see a good summary of what will happen to the land use in the area, e.g. how many acres will be converted from farmland, but we do not see how those changes would be translated into environmental impacts, e.g. acres of wetlands lost or increased stormwater flow due to increased impervious surfaces. Land conversion changes the ecosystem through paving, fragmenting and increased human activity, all of which invariably changes the natural processes and bring non-native species into the area.

Mitigation

The mitigation discussed in this EIS should have enough detail to allow the reader to determine how the mitigation will be implemented, where it will be implemented, and how it will reduce environmental impacts. Mitigation not within the jurisdiction of FHWA can also be included in the document, however, the document should state which agency does have jurisdiction for implementing the mitigation if it were required for the project.

EPA's Detailed Comments for Tier II Documents

These following comments may be better suited for environmental documents following the Tier 1 EIS:

Stormwater Runoff

Stormwater discharges associated with highway construction are an industrial activity according to federal storm water regulations (40 CFR Section 122.6). Highway construction projects must obtain a pollution discharge permit for stormwater if construction activities will disturb more than *one acre* of land. Construction activities may be covered by a general pollution discharge permit rather than an individual permit. If a stormwater permit is required, on-site notification must be posted along with a pollution prevention plan.

Normal highway runoff contains contaminants, such as lead, copper, and zinc, which could affect surface and ground water quality. The EIS should characterize the current quality of streams and ground water resources in the vicinity of the project, as well as the quality of the anticipated highway runoff. Existing water quality impairments or effluent limitations should be considered so that the stormwater runoff related to both construction and post-constructions does not cause or contribute to a problem with water quality standards. BMPs for collecting and treating stormwater during construction and post-construction as required in state and federal pollutions discharge permits should be outlined in the EIS. The EIS should include an estimate of increased stormwater flows from impervious surfaces for each alternative and should address the potential effects of these increased flows to adjacent receiving waters. We suggest using the Driscoll model for estimating the impacts the runoff will have on receiving waters. EPA and

FHWA are currently working with the Driscoll model to ensure that it is appropriate for use in Colorado. Provisions should be made for hazardous waste containment in the case of a spill, and means of collection and treatment of storm water runoff both during and after construction, should be addressed in the document.

Although this project falls under a State rather than an EPA permit, EPA requires a sediment basin during construction where one outfall drains ten or more acres. Flow attenuation devices or sediment basins during construction are suggested but not required. Regional storm water detention facilities may be used as a BMP for reducing sediment loading provided that the proper authority and/or permissions are obtained. For State storm water permitting questions, contact Nathan Moore, Matt Czahor, or Kathy Dolan at 303-692-3500.

Maintenance and Construction Impacts

Maintenance and construction activities can have significant air and water quality impacts. Even though this highway corridor has fairly pristine air quality, an estimate of the likely daily and annual emissions associated with construction activities should be made for the criteria pollutants. Steps for reducing air emissions should be addressed such as limiting construction vehicle idling times, wetting soil areas, the use of soot filters on construction equipment, and using low sulfur diesel fuel if it is available.

To minimize water quality impacts, properly staging construction activities so that there is a manageable amount of exposed soils at any given time, is encouraged. If construction activities cannot be staged and/or stormwater runoff cannot be effectively treated to remove sediment during construction, steep slopes and exposed soils should be stabilized to minimize sediment transport to local water bodies and to reduce the risk of localized flooding in roadways. Recommended slope stabilization techniques may include but are not limited to the use of erosion control blankets and soil binding polymers.

Road standards and design have a major effect on scheduled and unscheduled maintenance needs. Scheduled maintenance, such as ditch cleaning and disposal of debris generated from sanding, as well as anticipated but unscheduled maintenance of debris from slumps, should be analyzed and planned for during the design phase of construction projects.

Practices of sidecasting material over the shoulder, filling depressions and widening shoulders have an adverse effect on wetlands and riparian areas, and may be addressed at the Tier II stage.

Winter maintenance activities often results in the introduction of sediment and salt, either directly or indirectly into streams and associated riparian and wetland areas. These maintenance activities have both long-term and cumulative effects. Snow plowing subsequent to sanding moves sand and salt off the roadbed into adjacent storm sewers and ditches. This sediment may then migrate into nearby streams or be deposited a the side of the road. Where winter maintenance activities may affect wetlands, riparian areas or water quality, the effects should be disclosed in the environmental document. The disclosure of effects should also include possible actions taken to minimize and mitigate unavoidable effects on waters of the U.S.

Pollution Prevention

Pollution prevention should be evaluated at each level of highway construction, maintenance, and operation to reduce waste streams and reduce use of toxic substances. The Pollution Prevention Act of 1990 established the following goals as a national priority:

- Pollution should be prevented or reduced at the source whenever feasible;
- Pollution that cannot be prevented should be recycled in an environmentally safe manner whenever feasible;
- Pollution that cannot be prevented or recycled should be treated in an environmentally safe manner whenever feasible;
- Disposal or other release into the environment should be employed as a last resort and should be conducted in an environmentally safe manner.

Pollution prevention is a voluntary program. Through pollution prevention efforts, agencies and private companies have been able to reduce or eliminate groups of pollutants, save money, and reduce regulatory requirements. The EPA Pollution Prevention Program can help with information on new ideas and innovative technology. For more information, please contact John Brink at (303) 312-6498.

Monitoring

The EIS should include a discussion and a commitment to monitoring for each resource category determined to be impacted significantly. A properly designed monitoring plan will demonstrate how well the preferred alternative resolves the identified issues and concerns by measuring the effectiveness of the mitigation measures in controlling or minimizing adverse effects.

The EIS should include a feedback mechanism which can compare baseline data with monitoring results to ensure that mitigation strategies will improve the environment in the future and that unforeseen adverse effects are identified and minimized. To be effective, the design of the monitoring program should provide the following results:

- Ensure State objectives and standards are met;
- Provide a feed-back mechanism to initiate additional measures if needed to meet State standards and goals;
- Evaluation of the effectiveness of the BMPs utilized in the project; and
- Evaluation of the accuracy of estimates made in the analysis.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Colorado Field Office
P.O. Box 25486, DFC (MS65412)
Denver, Colorado 80225-0486

IN REPLY REFER TO:
ES/CO: ER 06/0095
Mail Stop 65412

MAR 01 2006

Chris Horn, Senior Operations Engineer
Federal Highway Administration, Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

Dear Mr. Horn:

The U.S. Fish and Wildlife Service (Service) has reviewed your Notice of Intent to prepare a Tier 1 Environmental Impact Statement (EIS) for Transportation Improvements on US50 between Pueblo and the Vicinity of the Kansas State Line in Pueblo County, Otero County, Bent County, and Prowers County, Colorado.

The Service has been actively involved in early coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) including signing the Charter Agreement, reviewing proposed resource methodologies, and providing information regarding the Service's trust resources.

We appreciate this opportunity for early involvement, and we look forward to working with you as the project progresses. If the Service can be of further assistance, please contact Alison Deans Michael at 303 236-4758.

Sincerely,

Susan C. Linner
Colorado Field Supervisor

pc: FWS-RO (Connie Young-Dubovsky)
BAP&HC (ERT)
OEPC, Denver (Regional Environmental Officer)
OEPC, DC (Director)
Michael

Ref:Alison\H:\My Documents\CDOT 2005\Region 2\US 50 - Pueblo to Kansas\ER 06 0095.wpd



United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
PO Box 25287
Denver, Colorado 80225-0287



ER-06/0095 MAR 0 2 2006

MAR 0 2 2006

Chris Horn
Senior Operations, Engineer
FHWA, Colorado Division
12300 West Dakota Ave., Suite 180,
Lakewood, CO, 80228

Subject: Comments on ER 06/0095, Notice of Intent to prepare an Environmental Impact Statement, US-50 Transportation Improvements (Tier1), between Pueblo and the Vicinity of the Kansas State Line, Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Mr. Horn:

The National Park Service has reviewed the Notice of Intent to prepare an Environmental Impact Statement for the US-50 Transportation Improvements (Tier 1), between Pueblo and the vicinity of the Kansas state line in Pueblo, Otero, Brent, and Prowers counties, Colorado. We have reviewed this project in relation to any possible conflicts with the Land and Water Conservation Fund (LWCF) and the Urban Park and Recreation Recovery (UPARR) programs.

Due to the lack of specifics we are unable to determine which if any parks may be impacted. There are 67 L&WCF parks in the four counties, so the possibility of impacting such properties is real. We need to review a draft EIS and maps to make any specific comments.

To avoid impacts to L&WCF properties, we recommend you consult directly with the official who administers the L&WCF program in the State of Colorado to determine any potential conflicts with Section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states:

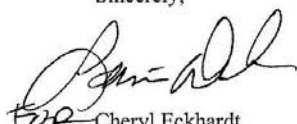
“No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”

The administrator for the L&WCF program in Colorado is Mr. Joe Maurier, Deputy Director, Division of Parks and Outdoor Recreation, Colorado State Parks, 1313 Sherman Street, Room 618, Denver, Colorado, 80203.



Thank you again for the opportunity to comment on this project. If you have any questions, please contact Dan Wiley, Outdoor Recreation Planner, in our Midwest Regional Office at 402.661.1572.

Sincerely,



Cheryl Eckhardt
NEPA/106 Specialist

Public Scoping Meetings (Public Scoping Report)

Public Scoping Report



Scoping Meetings: February 27 – March 7, 2006
Comment Period: February 27 – March 31, 2006

Project No. NH0504-037
Sub Account No. 12812



Partnering for Progress

US 50 Corridor East

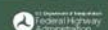


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APPENDICES

- Appendix A – Sign-In Sheet
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- Appendix C – Newsletter (Winter 2006)
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- Appendix M – Press Coverage
- Appendix N – Completed Sign-In Sheets

PLEASE NOTE:

This document is an abbreviated version of the Public Scoping Report and does not include the referenced appendices. The appendices listed above are available from the project team upon request at us50einfo@wilsonco.com or 1-866-GO50NOW.

US 50 CORRIDOR EAST PUBLIC SCOPING REPORT

PURPOSE

The US 50 project team hosted a series of meetings during the project's scoping activities. These public scoping meetings are part of a broader public involvement program for the US 50 Tier 1 Environmental Impact Statement, a.k.a. US 50 Corridor East. The project team includes personnel from the Colorado Department of Transportation and its consultant partners.

The purpose of the meetings was to conduct scoping by reviewing the results of the previous US 50 study, "*A Community-Based Vision for US 50*", clarifying the goals for this process, and collecting issues and concerns that need to be considered while developing a preferred corridor location for US 50 through southeastern Colorado. The meetings focused heavily on obtaining public feedback about the project.

FORMAT

The public scoping meetings took place from Monday, February 27 through Thursday, March 2 and on Tuesday, March 7 (detailed below). Each meeting was organized in an open house format and featured informational display boards as well as aerial boards (views of areas in and around the community hosting the meeting). Discussions were facilitated by various project team members who explained each board to attendees. After addressing their questions, attendees were encouraged to complete a Comment Sheet to inform the project team about their thoughts on the project.

Monday, February 27, 2006

Granada
Time: 10:30 a.m. to 1:30 p.m.
Location: Granada Town Hall

Holly
Time: 5:00 to 8:00 p.m.
Location: Holly Town Complex

Tuesday, February 28, 2006

Lamar
Time: 10:30 a.m. to 1:30 p.m.
Location: Lamar Community Center
(Conference Room)

Las Animas
Time: 5:00 to 8:00 p.m.
Location: Las Animas High School (Cafeteria)

Wednesday, March 1, 2006

Swink
Time: 10:30 a.m. to 1:30 p.m.
Location: Swink School District
(Conference Room)

La Junta
Time: 5:00 to 8:00 p.m.
Location: La Junta Senior Center
(Multi-Purpose Room)

Thursday, March 2, 2006

Manzanola
Time: 10:30 a.m. to 1:30 p.m.
Location: Manzanola High School (Auditorium)

Rocky Ford
Time: 5:00 to 8:00 p.m.
Location: Gobin Community Center

Tuesday, March 7, 2006

Pueblo
Time: 10:30 a.m. to 1:30 p.m.
Location: Pueblo Memorial Airport
(Conference Center)

Fowler
Time: 5:00 to 8:00 p.m.
Location: Fowler Elementary School
(Multi-Purpose Room)

DISPLAYS

The following list identifies the displays and handouts used at the public scoping meetings:

Registration Table

Display: Welcome, Please Sign In
Handouts: Sign-In Sheet (*See Appendix A*)
Comment Sheet (*See Appendix B*)
Winter 2006 Newsletter (*See Appendix C*)
Project Managers' Business Cards (*See Appendix D*)

Display Boards (*See Appendix E*)

* These display boards were posted on the project Web site at www.us50east.com.

US 50 Corridor Vision

Building on the Past

What is the Existing Regional Corridor?

Existing Regional Corridor Map

What You Told Us

Where do We Go from Here?

What will this Study Achieve?

Process and Schedule

Partnering for Progress

What will this Study Evaluate?

What Topics will be Included in this Study?

Aerial Maps

#1-10: Pueblo County (Pueblo, Avondale)

#11-21: Otero County (Fowler, Manzanola, Rocky Ford, Swink, La Junta)

#22-32: Bent County (Las Animas, Hasty)

#33-44: Prowers County (Lamar, Granada, Holly)

Please Tell Us

What We Need from You

How will Earmarked Transportation Dollars be Applied to US 50?

Stay Informed

Stay Involved

MEETING NOTICES

The public scoping meetings were advertised and promoted to the public through several avenues of communication, including direct mail, cable access channels, school newsletters, Action 22, Inc., print advertising, press releases, fliers, and letters to elected officials, as outlined below.

Direct Mail

A project newsletter (Winter 2006) was mailed to 1,252 households and businesses along the corridor using the US 50 contacts database. This newsletter contained dates, times and locations for all of the public scoping meetings. (*See Appendix C*)

Cable Access Channels

Information regarding the public scoping meetings was sent via e-mail to the following cable access stations on the indicated dates for inclusion in their Community Calendars: (*See Appendix F*)

- Bresnan Communications – Cable Channel 12 (Lamar) – February 14, 2006
- Bresnan Communications – Cable Channel 9 (La Junta) – February 14, 2006
- Charter Communications – Cable Channel 37 (Bent County/Las Animas) – February 14, 2006
- Town of Holly – Cable Channel 29 – February 14, 2006

School Newsletters

Public scoping meeting information was distributed (via fax or e-mail) to numerous Southeastern Colorado schools for use in their parent and/or staff newsletters. The following schools and/or school districts were sent information on the dates indicated: (*See Appendix G*)

- Holly High School, February newsletter – January 23, 2006
- Granada K-12 School District, February 10 newsletter – January 23, 2006
- Lamar School, February staff newsletter – January 23, 2006
- Swink School District, February newsletter – January 23, 2006
- Las Animas School District, February newsletter – January 23, 2006

Action 22, Inc.

Information regarding the public scoping meetings was also distributed by Action 22, Inc. via e-mail in their February 20, 2006 “*Monday Morning Update*,” to the organization’s 500+ members. (*See Appendix H*)

Print Advertising

Advertisements for the public scoping meetings were placed in the following publications on the following dates: (*See Appendix I*)

Monday – Friday Newspapers:

<i>La Junta Tribune-Democrat</i>	Wed., February 22 and Mon., February 27, 2006
<i>Lamar Daily News</i>	Thurs., February 23 and Mon., February 27, 2006
<i>Rocky Ford Daily Gazette</i>	Fri., February 24 and Wed., March 1, 2006

Weekly Newspapers:

<i>Bent County Democrat</i>	Thurs., February 16 and Thurs., February 23, 2006
<i>Fowler Tribune</i>	Thurs., February 23 and Thurs., March 2, 2006
<i>Hispania News</i>	Thurs., February 23, 2006

Daily Newspaper:

<i>The Pueblo Chieftain</i>	Wed., March 1 and Sun., March 5, 2006
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Press Releases

On February 1 and February 16, 2006, press releases were distributed to print, broadcast and radio news outlets along the corridor (*See Appendix J*), including:

Print Media:

The Ag Journal
Hispania News
Lamar Daily News
Bent County Democrat
Fowler Tribune
La Junta Tribune-Democrat
The Pueblo Chieftain
Rocky Ford Daily Gazette

Television:

KKTV, TV 11, Colorado Springs
KRDO, TV 13, Colorado Springs
KOAA, TV 5 & 30, Colorado Springs

Radio:

KBLJ – FM (92.1), La Junta
KTHN – FM (92.1), La Junta
KLMR – AM (920), Lamar
KVAY – FM (105.7), Lamar

Fliers

Meeting information was printed (in both English and Spanish) on 11x17” fliers and was posted in numerous locations from Pueblo to Granada. (See Appendix K)

Letters to Elected Officials

On February 10, 2006, a one-page letter was distributed to 11 government officials, including both state and federal representatives notifying them of the dates, times and locations of the public scoping meetings. (See Appendix L)

ENVIRONMENTAL JUSTICE COMMUNITY OUTREACH

In an effort to reach minority and low-income populations along the corridor, meeting information was printed in both English and Spanish on 11x17” fliers and was posted in numerous locations from Pueblo to Granada (See Appendix K). In addition, a translator was retained to be available at each of the evening meetings, upon request.

Project Managers Larry Sly and Mike Perez traveled to Rocky Ford on Sunday, March 19, 2006 to present project information to the public following a bilingual mass at the St. Peters Catholic Church. The presentation took place in the Parish Hall following the 1 p.m. mass. Attendance by the member of the public was low, most likely due to poor weather moving into the area that afternoon. (*The sign-in sheet for this meeting is located in Appendix N.*) The project team is continuing to seek out avenues to reach minority and low-income populations along the corridor.

PRESS COVERAGE

Print Media

Articles about or mentioning the project and the public scoping meetings were printed as follows: (See Appendix M)

La Junta Tribune-Democrat:

February 2, 2006, “Highway 50 project seeks public input”

February 28, 2006, “Highway 50 meetings begin”

March 2, 2006, “Highway 50 Open House Well Attended” (photo with caption only)

Rocky Ford Daily Gazette:

February 2, 2006, “CDOT Conducting Environmental Impact Studies on Hwy 50” by Susan Pieper

March 1, 2006, “RF’s Highway 50 Meeting Thursday” by Susan Pieper

March 3, 2006, "CDOT Holds Highway 50 East Meeting" (photo with caption only)

The Pueblo Chieftain:

February 3, 2006, "Public input requested for U.S. 50 improvement" by James Amos

February 20, 2006, "Public to get a say in highway improvements" by Anthony A. Mestas

March 8, 2006, "Residents' main request: Four lanes for U.S. 50" by James Amos

March 19, 2006, "Don't ease off" Editorial

Electronic Media

News stories about or mentioning the public scoping meetings were aired on two television stations as follows: *(See Appendix M for the text version of the news segments aired)*

KKTV 11 News

March 7, 2006, "Highway 50 Expansion?" by Josh Earl

KRDO TV News 13

March 7 and 8, 2006, "Comments on Highway 50" by Catherine Andersen

PUBLIC MEETING ATTENDANCE

Attendance at each public meeting is detailed below. Total attendance at all of the public scoping meetings was counted as 235. *(See Appendix N for the sign-in sheets for each meeting)*

Granada: 8 citizens total (three elected officials and/or community leaders, one CDOT employee, and four residents/business owners) attended the meeting held from 10:30 a.m. to 1:30 p.m. on Monday, February 27, 2006 in Granada.

Holly: 17 citizens total (two elected officials and/or community leaders, and 15 residents/business owners) attended the meeting held from 5:00 to 8:00 p.m. on Monday, February 27, 2006 in Holly.

Lamar: 24 citizens total (two elected officials and/or community leaders, two PACOG employees, one KDOT employee, one Kansas Hwy 50 Association member, and 18 residents/business owners) attended the meeting held from 10:30 a.m. to 1:30 p.m. on Tuesday, February 28, 2006 in Lamar.

Las Animas: 39 citizens total (one member of the press, six elected officials and/or community leaders, one PACOG employee, and 31 residents/business owners) attended the meeting held from 5:00 to 8:00 p.m. on Tuesday, February 28, 2006 in Las Animas.

Swink: 13 citizens total (13 residents/business owners) attended the meeting held from 10:30 a.m. to 1:30 p.m. on Wednesday, March 1, 2006 in Swink.

La Junta: 35 citizens (one member of the press, five elected officials and/or community leaders, two CDOT employees, and 27 residents/business owners) attended the meeting held from 5:00 to 8:00 p.m. on Wednesday, March 1, 2006 in La Junta.

Manzanola: 15 citizens (three elected officials and/or community leaders, one FHWA employee, one PACOG employee, and 10 residents/business owners) attended the meeting held from 10:30 a.m. to 1:30 p.m. on Thursday, March 2, 2006 in Manzanola.

Rocky Ford: 39 citizens (one member of the press, three elected officials and/or community leaders, and 35 residents/business owners) attended the meeting held from 5:00 to 8:00 p.m. on Thursday, March 2, 2006 in Rocky Ford.

Pueblo: 16 citizens (three members of the press, one elected official and/or community leader, one PACOG employee, and 11 residents/business owners) attended the meeting held from 10:30 a.m. to 1:30 p.m. on Tuesday, March 7, 2006 in Pueblo.

Fowler: 29 citizens (one member of the press, one elected official and/or community leader, and 27 residents/business owners) attended the meeting held from 5:00 to 8:00 p.m. on Tuesday, March 7, 2006 in Fowler.

COMMENTS

The comments received at the public scoping meetings and after the meetings (before the March 31, 2006 deadline) are summarized below. Comments could be sent to the project office via e-mail, fax or US Mail. The project team collected 51 comment sheets and four letters. The original (handwritten) comment forms are available for review from the project team upon request.

The following summary is copied verbatim, including spelling errors, from the written public comments received at, and after, the scoping meetings. "XXX" takes the place of an unreadable word. Names and addresses have been omitted. The comments are printed by community in the order the meetings took place. Under each community, the numbers represent a single comment sheet (e.g., every comment numbered "1" came from the same individual).

Granada

One comment sheet was received at the Granada meeting. The sheet contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. As long as the 4 lanes do not go directly thru town. Our businesses front the highway.

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. Think about farmers hauling their products to market and moving their machinery thru town either to the north or south as some have land on both sides of Granada.

Please share with us any information you feel would be helpful as we move forward with this study.

1. No comment

What are your comments about specific topics (including other topics not listed)?

1. National Historic Landmark = Amache. Granada's water supply comes from our water wells located at Amache. Town's businesses front Hwy 50 – do not need 4 lanes through town. Possible prison or industry 2 miles south

How are these topics important to the future general location of US 50?

1. No comment

Where can additional information be found about these topics?

1. No comment

Do you know of any individuals with specific knowledge of these topics?

1. John Hopper – Amache. Tom Grasmick – Water. Lawrence McMillin – Sewer.

Holly

Three comment sheets were received at the Holly meeting. The sheets contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. No - state expense & long term should demand that all access should be on the edges of towns. Just two access in small towns would hurt more than moving road.
2. I think the Existing Regional Corridor is fine.
3. I didn't get the number of miles involved, but the distance from our town doesn't look excessive and we would have easy access to our town. It would make it "quieter" because there wouldn't be the truck traffic.

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. No comment
2. I think they have covered all.
3. Things I saw were the number of railroad crossings which need to be as few as possible. One other item I've thought about is what the consequences are for a highway business such as "JR's" here in Holly. I know they rely on truck stoppages for diesel & rest (as well as snacks). Would lose this business? We are a quiet town for the most part. Moving the main highway would make it safer for walkers. Since we are the lowest spot in the state, have good utilities, etc., we could be a retirement community. We have low taxes and affordable utilities which would be another selling point.

Please share with us any information you feel would be helpful as we move forward with this study.

1. At state line meeting K.S., then off to the North until a meeting with 196 Highway is totaly more viable. Long term & economicly.
2. I do believe that the 4 lane should move south of the tracks to keep from harming the county.
3. I don't know what plans would be for connections with Kansas at the state line. Right now there is a park and a sharp curve & bridge plus some deteriorating road, and Kansas has a 2-lane road, but wide shoulders.

What are your comments about specific topics (including other topics not listed)?

1. The 50 mph through towns & villages with two accesses would be worse than interchanges close to communities.
2. None as of now!
3. No comment

How are these topics important to the future general location of US 50?

1. No comment
2. No comment
3. No comment

Where can additional information be found about these topics?

1. No comment
2. No comment
3. No comment

Do you know of any individuals with specific knowledge of these topics?

1. No comment
2. Yes, Wesley & Pat Campbell. They are with the Historic society.
3. No comment

Lamar

Six comment sheets were received at the Lamar meeting, and one comment sheet was received via fax by an individual who attended the Lamar meeting. The sheets contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. Yes to a certain point but satisfying everyone will be very challenging.
2. As always, my concern is the truck traffic through Lamar. I would love to see a truck route off of Main Street.
3. No comment
4. It may be good to include 50 (business?) – through Avondale, Vineland and Blend. The highway is fairly difficult to negotiate in the Pueblo region. There are 4 major routes people refer to as “Hwy 50.”
5. Yes, I like using the existing corridor as much as possible with by-passes around Lamar and Las Animas. Better turn lanes are needed at Hasty and more passing lanes are needed (until the stretch is 4-lane) west of Fowler. Rocky Ford needs a better situation too – bypass?
6. Yes, the corridor is sufficiently wide for alternative centerline alignments to be fairly considered, especially near cities and towns.
7. As far as I can tell.

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. Staying as close as possible to existing highway but also aligning it to be practical.

2. The first issue is the economic impact - the question being, "Can the small towns survive if "50" bypasses them?" As the mayor of Lamar, I believe we have to be ready for progress. I believe we must do our own Main Street studies on how we get people to Main Street if the highway is South or North of us.
3. No comment
4. Look at designs that not only avoid impacts to resources, but that also incorporate them/celebrate them/educate travelers through natural resource interpretation and way-finding tools. - Provide "truck-stop" sorts of amenities as needed on the corridor to allow the trucking industry to stop for services within municipal boundaries of local towns for tax revenue - and provide for "entry way" designs on local community exits if the highway is moved around them that invite non-commercial traffic into economically viable parts of town for services along appropriate traffic routes.
5. A good quality 4-lane highway is essential for our communities. I believe we missed out on a Wal-Mart distribution center for Lamar, for instance, because our two-lane highways are not attractive. Also many trucks try to use alternative routes to 50, because of all the slow -downs – as do tourists. I know of many people who go out of their way to take I-70 because it is faster - and safer. We need to attract travellers to SE Colorado and reduce transportation costs.
6. (1) Mobility for through traffic on 50 with a reasonable amount of access provided for existing communities. Developing an access control plan for each alternative route may be necessary. (2) Preservation or equivalent restoration of significant agricultural resources such as canals and irrigation ditches, grain storage facilities, commercial feed lots, etc. (3) Preservation of cultural and recreational resources or provision of mitigation and restoration. (4) Improved connectivity with US 287 Ports-to Plains corridor. (5) Short- term safety improvements such as passing lanes on some of the existing 2-lane sections.
7. I am concerned with some of the towns being bypassed, as I know how important "traffic" is to come through, instead of around, these smaller towns. Although, I was informed today that the extra traffic we will see should compensate by drawing larger economic impacts. I think this will work!!

Please share with us any information you feel would be helpful as we move forward with this study.

1. Putting in some temporary passing lanes where needed, would sure help get peoples approval.
2. Do what you are doing now, keep us informed.
3. I think the biggest issue is to get the By Pass done the truck traffic on main street is going to kill people soon.
4. It would be great to educate travelers about the history of the region and the landscape – past/present/future issues/talking points about how to use/manage the landscape – water, energy, connections between the Arkansas River and its route to the Gulf of Mexico.
5. Please do anything you can to speed up this process. Every year we are without a 4-lane prolongs how long it will take to attract business to our area.
6. No comment
7. You won't please all the people but I give you a pat on the back by doing this much. Talking with the concerned is the best step.

What are your comments about specific topics (including other topics not listed)?

1. I think you have all the topics covered, and you are on the right track so all I can say is, get it done!
2. No comment
3. No comment
4. It would be great to see some connectivity included in the design - for wildlife. Highways can be serious barriers to migration - large scale and small scale and can fragment habitat fairly effectively. Use of native plant material would be great too.
5. No comment
6. No comment
7. I think you will have your hands full - having to work not only with state agencies but the Feds as well. Good luck - I would be glad to offer any help that you think I might be able to add.

How are these topics important to the future general location of US 50?

1. They are very important, because everyone needs to be on the same page.
2. No comment
3. No comment
4. Connectivity in the west is a major issue – Growth along the Front Range has been fairly destructive to species that require migration between the ecosystems of the mountains and the plains.
5. No comment
6. No comment
7. There is a lot of history in the Arkansas Valley. I would hope that by making a safer & more accessible road to this region, we will see more tourists & travelers. Hopefully John Martin Res. will fill up & we will be able to hold more water here to draw more weekenders to the area.

Where can additional information be found about these topics?

1. Get er done!
2. No comment
3. No comment
4. Center for Biological Diversity, Re-wilding N. America Project
5. No comment
6. No comment
7. State Park Division, Army Corp of Engineer, Valley Grocery - Hasty, CO

Do you know of any individuals with specific knowledge of these topics?

1. No comment
2. No comment
3. No comment
4. No comment
5. No comment
6. No comment
7. No comment

Las Animas

Eleven comment sheets and one typed letter were received at the Las Animas meeting. The letter is located on page 25 of this document. The comment sheets contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. Yes
2. They seem to be
3. In Las Animas it appears the north side of the corridor will have a more positive impact on Las Animas especially economically.
4. Yes
5. Yes
6. No comment
7. The current corridor has served the community for 90 years and seem to be fine for the residents.
8. It looks fair to all city & towns along the highway - make sure we don't by-pass the completely.
9. No
10. Unsure. If the route is chosen north and near our levee will the state provide help in maintaining the levee for the communities safety?
11. No comment

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. Safety is a big factor. Bypassing smaller towns will cause them to dry up and change the lifestyle of an area.
2. Working with land/home owners who may have to relocate. Safety. Preservation of communities.
3. The main issue is the economic impact the location of US 50 will have on Las Animas. The constraint faced is the lack of room south of the current location of US 50
4. 1. Viability of existing towns is primary. We need to study whether expanding Hwy. 50 will increase the opportunity for new industry & expansion of existing industry or if the expansion will detract from the use of local services by motorists.
5. 1. Social & economic impact on the community 2. Existing 4 lane road.
6. My concern (issue) would be what housing areas would be uprooted by the highway project? Access routes off of the new highway leading into the city. (How many?) Highway noise.
7. Economic viability of small rural towns.
8. No comment
9. Next to City, but not through the City
10. Our monuments, historical sites and access to our community to promote future business.
11. No comment

Please share with us any information you feel would be helpful as we move forward with this study.

1. No comment

2. Continue to keep the public informed about all phases of the project. Especially once the exact route is to be chosen.
3. No comment
4. No comment
5. Ask communities to establish a concensus on where they want the hwy
6. No comment
7. No comment
8. No comment
9. Get started on road and quite studying
10. No comment
11. No comment

What are your comments about specific topics (including other topics not listed)?

1. All areas are big concerns
2. You have done a good job identifying crucial areas of consideration. They all need to be equally considered and studied for the best fit to the area.
3. As mentioned before, local economics is extremely important. The fear is that the new corridor will reduce the no. of people coming to Las Animas. The second topic is related and that is long term regional effects in regard to economics & growth.
4. No comment
5. Good selection
6. Traffic noise – I have concerns about the noise and what will be done to minimize it if the north route is choosen.
7. No comment
8. No comment
9. No comment
10. I feel instead of waisting the money studing the project they should start it. This project is not a new subject to our community or the Ark Valley. Its been talked about for the last 17 years.
11. How will this affect current historical sites such as Bogsville and the museums in Las Animas

How are these topics important to the future general location of US 50?

1. They all play a factor into the right location.
2. No comment
3. I believe the topics above are self-explanatory as to the importance of US 50's location
4. No comment
5. All of these topics affect the quality of life and the communities' health. And should be evaluated as they are interelated.
6. With the possibility of additional traffic, what effect will the noise have on future growth along the highway?
7. No comment
8. Not to hurt the small mom & pop business – here in Las Animas – we have a lot. We need the pass through traffic – our quick stops, groceries, and fast food depend on this traffic.
9. No comment
10. No comment
11. These historical sites are important in encouraging tourism as a resoure for Las Animas.

Where can additional information be found about these topics?

1. No comment
2. No comment
3. The Bent County Dev. Foundation, Pioneer Historical Society, Farm Service Agency, Wildlife Agencies
4. Local economic development agencies
5. Bent County Development Foundation
6. No comment
7. No comment
8. Our county commissioners – Bent County Development. Chamber of Commerce
9. No comment
10. No comment
11. No comment

Do you know of any individuals with specific knowledge of these topics?

1. No comment
2. It is sad that more people don't take an interest in the changes in their community. If more people would come out you could have links to more knowledge.
3. I would say that most of our business owners will be knowledgeable. In regard to other topics our economic dev. agency & historical society and farm service agency would be helpful.
4. John Galusha, SCEDD, Pueblo; Darleen Scott, BDR, OED & IT, Burlington
5. The Foundation can supply this information
6. No comment
7. No comment
8. Bill Long – Dale Leighty – business people along our Hwy 50 now
9. No comment
10. No comment
11. Pioneer Historical Society

La Junta

Eight comment sheets were received at the La Junta meeting, and one typed letter was received via US Mail by a La Junta resident soon after the meeting concluded. The letter is located on pages 26-27 of this document. The comment sheets contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. No comment
2. Yes, I believe they are. Any location outside those boundaries will not benefit this area, because of small population outside the corridor.
3. Yes, very much so – the nearer to existing towns is vital to the communities economy. Yet, keeping in mind that through-traffic must not be impeded.
4. No comment
5. Yes
6. Yes, I like them
7. Yes in that they give the communities a chance to preserve their “downtown” areas through business routes.

8. The closer to the present route would be best, i.e. bring the 4 lane elevated over 1st street - shortest route & cost (?) probably less & no more thru the south route

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. No comment
2. Assist areas where traffic is a problem (west of Fowler)
3. Increasing visitors to this area; enhancing tourism, particularly as water is being diverted away from agriculture. Improving (widening) the highway without having to slow to a crawl through the small towns.
4. Feel existing US 50 if it were widened to 4 lanes would meet our needs without going to expense of construction of new road way.
5. Stay away from the river & low lands
6. I think what you have on the signs are pretty adequate.
7. I am concerned that the “loop” concepts (southern loops) will cause people to completely by-pass the communities along the route. However - if communities “market” their business areas with business routes, this may be overcome. I would hope that another topic to be considered would be Hospital Access. In the 120 mile stretch from Lamar - Pueblo, it would be important to consider how people traveling the “corridor” could easily access medical attention.
8. (1) Effect on economy – work to disrupt present business as little as possible. (2) 4-lane is essential for survival of the Valley. (3) 4 lane would make the Valley attractive for industry - retirement- as a tourist destination. Make it happen.

Please share with us any information you feel would be helpful as we move forward with this study.

1. Highway should by-pass all the towns. It should be at least ½ mile away from town, with the min. exits and as few curves as possible.
2. We need to keep our farming activities viable here in the Rocky Ford, Swink, La Junta areas... all of our local businesses are ag oriented. We need to try to keep our irrigation water and bring in added activity around our farming base. Truck traffic in the area would, perhaps, help industries to locate in this area.
3. Move as quickly as possible! For too many years, all we’ve heard is talk.
4. No comment
5. No comment
6. I recently drove I 25 to Albuquerque and I 40 to Holbrook AZ. I liked the access to the smaller communities along the way. The access to Santa Fe didn’t appeal to me.
7. Population demographics & predictions are bleak at best for this entire area. A solution to the Hiway 50 problem is needed soon or the communities along the corridor may be decimated to a point that by-passes are not necessary!
8. No comment

What are your comments about specific topics (including other topics not listed)?

1. No comment
2. Raising of goats becoming a very viable business in the Swink area. There needs to be a marketing center (and truck traffic to haul).
3. It appears you’ve listened & taken into account many of the concerns voiced by area residents

4. For La Junta feel that present routing of 50 through town is most fitting as out around town you are going to be delayed with Paelo, clearances in developing farm land south of town.
5. Will there be any added full time employees added to C.D.O.T forces to take care of the added lane miles. Also added equipment.
6. No comment
7. As mentioned before AVRMC (hospital) should be considered. Historic Preservation (see below)
8. No comment

How are these topics important to the future general location of US 50?

1. No comment
2. Possible slaughter house, truck traffic to market goats to users.
3. Very important!
4. No comment
5. Is this one step closer to privatization with private contractors
6. No comment
7. In am Executive Director at the Arkansas Valley Community Center (Community Centered Board providing services to Adult developmentally disabled adults in Crowley, Bent, Otero counties). We have properties on the “old” Highway 50 in Las Animas, La Junta & Rocky Ford. We would like to organize a Highway 50 museum association in towns along Highway 50. We are in the talking stages, but have started to collect jpegs of motels/rest./gas stations off of EBAY for a continuous slide show presentation.
8. No comment

Where can additional information be found about these topics?

1. No comment
2. No comment
3. No comment
4. No comment
5. No comment
6. No comment
7. Otero Museum – Don Lowman
8. No comment

Do you know of any individuals with specific knowledge of these topics?

1. No comment
2. Joe Petramala, Swink, CO
3. No comment
4. No comment
5. No comment
6. No comment
7. No comment
8. No comment

Manzanola

One comment sheet was received at the Manzanola meeting. In addition, one comment sheet was sent via fax by a Manzanola resident soon after the meeting concluded. The sheets contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. Yes
2. As long as the corridor is 1000 feet or more from residential housing.

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. No comment
2. Arkansas Valley Conduit should be considered in your environmental studies to offset the expense for the pipeline to eastern Colorado. Federal funding needs to be shared. The population of the Arkansas Valley area is too small to afford the pipeline, so working together on your studies and plans could save the government and Arkansas Valley considerable expense.

Please share with us any information you feel would be helpful as we move forward with this study.

1. No comment
2. I am sending a copy of article from Pueblo Chieftain showing conduit costs.

What are your comments about specific topics (including other topics not listed)?

1. Widening US 50 to 4 lanes will probably result in increased truck traffic, i.e. 18 wheel trucks. Make bridges etc. wide enough for safety.
2. No comment

How are these topics important to the future general location of US 50?

1. No comment
2. The Arkansas Valley Conduit and US 50 Corridor East are in the same general location.

Where can additional information be found about these topics?

1. No comment
2. Senators

Do you know of any individuals with specific knowledge of these topics?

1. No comment
2. Senators

Rocky Ford

Thirteen comment sheets and two typed letters were received at the Rocky Ford meeting. In addition, one comment sheet was sent via US Mail by a Rocky Ford resident shortly after the

meeting concluded. The letters are located on pages 23 and 24 of this document. The comment sheets contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. Yes, but might have to be slightly wider in some parts to accomodate 4 lanes
2. No comment
3. Needs to be as close to towns as possible but keep traffic speed up
4. Could
5. No comment
6. No, the Northern Corridor would seem to be more sensible as the is very little irrigated land; cheaper purchase price.
7. No, the North Regional Corridor would be a far better alternative.
8. No comment
9. No comment
10. Yes, by all means the north route is preferable.
11. Yes
12. If that means we need not look outside the 3 proposed paths – then yes
13. No comment
14. No, repair old road & widen some leve where it is.

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. Try to use 4 lane parts that are already in existance not taking anymore irrigated ground than necessary. It seems about ½ of the distance from Lamar to Pueblo is adequate (4 lanes). If it is necessary to bypass a town keep it as close as possible so businesses still are able to attract customers. Try to avoid canals as much as possible & keep wide sweeping loops and curves to a minimum.
2. The southern alternative for Rocky Ford cuts through productive farm ground & crosses several canals. The northern route appears more feasible & there is not much farm ground. It would also be closer to conviences. Some of the alternatives add many miles to Hwy 50. There are not streets off of the Hwy going north thru LJ.
3. 50-60 mph ave speed. Recomend zoning to keep commercial in towns. Get it done now! North Route in Rocky Ford.
4. No comment
5. Should avoid going through the town of Rocky Ford, it would divide the town even more than it is now.
6. The Northern Corridor seems to be better in my thinking. The south side of the river is irrigated ground & would be taken out of production. This corridor could be combined with the water line delivery for the Arkansas River communities.
7. Cost is very important, real estate costs should be less on the North corridor. Safety could be address with fewer intersections and a higher safe speed limit.
8. No comment
9. No comment
10. Local economics. Parks & Public Lands
11. The main area that needs to be 4 lane is between Fowler & the Army Depot. If the small towns of the valley are by-passed they will be effected negatively. Many of these towns are struggling now. Safety should be the priority.
12. Rocky Ford is tetering on the edge of economic destruction as it is – with the traffic from US 50. If it moves to Ordway – Olney Springs etc – then stick a fork in us. About all we have now are gas stations & convenience stores. There is little value in abandoning the

existing 4 lane portions - not much chance of returning it to productive farmland with Aurora having taken all the water.

13. I think Hwy 50 route is OK the way it is. The main problem is the 2 lane Hwy between Fowler and Hwy 96 Junction (Army Depot) There are only three (3) stoplights now between Pueblo and Lamar (Rocky Ford, La Junta & Las Animas) these are no hinderance to traffic flow. If people want to go fast across the western states they should travel I-70 or I-40.
14. Keep Hwy wher it is. No more black top on land. W. L. Sackett

Please share with us any information you feel would be helpful as we move forward with this study.

1. No comment
2. No comment
3. No comment
4. No comment
5. The northern route seems to be the best option for Rocky Ford. It does not take a lot of prime farmland or very many houses.
6. The Northern Corridor would have less impact on farms and towns
7. Possibly right-of-way could be shared with utility companies and the planned Arkansas Valley Conduit.
8. No comment
9. The North route has a lot of non farming area that would be better.
10. No comment
11. This is an adequate route now with only 3 stop lights between Pueblo & Lamar.
12. When the route through Ordway is chosen - will you buy my house?
13. We need to concentrate on safety. I think 4-lane the existing 2-lane parts would be the most efficient way to do this.
14. Make old road, a little wider& strater.

What are your comments about specific topics (including other topics not listed)?

1. If you can add to existing 4-lane parts connecting them cost will be less and we can get it done sooner maybe in our lifetime.
2. No comment
3. No comment
4. Hwy 50 at Conley Road (at Walmart) north lane west bound - make it thru traffic only – will speed up traffic. West of Nepesta to Huerfano put in couple passing lane – start dirt work for your 4 lane highway.
5. No comment
6. No comment
7. No comment
8. No comment
9. No comment
10. No comment
11. It would have been helpful if you would have listed the topics on this form.
12. No comment
13. No comment
14. Do not block off our town. W. L. Sackett

How are these topics important to the future general location of US 50?

1. No comment
2. No comment
3. No comment
4. Probably stay on old 50 - no parking on highway thru town same XXX a RR trains – Priority – Manzanola to across Highline canal near Nepesta store. Future 50 north of Las Animas river bridge west to 50 of Cheraw then west to join 96 west of Olney Springs – Road cost less better drainage.
5. No comment
6. No comment
7. No comment
8. There are several domestic water co that would be disturbed. Super Hyway close to farm houses. It would be much better to route the highway to the north of Rocky Ford.
9. The route that goes south of Rocky Ford goes directly over a domestic water company and its wells. These wells are the only ones in the area that meet EPA requirements. A large area south & east of Rocky Ford are served by this company. It would have a huge impact on this area if we would have to deal with this situation.
10. No comment
11. All of these are important topics and need to be considered. However, if other agencies are doing similar studies in the same areas (such as the conduit) the agencies need to work together. Sometimes this information can be duplicated which is redundant. Use the available resources in the most economical way.
12. No comment
13. I think if any of the towns are bypassed it will be fatal for any towns involved.
14. Vary poor

Where can additional information be found about these topics?

1. No comment
2. No comment
3. No comment
4. No comment
5. No comment
6. No comment
7. No comment
8. No comment
9. Please contact Shirley Herman at 719.254.6242
10. No comment
11. No comment
12. No comment
13. No comment
14. No comment

Do you know of any individuals with specific knowledge of these topics?

1. No comment
2. No comment
3. No comment
4. No comment
5. No comment
6. No comment

7. No comment
8. No comment
9. No comment
10. No comment
11. No comment
12. No comment
13. No comment
14. Yes, Bill Sackett, 20370 Hwy 50, Rocky Ford, CO 81067

Pueblo

One comment sheet was received (via fax) by an individual who attended the Pueblo meeting. The sheet contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. It seems there is much more prime ag land on the south side of Hwy 50 in the area on Hwy 50 East of 51st Lane. Thus we feel it is in the best interest to expand right of way to North side of 50 in this area.

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. No comment

Please share with us any information you feel would be helpful as we move forward with this study.

1. No comment

What are your comments about specific topics (including other topics not listed)?

1. We believe that in the best interest of the tax payer and to get best use of tax moneys, an immediate survey should be made of the Project at corner of Hwy 50 & 57th lane. It seems a shame to build a Housing Project right where this Hwy is likely to go. It seems this needs immediate attention!

How are these topics important to the future general location of US 50?

1. No comment

Where can additional information be found about these topics?

1. No comment

Do you know of any individuals with specific knowledge of these topics?

1. No comment

Fowler

Three comment sheets were received at the Fowler meeting. Additionally, an e-mail message from a Fowler resident was received by the project team during the comment period. The e-mail message is located on page 27 of this Report. The comment sheets contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. No comment
2. Close & improving
3. I would say yes

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. Specific concern would be impact of South corridor or conflict with operations at the Fowler Airfield. 1) Airport is base of ops for ag applications & maintains a significant chemical base during summer months. Separation distance? 2) Anticipate an increase in activity due to Doss Aviation/Air Force Contract. Rwy 04 traffic pattern would be over proposed corridor. Impact?
2. You are already covering safety, environmental etc. but please remember our fragile economy. Outlying areas/towns especially.
3. As corridor passes thru Fowler, I would suggest that widening occur down Santa Fe Ave by moving Railroad and widening to north. This would have the least impact by taking part of the golf course, drivers parking, bulk gas plant, Fowler Coop and a couple of residence.

Please share with us any information you feel would be helpful as we move forward with this study.

1. No comment
2. Dredge the Arkansas river for flood control. One of the northern universities is implacing a Lysimeter (?) in the area; perhaps information from it will help rock bed issues.
3. No comment

What are your comments about specific topics (including other topics not listed)?

1. No comment
2. Do it well the first time. CDOT is overwhelmed statewide & no longer needs the "job security" of repetitive repairs/painting. Use european lane markings. i R/O traffic/speed control? At least 1 major truck stop should be built between Pueblo & Lamar. Consider livestock load/unload area(s) in or nearby. In all towns AMAP use existing major railroad crossings. ↑ Traffic will lead to ↑ accidents, therefore keep ground/air ambulance access US 50 - medical facilities. Full length parallel road for slower/local traffic either as part of or in close proximity. Population is aging & is uncomfortable/unsafe around hi-speed big rigs. If Hwy 50 is fairly open, consider 75 mph speed limit. It will happen anyway.
3. No comment

How are these topics important to the future general location of US 50?

1. No comment

2. Agriculture economy of this narrow irrigated valley would be drastically effected by moving off existing corridor and across prime farm ground.
3. No comment

Where can additional information be found about these topics?

1. No comment
2. Lysimeter: Rocky Ford Gazette early March 2005
3. No comment

Do you know of any individuals with specific knowledge of these topics?

1. No comment
2. No comment
3. No comment

Community Unknown

One comment sheet was received via US Mail after completion of the public meetings where the community of origin was unknown. The sheet contained the following comments:

Are the boundaries of the Existing Regional Corridor appropriate?

1. Not really.

What are the issues, constraints or opportunities the project team should concentrate on when identifying general locations for US 50 within the Existing Regional Corridor?

1. Not everyone wants to live in a big city.

Please share with us any information you feel would be helpful as we move forward with this study.

1. I was born and raised in Las Animas CO. It pains me a great deal – if the highway was to by-pass Las animas – La Junta – Lamar etc.

What are your comments about specific topics (including other topics not listed)?

1. If Highway 50 by-passes our small towns – it will be the end of them.

How are these topics important to the future general location of US 50?

1. No comment

Where can additional information be found about these topics?

1. No comment

Do you know of any individuals with specific knowledge of these topics?

1. No comment

Town of Ordway

315 Main Street Ordway, CO 81063 Phone (719) 267-3134 Fax (719) 267-3192

March 2, 2006

Colorado Department of Transportation Planning Department
Re: The Highway 50 Construction Project

The Town of Ordway has several concerns associated with the Hwy 50 – Four Lane Construction Project. It is inevitable that the town and Highways 96 and 71 will be impacted seriously from the proposed project. The impact concerns and solutions must rightly be included in the planning for the project.

The concerns that must be addressed include the obvious:

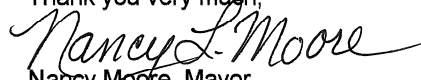
- A tremendous increase in traffic, especially commercial trucks and over the road semi-tractor trailers.
- The poor condition of Hwy 96 and Hwy 71 in the Ordway, Crowley County area.

...And the not so obvious, but very serious safety concern for the Town of Ordway:

Hwy 96 running east and west through the Town of Ordway is even now experiencing speeding trucks and cars with very outdated, unacceptable and inefficient signage for the 35mph zone. This office has tried unsuccessfully to get additional signage to help deal with the problem. With the increased traffic due to the Hwy 50 project, it will inevitably become a safety concern of even greater proportions.

The Town of Ordway is expanding commercially on Hwy 96, thus the safety problem looms larger all the time. Therefore, we must request that attention and action regarding these conditions become an integral part of the planning, design and construction of the Hwy 50 project.

Thank you very much,


Nancy Moore, Mayor
Town of Ordway



Phone: 719-267-3995

Fax: 719-267-3994

prairiehorizonstrail@yahoo.com

March 2, 2006

Colorado Department of Transportation
Re: Highway 50 Four Lane Project

The Prairie Horizons Bicycle Trail (the portion of the TransAmerica Bicycle Trail that runs through Crowley and Kiowa Counties) has several concerns relating to the Hwy 50 Four Lane Construction Project.

It is inevitable that Highway 96 will be greatly impacted by increased traffic, especially semi-truck traffic. The highway is already experiencing much more truck traffic than in the past. It seems that it has been "discovered". This has led to a serious safety problem for the many coast to coast users of the bicycle trail. The Prairie Horizons Trail Board is deeply concerned that the road itself is not now safe enough for the traffic it carries.

Most of Highway 96 through Kiowa and Crowley counties has either inadequate shoulders or no shoulders. For a road of minimum width to begin with, the lack of acceptable shoulders is a great safety concern. There is little or no margin of error for those who use the highway.

Shoulders are needed to:

- Provide space to make evasive maneuvers
- Accommodate driver error
- Add a recovery area to regain control of a vehicle
- Contribute to driving or cycling ease and safety
- Reduce passing conflicts between motor vehicles and bicyclists

In the spring, summer and fall Hwy 96 sees many cyclists. As part of the TransAmerica Bicycle Trail, that runs from Oregon to W. Virginia, the number of cyclists is estimated at about 300. More traffic on a road that is already dangerous from neglect and lack of shoulders could be disastrous. Consideration of this highway's problems should certainly become part of the planning process for Hwy 50 improvements.

Thank you for your attention to this concern.
Regards,

Nancy L. Moore for the committee
The Prairie Horizons Trail Committee

To the Highway 50 Commission

I was reading the July 1st copy of the Pueblo Chieftain and noticed that you were involved in the idea of making HWY. 50 4 lanes across the United States. I am a Disabled Veteran and a member of Post 6 of the D.A.V. in Las Animas and American Legion Post #1 in Denver. I am a 100% disabled Veteran who feels that we should do just a little more with your HWY 50 idea. When I was in the Army and was transferred to Presidio of San Francisco from Ft. McNair I traveled the Blue Star Hwy. most of the way.
http://www.nassaubay.com/history_blue_star_hwy.htm

This is dedicated to those who served in WW2 both living and dead. I suggest that the idea you are trying to get through congress be shaped in such a way that U.S. 50 could become the Yellow Star Hwy. This would be a memorial to those who died from 9/11 forward, would get backing from most Representatives and Senators and would help to increase the possibility of funding the 4 lane hwy. proposals being put out by S.C.A 22, W.S.C 20 and since it crosses the whole U.S. would relieve traffic problems on I-70, bring tourists to towns in the Arkansas Valley, Western Slope and all the Federal landmarks that currently have lost revenue.

Since the closing of the V.A. in Ft. Lyons Co., the town of Las Animas and other smaller farm towns on 50 to Pueblo have paid dearly with the loss of jobs, population and the destruction of Historic landmarks because the funding in the towns on 50 cannot afford them. U.S. 50 starts in Ocean City Maryland and continues on through the City of Oakland Ca. There could be an addition added to this so that it would lead all the way to San Francisco so that it would go from ocean to ocean.

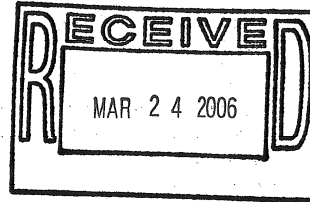
The Yellow Stars are showing up as are yellow ribbons for those who have loved ones serving in Iraq and Afghanistan. This should also be a memorial for the service members of the 1st gulf war and those who died in all the 9/11 attacks as they were the 1st to die in a war that was brought to our mainland since the Civil War, and those who are now fighting in the War on Terror in Afghanistan and Iraq. Since the Congressional Medal of Honor exhibit sits in Pueblo, this would bring in more tourists who do not understand the cost of war as there is no draft and like me, all of the military is now staffed by those of us who volunteered. Many of the young men and women who are dying, getting injured and maimed come from areas like this, as the smaller communities seem to take the idea of serving your country more seriously than do the larger cities where money can be made at a higher rate and jobs can be found. I know I am not from your district but I am sending a copy of this letter to as many congressional and senatorial offices as I can afford to get it to by mail and /or through the internet. I was sorry to see that you do not have a general e-mail box for Coloradoans to send ideas to, but then I understand the clutter you would have to go through since I worked for the 25th DPU in USAEUR, Heidelberg Germany when we were still using punch card systems and computer rooms the size of small buildings to get our reports to the field. I gave this country 15 years of combined services with the U.S. Army and the V.A.

I don't know if it will help you get this bill for 4 lane extensions through, but it is a very good way to honor those who have given all because they volunteered and were not drafted to do the job, unlike the Vietnam conflict which was when the draft ended.

With Best regards 

Michael Walter Sunday (Ex-SP/5)
1115 Moore Ave
Las Animas Co 81054-1952
719-456-2946

Donald C. Hill
621 San Juan Avenue
La Junta, CO 81050
March 23, 2006



US 50 Corridor East
455 E. Pikes Peak Avenue
Suite 200
Colorado Springs, CO 80903

Dear Sirs:

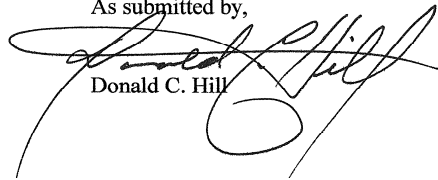
This is a Comment Sheet for US 50 Corridor East.

1. New River Crossing: I fully support the proposal to construct a new road connecting US Highway 50 to State Highway 194 near the Hadley Rest Stop. I believe that this should be an appendix to the US 50 Corridor East since the initial study for this access has been completed. This access is vital to the economic and public safety and access issues for Otero as well as Bent counties. Not only would it serve cultural tourism, Bent's Old Fort National Historic Site, but would serve citizens who live, farm and ranch north of the Arkansas River (emergency needs and farm to market needs). There is no crossing of the river east of La Junta, CO for twenty miles until you reach Las Animas, CO. Improvement of the Hadley Rest Stop would necessarily be an outcome of such an access. Access to that rest stop currently requires crossing eastbound traffic lanes to use the site creating a serious safety issue. Exit ramps or lanes for a revised rest stop and the river crossing could be incorporated in the same construction project segment. I believe this should be considered and given a high priority.
2. I believe the boundaries of the Existing Regional Corridor are appropriate. In particular, to meet the criteria of assisting trucking speeds along the corridor it is important to have bypasses around towns but allow exit access to those towns as appropriate. The access bypass nearest to La Junta, CO to the south is the most appropriate, I believe. I support exit opportunities on the eastside and westside of town as well as for SH 109, SH 350 and SH 10. SH 350 is very important for cultural tourism because it is the Santa Fe Trail National Historic Trail Corridor and State Scenic and Historic Byway. It serves tourism travel of the route as well as access to historic sites such as Bent's Old Fort NHS and Boggsville Historic Site.
3. Exit ramps at SH 109 and SH 350 have an economic possibility as truck traffic increases due to improved flow around towns. It also provides an opportunity to provide services for truck traffic with the potential of developing a truck stop at one of those locations. This would be a nice adjunct to the US 50 Corridor East project as segments are completed. An idea if advanced by the City of La Junta's "one-stop economic development entity at Otero Junior College" would be a plus and make the La Junta Segment a high priority. Services for the increase in

trucking traffic is a given considering the “junction” of corridors now serving La Junta.

4. I believe it is imperative that investment in this US 50 Corridor East be made a high priority for the State of Colorado. It is incredible that our State does not add this corridor to the important routes already stressed: I-70, I-25 and US 287. Another east-west route through the State would be an important economic benefit; US 50 should be another fully developed route through the State. US 50 is of national importance as it goes from coast to coast; it seems extraordinary that it was left out of the Interstate System. As we have seen with the hurricane events in the southern part of the US, you need good transportation corridors to move populations and goods in time of need.
5. I fully support this US 50 Corridor East as well as US 50 Statewide.

As submitted by,



Donald C. Hill

From: Lowell White
Sent: Monday, March 13, 2006 3:50 PM
To: us50einfo
Subject: U.S. 50

Hello to Hwy 50 Improvers:

I appreciate a place I can furnish thoughts about planned widening of Hwy. 50.

I am a property taxpayer for two homes and farmland along Hwy 50 near Fowler, CO. I am much concerned about the adverse impact the planned widening of this highway could bring about.

We are a nation of shrinking farmland. We have become more and more dependent on imports for food. We need to turn back in the other direction and preserve our farmland, and our potential to feed ourselves, and others.

There are vast acreages of prime farmland along Highway 50. In order for that land to continue to produce, the irrigation ditches and canals must be maintained. Proposed options for four-laning highway 50 promise disruption to these systems. I am most familiar with the Oxford Ditch company, but those who could supply information about impact on the ditch are Fowler water users, such as James Mason, Gary Clark, Jake Barnard, and many others who have been involved with ditch use for decades. They need to be actively involved!

The logical solution would be to make the high traffic corridor north of the Arkansas River (present Highway 96). Farmland on that side has been abandoned. If much of the traffic traveled a four lane highway north of the river, Hwy 50 would be relieved of heavy traffic and could be maintained as it is now. Let's think sensibly!

To give an example of how important the farmland adjacent to Hwy. 50 (which some widening promoters want) has proven is the corn raised on land just south of the highway which had the eighth highest yield on test plots in the nation! Sincerely, White Family
We own property between Roads 5 and 6 east of Fowler.

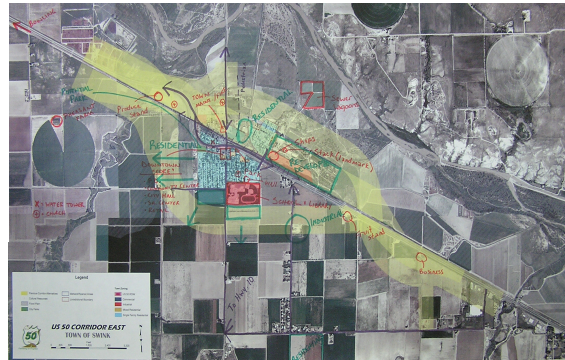
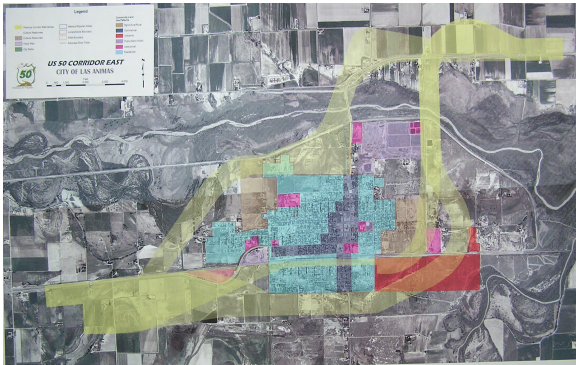
FOLLOW-UP


Future public involvement activities planned for the project include:


- The contacts database will be updated to include public scoping meeting attendees who signed up for the mailing list.
- The project Web site, www.us50east.com, will be updated with public scoping meeting materials. It will continue to provide an avenue for interested parties to view meeting materials and will offer opportunities for feedback including comment and e-mail options.
- The project team will continue to respond to citizen's requests for information about the project.
- The project team will continue to coordinate with Action 22, Inc.
- Future public meetings will be planned as appropriate. The next series of meetings is currently scheduled for late 2006.

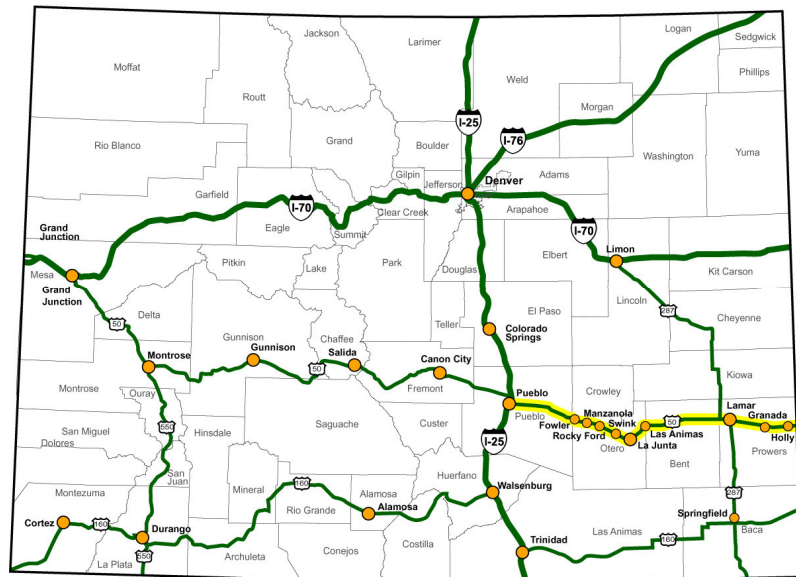
Community Workshops Report

Community Workshops Report




The Link Between
Transportation and
Land Use


Environmental
Requirements
for
Transportation
Projects



Community Workshops: August 7-16, 2006

Project No. NH0504-037
Sub Account No. 12812



Partnering for Progress

US 50 Corridor East



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APPENDICES

Appendix A – PowerPoint Presentations

1. The Link Between Transportation and Land Use
2. Environmental Requirements for Transportation Projects

Appendix B – Agenda

Appendix C – CWG Workshop Notice

WORKSHOP NOTES

Appendix D – Town of Fowler

Appendix E – City of Rocky Ford

Appendix F – Town of Manzanola

Appendix G – Pueblo (City and County)

Appendix H – Town of Granada

Appendix I – Town of Holly

Appendix J – Town of Swink

Appendix K – City of Las Animas

Appendix L – City of La Junta

US 50 CORRIDOR EAST

COMMUNITY WORKSHOPS REPORT

INTRODUCTION

The US 50 project team hosted a series of community workshops between August 7 and August 16, 2006. These workshops are part of a broader public involvement program for the US 50 Tier 1 Environmental Impact Statement, a.k.a. US 50 Corridor East. The project team includes personnel from the Colorado Department of Transportation (CDOT) and its consultant partners. Community attendance at each workshop was the responsibility of the US 50 Community Working Group (CWG) member(s) in each community.

PURPOSE

The purpose of the workshops was to:

1. Educate workshop participants about the following issues:
 - The link between transportation decisions and community land use;
 - The legal and regulatory requirements that must be followed on the project; and
 - How the project will use resource data to analyze corridor alternatives.
2. Collect input from workshop participants about:
 - What's important in their community;
 - Where the gathering places are within their community;
 - What makes their community unique (in the Lower Arkansas Valley);
 - How do residents move/travel into, out of, and within their community;
 - Where the community expects future growth/development to occur; and
 - What they want to see in their community in the future (in 20 to 30 years).
3. Help workshop participants develop a vision for their community based on the input collected from participants earlier in the workshop (see #2, above).
4. Work with community residents to compare the draft corridor location alternatives with the community's vision to understand how each draft alternative may impact the community's ability to achieve that vision. (The draft corridor location alternatives presented at these workshops were the same ones developed during the previous US 50 planning study).
5. Collect input regarding the draft corridor location alternatives. (Each group of workshop participants was asked specifically if they thought the draft alternatives should be altered in any way.)

SCHEDULE

The community workshops took place from Monday, August 7 through Wednesday, August 16, 2006 in each project city and town as noted below. The meetings are listed in order by date, and all venues were located within the community noted.

A workshop was not scheduled for the City of Lamar due to CDOT's *287 at Lamar* project. The *287 at Lamar* project is an ongoing Environmental Assessment that, once complete, will determine the alignment of US 287 around Lamar. Because US 50 and US 287 are currently,

and will remain, the same roadway in the Lamar area, CDOT effectively has two ongoing projects with the goal of determining a location for US 50 in Lamar. In order to avoid duplicating work and creating conflicting direction, CDOT has decided that the *287 at Lamar* project will make the corridor location decision for US 50 in Lamar.

Fowler

Monday, August 7th (6-10 pm)
Fowler Elementary School,
multi-purpose room
601 W. Grant

Holly

Monday, August 14th (6-10 pm)
Senior and Community Center,
large conference room
129 S. Main

Rocky Ford

Wednesday, August 9th (6-10 pm)
SAGE Services Building
503 N. 9th St.

Swink

Wednesday, August 15th (6-10 pm)
Swink Town Hall / Sr. Citizens Center
321 Columbia

Manzanola

Thursday, August 10th (6-10 pm)
Manzanola High School, library
301 Catalpa

Las Animas

Wednesday, August 16th (8 am-noon)
Las Animas High School, cafeteria
300 Grove Ave.

Pueblo

Friday, August 11th (8 am-noon)
Pueblo County Conference Room
1001 N. Santa Fe Ave.

La Junta

Wednesday, August 16th (1-5 pm)
La Junta Senior Center
102 E. 2nd Street

Granada

Monday, August 14th (1-5 pm)
Granada Town Hall
105 S. Main

FORMAT

Project team members presented a limited amount of general information about the linkages between transportation and land use¹ and the National Environmental Policy Act². The PowerPoint presentations used to convey this information have been included in Appendix A.

While the project team did present some information, the workshops were primarily participatory in nature. Most of the workshop time was spent in discussions with community participants about their community's past, present and future³. Community participants were asked to provide their thoughts about their community. After this input was collected, project team members summarized that information and presented the summary to participants in order to verify the project team heard the information correctly. For more information about the specific discussion topics, see the "Workshop Notes" section below.

¹ Presented by Dave Siegel (August 7-11) or Dave Mayfield (August 14-16).

² Presented by Doug Eberhart.

³ Discussions facilitated by Dave Siegel (August 7-11) or Dave Mayfield (August 14-16).

PRESENTATION MATERIALS

The project team provided participants with a workshop agenda, which has been included in Appendix B.

Presentation materials consisted of aerial maps with the following items overlaid on them:

- Zoning or land use pattern information. (This information was collected by a member of the project team from each of the 14 project jurisdictions between June 8 and August 2, 2006);
- Certain environmental resource information; and
- The draft corridor location alternatives from the previous US 50 planning study.

ATTENDANCE

Project team members who coordinated and conducted the workshops included:

- Mike Perez, CDOT Project Manager (CDOT)
- Larry Sly, Consultant Project Manager (PBS&J)
- Coral Cosway, Project Coordinator (PBS&J)
- Doug Eberhart, Resource Specialist (Wilson & Company)
- Dave Siegel, Resource Specialist (Parametrix)
- Dave Mayfield, Resource Specialist (Parametrix)

The project team worked with CWG members to choose the date and time for the workshop in their community and to encourage them to invite participants representing all segments of their community. The following is a summary of the communication between project team members and CWG members about the workshops:

- CWG members were provided a “heads-up” about the workshops in late May by email (sent on May 22, 2006) or US Mail (mailed shortly after May 22, 2006).
- CWG members were informed about the workshops, including their responsibility of inviting participants, at the CWG meeting held on June 29, 2006 in La Junta. Not all CWG members attended this meeting; however meeting minutes were forwarded to all CWG members by email (sent on July 18, 2006) or US Mail (mailed shortly after July 18, 2006).
- CWG members were informed about the workshops, including their responsibility of inviting participants, by email (sent on July 18, 2006) or US Mail (sent shortly after July 18, 2006). The text used for both the email and letter has been included in Appendix C. [The Lamar CWG members were contacted at this time to let them know that a meeting would not be scheduled in their community and the reasons for that decision.]
- CWG members (with the exception of the Otero, Bent and Prowers County representatives) were contacted by phone in early July 2006 by a project team member to establish a date and time for the workshop in their community. Mid-August was chosen by the project team in order to avoid multiple fairs (county and state) and other events. However, the specific date and time within that two-week period was ultimately approved by a CWG member in each community.

- Project team members contacted a CWG member from each community to follow-up with them regarding their efforts to invite participants to their community's workshop. This communication occurred between July 17 and August 4, 2006. In response to communications with the Pueblo County CWG member, the project team sent email and letter invitations to certain Pueblo County residents (per her request).

Total attendance for each workshop is detailed below. The sign-in sheet(s) for a particular workshop can be found in the notes completed for each workshop, which are located in Appendices D-L.

- | | | |
|----------------|------------------|------------------|
| • Pueblo: 0 | • Rocky Ford: 12 | • Las Animas: 11 |
| • Fowler: 9 | • Swink: 5 | • Granada: 5 |
| • Manzanola: 7 | • La Junta: 11 | • Holly: 10 |

WORKSHOP NOTES

Notes⁴ have been prepared for each workshop. The notes detail the information presented and comments received at each workshop. Each set of notes includes:

1. A list of workshop attendees (project team and community members)
2. A summary of the information presented by the project team
3. Comments provided by the community about:
 - What's important in their community (places and gathering places)
 - What makes their community unique
 - How they want to see their community change (or stay the same) in 20-30 years
4. A community vision (based on the information provided in #3 above)
5. A summary of the participants' decisions about how well each draft corridor location alternative supports the community vision developed earlier in the workshop
6. A summary of other issues discussed at the workshop
7. Sign-in sheet(s)
8. Presentation materials (aerial maps with and without participants' comments)

The comments provided by community participants during the workshops were documented in several ways. First, as the discussion occurred, project team members summarized participants' comments on post-it pads located at the front of the room. Additionally, comments were documented directly onto aerial maps, which were also located either in the front of the room or on tables sitting directly in front of workshop participants. Finally, some project team members took their own notes during the workshops. Comments from all of these sources have been included in the notes completed for each workshop, which are located in Appendices D-L.

⁴ These are workshop notes, not minutes. The notes consist of the comments heard by the project team only. The documents were not sent to community participants for review and/or comment.



Partnering for Progress

The Link Between Transportation and Land Use



What's the Link?

- Some land uses are best located near highways – others not
- Transportation changes often lead to land use changes including loss of community resources
- Access changes
 - Business effects (good and bad)
 - Changes in daily life...getting around



Considering a Bypass?

What are the Benefits of Planning Ahead?

- Locating desired development at the best place
- Ensuring that you have more control over your community's future livability



Local Government's Role in Planning Ahead

Local government can lead or follow:

- It can react to individual opportunities for development, making ad hoc decisions, or
- it can provide community vision and guide the future.



The Up Side of Bypasses and Interchanges

- Can attract commercial and industrial businesses – especially ones that rely on through traffic and regional connections
- Can make (bypassed) downtown areas safer and more comfortable
- Will improve long-distance travel and enhance regional linkages: an economic plus
- Interchanges can increase adjacent land value



What Attracts Development?

- Viable Location
 - Visibility important to retail developers
 - Access, development cost, and suitable work force may drive commercial/industrial decisions
- Market Feasibility
 - Why here? Who are the customers?
 - Who and where is the competition?
- Predictable Regulatory Environment



Site Suitability

- Site size
- Access
- Infrastructure and other amenities
- Environmental constraints
- Proximity to incompatible land uses



The Down Side of Bypasses and Interchanges

- Can adversely affect some adjacent land uses e.g., school playgrounds and parks
- Pressure to change zoning
- Possible harm or displacement of resources (e.g., irrigated farm fields, historic buildings)
- Potential losses for some bypassed businesses



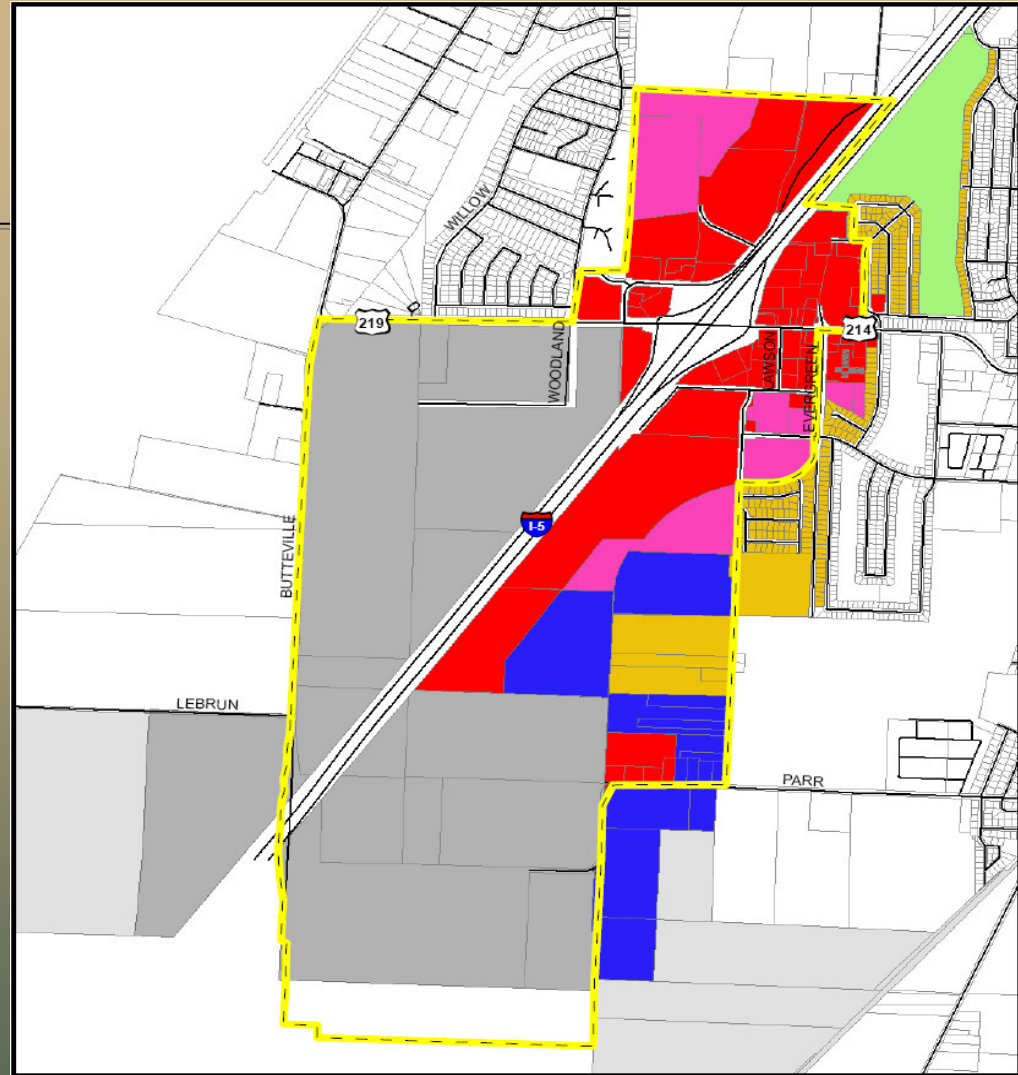
Tools for Implementing Your Community Vision

- Zoning
- Permitting procedures
- Other ordinances
 - Development Review and Approval Processes
 - Financing tools



Partnering for Progress

Woodburn Zoning Overlay District directs future development



- Legend**
- Roads
 - Tax Lots
 - ▭ Overlay Zone
 - Comprehensive Plan
 - Commercial
 - Industrial
 - MDR
 - None
 - Open Space
 - Residential < 12
 - Residential > 12

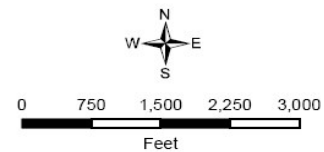


Figure 4
Interchange Management Area (IMA) Overlay District
I-5/Woodburn IAMP



Realizing Your Community's Vision

- Incentives to develop where the community wants development
- Purchase or transfer of development rights
- Comprehensive planning of infrastructure development – not just roads
- Phased implementation strategy



Partnering for Progress

Environmental Requirements for Transportation Projects



What We Will Cover

1. What are the environmental requirements?
2. What needs to be in the EIS?
3. US 50 Issues in your community



Partnering for Progress

Environmental Requirements

National
Environmental
Policy
Act of 1969

“NEPA”





What is NEPA About?

“All agencies of the **Federal** Government shall...[make use] of the natural and social sciences in **decision-making** which may have an impact on man’s environment.”



NEPA says:

**Before taking action, prepare
“a detailed statement on:**

- **The environmental impact of the proposed action;**
- **Alternatives to the proposed action.”**

Environmental Impact Statement (EIS)



Partnering for Progress

What Impacts Must be Examined?



- **Transportation**
- **Air quality**
- **Noise**
- **Archaeological properties**
- **Historic properties**
- **Paleontological resources**
- **Parks, historic properties and wildlife refuges**
- **Farmlands**
- **Floodplains**
- **Geology**
- **Soils**
- **Hazardous materials**
- **Land Use**

- **Visual quality / Aesthetics**
- **Pedestrians and bicyclists**
- **Recreation**
- **Relocation/right of way**
- **Socioeconomics**
- **Energy**
- **Wildlife and fisheries**
- **Threatened or endangered species**
- **Vegetation**
- **Noxious Weeds**
- **Water quality/water resources**
- **Wetlands**
- **Impacts to low-income or minority populations**



Approach to Impacts

- 1. AVOID**
- 2. MINIMIZE**
- 3. MITIGATE**



Extra Avoidance Required for...

- **Historic resources**
- **Wetlands**
- **Parks and recreation resources**
- **Threatened or endangered species**



What We Will Cover

1. What are the environmental requirements?
2. What needs to be in the EIS?
3. US 50 Issues in your community



EIS Required Contents

- Purpose of and need for action
- Alternatives including proposed action
- Affected environment
- Environmental consequences



Purpose and Need

Needs

Mobility - local trips, town-to-town,
and through trips

Safety - unsafe to pass, slow vehicles,
road access issues

Purpose

Make US 50 a safe roadway for carrying
people and goods at a reasonable speed



Alternatives

Full range of reasonable alternatives

non-highway solutions

highway alternatives

proposed action

no-action alternative



Screening and Analysis

Screen out alternatives based on criteria based on project purpose and need

Screen out alternatives based on environmental "fatal flaws"

Evaluate feasible alternatives fairly and comprehensively



What We Will Cover

1. What are the environmental requirements?
2. What needs to be in the EIS?
3. US 50 Issues in your community



Fowler Area Resources

What are some resources and issues in your community that you feel should be part of the screening process?

US 50 Corridor East Community Workshop

Agenda

1. Introduction and Overview
2. Transportation and Land Use Linkage
3. What's a Desirable Future for Your Community?
4. Presentation: Regulatory and Policy
5. Regulatory Challenges to Alternatives
6. **Break!**
7. How well do the Alternatives meet the Community Vision?
8. Work Session: Opportunities for Community-Building
9. Community Responsibilities
10. Next Steps
11. Adjourn

Subject Line: US 50 CWG members ****information about a meeting in your community****

US 50 Corridor East **Community Working Group** (CWG) members:

I've attached a schedule for the Community Workshops that will be taking place in August in your communities. This message also serves as a reminder to you that the US 50 project team will not be advertising these meetings as we did for the public meetings held earlier this year. Therefore, it is imperative that you identify at least 8 - 12 (residents of your community) and encourage them to attend the full 4-hour session. The project team would like to have the widest possible representation of your community at the Workshop, so please keep this in mind when you speak to other residents about the Workshop. We will be discussing the following issues at the Workshops:

- How the previous corridor alternatives can be revised based on your comments (this section of the meeting will be spent reviewing and modifying the corridor alternatives developed during the previous study);
- The link between transportation decisions and community land use;
- The legal and regulatory requirements that must be followed on this project; and
- How the project will use resource data to analyze corridor alternatives.

A project team member will be following-up with you between now and the Workshop scheduled for your community (if they haven't done so already) to estimate attendance.

Also, attached please find minutes from the June 29th CWG Milestone Meeting (3 pages). Thank you to those CWG members who were able to attend! **If you have any questions about the Workshops or the attached minutes, please don't hesitate to contact me or another member of the project team.**

As always, we appreciate your continued active participation in the US 50 Corridor East project --

Coral Cosway

Planner, PBS&J

Project Coordinator, US 50 Corridor East

1 South Nevada Ave., Ste. 205

Colorado Springs, CO 80903

(719) 227-7275 ext. 319

[letter and email were sent with the attachment noted above]

**US 50 Corridor East
Community Workshop – Fowler
August 7, 2006
(Fowler Elementary School @ 6-10pm)**

MEETING NOTES

► *Please be advised that these are “notes” from the workshop and not detailed “minutes”. Also, while the content of the discussions is the same, the order of the discussions noted below is different than the workshop agenda.*

Attachments

At the end of these notes, the following documents have been attached: 1) the workshop sign-in sheet; 2) the maps presented by the project team; and 3) the notes taken on the maps by workshop participants during the workshop.

Attendees

In addition to the Fowler residents attending the meeting (who are noted on the sign-in sheet included at the end of these notes), the following members of the US 50 project team attended:

Mike Perez, CDOT Project Manager
Karen Rowe, CDOT Resident Engineer
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Siegel, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

1. Environmental Requirements For Transportation Projects

Doug Eberhart discussed the requirements that the US 50 Corridor East project must follow to meet Federal and State environmental regulations, as noted below.

What are the environmental requirements – What is NEPA?

The National Environmental Policy Act (NEPA) of 1969 requires all agencies of the Federal Government to consider natural and social issues in decision-making on projects which may have an impact on the human environment. Before taking action, a Federal agency must prepare “a detailed statement on:

- The environmental impact of the proposed action [i.e. project]; and
- Alternatives to the proposed action.”

It has been determined that CDOT must complete an Environmental Impact Statement (EIS) on the US 50 corridor before Federal dollars can be spent on improvements to US 50 beyond the existing maintenance and safety programs. This EIS will study the following issues, or resources:

- Transportation
- Air quality
- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges

- Farmlands
- Floodplains
- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
- Wildlife and fisheries
- Threatened or endangered species
- Vegetation
- Noxious Weeds
- Water quality/water resources
- Wetlands
- Impacts to low-income or minority populations

NEPA requires CDOT to avoid, minimize, or mitigate for any impacts to particular resources (in that order!). Various Federal regulations require an extra effort be made to avoid resources that fall into the following categories:

- Historic resources
- Wetlands
- Parks and recreation resources
- Threatened or endangered species (including their habitat)

What needs to be in the EIS?

The following elements are required in the EIS document:

- Project purpose and need
- Discussion of alternatives
- Description of the affected environment
- Analysis of the consequences of each alternative

The need for action on US 50 includes:

- Mobility – impeded by competing demands for statewide through trips, regional town-to-town trips, and local trips; and
- Safety – to deal with areas where it's unsafe to pass, the variability of vehicle types (e.g. farm equipment, passenger vehicles and large freight trucks), roadway configurations and road access.

The purpose for action is to make US 50 a safe roadway for carrying people and goods at consistent free-flow travel speeds in a manner that meets statewide, regional and local mobility needs.

Per NEPA requirements, a full range of reasonable alternatives for US 50 must be considered. A proposed action will be identified from among the following:

- Highway alternatives
- Non-highway solutions
- No-action alternative

CDOT will screen out alternatives using criteria based on the purpose and need (above) and on environmental “fatal flaws” (resource issues noted above). The remaining alternatives will be evaluated fairly and comprehensively.

2. Transportation and Land Use Linkage

Dave Siegel discussed the linkage between transportation and land use in the Town of Fowler as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in Fowler?

Places

- Main Street
- Schools
- Community Center *
- Park *
- Museum *
- Golf Course *
- Churches
- Restaurants
- Hwy 167
- Co-op
- Library *

* These locations are also considered community gathering places.

Things

- People
- Quality of life
- Opportunities (growth, tourism and proximity to Pueblo)
- Walkability

What Sets Fowler Apart from Other Communities?

- Quiet
- People
- Access to the Front Range
- Safety
- Community support
- Good schools (and residents support school activities)
- Community pride
- Main Street

How Do You Want to See Fowler Change in the Future?

- Wider range of housing (so more families can move in)
- Some growth, but control the growth and keep the Town walkable
- Maintain a family-oriented atmosphere
- Keep incompatible uses separate (zoning)
- Access to US 50
- Vital storefront Main Street
- Maintain agricultural and ranching activities
- Gateway to southeastern Colorado
- More tourism
- Maintain walkability
- Maintain good schools
- Bedroom community for Pueblo

Fowler Vision

A thriving, stable, small town that serves as:

- 1. A center for the region’s farming and ranching community;
- 2. The gateway to southeastern Colorado; and
- 3. A safe and quiet place to raise a family, with a wide range of housing, and within close proximity to regional employment centers.

A community with many amenities, Fowler’s historic Main Street is the community’s “heart”, one that is:

- 1. Walkable;
- 2. A local and regional destination; and
- 3. Accessible to major transportation routes.

What Can the Community Do to Make this Vision of Fowler Happen?

- Facilitate a wider range of housing
- Make the Town more attractive
- Promote the Town (make it more visible and promote it as a gateway to SE Colorado)
- Work toward a more stable water supply
- Promote the Town’s amenities (park, etc.)
- Develop a welcome center

How Well Does Each Draft Alternative Support Fowler’s Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) There were no objections or requests to change the draft alternatives as they were presented by the project team. The following issues were noted about the draft alternatives:

- The northern draft alternative imposes the least amount of change to the Town (overall).
- The southern draft alternative is less desirable.
- Future farming activities will have an impact on which draft alternative is better than the others. If the farming industry in Town declines (due to water issues or farmers’ descendents not wanting to carry on the businesses), then the southern option will be better. However, there was disagreement at the meeting as to the likeliness of farming activities declining in Town over the next 20 years.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	South Alt.	Through Alt.
Supports farming & ranching	■	○	●
Safe & quiet	■	■	○

Vibrant Main St.	■	○	●
Range of housing	■	○	■
Ease of access to US 50	■	○	●
Ease of access to SH 167	■	○	●
Supports growth of tourism	●	○	●
Supports walkable Town & Main St.	●	○	■

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues Fowler residents discussed at the meeting:

- Being able to see the Town is crucial.
- The main growth that has occurred in Town has happened at the corners of farmland south of Town. This land is being used to build housing large enough for families (because there isn't enough of that type of housing in Town now).
- Ease of access to US 50 is important.
- Walkable Main Street is important.
- Signage at the ends of Town (to let people know what's in Town) will be important.

3. Other Issues

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.
- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.
- Day-to-day maintenance of highways is ongoing for US 50 and is done using specific funds. Widening cannot be done with these funds.
- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Sign-In Sheet

Project No. NH 0504-037
 Sub Account No. 12812

Community Workshop
FOWLER
 Monday, August 7, 2006 @ 6:00 pm
 (Fowler Elementary School)



Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Chuck Hitchcock	401 4th St Fowler, Co 81039	719-263-4616	
Sue Froman	802 So Main Fowler Co 81039	719 263 4629	
Mary Mra	420 Santa Fe Fowler Co 81039	719 263 4679	
Deb Smith	33901 Hwy 4.167 Fowler	263-4765	
CHRIS NESBIT	212 10 TH STREET, FOWLER	263-5919	
JONATHAN L FOX	3502 ROAD K.K.75, FOWLER, CO 81039	(719) 263-4276	jrfox@fowlerstate.co
Barbara Rumsos	222 4 th St. Fowler Co.	263-4971	barbararumsos@yahoo.com
Randy McKeown	208 7 th St. Fowler. Colo	263 5022	RANDY054@CenturyTel.NET



Maps Presented by the Project Team

Zoning – Town of Fowler

Zoning information provided to the project team by the Town of Fowler.



Draft Corridor Location Alternatives – Town of Fowler



Notes Taken on the Maps Presented by the Project Team

Color key for written notes:
Transportation linkages (purple)
Important areas (red)
Important places (black)

What's Important to Fowler?



**US 50 Corridor East
Community Workshop – Rocky Ford
August 9, 2006
(SAGE Services Building @ 6-10pm)**

MEETING NOTES

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Attachments

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- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges

- Farmlands
- Floodplains
- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
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- Threatened or endangered species
- Vegetation
- Noxious Weeds
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- Wetlands
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2. Transportation and Land Use Linkage

Dave Siegel discussed the linkage between transportation and land use in the City of Rocky Ford as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in Rocky Ford?

- City Hall
- Gobin Building *
- Fairgrounds *
- Golf course
- Schools (especially the football field)
- Babcock Park *
- Library/Museum
- Cemetery
- Post Office
- Grand Theater *
- Main Street *

* These locations are also considered community gathering places.

What Sets Rocky Ford Apart from Other Communities?

- Fairgrounds
- Main Street (commercial area mostly on US 50)
- Grand Theater
- Gobin Building/community center
- Farms and produce
- Farm markets

How Do You Want to See Rocky Ford Change in the Future?

- Fairgrounds upgraded and used more
- Light manufacturing as part of the economy
- Farmland still important to the economy
- Grand Theater
- More employment within the City
- More families/more youth
- Improved US (Hwy) 50
- More housing (affordable and retirement)
- Parks as the center of the City's activity
- Walking paths
- Main Street (more active/vibrant and walkable)

Rocky Ford Vision

Rocky Ford is a community that reflects pride in its past and looks forward to its future.

Its historic main street is the "heart" of the community, which is walkable and pedestrian-oriented, a gathering place for the community, and the envy of other towns along US 50.

The community's economy is diverse, with a range of light manufacturing, a strong agricultural-related business sector, a thriving tourism industry, and a wide range of housing for families and retired citizens.

Rocky Ford is rich in amenities, a place that values “community” through its churches, schools, fairgrounds, parks and historic resources, and a good place to raise a family.

What Can the Community Do to Make this Vision of Rocky Ford Happen?

- Create a downtown revitalization plan
- Create a community master plan
- Identify infrastructure improvements
- Examine possible funding sources for these activities

How Well Does Each Draft Alternative Support Rocky Ford’s Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) The following issues were noted about the draft alternatives:

- The north draft alternative could be moved farther south (closer to the City).
- The community may be interested in slower speeds on US 50 if the through route is chosen.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	Through Alt.	South Alt.
Provides access to downtown and Main Street	■	○	○
Supports a walkable downtown	●	○	●
Supports a vibrant, active Main Street	●	○	○
Supports future light manufacturing	●	○	○
Supports future agriculture-based businesses	●	○	○
Supports tourism	■	■	■
Protects historic resources	●	○	●
Has a low impact on schools	●	○	●
Has a low impact on parks	●	○	●
Has good access to fairgrounds	●	■	○

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues Rocky Ford residents discussed at the meeting:

- The City has some potential development opportunities for a housing development and golf course between the current City boundaries and the south draft alternative.
- The City would like to see an industrial park be developed north of the City (north of the presented north draft alternative).

3. Other Issues

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.
- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.
- Day-to-day maintenance of highways is ongoing for US 50 and is done using specific funds. Widening cannot be done with these funds.
- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Sign-In Sheet

Project No. NH 0504-037
 Sub Account No. 12812

Community Workshop
ROCKY FORD
 Wednesday, August 9, 2006 @ 6:00 pm
 (SAGE Services Building)



Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Julia Morley	City of Rocky Ford 20350. Main - RF, CO 81063	(719) 254-7414	✓ jmorley@ci.rocky-ford.co.us
Ruby Cooper	Rocky Ford Daily Gazette RF, CO 81067	(719) 254-3351	—
Shirley Ford	998 Elizabeth Dr. Rocky Ford	254-3235	—
Jenny Sutton	100 Yucca Dr.	254-6009	—
Auni Hunk	26330 Road 22 Rocky Ford	254-4221	—
Randy Smith			
Stanley Dezman	1821 Hopkins Rocky Ford CO Rocky Ford Daily-Gazette	719-254-6242	—
Dani Graham	RF, CO 81067	719-254-3351	—
Jeff Obermiller	954 Elm. Ave. Rocky Ford Co.	719-254-7403	jobermiller@centurytel.net



US 50 CORRIDOR EAST

Project No. NH 0504-037
 Sub Account No. 12812

Community Workshop
ROCKY FORD
 Wednesday, August 9, 2006 @ 6:00 pm
 (SAGE Services Building)

Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Nancy Aschermonn	1377 Pine Avenue Rocky Ford, CO 81067		nancy.aschermonn@rockyford.k12.co.us
Mary Alice Wayne-Wittstock	800 S. 6th Rocky Ford, CO 81067		catlinw@centurytel.net



Zoning – City of Rocky Ford (east side of the City)
Zoning information provided to the project team by the City of Rocky Ford.



Draft Corridor Location Alternatives – City of Rocky Ford



Draft Corridor Location Alternatives – City of Rocky Ford (east side of the City)



Notes Taken on the Maps Presented by the Project Team

Color key for written notes:
Transportation linkages (purple lines)
Important areas (red)
Important places (purple "x")
Draft alternative suggestions (black)

What's Important to Rocky Ford?

No notes were taken on the portion of the aerial maps that cover the east side of town.



**US 50 Corridor East
Community Workshop – Manzanola
August 10, 2006
(Manzanola school library @ 6-10pm)**

MEETING NOTES

► *Please be advised that these are “notes” from the workshop and not detailed “minutes”. Also, while the content of the discussions is the same, the order of the discussions noted below is different than the workshop agenda.*

Attachments

At the end of these notes, the following documents have been attached: 1) the workshop sign-in sheet; 2) the maps presented by the project team; and 3) the notes taken on the maps by workshop participants during the workshop.

Attendees

In addition to the Manzanola residents attending the meeting (who are noted on the sign-in sheet included at the end of these notes), the following members of the US 50 project team attended:

Mike Perez, CDOT Project Manager
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Siegel, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

1. Environmental Requirements For Transportation Projects

Doug Eberhart discussed the requirements that the US 50 Corridor East project must follow to meet Federal and State environmental regulations, as noted below.

What are the environmental requirements – What is NEPA?

The National Environmental Policy Act (NEPA) of 1969 requires all agencies of the Federal Government to consider natural and social issues in decision-making on projects which may have an impact on the human environment. Before taking action, a Federal agency must prepare “a detailed statement on:

- The environmental impact of the proposed action [i.e. project]; and
- Alternatives to the proposed action.”

It has been determined that CDOT must complete an Environmental Impact Statement (EIS) on the US 50 corridor before Federal dollars can be spent on improvements to US 50 beyond the existing maintenance and safety programs. This EIS will study the following issues, or resources:

- Transportation
- Air quality
- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges
- Farmlands
- Floodplains

- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
- Wildlife and fisheries
- Threatened or endangered species
- Vegetation
- Noxious Weeds
- Water quality/water resources
- Wetlands
- Impacts to low-income or minority populations

NEPA requires CDOT to avoid, minimize, or mitigate for any impacts to particular resources (in that order!). Various Federal regulations require an extra effort be made to avoid resources that fall into the following categories:

- Historic resources
- Wetlands
- Parks and recreation resources
- Threatened or endangered species (including their habitat)

What needs to be in the EIS?

The following elements are required in the EIS document:

- Project purpose and need
- Discussion of alternatives
- Description of the affected environment
- Analysis of the consequences of each alternative

The need for action on US 50 includes:

- Mobility – impeded by competing demands for statewide through trips, regional town-to-town trips, and local trips; and
- Safety – to deal with areas where it’s unsafe to pass, the variability of vehicle types (e.g. farm equipment, passenger vehicles and large freight trucks), roadway configurations and road access.

The purpose for action is to make US 50 a safe roadway for carrying people and goods at consistent free-flow travel speeds in a manner that meets statewide, regional and local mobility needs.

Per NEPA requirements, a full range of reasonable alternatives for US 50 must be considered. A proposed action will be identified from among the following:

- Highway alternatives
- Non-highway solutions
- No-action alternative

CDOT will screen out alternatives using criteria based on the purpose and need (above) and on environmental “fatal flaws” (resource issues noted above). The remaining alternatives will be evaluated fairly and comprehensively.

2. Transportation and Land Use Linkage

Dave Siegel discussed the linkage between transportation and land use in the Town of Manzanola as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in Manzanola?

Places

- School *
- Market
- Churches
- Railroad Depot
- Park *
- Main Street *
- Colorado Feeds
- Fire Department *

* These locations are also considered community gathering places.

What Sets Manzanola Apart from Other Communities?

- Quiet
- People (friendly)
- Safe (low crime)
- Affordable housing
- History
- Sense of community
- Agricultural center
- Sub-region/area center (for market, fuel, services and restaurant)
- Migrant housing

How Do You Want to See Manzanola Change in the Future?

- Retirement housing
- More agricultural-based businesses
- Human capital (give kids opportunities so they stay in town)
- Independent, strong, modern (state-of-the-art) school system
- Friendly place to live
- Good transportation (highway connection)
- Stable economy
- Walkable (for pedestrians and bicycles)
- Large, family-sized lots (housing)
- More social activities and opportunities
- Attractive Main Street (with more businesses)
- Remain the best kept secret in the Valley

Manzanola Vision

Manzanola is a stable, quiet and safe community, family oriented, home to a wide range of citizens, both young and old.

Proud of its agricultural past and its historic structures and gathering places, Manzanola looks to a future with a strong, independent school system, affordable housing, and good transportation connections to regional employment and educational opportunities.

Manzanola’s economy is stable and diverse, providing living-wage jobs in a variety of employment opportunities and in agricultural-related businesses.

Main Street and downtown Manzanola is attractive, with a variety of businesses and social opportunities serving the community and the surrounding area.

The “best kept secret in the Valley,” Manzanola is a great place to raise a family.

What Can the Community Do to Make this Vision of Manzanola Happen?

- Explore opportunities to receive revitalization grants
- Inventory structures and resources
- Identify connections
- Identify development opportunities
- Develop a comprehensive plan
- Develop a Town vision with broader community participation

How Well Does Each Draft Alternative Support Manzanola’s Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) There were no objections or requests to change the draft alternatives as they were presented by the project team.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	Through Alt.	South Alt.
More agriculture-related businesses	●	○	○
Revitalize downtown	●	○	○
Supports a walkable, bikeable, downtown	●	○	●
Quiet and safe community	●	○	●
Good access to regional employment and educational opportunities	●	●	■
Supports quality schools	●	○	●
Protects historic resources	●	○	○

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues Manzanola residents discussed at the meeting:

- Most of the Town's growth will occur south of town (south of their current zoned area).

3. Other Issues

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.
- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.
- Day-to-day maintenance of highways is ongoing for US 50 and is done using specific funds. Widening cannot be done with these funds.
- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Sign-In Sheet

Project No. NH 0504-037
 Sub Account No. 12812



Community Workshop
MANZANOLA
 Thursday, August 10, 2006 @ 6:00 pm
 (Manzanola High School)

Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Shirley Adams	120 S. Beatty Manzanola CO 81058	719-462-5272	
Anne Tekansk	409 N Canal Manzanola CO 81058	719 462-5889	
Barbara Tekansk	" " " "	" "	
Lamy Padilla	130 S. Canal Manzanola CO 81058	719-462-5858	
Jessica Trujillo	12501 Rd JJ Manzanola, CO 81058	719 462-5681	
Tim Bawserma	PO Box 41 Manzanola CO 81058	462-5508	
Jaspers Jana Lacy	P.O. Box 95 MANZANOLA	462.5122	



Maps Presented by the Project Team

Zoning – Town of Manzanola

The project team presented an aerial map of Manzanola with only the Town's zoning on it. This map was given to Mayor Shirley Adams at the conclusion of the meeting for the Town's use.

Zoning & Draft Corridor Location Alternatives – Town of Manzanola

Zoning information provided to the project team by the Town of Manzanola.



Notes Taken on the Maps Presented by the Project Team

What's Important to Manzanola?



**US 50 Corridor East
Community Workshop – Pueblo
August 11, 2006
(Pueblo County Conference Room @ 8:00am-noon)**

MEETING NOTES

Attachments

None.

Attendees

Two Pueblo (City and County) residents showed up for the workshop: Pueblo County Commissioner, and CWG member, Loretta Kennedy and County Public Works Director Greg Severance. The following members of the US 50 project team attended:

Bob Torres, CDOT Regional Transportation Director
Tom Wrona, CDOT South Program Engineer
Mike Perez, CDOT Project Manager
Karen Rowe, CDOT Resident Engineer
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Siegel, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

Workshop Discussion

Due to the limited number of people attending (see “Attendees section above), CDOT decided to cancel this workshop.

**US 50 Corridor East
Community Workshop – Granada
August 14, 2006
(Granada Town Hall @ 1-5pm)**

MEETING NOTES

► *Please be advised that these are “notes” from the workshop and not detailed “minutes”. Also, while the content of the discussions is the same, the order of the discussions noted below is different than the workshop agenda.*

Attachments

At the end of these notes, the following documents have been attached: 1) the workshop sign-in sheet; 2) the maps presented by the project team; and 3) the notes taken on the maps by workshop participants during the workshop.

Attendees

In addition to the Granada residents attending the meeting (who are noted on the sign-in sheet included at the end of these notes), the following members of the US 50 project team attended:

Mike Perez, CDOT Project Manager
Karen Rowe, CDOT Resident Engineer (portion of the meeting only)
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Mayfield, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

1. Environmental Requirements For Transportation Projects

Doug Eberhart discussed the requirements that the US 50 Corridor East project must follow to meet Federal and State environmental regulations, as noted below.

What are the environmental requirements – What is NEPA?

The National Environmental Policy Act (NEPA) of 1969 requires all agencies of the Federal Government to consider natural and social issues in decision-making on projects which may have an impact on the human environment. Before taking action, a Federal agency must prepare “a detailed statement on:

- The environmental impact of the proposed action [i.e. project]; and
- Alternatives to the proposed action.”

It has been determined that CDOT must complete an Environmental Impact Statement (EIS) on the US 50 corridor before Federal dollars can be spent on improvements to US 50 beyond the existing maintenance and safety programs. This EIS will study the following issues, or resources:

- Transportation
- Air quality
- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges
- Farmlands
- Floodplains

- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
- Wildlife and fisheries
- Threatened or endangered species
- Vegetation
- Noxious Weeds
- Water quality/water resources
- Wetlands
- Impacts to low-income or minority populations

NEPA requires CDOT to avoid, minimize, or mitigate for any impacts to particular resources (in that order!). Various Federal regulations require an extra effort be made to avoid resources that fall into the following categories:

- Historic resources
- Wetlands
- Parks and recreation resources
- Threatened or endangered species (including their habitat)

What needs to be in the EIS?

The following elements are required in the EIS document:

- Project purpose and need
- Discussion of alternatives
- Description of the affected environment
- Analysis of the consequences of each alternative

The need for action on US 50 includes:

- Mobility – impeded by competing demands for statewide through trips, regional town-to-town trips, and local trips; and
- Safety – to deal with areas where it’s unsafe to pass, the variability of vehicle types (e.g. farm equipment, passenger vehicles and large freight trucks), roadway configurations and road access.

The purpose for action is to make US 50 a safe roadway for carrying people and goods at consistent free-flow travel speeds in a manner that meets statewide, regional and local mobility needs.

Per NEPA requirements, a full range of reasonable alternatives for US 50 must be considered. A proposed action will be identified from among the following:

- Highway alternatives
- Non-highway solutions
- No-action alternative

CDOT will screen out alternatives using criteria based on the purpose and need (above) and on environmental “fatal flaws” (resource issues noted above). The remaining alternatives will be evaluated fairly and comprehensively.

2. Transportation and Land Use Linkage

Dave Mayfield discussed the linkage between transportation and land use in the Town of Granada as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in Granada?

- Downtown
- School *
- Camp Amache National Historic Site
- Migrant school
- Park *
- Complex *
- Restaurants (Shorty's and Duvall's)

* These locations are also considered community gathering places.

What Sets Granada Apart from Other Communities?

- Camp Amache National Historic Site
- Wildlife
- Hunting
- Restaurants that draw from region

How Do You Want to See Granada Change in the Future?

- Maintain water (for irrigation)
- Tourism (Amache, Sand Creek, Santa Fe Trail and other historic resources)
- Hunting
- Birding
- More commercial
- Diverse jobs
- Agricultural center
- Attract regionally significant business/industry
- Improved housing stock

Granada Vision

Granada is a community that values its agricultural tradition and downtown businesses.

Granada recognizes its importance as a gateway to Camp Amache and adjacent wildlife areas.

It looks forward to diversifying its economic base by attracting a regionally significant employer and capitalizing on tourism opportunities.

It sees future growth opportunities primarily south and east of town, accommodating commercial, industrial, and residential uses.

How Well Does Each Draft Alternative Support Granada's Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) There were no objections or requests to change the draft alternatives as they were presented by the project team.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	Through Alt.	South Alt.
Camp Amache	○	■	●
Wildlife refuge	○	●	●
Downtown restaurants	○	●	○
Linkages across US 50 (downtown)	●	○	●
Commercial growth	○	●	●
Industrial	○	●	●
School	■	○	●
Park	○	●	○
Agriculture	■	●	■

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues Granada residents discussed at the meeting:

- The Town’s future growth is most likely to take place to the southeast or due south of Town (see green markings on the attached participant drawing).

3. Other Issues

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.
- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.

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- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Sign-In Sheet



US 50 CORRIDOR EAST

Project No. NH 0504-037
Sub Account No. 12812

Community Workshop
GRANADA
Monday, August 14, 2006 @ 1:00 pm
(Granada Town Hall)

Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
IAN DEBONO	206 S. HOISINGTON GRANADA, Co. 81041	719-734-5612	
RON GRASMICK	110 E. AMACHE RD. GRANADA, CO 81041	734-5370	Rgrasmik@centurytel.com
John Hopper	302 N. Cline Granada, Co. 81041	734-5260	amache@usa.com
GLENDA TYREE	209 S. SNOWDEN GRANADA, CO 81041	734-5253	
Jerene DeBono	206 S Hoisington Bx 159 Granada, CO 81041	719-734-5612	jerene.debono@granada.k12.co.us



Maps Presented by the Project Team

Land Use Patterns – Town of Granada

The project team presented an aerial map of Granada with only the Town's land use patterns on it. This map was provided to a workshop participant at the conclusion of the meeting for the Town's use.

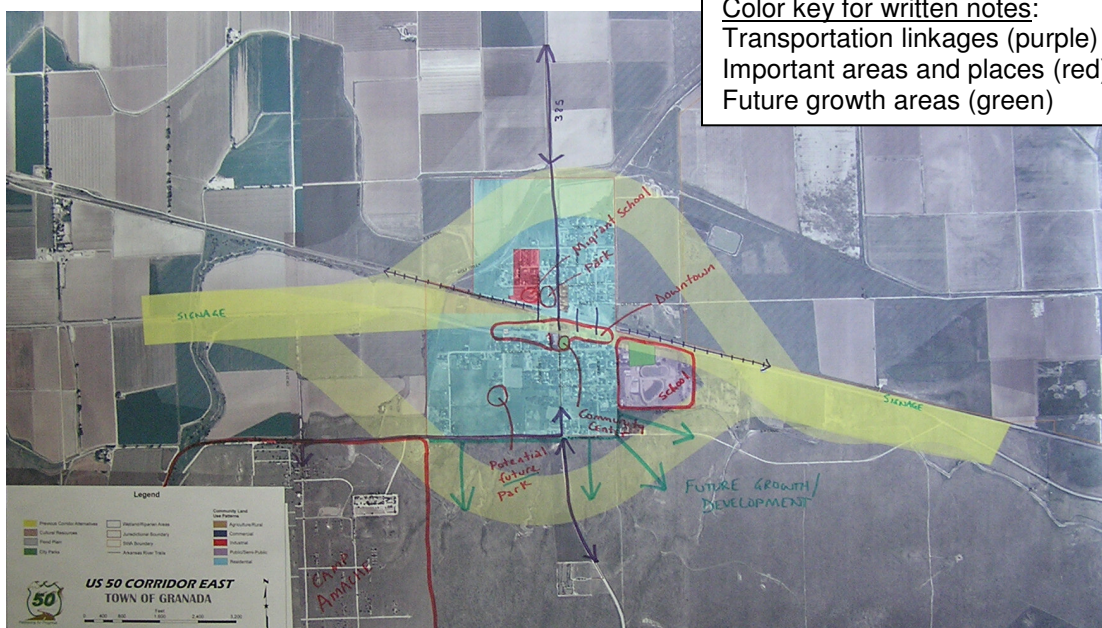
Land Use Patterns & Draft Corridor Location Alternatives – Town of Granada

Land use pattern information was taken from the Prowers County Master Plan, which was provided to the project team by Prowers County.



Notes Taken on the Maps Presented by the Project Team

What's Important to Granada?



**US 50 Corridor East
Community Workshop – Holly
August 14, 2006
(Holly Senior/Community Center @ 6-10pm)**

MEETING NOTES

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Attachments

At the end of these notes, the following documents have been attached: 1) the workshop sign-in sheet; 2) the maps presented by the project team; and 3) the notes taken on the maps by workshop participants during the workshop.

Attendees

In addition to the Holly residents attending the meeting (who are noted on the sign-in sheet included at the end of these notes), the following members of the US 50 project team attended:

Mike Perez, CDOT Project Manager
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Mayfield, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

1. Environmental Requirements For Transportation Projects

Doug Eberhart discussed the requirements that the US 50 Corridor East project must follow to meet Federal and State environmental regulations, as noted below.

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It has been determined that CDOT must complete an Environmental Impact Statement (EIS) on the US 50 corridor before Federal dollars can be spent on improvements to US 50 beyond the existing maintenance and safety programs. This EIS will study the following issues, or resources:

- Transportation
- Air quality
- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges
- Farmlands
- Floodplains

- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
- Wildlife and fisheries
- Threatened or endangered species
- Vegetation
- Noxious Weeds
- Water quality/water resources
- Wetlands
- Impacts to low-income or minority populations

NEPA requires CDOT to avoid, minimize, or mitigate for any impacts to particular resources (in that order!). Various Federal regulations require an extra effort be made to avoid resources that fall into the following categories:

- Historic resources
- Wetlands
- Parks and recreation resources
- Threatened or endangered species (including their habitat)

What needs to be in the EIS?

The following elements are required in the EIS document:

- Project purpose and need
- Discussion of alternatives
- Description of the affected environment
- Analysis of the consequences of each alternative

The need for action on US 50 includes:

- Mobility – impeded by competing demands for statewide through trips, regional town-to-town trips, and local trips; and
- Safety – to deal with areas where it’s unsafe to pass, the variability of vehicle types (e.g. farm equipment, passenger vehicles and large freight trucks), roadway configurations and road access.

The purpose for action is to make US 50 a safe roadway for carrying people and goods at consistent free-flow travel speeds in a manner that meets statewide, regional and local mobility needs.

Per NEPA requirements, a full range of reasonable alternatives for US 50 must be considered. A proposed action will be identified from among the following:

- Highway alternatives
- Non-highway solutions
- No-action alternative

CDOT will screen out alternatives using criteria based on the purpose and need (above) and on environmental “fatal flaws” (resource issues noted above). The remaining alternatives will be evaluated fairly and comprehensively.

2. Transportation and Land Use Linkage

Dave Mayfield discussed the linkage between transportation and land use in the Town of Holly as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in Holly?

- Senior/Community Center *
- School *
- Downtown
- Churches
- Race track *
- Gateway Park
- Ball fields
- Co-op
- Railroad depot
- Nursing home
- John Deere plant
- Lumber yard
- Jrs/Jacks *
- Cemetery
- Doctor's office

* These locations are also considered community gathering places.

What Sets Holly Apart from Other Communities?

- First town as you enter Colorado from the east (gateway to Colorado)
- Lowest elevation in Colorado
- Santa Fe Trail
- Railroad
- Horse track

How Do You Want to See Holly Change in the Future?

- "What Holly used to be"
- Active horse track
- Better regional linkages
- More industrial and commercial diversity
- More housing
- More regional attractions
- Motel, hotel and/or RV park
- More restaurants

Holly Vision

Holly is an important gateway to the State of Colorado.

Holly has pride in its history, including the railroad, Holly Sugar, and its agricultural origins. Holly seeks to recapture its past commercial and industrial diversity.

Holly is a family-oriented community with facilities for all generations, including good schools, ball fields and senior centers.

Holly would like to grow as more of a regional destination for business and recreation, possibly for the horse track, motocross, Blue Grass Festival, energy development, overnight accommodations and restaurants.

What Can the Community Do to Make this Vision of Holly Happen?

- Power plant
- Salsa plant
- Revitalize downtown
- Santa Fe Trail
- Bed and breakfast
- Blue Grass Festival

How Well Does Each Draft Alternative Support Holly’s Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) The following issues were noted about the draft alternatives:

- All of the alternatives should stay north of the Gateway Racetrack so US 50 improvements don’t interfere with it. The Town currently stages its municipal fireworks display there.
- The North alternative needs to avoid the State Wildlife Area (SWA), but it should be pushed north of the SWA, not south between the SWA and the current town limits because there’s not enough room for that.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	Through Alt.	South Alt.
Downtown revitalization	■	○	●
Churches	●	○	●
Industrial	○	○	■
Co-op / Agriculture	■	○	■
Residential – existing	○	○	●
Regional tourism	■	○	■
School	■	○	●

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues Holly residents discussed at the meeting:

- The co-op in Holly is a regional facility now because others in neighboring communities have closed.
- There are opportunities for commercial growth west of Town (around US 50).
- There are opportunities for residential development northeast of Town.
- They have a plan for recreation trails (Prowers County Trails Plan)
- There is an opportunity to locate a coal refinery northwest of town (outside the aerial presented at this meeting)
- Holly is working toward obtaining a downtown revitalization grant.
- Best farmland is north of Town.

3. Other Issues

Participants noted that the stretch of US 50 from Holly to the Kansas State Line is in very poor condition, and it has been for some time. Mike Perez was asked if he would respond to that point. Mike responded that CDOT has a repaving schedule, and he would check to see where that stretch of US 50 is on the schedule.

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.
- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.
- Day-to-day maintenance of highways is ongoing for US 50 and is done using specific funds. Widening cannot be done with these funds.
- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Sign-In Sheet

Project No. NH 0504-037
Sub Account No. 12812



Community Workshop
HOLLY
Monday, August 14, 2006 @ 6:00 pm
(Holly Senior & Community Center)

Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
TR Neises	415 W FAYNEE ST, HOLLY CO 81047	719-537-0909	hollysec@centurytel.net
W. R. Doll	130 S. 5th, Holly, Co. 81047	719-537-6688	
David Crossland	Box 74 Holly Co	537-6588	
DAN Tefertiller	Box 9 Holly	537-6705	
HECK PHILLIPS	Box 613 Holly	719-537-6464	
Juan Bugge	Box 462 836 W. Colorado Holly	537-6482	
Charles Johnson	807 W Colo - Box 454 Holly, Co.	537-6874	
Paul Alltison	Box 454 Holly, Colorado	537-6874	
ANNATEE CUMM	P.O. Box 366 Holly Co	537-0429	cummta@rru.rrail.com





US 50 CORRIDOR EAST

Project No. NH 0504-037
Sub Account No. 12812

Community Workshop
HOLLY
Monday, August 14, 2006 @ 6:00 pm
(Holly Senior & Community Center)

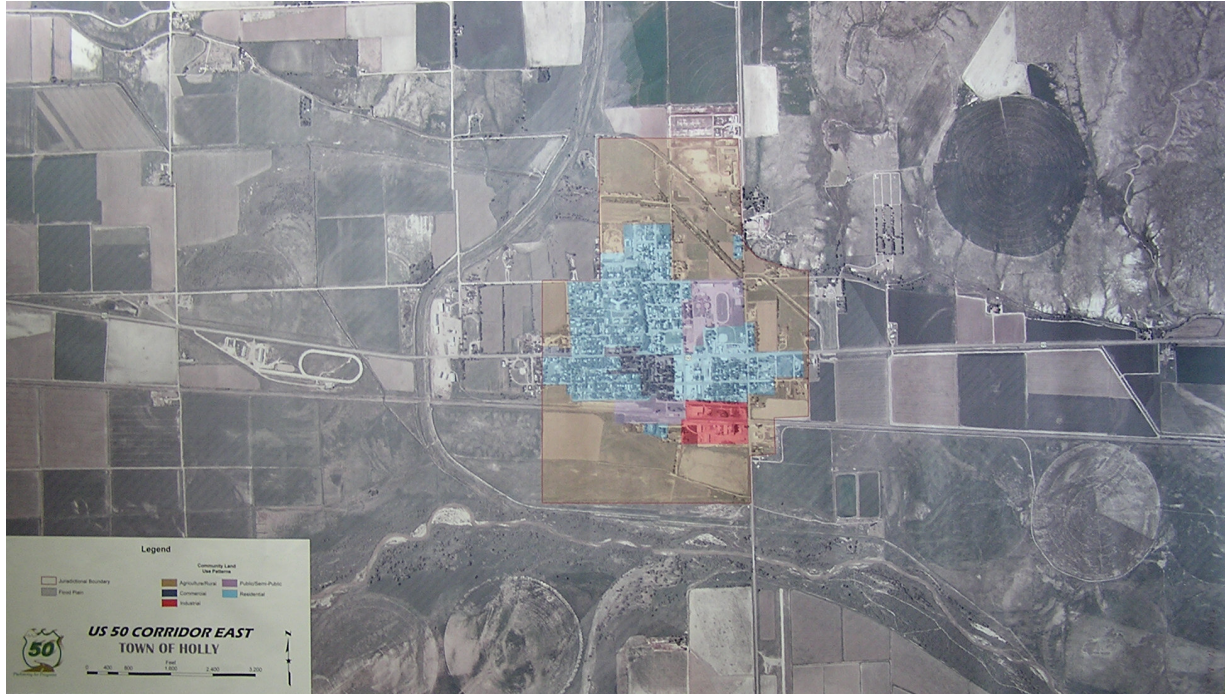
Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Tom Cunn	105 Highland	719-537-0429	CunnT@Rund.com



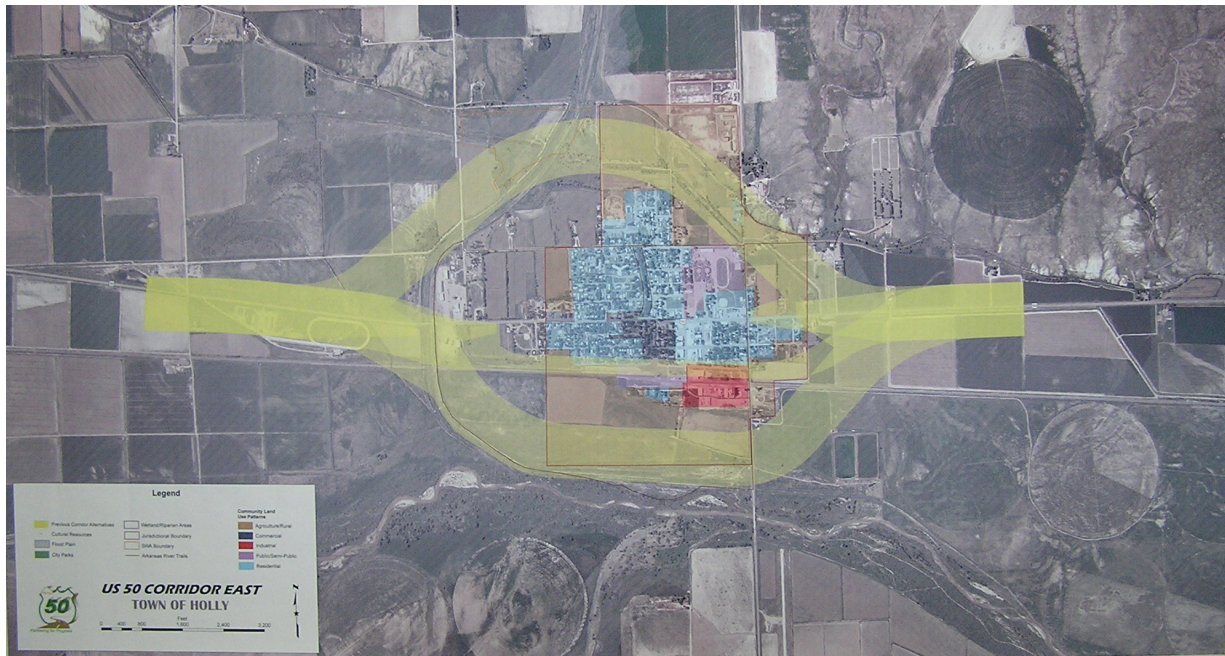
Maps Presented by the Project Team

Land Use Patterns – Town of Holly

Land use pattern information was taken from the Prowers County Master Plan, which was provided to the project team by Prowers County.



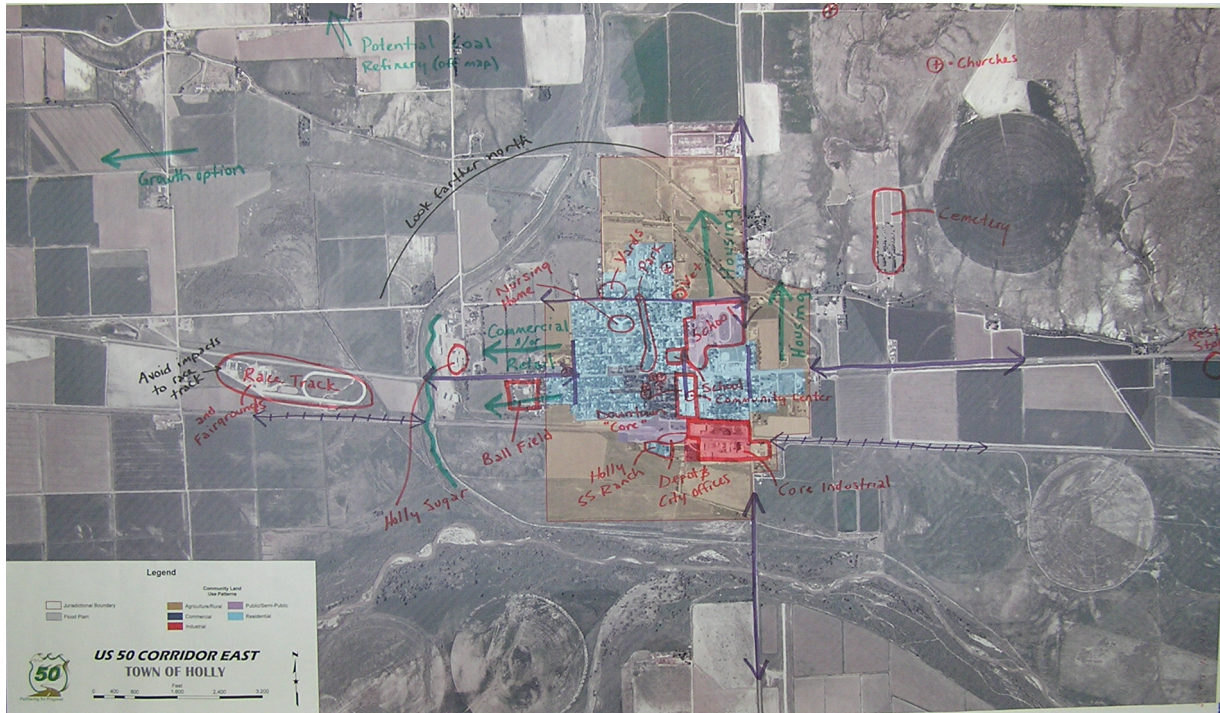
Draft Corridor Location Alternatives – Town of Holly



Notes Taken on the Maps Presented by the Project Team

Color key for written notes:
Transportation linkages (purple)
Important areas and places (red)
Future growth areas (green)
Draft alternative suggestions (black)

What's Important to Holly?



**US 50 Corridor East
Community Workshop – Swink
August 15, 2006
(Swink Town Hall/Senior Citizens Center @ 6-10pm)**

MEETING NOTES

► *Please be advised that these are “notes” from the workshop and not detailed “minutes”. Also, while the content of the discussions is the same, the order of the discussions noted below is different than the workshop agenda.*

Attachments

At the end of these notes, the following documents have been attached: 1) the workshop sign-in sheet; 2) the maps presented by the project team; and 3) the notes taken on the maps by workshop participants during the workshop.

Attendees

In addition to the Swink residents attending the meeting (who are noted on the sign-in sheet included at the end of these notes), the following members of the US 50 project team attended:

Mike Perez, CDOT Project Manager
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Mayfield, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

1. Environmental Requirements For Transportation Projects

Doug Eberhart discussed the requirements that the US 50 Corridor East project must follow to meet Federal and State environmental regulations, as noted below.

What are the environmental requirements – What is NEPA?

The National Environmental Policy Act (NEPA) of 1969 requires all agencies of the Federal Government to consider natural and social issues in decision-making on projects which may have an impact on the human environment. Before taking action, a Federal agency must prepare “a detailed statement on:

- The environmental impact of the proposed action [i.e. project]; and
- Alternatives to the proposed action.”

It has been determined that CDOT must complete an Environmental Impact Statement (EIS) on the US 50 corridor before Federal dollars can be spent on improvements to US 50 beyond the existing maintenance and safety programs. This EIS will study the following issues, or resources:

- Transportation
- Air quality
- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges
- Farmlands
- Floodplains

- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
- Wildlife and fisheries
- Threatened or endangered species
- Vegetation
- Noxious Weeds
- Water quality/water resources
- Wetlands
- Impacts to low-income or minority populations

NEPA requires CDOT to avoid, minimize, or mitigate for any impacts to particular resources (in that order!). Various Federal regulations require an extra effort be made to avoid resources that fall into the following categories:

- Historic resources
- Wetlands
- Parks and recreation resources
- Threatened or endangered species (including their habitat)

What needs to be in the EIS?

The following elements are required in the EIS document:

- Project purpose and need
- Discussion of alternatives
- Description of the affected environment
- Analysis of the consequences of each alternative

The need for action on US 50 includes:

- Mobility – impeded by competing demands for statewide through trips, regional town-to-town trips, and local trips; and
- Safety – to deal with areas where it's unsafe to pass, the variability of vehicle types (e.g. farm equipment, passenger vehicles and large freight trucks), roadway configurations and road access.

The purpose for action is to make US 50 a safe roadway for carrying people and goods at consistent free-flow travel speeds in a manner that meets statewide, regional and local mobility needs.

Per NEPA requirements, a full range of reasonable alternatives for US 50 must be considered. A proposed action will be identified from among the following:

- Highway alternatives
- Non-highway solutions
- No-action alternative

CDOT will screen out alternatives using criteria based on the purpose and need (above) and on environmental “fatal flaws” (resource issues noted above). The remaining alternatives will be evaluated fairly and comprehensively.

2. Transportation and Land Use Linkage

Dave Mayfield discussed the linkage between transportation and land use in the Town of Swink as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in Swink?

- School *
- Post Office
- Downtown "core"
- Church *
- Community Center *
- Fruit stand
- Park
- Business center (there are currently 80 businesses in the community)
- Library
- Fire depot
- Agriculture
- Holly Sugar tower
- Water tower

* These locations are also considered community gathering places.

What Sets Swink Apart from Other Communities?

- School ("Princeton of the prairie"; 45% of students come from out of the district, and there's a waiting list to get in)
- Summer recreation programs
- Bedroom community
- Agriculture (produce)
- Strong family connections
- Strong history
- Community pride

How Do You Want to See Swink Change in the Future?

- More residential
- Parks
- Community recreation center
- Mixed industrial and/or light manufacturing activities
- Shops (downtown plaza)
- Restaurants
- School expansion
- Golf
- Motel

Swink Vision

Swink is a proud, active community with strong family roots in agriculture.

It sees itself as the premier residential community for the region, supported by an outstanding school known as the "Princeton of the prairie."

Swink will capitalize on its regional draw to attract more industrial and commercial development, including a downtown plaza with restaurants and shops.

Swink will build on family-oriented opportunities for recreation, including parks, a recreation center, and an expanding school program.

How Well Does Each Draft Alternative Support Swink’s Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) The following issues were noted about the draft alternatives:

- In-Town alternative – go up and over the Town (i.e., an elevated roadway) and come back down to grade-level once US 50 leaves the downtown core of Swink.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	Through Alt.	South Alt.
School	●	■	○
Agriculture	●	●	○
Residential – existing	●	■	○
Residential – future	●	■	○
Future business development	■	■	●
Industrial redevelopment	●	●	○
Parks / recreation	●	■	○
Regional “draw”	●	○	○
Emergency services (fire)	●	○	○
Water	■	■	○
Noise	■ ●	○	○
Safety	●	○	○

■ ● = ¾ of a circle.

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues Swink residents discussed at the meeting:

- Most of the Town’s expansion is to the west.
- Opportunity to locate a park or expand the Town south (of the current Town zoning).
- Possible development on the east side of Town north of US 50 (and east of the current Town zoning).

- Residential expansion is occurring south of town (see notes drawn by participants below for the exact location).

3. Other Issues

Participants expressed concern about safety issues related to the intersection of US 50 and Columbia Avenue in Swink. Children cross at that intersection frequently. CDOT has been out monitoring conditions at the intersection, but workshop participants noted that they monitored at off-hours (e.g., not at times of peak use). Workshop participants suggested that CDOT monitor conditions from 6:00-8:00 am and from 3:30-4:00 pm. Mike Perez noted he would respond to workshop participants about this issue.

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.
- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.
- Day-to-day maintenance of highways is ongoing for US 50 and is done using specific funds. Widening cannot be done with these funds.
- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Sign-In Sheet



Project No. NH 0504-037
Sub Account No. 12812

Community Workshop
SWINK
Tuesday, August 15, 2006 @ 6:00 pm
(Swink Town Hall / Sr. Citizens Center)

Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Chris Heacelle	417 Holly Swink, Co 81077	719-384-1834	
DAN Lytle	2 Meadow Lane Swink Co. 81077	719-384-2888	
Eugene Amheim	24951 Rd BB Swink Co. 81077	719-383-2000	
ROBY AMHEIM	24551 Rd BB Swink Co 81077	719-387-2000	
Steven Colburn	303 N. Swink Dr Swink 81077	719-384-8642	SColburn@swink50g



Maps Presented by the Project Team

Zoning – Town of Swink

The project team presented an aerial map of Swink with only the Town's zoning on it. This map was provided to a workshop participant at the conclusion of the meeting for the Town's use.

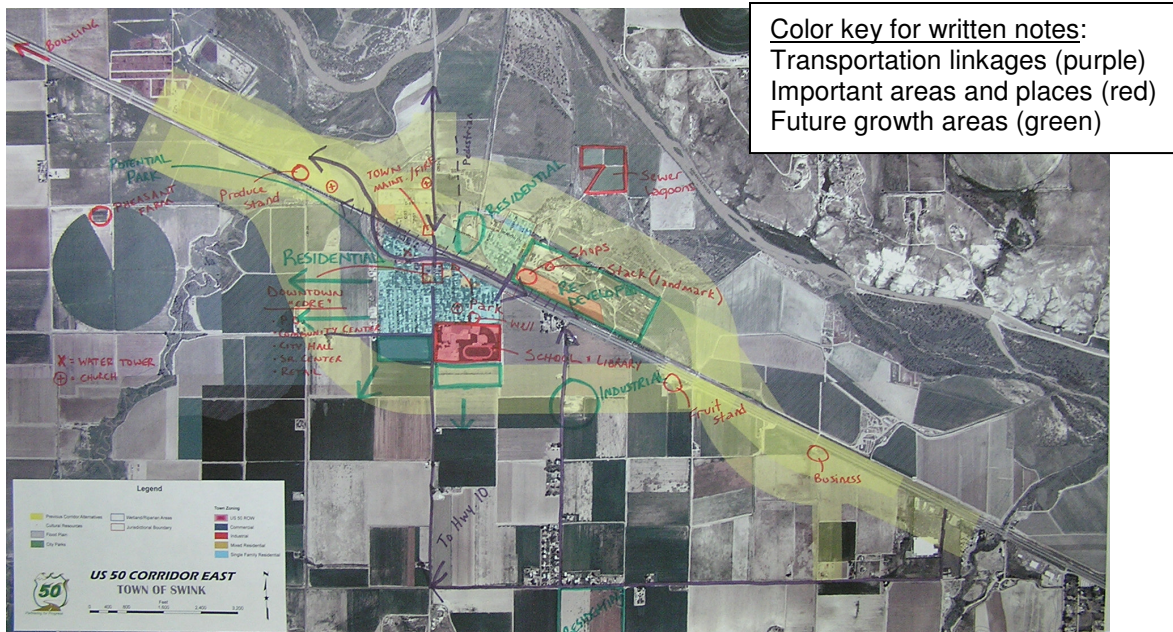
Zoning & Draft Corridor Location Alternatives – Town of Swink

Zoning information provided to the project team by the Town of Swink.



Notes Taken on the Maps Presented by the Project Team

What's Important to Swink?



**US 50 Corridor East
Community Workshop – Las Animas
August 16, 2006
(Las Animas High School @ 8am-noon)**

MEETING NOTES

► *Please be advised that these are “notes” from the workshop and not detailed “minutes”. Also, while the content of the discussions is the same, the order of the discussions noted below is different than the workshop agenda.*

Attachments

At the end of these notes, the following documents have been attached: 1) the workshop sign-in sheet; 2) the maps presented by the project team; and 3) the notes taken on the maps by workshop participants during the workshop.

Attendees

In addition to the Las Animas residents attending the meeting (who are noted on the sign-in sheet included at the end of these notes), the following members of the US 50 project team attended:

Mike Perez, CDOT Project Manager
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Mayfield, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

1. Environmental Requirements For Transportation Projects

Doug Eberhart discussed the requirements that the US 50 Corridor East project must follow to meet Federal and State environmental regulations, as noted below.

What are the environmental requirements – What is NEPA?

The National Environmental Policy Act (NEPA) of 1969 requires all agencies of the Federal Government to consider natural and social issues in decision-making on projects which may have an impact on the human environment. Before taking action, a Federal agency must prepare “a detailed statement on:

- The environmental impact of the proposed action [i.e. project]; and
- Alternatives to the proposed action.”

It has been determined that CDOT must complete an Environmental Impact Statement (EIS) on the US 50 corridor before Federal dollars can be spent on improvements to US 50 beyond the existing maintenance and safety programs. This EIS will study the following issues, or resources:

- Transportation
- Air quality
- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges

- Farmlands
- Floodplains
- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
- Wildlife and fisheries
- Threatened or endangered species
- Vegetation
- Noxious Weeds
- Water quality/water resources
- Wetlands
- Impacts to low-income or minority populations

NEPA requires CDOT to avoid, minimize, or mitigate for any impacts to particular resources (in that order!). Various Federal regulations require an extra effort be made to avoid resources that fall into the following categories:

- Historic resources
- Wetlands
- Parks and recreation resources
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What needs to be in the EIS?

The following elements are required in the EIS document:

- Project purpose and need
- Discussion of alternatives
- Description of the affected environment
- Analysis of the consequences of each alternative

The need for action on US 50 includes:

- Mobility – impeded by competing demands for statewide through trips, regional town-to-town trips, and local trips; and
- Safety – to deal with areas where it's unsafe to pass, the variability of vehicle types (e.g. farm equipment, passenger vehicles and large freight trucks), roadway configurations and road access.

The purpose for action is to make US 50 a safe roadway for carrying people and goods at consistent free-flow travel speeds in a manner that meets statewide, regional and local mobility needs.

Per NEPA requirements, a full range of reasonable alternatives for US 50 must be considered. A proposed action will be identified from among the following:

- Highway alternatives
- Non-highway solutions
- No-action alternative

CDOT will screen out alternatives using criteria based on the purpose and need (above) and on environmental “fatal flaws” (resource issues noted above). The remaining alternatives will be evaluated fairly and comprehensively.

2. Transportation and Land Use Linkage

Dave Mayfield discussed the linkage between transportation and land use in the City of Las Animas as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in Las Animas?

Places

- Schools *
- Downtown (business district)
- Bents Fort Inn *
- Fairgrounds *
- Community center *
- Park / pool *
- Golf course *
- Ball fields *
- Skeet range
- Senior/community centers
- Boggsville (south of Town on Hwy. 101)
- Museum
- Bents Fort
- John Martin Reservoir (State Park)
- Cemetery
- Nursing home
- Church
- VFW *

* These locations are also considered community gathering places.

Employers

- Prison (CCA)
- County Jail/drug treatment center
- Hog farm (south on Hwy. 101)
- Convenience stores

What Sets Las Animas Apart from Other Communities?

- People (this is a family town)
- History
- Boggsville
- Museum
- Quiet
- Safe
- Close to other regional centers
- Centrally-located in the Valley
- Diverse economy
- Birding (#1 county in Colorado for number of bird species found; top 10 in the country)

How Do You Want to See Las Animas Change in the Future?

- Energy development (power plant)
- Medical facilities
- Moderate population growth
- More amenities (parks, outside recreation, better fishing, more birding)

- “Clean up the Town”
- More housing
- Downtown revitalization
- Sidewalk improvements
- Safe routes to school
- Walking trail improvements (including J.M. Reservoir State Park trail)
- Increased tourism
- Bike trail along US 50 to J.M. Reservoir State Park
- More employment opportunities (“stop exporting our kids”)

Las Animas Vision

Las Animas is a family-oriented Town that is quiet and safe with recreational activities for all ages. The high school serves as a very important focus for the community.

Las Animas is well-situated in southeastern Colorado and is a gathering place for regional activities. It is also central to places of statewide and national significance, including Boggsville, Bents Old Fort (National Historic Site), and John Martin Reservoir (State Park).

To attain moderate growth, Las Animas recognizes the importance of further diversifying its employment base with improved industrial, commercial and tourism opportunities (including its significant historical sites). It also recognizes that revitalization of the downtown is central to improving the community.

Families will prosper here with more amenities like improved sidewalks and trails, an upgraded pool, and better fishing.

How Well Does Each Draft Alternative Support Las Animas’ Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) The following issues were noted about the draft alternatives:

- Additional through-town alternative #1: Bill Long, a workshop participant, was interested in looking at a draft alternative that keeps US 50 in the City (i.e., in-town) with limited access and a 35 mph speed limit. Workshop participants determined the following is true for this suggested alternative (see scale in the next section, below):
 1. Preserves rural community (●)
 2. Maintains or improves existing business (●)
 3. Cost (■)
 4. Impact to residential property (●)
 5. Impact to safety (●)
 6. Possibility of property takings (○)
 7. Impact to historical resources (○)
- Additional through-town alternative #2: Use a draft alternative presented for the portion of US 50 that runs east-west through the City, and use the current US 50 location for the north-south portion.
- Additional north of town alternative: Workshop participants suggested using existing highways northwest of the City (Hwy. 194) then go north of the City on the north draft alternative presented.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	Through Alt.	South Alt.
Residential – existing	■	○	■
Downtown revitalization	○	○	○
Quiet	●	■	●
Safety (for pedestrians)	●	○	●
Schools	●	○	●
Employment opportunities	■	○	○
Recreation	■	■	■
Tourism	●	●	■
Local mobility/access	●	○	●
Heritage	○	■	○
Residential – future	○	■	■
Flooding	■	○	○

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues Las Animas residents discussed at the meeting:

- The City is looking at the possibility of a walking/biking trail along US 50 to J.M. Reservoir State Park.
- The following development opportunities were noted:
 1. North of the City (north of current residential zoning);
 2. West of the fairgrounds (currently zoned residential); and
 3. West of the City (west of current zoning) along US 50.
- Bent County and/or the City of Las Animas cannot afford to maintain bridges (if a roadway swap occurs).

3. Other Issues

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.

- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.
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- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Sign-In Sheet

Project No. NH 0504-037
Sub Account No. 12812

Community Workshop
LAS ANIMAS
Wednesday, August 16, 2006 @ 8:00 am
(Las Animas High School)



US 50 CORRIDOR EAST

Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Hutz, Bill	616 Locust Ave Las Animas, CO 81054	719-456-0191	warebee@redlynx.com
Simmons, Bryan	12250 Hwy 50 Las Animas Co. 81054	719-456-1512	b51mmms@fnb.com
BILL TAMMER	704 6TH LAS ANIMAS, CO 81054	719-456-2918	—
Bill Stwalley	31635 Rd 10 Las Animas CO 81054	719 456 0168	shick@varietyintv.com
Linda Trujillo	929 Elm Las Animas CO 81054	719 456-2176	Linda M. Trujillo @hotmail.com
GENNIS FORT	706 5th Las Animas 81054	719-456-0011	—
BILL LONG	828 6th Las Animas 81054	719-456-2300	billlong@centurytel.net
Ken Wagner	532 Carson Las Animas 81054	719-456-2571	lapw1@bentcountymt.net
Lawrence Stone	743 Carson Las Animas 81054	719 456-0079	lawrence@centurytel.net





US 50 CORRIDOR EAST

Project No. NH 0504-037
 Sub Account No. 12812

Community Workshop
LAS ANIMAS
 Wednesday, August 16, 2006 @ 8:00 am
 (Las Animas High School)

Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Steve Keefe	8250 Hwy 50 Las Animas, CO 81054	(719) 456-0888	
Sheryl Payne	1100 CR 66.5, Las Animas, CO 81054	719-456-0796	bsn@nff@bartcounty.net



**US 50 Corridor East
Community Workshop – La Junta
August 16, 2006
(La Junta Senior Center @ 1-5pm)**

MEETING NOTES

► *Please be advised that these are “notes” from the workshop and not detailed “minutes”. Also, while the content of the discussions is the same, the order of the discussions noted below is different than the workshop agenda.*

Attachments

At the end of these notes, the following documents have been attached: 1) the workshop sign-in sheet; 2) the maps presented by the project team; and 3) the notes taken on the maps by workshop participants during the workshop.

Attendees

In addition to the La Junta residents attending the meeting (who are noted on the sign-in sheet included at the end of these notes), the following members of the US 50 project team attended:

Mike Perez, CDOT Project Manager
Larry Sly, Consultant Project Manager
Coral Cosway, Project Coordinator
Dave Mayfield, Resource Specialist – Land Use
Doug Eberhart, Resource Specialist – NEPA

1. Environmental Requirements For Transportation Projects

Doug Eberhart discussed the requirements that the US 50 Corridor East project must follow to meet Federal and State environmental regulations, as noted below.

What are the environmental requirements – What is NEPA?

The National Environmental Policy Act (NEPA) of 1969 requires all agencies of the Federal Government to consider natural and social issues in decision-making on projects which may have an impact on the human environment. Before taking action, a Federal agency must prepare “a detailed statement on:

- The environmental impact of the proposed action [i.e. project]; and
- Alternatives to the proposed action.”

It has been determined that CDOT must complete an Environmental Impact Statement (EIS) on the US 50 corridor before Federal dollars can be spent on improvements to US 50 beyond the existing maintenance and safety programs. This EIS will study the following issues, or resources:

- Transportation
- Air quality
- Noise
- Archaeological properties
- Historic properties
- Paleontological resources
- Parks, historic properties and wildlife refuges
- Farmlands
- Floodplains

- Geology
- Soils
- Hazardous materials
- Land Use
- Visual quality / Aesthetics
- Pedestrians and bicyclists
- Recreation
- Relocation/right of way
- Socioeconomics
- Energy
- Wildlife and fisheries
- Threatened or endangered species
- Vegetation
- Noxious Weeds
- Water quality/water resources
- Wetlands
- Impacts to low-income or minority populations

NEPA requires CDOT to avoid, minimize, or mitigate for any impacts to particular resources (in that order!). Various Federal regulations require an extra effort be made to avoid resources that fall into the following categories:

- Historic resources
- Wetlands
- Parks and recreation resources
- Threatened or endangered species (including their habitat)

What needs to be in the EIS?

The following elements are required in the EIS document:

- Project purpose and need
- Discussion of alternatives
- Description of the affected environment
- Analysis of the consequences of each alternative

The need for action on US 50 includes:

- Mobility – impeded by competing demands for statewide through trips, regional town-to-town trips, and local trips; and
- Safety – to deal with areas where it’s unsafe to pass, the variability of vehicle types (e.g. farm equipment, passenger vehicles and large freight trucks), roadway configurations and road access.

The purpose for action is to make US 50 a safe roadway for carrying people and goods at consistent free-flow travel speeds in a manner that meets statewide, regional and local mobility needs.

Per NEPA requirements, a full range of reasonable alternatives for US 50 must be considered. A proposed action will be identified from among the following:

- Highway alternatives
- Non-highway solutions
- No-action alternative

CDOT will screen out alternatives using criteria based on the purpose and need (above) and on environmental “fatal flaws” (resource issues noted above). The remaining alternatives will be evaluated fairly and comprehensively.

2. Transportation and Land Use Linkage

Dave Mayfield discussed the linkage between transportation and land use in the City of La Junta as noted below. It should be noted that this discussion is not part of the formal NEPA process. CDOT will ultimately consider alternatives based on NEPA requirements (as noted above) as well as community input.

What's Important in La Junta?

- Courthouse
- Downtown
- Senior Center *
- Schools
- Jr. College *
- Parks (9) * (including Potter Park)
- Hospital
- Churches (30+) *
- Recreational areas (ball field, etc.)
- Pool
- Commercial areas (including La Junta Livestock)
- City Hall
- Industrial park/airport

* These locations are also considered community gathering places.

What Sets La Junta Apart from Other Communities?

- Transportation hub (highway and rail connections)
- Kiva (Koshare Indian Museum)
- Jr. College
- Livestock auction
- Racetrack (north of the City)
- Hospital

How Do You Want to See La Junta Change in the Future?

- Retain water rights
- Growth in residential, commercial and industrial
- Attractive place to live for retirees
- More efficient transportation hub
- Attract a population that includes all ages
- Population growth that is within the capacity of the infrastructure
- Increased tourism for:
 1. Dino tracks
 2. Comanche National Grassland
 3. Bent's Old Fort National Historic Site
- Opportunities for youth (recreation, employment and entertainment)

La Junta Vision

La Junta was, and is, the transportation hub for southeastern Colorado – for both highways and rail. We seek to improve on this with a safer, more efficient transportation system.

For its size, La Junta has a wealth of community resources, such as the Jr. College, hospital, golf course, airport, Koshare Indian Museum Kiva and numerous parks. The Santa Fe Trail traverses the City.

La Junta wants to expand upon its diverse economy, attracting tourism and continuing to make this an attractive place for retirees.

La Junta sees moderate growth, including jobs and entertainment opportunities for all ages.

How Well Does Each Draft Alternative Support La Junta’s Community Vision?

Residents were asked if the draft alternatives being presented at this meeting were reasonable. (The draft alternatives were the same ones developed with help from the communities during the previous US 50 planning study.) The following issues were noted about the draft alternatives:

- La Junta has a proposed truck route in its comprehensive plan that runs between the two south draft alternatives presented.
- A letter from Jerre Church, La Junta resident, was received by the project team at this workshop. The letter includes general comments on the future of US 50 through southeastern Colorado, and it has been included at the end of these notes.

Residents were asked to evaluate the draft alternatives based on how they matched (i.e. would help achieve) the vision they determined (noted above). For this exercise, the following scale applied:

- = very well
- = sort of, but...
- = not very well

It is important to note that issues concerning the natural and built environment were not primary factors when these evaluations were made.

Themes	North Alt.	Through Alt.	South Alt. (north)	South Alt. (south)
Downtown	○	●	■	○
Transportation connections (highway)	○	■	●	●
Job growth	○	■	●	■
Tourism businesses	○	●	■	■
Schools	○	■	●	■
Industrial park connections	●	■	■	■
US 50 businesses	○	●	■	○
Residential – existing	○	■	■	○
Growth areas	○	○	■	■
Livestock auctions	○	○	■	■

Other Transportation and Land Use Linkage Issues

The following is a summary of other issues La Junta residents discussed at the meeting:

- The following comments were noted about future development:
 1. Southwest is most likely growth area;
 2. Residential growth is likely west of the City; and

3. A future truck route south of the City is included in the La Junta comprehensive plan.
- The City currently has issues with trucks tipping over on Hwy. 10.
 - There are safety issues associated with Hwy. 350 and Hwy. 109 on the south side of the City.

3. Other Issues

As a follow-up to the request to use the SAFETEA-LU earmarked money to build passing lanes along US 50, the following issues were noted:

- The US 50 EIS and the process used to determining the appropriate use of the SAFETEA-LU earmarked funds are two different processes.
- NEPA studies are required for any improvements. However, to ensure the earmarked dollars are used within the allotted time frames (e.g. 2009) any improvements to US 50 with those funds must have a safety need.
- CDOT Safety and Traffic Engineering staff are currently in the process of revisiting the previous Safety Report done for US 50 in 2003.
- Safety and Traffic Engineering staff were asked if additional analysis would be done to investigate and identify new potential safety and hazard locations and passing lane needs and/or opportunities. A benefit/cost ratio needs to be performed to determine the best location to spend the safety funds where it will have the greatest benefit. CDOT should have some safety projects identified by Fall (2006). CDOT (Mike Perez or Karen Rowe) will keep the communities up-to-date on the earmarked funds, keeping in mind that the Transportation Planning Regions will also play a role in approving how these funds are spent.
- Day-to-day maintenance of highways is ongoing for US 50 and is done using specific funds. Widening cannot be done with these funds.
- The SAFETEA-LU money was earmarked to be used in specific parts of the corridor (\$12 million between Las Animas and Lamar and \$10 million along the 150-mile corridor). It is anticipated that a small portion of this money may be used to fund the efforts of the ongoing Tier 1 EIS (NEPA process).

Letter Received at the La Junta Community Workshop

16 August 2006

Jerre Church 35 Circle Drive, La Junta, CO 81050

Observations about Highway 50 in Eastern Colorado

I have occasion to drive Highway 50 back and forth from La Junta, CO to Kansas City, MO. The drive is very pleasant through Kansas even to the point my wife and I would rather drive 50 than I-70. We think Highway 50 is a more relaxing and interesting drive.

Kansas has improved Highway 50 the entire length of Kansas with wide 2-lanes, many three and 4-lane passing lanes, well marked ahead so that you do not get too impatient. Plus some stretches have 4-lane divided highways. Rarely are you slowed through the small towns below 45 MPH, a few at 35 and the larger towns like Garden City, Dodge City and Hutchinson have by-passes.

When you get to Colorado the first thing you find is rough cracked pavement and then when you get to Holly, the speed limit eventually drops to 30 MPH. It makes you want to find a different road or detour Colorado completely. Very slow speed limits prevail in the smaller towns all the way to La Junta.

I suggest that we give up on the idea that Highway 50 has to be 4-lanes Pueblo to Kansas, instead use the Kansas example and get started on the passing lanes, eventually phasing into by-passes around some of the towns, where they slow you down over a long stretches and have exceeding slow speed limits. Four lanes would come years down the road whenever the state becomes so flush with money they don't know what to do with it.

Thank you for your consideration.



Sign-In Sheet

Project No. NH 0504-037
Sub Account No. 12812

Community Workshop
LA JUNTA
Wednesday, August 16, 2006 @ 1:00 pm
(La Junta Senior Center)



Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
Robert L. Freidenberger	2111 College Dr. La Junta	719-384-7429	rtol21@mslspniss.com
DAN NOLLER	33 CHAPARRAL CIRCLE	719-384-8990	danner@centurytel.net
Vic ALDEA	69 CIRCLE DRIVE	719-384-2164	
BILL JACKSON	P.O. Box 489, La Junta, CO	719-384-5991	bjackson@ci.la-junta.co.us
Freid Freidenberger	423 Elm Ave., La Junta, CO	719-384-9218	
MIKE HARRIS	LA JUNTA TRIBUNE-DEMOCRAT	719-384-4413	MIKE@LJTD.COM
Bob Smith	2817 San Juan Ave LS	719-383-079	
Mike Moreno	1024 Russell Ave, La Junta CO	719-469-3599	Moreno@M2Productions.org
SICENTIS	1212 Park, La Junta.	719-384-2032	

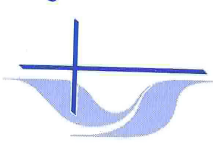




US 50 CORRIDOR EAST

Project No. NH 0504-037
Sub Account No. 12812

Community Workshop
LA JUNTA
Wednesday, August 16, 2006 @ 1:00 pm
(La Junta Senior Center)

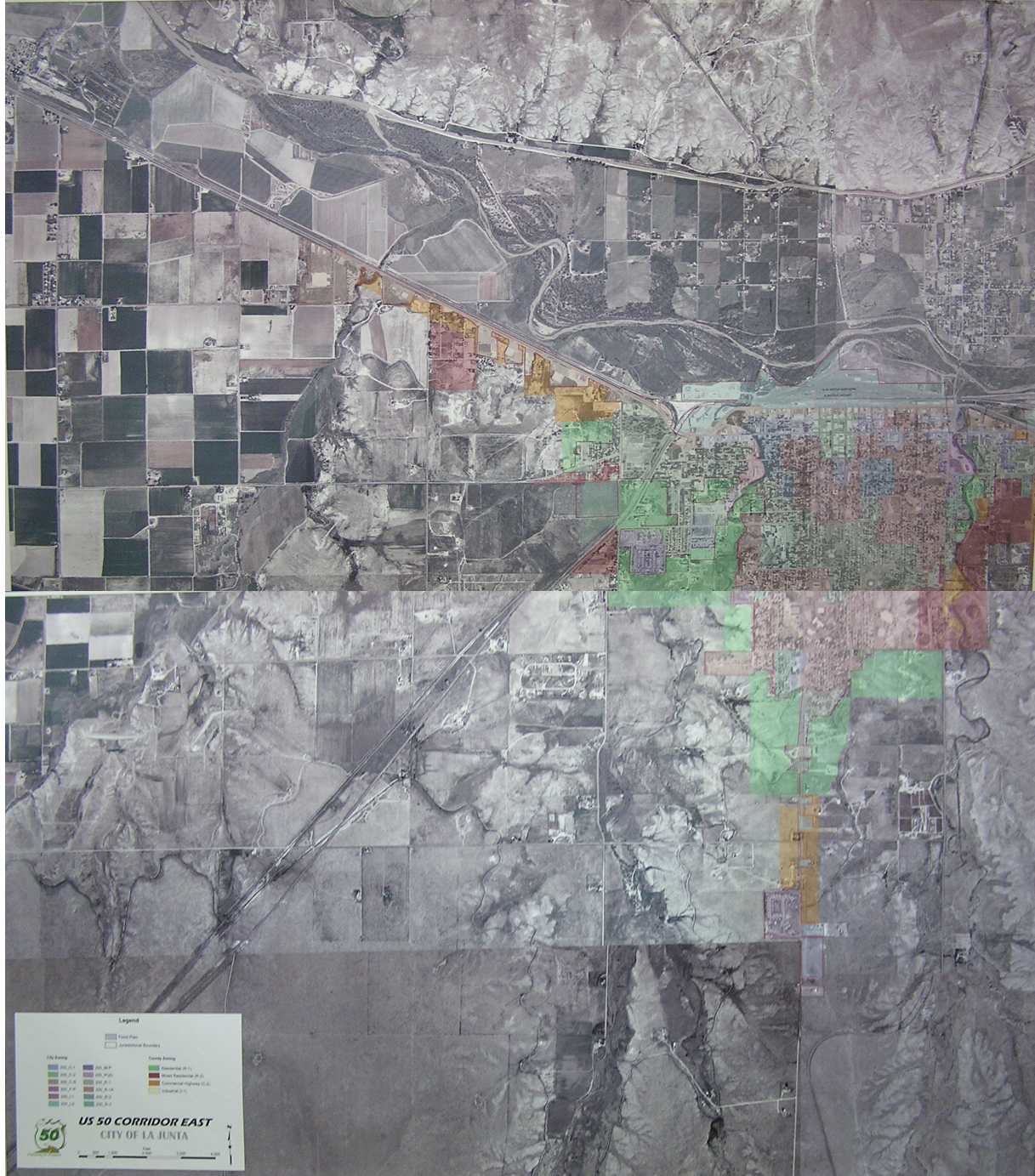
Name	Address (street, city, state & zip)	Phone Number (with area code)	E-Mail
JERRE CHURCH	35 Circle Drive La Junta, CO	719 384-7000	jchurch@mdc.com
 <p>Rev. Terilynn Russ United Methodist Church of La Junta 601 San Juan Avenue La Junta, CO 81050 Cell Phone 719-469-9929 Church Phone 719-384-7717 truss2447@aol.com</p>			



Maps Presented by the Project Team

Zoning – City of La Junta

Zoning information provided to the project team by the City of La Junta.



Zoning – City of La Junta (east side of the City)

Zoning information provided to the project team by the City of La Junta.



Draft Corridor Location Alternatives – City of La Junta



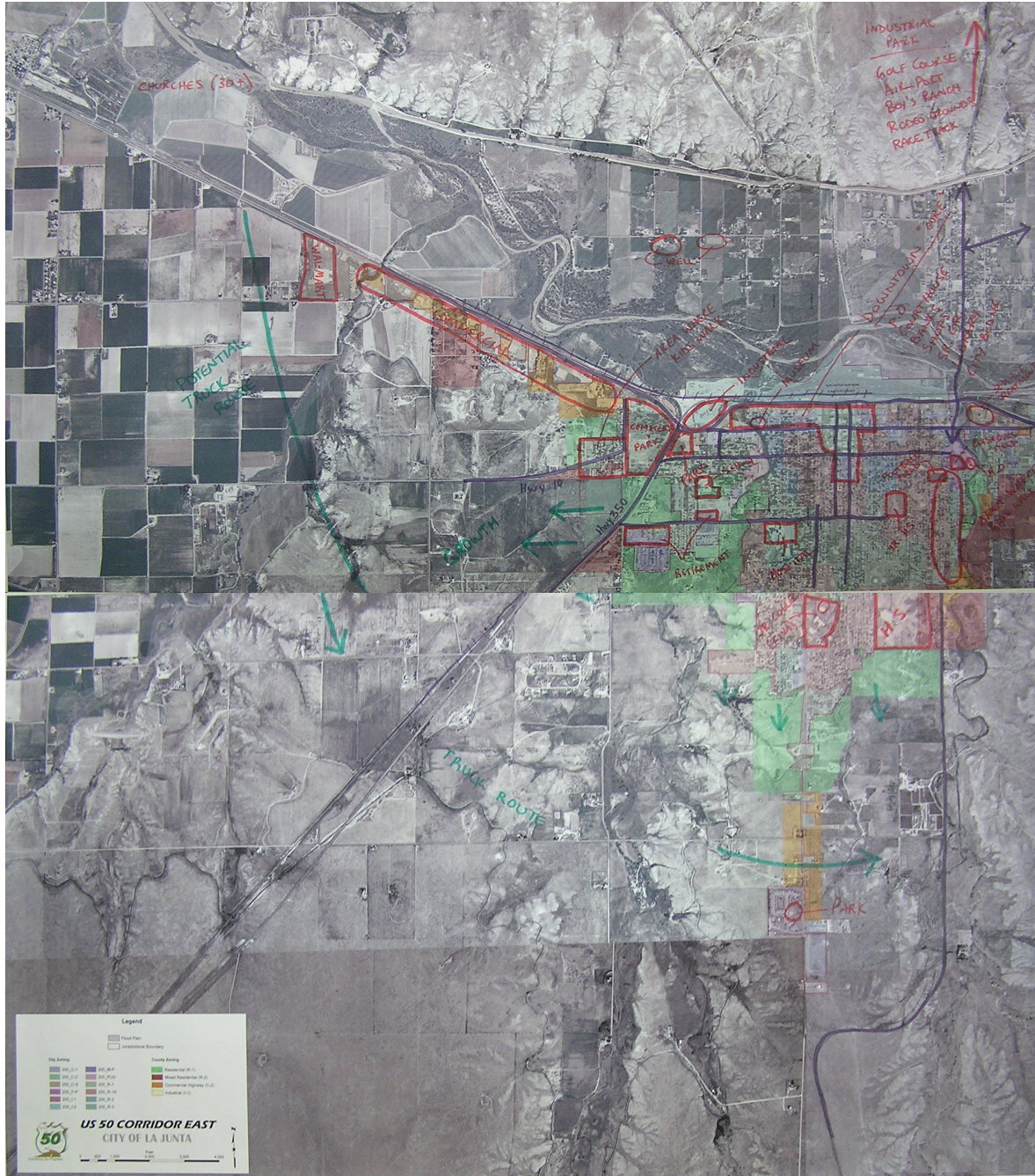
Draft Corridor Location Alternatives – City of La Junta (east side of the City)



Notes Taken on the Maps Presented by the Project Team

Color key for written notes:
 Transportation linkages (purple)
 Important areas and places (red)
 Future growth areas/plans (green)

What's Important to La Junta?



What's Important to La Junta? (east side of the City)



Working Group Meetings

**US 50 Corridor East
Agency Working Group
June 15, 2006
(Held at CDOT Region 2 CMC @ 10:00am)**

MINUTES

Attendees

CDOT:

Dick Annand
Sharleen Bakeman
Karen Rowe

FHWA:

Shaun Cutting
Chris Horn
Mike Vanderhoof

Agencies:

Travis Black (CDOW)
John Merson (CO State Parks)
Van Truan (USACE)

Consultants:

Jonathan Bartsch (CDR)
Coral Cosway (PBS&J)
Mike Falini (WCI)
Larry Sly (PBS&J)

1. Introductions, Agenda Review, and Review of Agency Charter Agreement provisions relevant to this Milestone

- Jonathan Bartsch facilitated introductions and explained the purpose of the meeting, noting that this meeting represents milestone #2 under the Charter Agreement.

2. US 50 TEIS Update

- Larry Sly presented the following updates and issues for discussion:
 1. The project's Notice of Intent was published on January 30, 2006.
 2. The project team completed scoping activities, and sent AWG members copies of the Agency Scoping Report and the Public Scoping Report, which detail those activities and the results.
 3. The scoping results milestone meeting (Agency Charter milestone #1) was cancelled based on the responses the project team received from the AWG on that subject.
 4. The only agency that provided substantial scoping comments to the project team in writing was EPA.
 5. The project team is continuing to work on a Tier 1 Programmatic Agreement with SHPO that will clarify the project's historic resources activities for this Tier 1 EIS.
- Jonathan Bartsch asked if anyone had any comments or questions about the scoping reports provided to them by the project team.
 - Van Truan commented that the information contained in the reports was what he expected.
- Dick Annand asked about the status of the participating and cooperating agency letters that were to be sent by FHWA.
 - Larry Sly noted that the SAFETEA-LU law required FHWA to invite certain agencies to become participating or cooperating agencies on the project. Larry also briefly described how such a change may impact the participation level for

the agency representatives attending the meeting, including cooperating status for the USACE.

- It was stated that CDOT, FHWA and USACE have determined that the NEPA/404 merger would be appropriate to enact for the US 50 TEIS project. A meeting will be set up soon that will include Don Borda (USACE) to discuss the appropriate steps for the Tier 1 portion of the project.
- Chris Horn noted that the letters have been sent, and the deadline for response [federal agencies only] is June 21st.
- Van Truan asked the project team if they could schedule a corridor tour for agency representatives sometime after the preliminary corridor alternatives are selected but before the preferred alternative is chosen.
 - Larry Sly noted that this would be very appropriate for the Milestone #4 meeting as the team screens, in more detail, the reasonable range of alternatives. A two-day field trip would help resource agency staff understand the trade-offs between resources during the Tier 1 EIS evaluation process.
 - Project team members attending this meeting agreed to do this.

3. Project Study Area

- Jonathan Bartsch presented the project area (i.e., study area) and noted that it's the same project area that was presented at the Agency Scoping Meeting that took place in La Junta on February 23rd.
- Karen Rowe asked to have the project area defined.
 - Dick Annand noted that the project area is the area within which all the corridor alternatives will be located.
 - Mike Vanderhoof noted that he didn't have any objection to the definition of project area as stated by Dick Annand.
- Mike Vanderhoof asked how wide the project area is.
 - Larry Sly replied that the project area is generally from 2 to 5 miles wide, and the width was derived directly from the results of the previous US 50 planning study.
 - Mike Vanderhoof asked about the probability that any of the project's corridor alternatives could fall outside the project area presented at this meeting.
 - Mike Falini responded to Mike Vanderhoof's question about the probability of the project's alternatives falling outside the presented project area by noting that the probability is low.
- Shaun Cutting asked how the resource analysis areas would be developed.
 - Larry Sly responded that each resource will have its own analysis area based on the issues associated with the resource. Larry also noted that these analysis areas are being developed in consultation with the resource agencies.

4. Draft Purpose & Need

- Jonathan Bartsch asked participants to review the draft purpose and need statement provided in a hand-out. [This was the same purpose and need statement provided to participants in the email invitation to this meeting, which was sent on May 17th by email.]
- John Merson expressed concern that the purpose and need says "in the vicinity of the Kansas State Line". John asked how the coordination with Kansas would work.
 - Larry Sly noted that the project team has been communicating with officials from the Kansas Department of Transportation and FHWA about the project. Larry

- also noted that a representative from the Kansas Department of Transportation attended the Agency Scoping Meeting in La Junta on February 23rd.
- Travis Black noted that the project should be aware of the following issues: 1) Tri-State's activities to build a power plant in southeastern Colorado; and 2) Deer-vehicle collisions occurring along the US 50 corridor. Travis noted that he wasn't sure if the purpose and need was the proper place to include details about these issues.
 - Mike Vanderhoof noted that the purpose and need statement should be an outline of the purpose and need chapter and focus on the transportation related purpose and need for the project.
 - Sharleen Bakeman noted that the project should keep these issues in mind, but they shouldn't be discussed in the purpose and need unless the issues are a significant part of the project need, or the problem is significantly higher along the existing US 50 facility than is reasonably expected for a rural facility like US 50.
 - The meeting participants determined that these issues should be considered when putting together strategies for Tier 2, but not directly stated in the Tier 1 purpose and need.
 - Jonathan Bartsch asked the agency representatives to comment on the purpose and need presented and if it was sufficient for their jurisdictional purposes, as required for Milestone #2 in the Agency Charter.
 - Van Truan, Travis Black and John Merson stated that they thought the purpose and need statement presented was fine and would be sufficient.
 - Mike Vanderhoof noted that, as a cooperating agency, USACE would be required to approve the purpose and need chapter.
 - Van Truan noted that USACE would only want to approve the purpose and need statement, not the chapter.
 - Mike Vanderhoof asked about the timeframe for the development of a draft purpose and need chapter.
 - Larry Sly reported that he expects to have a purpose and need chapter ready by the end of the month.
 - Mike Vanderhoof noted that USACE, FHWA, CDOT and the consultant staff would have to discuss the purpose and need chapter.

5. Coming Events and Other Issues

- Larry Sly reviewed the project schedule [a version of the project schedule was provided as a handout to meeting participants]. Larry reviewed timeframes for the following project activities:
 1. Community Workshops
 2. Data collection
 3. Full range of (corridor) alternatives
 4. Milestone meeting #3 (full range of corridor alternatives)
 5. Public meetings (to present the full range of corridor alternatives and a fatal flaws analysis)
 6. Resource data impacts analysis
 7. Document delivery (resource technical reports)
 8. Milestone meeting #4 (preliminary corridor alternatives and screening criteria)
 9. Corridor tour for resource agency staff (at Van Truan's suggestion)
 10. Draft EIS
- Larry Sly noted that the project team also envisioned meetings of the Ad-Hoc Resource Committees to begin soon, focused around issues of common concern to project partners.

- Van Truan noted that USACE would like to be involved in any Ad-Hoc Resource Committee meetings on tamarisk.
 - It was noted by a meeting participant that there will be a statewide tamarisk meeting occurring in Ft. Collins in October.
 - Larry Sly stated that the project team will look into scheduling an Ad-Hoc Resource Committee meeting on tamarisk during this timeframe in Ft. Collins to capitalize on the opportunity of having all the state's tamarisk interests in one place.
- Larry Sly noted that the project team has been talking to conservation organizations to obtain the locations of conservation lands within the project area. Larry asked meeting participants how they would like to proceed regarding including these organizations in project meetings (i.e., AWG meetings) as the team reviews potential early mitigation opportunities.
 - The group decided to identify the minimum level of banking area needed for the US 50 project before bringing these groups into project discussions.

Action Items

- CDOT, FWHA and USACE will coordinate the approval of the purpose and need chapter by USACE once CDOT (Region 2 and EPB) and FHWA have reviewed the document.
- Larry Sly will determine whether it will be possible to organize an Ad-Hoc Resources Committee meeting on the tamarisk issue during the statewide tamarisk meeting in Ft. Collins in October.

**US 50 Corridor East
Community Working Group
June 29, 2006
(Held at the La Junta City Council Chamber @ 10:00am)**

MINUTES

Attendees

CDOT:

Sharleen Bakeman (EPB)
Judy DeHaven (Region 2)
Mike Perez (Region 2)
Karen Rowe (Region 2)

CWG Members:

Jake Klein (Otero County)
Gene Millbrand (Prowers County)
Ralph Knight (Fowler)
Robert Friedenberger (La Junta)
Rick Klein (La Junta)
Lawrence Sena (Las Animas)
Bill Lutz (Las Animas)

Consultants:

Coral Cosway (PBS&J)
Doug Eberhart (WCI)
Larry Sly (PBS&J)

Others:

Chuck Hitchcock
Don Rizzuto
Buffie McFadyen
Christine Nesbit
Mike Harris

1. Meeting Purpose, Introductions, Agenda Review & Community MOU Review
 - Larry Sly reviewed the purpose of this meeting, which was printed at the top of the agenda provided to participants.
 - Meeting participants introduced themselves to the group.
 - Larry Sly reviewed the agenda for the meeting.
 - Larry Sly noted that this meeting was being held in accordance with the Community Memorandum of Understanding (MOU) milestone #2.
2. Project Study Area
 - Larry Sly presented a map with the project area and noted that the project study area was presented during the public scoping meetings held in each of the 10 corridor cities/towns. The project asked for comments at that time and received none; therefore, the project area would not be revisited at this meeting.
3. Draft Purpose & Need
 - Doug Eberhart stated the following about the project's purpose and need:
 - Federal law requires the project to produce a purpose and need;
 - The project's purpose describes what the project intends to achieve, and the project's need describes the problems that the project will solve.
 - The corridor location alternatives selected for detailed analysis and, therefore, the one ultimately chosen, must meet this purpose and need. Doug reiterated that the

alternative(s) must meet all of the needs outlined in the purpose and need, not only a portion of them.

- Doug Eberhart reviewed the draft purpose and need proposed by the project team for the US 50 Corridor East project. [The draft purpose and need was provided as a handout to meeting participants.]
- Larry Sly asked if participants thought the draft purpose and need is sufficient for the project and asked for comments on it.
 - Rick Klein suggested the following change: in paragraph 3 (on the handout), make it more clear that the Tier 1 EIS is a NEPA study also, so that it is consistent with the language “Tier 2 NEPA studies” later in that paragraph.
 - The project team agreed to change the text in that paragraph from “Tier 1 EIS” to “Tier 1 EIS NEPA study” to clarify that issue.

4. Coming Events and Other Issues

- Larry Sly discussed the upcoming Community Workshops, scheduled in each project community in mid-August, including the following:
 - The project team would be asking CWG members to help get people to the workshop in their community, and the invitees should represent a broad spectrum of the community including those traditionally underrepresented income and minority groups.
 - The project team is hoping for 8-10 people, which would provide a large enough group to have a working session (i.e., with attendees participating in discussions), but not one that is so large that the group isn't able to actively participate in the discussion.
 - Because the second half of the Workshop will build on the information presented during the first half of the Workshop, the project team is requesting that Workshop participants commit to attend the entire 4 hour meeting, not just a portion of it.
 - Discussions will focus on the following issues:
 1. Land use issues within each community and the trade-offs associated with land-use and transportation decisions;
 2. Resource data the project has collected;
 3. Laws the project must follow to complete this project and use Federal funds; and
 4. Alternatives discussed during the previous study and how those might be modified given the information above.
- Larry noted that the next round of public meetings for the project would likely be in November which will include the results of these meetings.

5. Other Issues

- Rick Klein noted that it's important that CDOT put some of the SAFETEA-LU money earmarked for US 50 toward something “on-the-ground” for residents of the Lower Arkansas Valley. Rick expressed concerns that if CDOT doesn't show some “progress in pavement” on US 50 with the SAFETEA-LU dollars, the project might lose the strong community support it currently holds.
 - Karen Rowe responded by noting that CDOT has heard the communities' concerns, and is looking at what might be possible on this issue. However, there are funding (and possibly policy) issues that CDOT cannot easily change that affect this issue as well.

- Chuck Hitchcock added that if CDOT wants community officials to “politic” for this project within their communities, the agency has to provide those officials, including himself, with the tools to do that, and at this point, the only tool that will work is “action on the ground” on US 50.
- Several CWG members requested that CDOT apply a large portion of the \$22 million SAFETEA-LU to passing lanes between Fowler and US 96. It was stated that those improvements would go a long way towards building support within their communities. It was requested that the money not all be placed on US 287.
- Most of the other CWG members attending the meeting expressed agreement with Rick and Chuck’s comments above.
- Karen Rowe noted that \$12 million of the SAFETEA-LU money is earmarked for US 50 between Las Animas and Lamar, and because of this, these funds cannot be used near Fowler.
- Rick Klein and Jake Klein asked about roadway design standards involving medians on 4-lane roadways. They asked if there were standards for that type of design, and why the standard might be different in different places. (They were specifically discussing why similar roadway facilities in Denver and in the Lower Arkansas Valley have different types of medians.)
 - Karen Rowe responded that the roadway design “industry” uses the American Association of State Highway Transportation Officials (AASHTO) guidelines, for roadway design. However, several factors are taken into account when selecting the type of highway facility to build. Karen noted that design standards are used as a guide, but how those guidelines are implemented on each project also depends on the environment, and other factors, related to the needs of each project.
 - Karen Rowe responded to the question involving the difference between the medians used in Denver and in the Valley by explaining that driver expectations and space constraints are different in urban and rural areas. Karen continued by noting that a divided highway with a wide median is more desirable and safer in a rural setting, in part, because drivers expect that type of facility when they drive on a rural highway.
- Rick Klein and Jake Klein asked if communities can get some of the data being collected by the project to help them tackle issues their communities are facing along the corridor.
 - Larry Sly responded that the project is going to pursue data sharing with the communities as much as possible and would supply available GIS information to the City of LaJunta.

Action Items

- Contact La Junta and deliver ReGAP data and other environmental data.
- CDOT to follow-up with meeting attendees regarding any decision made on possible passing lanes near Fowler.

**US 50 Corridor East
AWG/CWG Milestone #3 and #4 Meeting
July 24-25, 2007**

MINUTES

This was a combined meeting of the Agency Working Group (AWG) and Community Working Group (CWG). Meeting topics included those associated with milestones #3 and #4 in the Agency Charter Agreement and Community Memorandum of Understanding. The meeting was held in two parts, and office-based meeting held in Pueblo at the Southeast Colorado Heritage Center and a corridor tour of US 50 from Pueblo to just west of the Kansas state line.

OFFICE-BASED MEETING – July 24, 2007

Attendees

CDOT:

Judy DeHaven (R2)
Tim Harris (R2)
Karen Rowe (R2)

FHWA:

Michael Davies
Chris Horn

AWG members:

Susan Linner (USFWS)
Tim Macklin (NRCS)
John Merson (State Parks)
Alison Michael (USFWS)
Hugh Osborne (NPS)
Jody Ostendorf (EPA)
Mike Smith (CDOW)
Van Truan (USACE)

CWG members:

Jake Klein (Otero County)
Rick Klein (La Junta)

Consultants:

Coral Cosway (PBS&J)
Doug Eberhart (WCI)
Cheryl Everitt (WCI)
Mike Falini (WCI)
Rich McElDowney (PBS&J)
Larry Sly (PBS&J)
Karissa Tanner (WCI)

Others:

Bill Jackson (La Junta)

1. Introductions

- Larry Sly discussed the purpose of this meeting, the topics on the agenda, and the schedule of the corridor tour.
- Tim Harris welcomed participants to the meeting and thanked them for their continued participation in the project. Tim also noted that the US 50 Corridor East project is important to CDOT Region 2 for the following reasons:
 - US 50 is an important roadway for the entire southeastern Colorado region.
 - CDOT has more project needs than it has revenue to fill those needs, and this Tier 1 EIS will help CDOT prioritize the needs on US 50.

- Larry Sly facilitated the introductions of the meeting participants.

2. Project Update

- Karen Rowe reviewed CDOT's activities on US 50, including passing lanes between Pueblo and Fowler, bridge replacements, and resurfacing efforts.
- Larry Sly reviewed the project schedule. He noted that it's the same schedule that the project team showed the AWG and CWG at their first meeting.
- Larry Sly highlighted some of the key areas that the project team has been working on since the last AWG and CWG meetings many of which will be discussed on the tour:
 - Developing and executing a Tier 1 programmatic agreement with SHPO and completing a field reconnaissance survey of historic resources.
 - Developing and utilizing a desktop functional assessment methodology with the FHWA, USACE, CDOW, EPA and USFWS for wetland/riparian areas in the project area.
 - Initiating the NEPA/404 merger agreement between CDOT, FHWA and USACE.
 - Organizing and facilitating community workshops in communities along US 50 to discuss the communities' current and future land uses, requirements of the NEPA process, and how decisions about US 50 could impact their land use.
- Larry Sly reported that the project team will be working on the following activities after this AWG/CWG meeting:
 - Refining the purpose and need, range of alternatives and screening criteria based on the comments heard at this meeting (if necessary)
 - Organizing and holding public meetings along the corridor on the same topics being discussed at this meeting
 - Drafting the DEIS

3. Purpose and Need Review

- Doug Eberhart reviewed the project's proposed purpose and need statement [Board 1].
- Doug Eberhart reviewed the conflicts that currently exist on US 50 between different users of the roadway [Board 2]. Doug noted that these conflicts, not congestion, create the safety and mobility issues that currently exist on US 50.
 - Hugh Osborne asked if non-motorized users of US 50 will be taken into account by the project. He noted that NPS would like to see these users considered in the final plans. Hugh also noted that as NPS projects planned in the US 50 communities proceed, mainly in Prowers County, there will likely be more pedestrian traffic crossing US 50 in the future.
 - Larry Sly responded to Hugh Osborne's question and noted that the project is taking non-motorized users into account, including pedestrians and equestrians. He continued by noting that during the community workshops, most of the communities wanted a more walkable downtown, and this information will be considered in the EIS.
 - Jake Klein reported that agricultural equipment on US 50 is a big problem. He explained that this equipment frequently moves slowly and takes up the shoulder and part of the driving lane so other drivers can't pass. He noted that accidents occur because drivers try unsafe passing maneuvers to get around this equipment.
 - Karen Rowe noted that the speed study for the passing lanes in Otero/Pueblo County found that 15 percent of the vehicles were travel below 15 mph in a 65 mph speed zone and that this variation in travel speeds is a significant safety concern.

4. Range of Alternatives and Screening Criteria Review

- Doug Eberhart reviewed the steps the project took to develop the proposed range of alternatives based on the purpose and need, including regional corridor location, transportation type, through town or bypass, roadway type, screening criteria, corridor location options (for each community and each link between communities) [Board 3].
- Doug Eberhart reviewed the regional corridor location alternatives and the reasons why the north and south regional alternatives were eliminated and the “on or near the existing US 50” alternative was carried forward for further consideration [Board 4].
 - There were no comments from participants about the proposed decision to eliminate the north and south regional alternatives from further consideration.
- Doug Eberhart reviewed the transportation type alternatives and the reasons why TSM and mass transit (including rail) were eliminated and the highway improvements alternative was carried forward for further consideration [Board 5].
 - Jake Klein reported that Amtrak operates along the corridor, but trains only stop in La Junta and Lamar.
 - Doug Eberhart reported that bus travel is occurring on US 50, and usage rates (as a percentage of the area’s population) are higher than they are in Colorado’s metropolitan areas; therefore, this level is not likely to increase by adding additional bus service along US 50.
- Doug Eberhart reviewed the through town or bypass decision as it was applied to the city of Rocky Ford. He noted that the project team is proposing to apply the same criteria (based on the proposed purpose and need) to all of the US 50 communities. Doug noted that this screening resulted in the elimination of all through town alternatives in each of the US 50 communities [Board 6].
 - Rick Klein asked if there is another term instead of “bypass” that the project team can use to describe the out-of-town alternatives because that word has a negative connotation.
 - Various meeting participants discussed the possibility of using other terms, including “truck route” or “reliever route” to describe the out-of-town alternatives.
 - Mike Falini noted that the alternatives being presented today are the same ones that CDOT developed with the communities during the previous planning study.
 - Doug Eberhart reviewed the preliminary environmental impacts that have been identified for the proposed alternatives in Rocky Ford.
- Mike Falini reviewed the roadway type alternatives and the reasons why all of the alternatives were eliminated except the rural expressway [Board 7].
 - Michael Davies noted that the project should make it clear to the public that while a four-lane option (i.e., the rural expressway) would be the recommended ultimate roadway type, that doesn’t preclude CDOT from building a two-lane facility as an interim solution until appropriate funding can be found to construct the ultimate (i.e., rural expressway) facility.
 - Jake Klein noted that the passing lanes CDOT is planning to build between Pueblo and Fowler don’t relieve issues related to agricultural equipment using US 50 because there are little or no agricultural vehicles using that section of the roadway.
- Doug Eberhart reviewed the proposed screening criteria [Board 8]. He noted that the proposed criteria are focused on only major issues that would impact the location of the improved roadway. He reported that the project team is proposing to use these criteria to evaluate the remaining alternatives (i.e., out-of-town roadway alternatives).

- Hugh Osborne asked if economics was being considered as part of the screening process.
- Larry Sly reported that the team has been reviewing numerous national rural bypass studies, many with before and after evaluations, that have found that bypasses don't significantly impact communities' economies. He noted that these studies show that the condition of a community before a bypass is constructed is generally the same after the bypass is constructed (i.e., those in decline continue to decline, those doing well continue to thrive).
- Rick Klein stated that it's important to keep in mind that changes in US 50 will have an impact on the economies of the downtown areas of US 50 communities.
- Larry Sly noted that the project team has been tasked with developing a list of strategies, based on these national studies, that the communities can implement, such as ordinances, signing, and other tools to help them preserve their downtown business districts, preserve the corridor, and address their various economic issues. He added that the studies do indicate that active management of the bypass, including surrounding areas, by the communities tended to minimize the negative affects and accentuate the positive affects of the bypasses.
- Alison Michael noted that the proposed screening criteria involve direct impacts, and she asked how the project would take indirect impacts into account.

CORRIDOR TOUR – July 24-25, 2007

Attendees

CDOT:

Judy DeHaven (R2)
 Timothy Harris (R2)
 Mike Perez (R2)
 Karen Rowe (R2) – first day only

FHWA:

Michael Davies – first day only
 Chris Horn

AWG members:

Susan Linner (USFWS)
 John Merson (State Parks)
 Alison Michael (USFWS)
 Hugh Osborne (NPS)
 Jody Ostendorf (EPA)
 Amy Pallante (SHPO) – Las Animas stop only
 Mike Smith (CDOW)
 Van Truan (USACE)

CWG members:

Robert Freidenberger (La Junta)
 Jake Klein (Otero County)
 Rick Klein (La Junta)

Consultants:

Dawn Bunyak (Bunyak Research) – Las Animas only
 Coral Cosway (PBS&J)
 Doug Eberhart (WCI)
 Mike Falini (WCI)
 Rich McEldowney (PBS&J)
 Larry Sly (PBS&J)

The purpose of the corridor tour was to enable the AWG members to put the existing resource issues in context so they are better able to understand how changes to US 50 may impact those resources. The corridor tour included the following stops where informal discussions took place on the issues noted:

Tour Stop Issue Discussed

Day 1 – July 24, 2007

Pueblo County	Issues related to a proposed alternative located north of the airport
Fowler	Floodplain issues
Rocky Ford	Community impacts
Swink	Farmland resources
La Junta	Economic issues
Otero County	Cultural resources (Old Bent's Fort NHS)

Day 2 – July 25, 2007

Las Animas	Historic resources
Las Animas	Wetland/riparian resources
Bent County	Recreational resources (John Martin Reservoir State Park)
Lamar	Wildlife issues and a <i>287 at Lamar</i> project update
Prowers County	Wildlife refuges and wetland/riparian resources
Granada	Cultural resources (Camp Amache NHL)
Holly	Tornado damage to the town from the March (2007) storm

**US 50 Corridor East
Agency Working Group
August 20, 2008
(Held at CDOT Region 2 CMC, Colorado Springs @ 9:30am)**

MINUTES

Attendees

CDOT:

Dick Annand (CDOT Region 2)
Judy DeHaven (CDOT Region 2)
Don Garcia (CDOT Region 2)
Becky Pierce (CDOT EPB)
Karen Rowe (CDOT Region 2)
Bryan Roeder (CDOT EPB)

FHWA:

Chris Horn

Consultants:

Coral Cosway (PBS&J)
Doug Eberhart (WCI)
Rich McEldowney (PBS&J)
Larry Sly (WCI)
Carrie Wallis (PBS&J)

Agencies:

Susan Linner (USFWS)
Alison Michael (USFWS)
John Valentine (CO State Land Board)
John Merson (CO State Parks)
Jody Ostendorf (EPA)

Action items

- The project team will draft mitigation strategies for AWG review and comment, either through e-mail or at another AWG meeting.
- The consultant team, under the direction of CDOT Region 2, will consult with CDOW and USACE on the questions posed at this meeting to attending agencies. The project team will provide CDOW and USACE's comments to the agencies who attended this meeting after this consultation takes place.
- Jody Ostendorf will research EPA's thoughts on the questions posed to agency participants at this meeting and discuss that information with the project team.

1. Project Update

- Larry Sly provided a project update. He noted the following:
 - This meeting is occurring in preparation for the next AWG milestone under the Agency Charter Agreement, which will be the selection of a preferred alternative and determination of mitigation strategies for all resources to be included in the EIS. This meeting starts the process of developing these strategies and will focus on wetland, riparian, and biological resources. The actual milestone meeting will not occur until after the DEIS is published, which is expected to occur early next year (2009).
 - The project team continues to work with USACE, EPA and USFWS under the terms of the NEPA/Section 404 Merger Agreement.
 - The project team continues to work with the SHPO under the terms of the SHPO Tier 1 Programmatic Agreement.

- The prime and unique farmland data obtained by the project team from NRCS indicated that a large percentage of the US 50 project area is considered prime and unique farmland. Responding to public and agency comments, the project team has been working with an agricultural economist to identify productivity values for that farmland in order to differentiate the farmland. One example is that the farmland south of Swink is not only the best farmland along the US 50 corridor, but there are only a few similar areas of farmland within a 5 state area that includes Colorado.
- Dick Annand noted that the DEIS will include mitigation strategies intended to guide specific mitigation activities that will be further defined and implemented during Tier 2 projects.

2. Mitigation Strategies

- Rich McEldowney reviewed the following with respect to this Tier 1 mitigation effort:
 - This is a planning level effort.
 - Avoidance options exist during Tier 2. The Tier 1 alternative is 1,000 feet wide, and CDOT will need at most 250 feet for the roadway alignment during Tier 2. Thus, there is room for CDOT to position the alignment to avoid and/or minimize resources when alignments are identified during Tier 2 projects.
 - Because of the avoidance options noted above, the impacts stated during this presentation overstate the impacts. The project team estimated impacts in a conservative manner that favored the resource.
 - It was also clarified that the wetland and riparian impacts shown are combined into one number. Rough estimates at this time are that wetlands constitute approximately 60 percent of these impacts.
- Dick Annand noted that at this Tier 1 level, CDOT would like to look at mitigation options from a broader perspective, looking at partnering with other agencies and organizations to do more with CDOT's mitigation dollar.
- Rich McEldowney asked participants what initiatives, if any, their agencies were conducting that might be relevant to mitigation efforts for US 50.
 - Susan Linner noted that the USFWS is interested in promoting connectivity. She also noted that the agency is working on a program to identify strategic conservation areas around the state – critical habitat and species would be identified for each area, and USFWS would target their work in those areas to those critical habitats and species. Susan noted that right now, the US 50 project area falls within the strategic conservation area bounded by I-70 to the north, I-25 to the west, and unknown southern and eastern borders, probably crossing state lines.
 - John Valentine noted that the Colorado State Land Board owns property along US 50 and in areas away from the corridor. He noted that the agency could put an easement on top of State Land Board property and preserve the habitat in perpetuity. He also noted that his agency is involved in tamarisk removal efforts, and assistance with that could also serve as mitigation. John noted that the State Land Board is interested in consolidating its holdings and would be interested in participating in CDOT mitigation that could also serve that purpose.
- Dick Annand asked participants if CDOT could mitigate for one type of resource by improving another resource or mitigate off-site for impacts.
 - Susan Linner noted that USFWS mitigation policy is clear that the mitigation should stay on site, but the agency would be willing to talk about mitigating one resource for another, depending on the resources involved and the type of mitigation.
 - Chris Horn noted that FHWA is open to alternative ways to mitigation impacts.

- Jody Ostendorf noted that EPA would like to see the wetland value and function being lost replaced in geographic proximity to the corridor so you're not changing the function of the area where the impact is occurring.
- Susan Linner noted that new joint USACE-EPA mitigation policy allows your mitigation to be out-of-kind.
- Larry Sly noted that there are also other issues that need to be resolved during the wetlands mitigation process. One of these issues is the fact that not all of the wetlands impacted during Tier 2 projects will be jurisdictional. Another is that many of the wetlands identified by the project team exist only due to the current, but not permanent, condition of an associated irrigation canal (i.e., if the conditions related to the canal change, then the wetland would no longer exist). Larry noted that USACE is currently in the process of reviewing various eastern plains waterways to determine whether they're jurisdictional; however, USACE does not have jurisdiction over irrigation canals.
- John Valentine noted that doing mitigation close to US 50 might not be the best idea because the agricultural activities already taking place in this area might make it difficult to maintain or be incompatible. He also noted that mitigation near US 50, for the reason stated above, might not provide as good of an ecosystem improvement or protection compared with mitigating in areas off of the US 50 corridor or away from the agriculturally dominated areas (e.g. placing a 40 acre prairie dog mitigation site surrounded by farmland might not be an appropriate mitigation measure).
- Jody Ostendorf noted that the EPA is concerned that: 1) mitigation is sufficient for the impacts; 2) the impairment status of the Arkansas River is considered; 3) induced growth along the corridor is considered; and 4) air quality is discussed, although she doesn't think it will be an issue on this project.
- Rich McEldowney asked if there is a hierarchy of habitat and/or species that the project team should/could use to prioritize mitigation activities, such as habitats that are less abundant or species under more pressure than others.
 - Susan Linner noted that it's the project team's responsibility to prioritize mitigation goals, and only after that is complete can USFWS comment on strategies to implement those goals.
 - Alison Michael noted that USFWS would like to see the project team leverage their habitat mitigation with other organizations' efforts.
 - Larry Sly noted that communities along US 50 are beginning to think about things like birding trails and heritage tourism, and that the project team could also work with them on mitigation opportunities that work with those efforts.
 - Larry Sly noted that the project team could also look at enhancement of existing properties as mitigation, such as the birding activities currently going on a John Martin Reservoir State Park.
- Rich McEldowney asked if there are "keystone species" that could be a focus of the project's mitigation efforts.
 - John Valentine noted that he doesn't like using keystone species because the focus of the activities becomes that species and not the entire ecosystem.
 - Jody Ostendorf noted that a keystone species is supposed to be a surrogate for the entire ecosystem, so focusing on that species tells you how healthy the ecosystem is.
 - Susan Linner noted that USFWS is moving from an ecosystem wide focus to looking more at particular species.
- Rich McEldowney reviewed mitigation issues that were discussed with the USACE at the project's last milestone meeting under the terms of the NEPA/Section 404 Merger Agreement. These included:

- Wetland mitigation bank needs to be established in a way that ensures its long-term management for conservation purposes (i.e., not recreation)
- Wetland bank could be used for multiple transportation projects
- Wetland mitigation crediting will be more favorable if done in the same watershed
- Wetland mitigation can be based on functional credits
- Wetland mitigation needs to be linked to a water of the U.S.
- Wildlife crossing structures may be appropriate as a mitigation package in some locations
- Rich McEldowney asked if habitat banking is a viable mitigation strategy for the US 50 project.
 - Susan Linner noted that USFWS supports the concept, but there would be many details to work out if it's chosen as an option.
- Rich McEldowney asked if habitat banking can be accomplished as a network (i.e., a series of smaller areas) or as one large block of land, and if the agencies present had a preference for one over the other.
 - Susan Linner noted that it would depend on what type of mitigation is being done and what type of parcels are available at the time.
 - Bryan Roeder noted that a strategy focusing on multiple species on the same parcel would be more efficient.
- Rich McEldowney asked participants what they thought about early mitigation opportunities, such as wildlife crossings (new or enhancements), noxious weed control, or others.
 - Judy DeHaven asked participants if CDOT considers early mitigation, could that count against future impacts?
 - Susan Linner noted that the project should prioritize its mitigation, start with the habitat types you need to mitigate for, look at the regulations associated with those habitat types, and choose how you want to go about mitigating for it.
 - Rich McEldowney noted that the US 50 project team would like agencies' input into that prioritization.
 - Jody Ostendorf noted that EPA just wants to know that the project has developed priorities, why those priorities were chosen, and that the appropriate agencies were coordinated with during the effort.
- Rich McEldowney asked how partnering on mitigation opportunities could fulfill CDOT's future mitigation obligations, accomplish your agency's initiatives or requirements, and incorporate other broad level planning actions all at the same time.
 - Susan Linner noted that the project team should ask non-governmental organizations (NGOs) and other entities this question once the project team has defined their mitigation priorities.
 - John Valentine noted that his agency is involved with a tamarisk removal project that CDOT could participate in.
- Rich McEldowney asked if agreements are needed to ensure that the project's mitigation strategies, and any associated mitigation credits that CDOT may accrue through their implementation, are followed.
 - Susan Linner noted that the project could establish an inter-agency team to review early mitigation efforts.
 - Larry Sly noted that the project team will be asking agencies to sign-off on the project's mitigation strategies, which will be included in the DEIS.
- Rich McEldowney noted that the consensus of the group seemed to be that the project team would draft mitigation strategies, and the agencies would review and comment on those strategies, either through e-mail or at another AWG meeting.
 - The group agreed with Rich McEldowney's assessment noted above.

- Susan Linner noted the following related to the USFWS's preferences for mitigation strategies: 1) First avoid impacts to the maximum extent possible (especially to high priority resources), then minimize, then mitigate; 2) If you have to mitigate, on-site and in-kind is most preferred; off site and out-of-kind is the least preferred, and as such requires larger mitigation ratios; and 3) In developing your mitigation, follow the concepts of conservation reserve design, such as one large parcel is better than several small ones (generally), and the importance of maintaining habitat connectivity.

3. Other

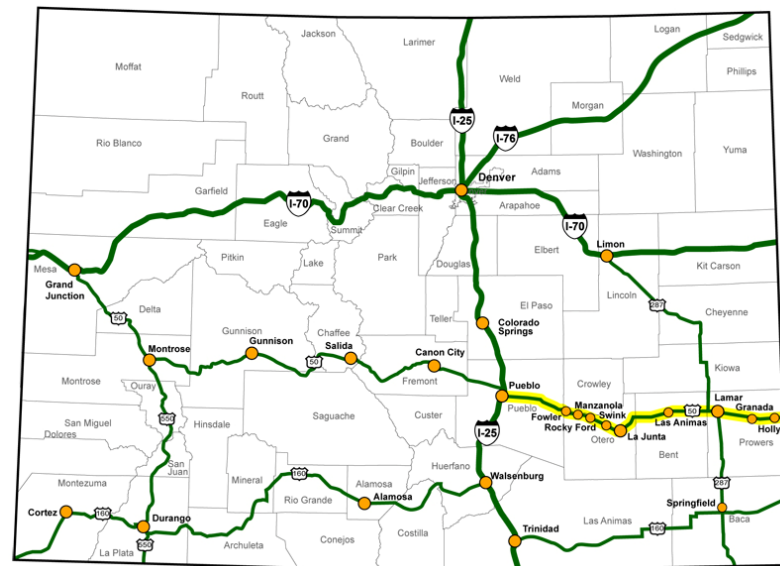
- Susan Linner asked if the project team could attach USACE and CDOW's answers to the questions asked at this meeting to the meeting minutes.

4. Next Steps

- Confer with the CDOW and USACE on an agreed upon direction for future conversations about this topic.
- Develop draft mitigation strategies that would be reviewed by the agencies participating in the US 50 AWG.

**Range of Alternatives and Screening
Criteria Public Meetings
(Meetings Report)**

Range of Alternatives and Screening Criteria Public Meetings Report



Meetings Held: August 13-22, 2007

Project No. NH0504-037
Sub Account No. 12812



US 50 Corridor East



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Appendices

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U.S. 50 Corridor East Range of Alternatives and Screening Criteria Public Meetings Report

PURPOSE

The U.S. 50 project team hosted a series of meetings while developing the project's range of alternatives and screening criteria. These public meetings are part of a broader public involvement program for the U.S. 50 Tier 1 Environmental Impact Statement, a.k.a. U.S. 50 Corridor East. The project team includes personnel from the Colorado Department of Transportation and its consultant partners.

The purpose of these meetings was to obtain public input regarding the proposed purpose and need, range of alternatives, and screening criteria.

SCHEDULING AND FORMAT

Public meetings were held in 10 communities along the corridor from Monday, August 13 through Wednesday, August 22 (detailed below). The meeting venues were selected by considering size, location, availability, general acceptance by most populations in the community, the project schedule, community and school schedules, accessibility, and budget. More detail about the meeting venue selection and scheduling process has been included in Appendix A.

Each meeting was organized in an open-house format and included a sign-in table, informational display boards, aerial maps of the host community, surrounding areas and adjacent communities, a table to facilitate the submission of written comments, activities for the children of attendees, and light snacks. Project team members were present to explain the content of the displays, to answer questions, and to encourage public comment.

Granada
Monday, August 13, 2007
10:30 a.m. to 1:30 p.m.
Town Hall
105 S. Main

Swink
Tuesday, August 14, 2007
10:30 a.m. to 1:30 p.m.
Swink School (multipurpose room)
610 Columbia

Holly
Monday, August 13, 2007
5:00 to 8:00 p.m.
Holly Senior & Community Center
129 S. Main

Las Animas
Tuesday, August 14, 2007
5:00 to 8:00 p.m.
Bent County/Las Animas Senior Center
1724 W. Ambassador Thompson Blvd.

Lamar
Monday, August 20, 2007
10:30 a.m. to 1:30 p.m.
Community Center (multipurpose room)
610 S. 6th Street

Rocky Ford
Tuesday, August 21, 2007
5:00 to 8:00 p.m.
Jefferson Middle School (cafeteria)
901 S. 11th Street

La Junta
Monday, August 20, 2007
5:00 to 8:00 p.m.
Otero Junior College
(student center banquet room)
2001 San Juan Ave.
(wheelchair access on east side)

Pueblo
Wednesday, August 22, 2007
10:30 a.m. to 1:30 p.m.
Southeast Colorado Heritage Center
201 W. B Street

Manzanola
Tuesday, August 21, 2007
10:30 a.m. to 1:30 p.m.
Manzanola High School (library)
301 S. Catalpa

Fowler
Wednesday, August 22, 2007
5:00 to 8:00 p.m.
Fowler Elementary School
(all-purpose room)
601 W. Grant Ave.

DISPLAYS AND HANDOUTS

Displays included boards pertaining to the project in general and boards specific to each host community. The primary purpose of the handouts was to encourage individuals to provide comments to the project team. The displays and handouts are described below, with examples attached in appendices as noted. After the conclusion of the last meeting, the displays were posted on the project Web site at www.us50east.com.

Sign-in Table

Display:	Welcome, Please Sign In
Handouts:	Sign-in Form (see Appendix B)
	Comment Sheet (see Appendix C)
	Postcard listing the dates, times, and locations of all the public meetings (see Appendix D)
	Project Managers' Business Cards

Display Boards

Several display boards were common to each meeting, and several were specific to each community. Copies of all the boards presented are included in Appendix E (common boards) and Appendix F (community specific boards) in DVD format.

Boards common to all meetings included:

- Corridor Vision
- Corridor Map
- Development of U.S. 50 Alternatives
- Process and Schedule
- Purpose and Need
- Speed and Access Needs
- Screening Criteria
- Regional Corridor Location
- Transportation Type
- Through Town Typical Sections
- Around Town Typical Sections
- Screening Criteria – How to Measure It
- Roadway Type
- Future U.S. 50 Access Decisions
- U.S. 50 Passing Lane Construction
- SAFETEA-LU
- What's Next?
- Stay Involved

Boards specific to each community included:

Corridor comparison boards showing all of the proposed alternatives for the host community and their adjacent communities were shown in Holly, Granada, Las Animas, Swink, La Junta, Rocky Ford, Manzanola, and Fowler.

General location comparison boards showing potential impacts of the around town alternatives for the specific host community and their adjacent communities were shown in Holly, Granada, Las Animas, Swink, La Junta, Rocky Ford, Manzanola, and Fowler.

Through town alternatives boards showing the eliminated through town alternatives and their potential impacts consisted of aerial photography overlaid with semi-transparent color representing the possible corridors and resources. The following alternatives were shown:

- Holly 1 hold south shift north
- Holly 2 hold north shift south
- Holly 3 railroad option
- Granada 1 hold north shift south
- Granada 2 hold south shift north
- Granada 3 railroad option
- Las Animas 1 hold south and east shift north and west
- Las Animas 2 hold north and west shift south and east
- Las Animas 3 hold railroad south shift west option
- La Junta 1 hold south shift north

La Junta 2 hold north shift south
Swink 1 hold south shift north
Swink 2 hold north shift south
Swink 3 railroad option
Rocky Ford 1 eastbound hold north shift south
Rocky Ford 2 eastbound hold south shift north
Rocky Ford 3 westbound hold north shift south
Rocky Ford 4 westbound hold south shift north
Manzanola 1 hold south shift north
Manzanola 2 hold north shift south
Manzanola 3 railroad option
Fowler 1 hold south shift north
Fowler 2 hold north shift south
Fowler 3 north and south railroad options

Around town alternatives boards showing their potential impacts consisted of aerial photography overlaid with semi-transparent color representing the possible corridor alternatives and resources. The following alternatives were shown:

Holly north and south
Granada north and south
Las Animas north and south
Rocky Ford north and south
Swink north and south
La Junta north, south 1, south 2 and south 3
Manzanola north and south
Fowler north and south
Pueblo (from the 47 bypass to SH 96) north and existing

Rural corridor aerials showing the areas between the cities and towns and the alternatives and resources within these areas. Those areas included:

Holly to the Kansas state line
Granada to Holly
Lamar to Granada (shown on two separate boards)
Las Animas to Lamar (shown on two separate boards)
La Junta to Las Animas
Manzanola to Rocky Ford
Fowler to Manzanola
SH 96 to Fowler (shown on two separate boards)

Comment Table

There was a comment table set up at each meeting. On the table was a display board asking for the public to submit comments, comment forms, and pens.

Children's Table

There was a children's table set up at each meeting. On the table were coloring books, crayons, paper, and snacks. Advertisements for these meetings noted that children were welcome.

MEETING NOTICES

The meetings were announced utilizing several avenues, including a direct mail postcard, print advertising, press releases, letters to elected officials, Action 22, fliers, electronic (online and television) community calendar listings, and the project's public web site. Disseminating information through the local schools was not possible because schools along the corridor were not in session. Each of these announcement methods is discussed in more detail below.

Direct Mail

Postcard announcements were mailed to 1,324 households and businesses along the U.S. 50 corridor, using the project database as the mailing list. The postcards included an invitation to attend, times and locations, contact information, and text regarding Americans with Disabilities Act accommodations and an offer of translation services.

Print Advertising

Advertising space was purchased in newspapers along the corridor, as well as two papers that reach Spanish-speaking members of the Southern Colorado Community. A sample ad is included in Appendix G. The publications' run dates were as follows:

The Pueblo Chieftain: Sundays, August 12 and 19
Caminos de Southern Colorado: Wednesday, August 7
La Junta Tribune-Democrat: Fridays, August 10 and 17
Bent County Democrat: Thursdays, August 2 and 9
The Fowler Tribune: Thursdays, August 9 and 16
Lamar Ledger: Fridays, August 10 and 17
Rocky Ford Daily Gazette: Fridays, August 10 and 17
Hispania News: Thursdays, August 2 and 9

Press Releases and Media Alerts

Press releases and media alerts were sent to 30 media outlets along the corridor. These included print, radio, and television stations along the corridor, which are listed below. Additional information about these outlets is included in Appendix H.

Print Media:

Bent County Democrat
La Junta Tribune-Democrat
Fowler Tribune
Ag Journal
Hispania News
Rocky Ford Daily Gazette

Lamar Ledger
Pueblo Chieftain
Caminos de Southern Colorado

Radio Stations:

Cherry Creek Radio – KLMR AM (Lamar)
KBLJ AM (La Junta)
KTHN FM (La Junta)
KCSJ 590 AM (Pueblo)
KGHF AM (Pueblo)
KDZA FM (Pueblo)
KTSC FM Radio (Pueblo)
KNKN FM (Pueblo)
KRMX AM (Pueblo)
KFVR FM (La Junta)
KWAY FM (Lamar)
KANZ FM (Garden City, Kansas; translator in Lamar)

Broadcast Television:

KKTV (Colorado Springs and Pueblo)
KOAA (Colorado Springs and Pueblo)
KRDO (Colorado Springs and Pueblo)

Cable Access Channels:

Lamar Channel 12 (Bresnan Communications)
Pueblo cable access channels 17 and 19
La Junta Channel 9 (Bresnan Communications)
Las Animas (Bent County) Channel 37 (Charter Communications)

Communication with Elected Officials

A letter updating the project's activity during the last year and announcing the upcoming meetings was mailed to the following state and federal elected officials on July 31, 2007:

State Senator Greg Brophy
State Representative Dorothy Butcher
State Representative Cory Gardner
State Senator Ken Kester
State Representative Buffie McFadyen
State Representative Wesley McKinley
State Senator Abel Tapia
U.S. Senator Wayne Allard
Congresswoman Marilyn Musgrave
Congressman John Salazar
U.S. Senator Ken Salazar

A copy of this letter has been included in Appendix I. Additionally, an e-mail was sent to State House Transportation Committee Chair Buffie McFadyen about the meetings, and this e-mail has also been included in Appendix I.

Action 22

Action 22 is an advocacy organization for 22 counties in southeastern Colorado, including Pueblo, Otero, Bent and Prowers counties. Action 22 distributed information regarding these meetings in their Monday Morning Update on August 13, 2007. The e-mail update is distributed to approximately 500 organizational members. A copy of the notification is included in Appendix J.

Fliers

Fliers printed separately in English and in Spanish were posted at more than 100 locations along the corridor, including convenience stores, markets, health centers, and community centers. The 11-inch by 17-inch fliers were posted as part of the project's environmental justice outreach effort, although the exposure reached beyond these populations. The fliers were also mailed for posting at the three churches along the corridor that provide services in Spanish and to three local growers to post for their workers. A full list of posting locations and copies of the fliers are included in Appendix K.

Public Service Announcements

A copy of the media alert, in the form of a public service announcement, was sent to the four community cable access channels along the corridor so they could include them in their community calendar listings. Announcements were also sent to three radio stations (KRCC, High Plains Radio, and KFVR). More detail about these outlets can be found in Appendix H.

Online Community Calendar Listings

Meeting information was submitted to the three broadcast television stations for inclusion on their Internet-based community calendars. Examples of these listings are included in Appendix N.

Project Web Site

Meeting information was posted on the project Web site's main page starting on July 26, 2007. The official press release was also posted to the Web site on August 6, 2007.

ENVIRONMENTAL JUSTICE COMMUNITY OUTREACH

The U.S. 50 Tier 1 EIS project team strives to reach out to people who, if not encouraged, might not prefer to attend meetings or provide input for various reasons. While not exclusively focused on reaching minority and low-income populations, the strategy for scheduling the public meetings and communicating the information incorporated outreach to these populations. The following issues were taken into consideration during the planning process:

Meeting venue selection incorporated accessibility and perceived inclusiveness for all populations.

Meeting announcements and communications included alternate methods of outreach, such as posting flyers in targeted locations and providing information in English and in Spanish. Posting locations were selected based on interviews with local officials and residents who helped the project team pinpoint suitable locations that would reach the potential low-income and minority populations. Details of the fliers and posting locations can be found in Appendix K.

Spanish-speaking radio stations were incorporated, and a special public service announcement in Spanish was created. This announcement was sent to KFVR (“El Tigre”) for inclusion in the regular morning announcements.

A local English-speaking radio station, KBLJ in La Junta, regularly airs interviews accompanied by on-air Spanish translators. The project team conducted an interview on August 20, 2007.

All communications included a paragraph in Spanish explaining that all reasonable accommodations would be made for people with disabilities and those who require Spanish translation.

A member of the project team attending all public meetings was prepared for basic translation services as needed.

RESULTING MEDIA COVERAGE AND EXPOSURE

News stories covering the meetings included those printed in local newspapers, on radio stations, and on television. These items are described in more detail below.

Print Media

The stories listed below are included in Appendix L.

Pueblo Chieftain, July 31, 2007, Meetings to discuss changes for U.S. 50
La Junta Tribune-Democrat, August 1, 2007, Highway 50 meetings planned around state
Bent County Democrat, August 2, 2007, Highway 50 meetings planned
Pueblo Chieftain, August 2, 2007, Highway 50 [Editorial]
La Junta Tribune-Democrat, August 8, 2007, U.S. Highway 50 discussion continues
La Junta Tribune-Democrat, August 14, 2007, How will Hwy 50 change?
La Junta Tribune-Democrat, August 15, 2007, Citizens able to comment on proposed changes to Hwy 50
Pueblo Chieftain, August 22, 2007, Emotions mixed at highway meeting
Rocky Ford Daily Gazette, August 23, 2007, Highway 50 Corridor East Meeting in Manzanola Draws Six
Pueblo Chieftain, August 23, 2007, U.S. 50 may loop north of airport
Pueblo Chieftain, August 25, 2007, Salazar plans visit to Fowler for U.S. 50 discussion

La Junta Tribune-Democrat, August 27, 2007, Hwy 50 plan draws concern
Rocky Ford Daily Gazette, September 4, 2007, Highway 50 Issue Continues To Frustrate Residents
Rocky Ford Daily Gazette, September 4, 2007, Susan's Musings [Editorial]

Radio

KLMR (Lamar) 920 AM, August 10, 2007, Telephone interview on morning show "Anything Goes"

KBLJ (La Junta) 1400 AM, August 20, 2007, In-person interview with Spanish translation on morning show "This, That and the Other" ("TTO")

Television

A transcript of the story listed below is included in Appendix M.

KKTV, August 14, 2007, Highway 50 Expansion Project Public Meetings (news story at 5:30 and 10 p.m.; transcript posted on Internet site with the meeting schedule)

MEETING ATTENDANCE

Attendance at each meeting is detailed below. Attendance at all public meetings totaled 302 individuals. The completed sign-in forms for each meeting are included in Appendix O. A summary of each meeting's attendance has been provided below:

Granada: 10 people attended this meeting, including nine community residents and one CDOT employee (Paul Westhoff, CDOT Region 2, Lamar). This meeting was held on Monday, August 13, 2007 from 10:30 a.m. to 1:30 p.m.

Holly: 24 people attended this meeting, including 23 community residents and one representative from an energy company with interests in the area. This meeting was held on Monday, August 13, 2007 from 5:00 to 8:00 p.m.

Swink: 17 people attended this meeting, including 16 community residents and one media representative. This meeting was held on Tuesday, August 14, 2007 from 10:30 a.m. to 1:30 p.m.

Las Animas: 29 people attended this meeting, including 28 community residents and one CDOT employee (Karen Rowe, CDOT Region 2, Pueblo). This meeting was held on Tuesday, August 14, 2007 from 5:00 to 8:00 p.m.

Lamar: 18 people attended this meeting, including 17 community residents and one media representative. This meeting was held on Monday, August 20, 2007 from 10:30 a.m. to 1:30 p.m.

La Junta: 53 people attended this meeting, including 50 community residents, one CDOT employee (Tom Wrona, CDOT Region 2, Pueblo), and two media representatives. This meeting was held on Monday, August 20, 2007 from 5:00 to 8:00 p.m.

Manzanola: 13 people attended this meeting, including 12 community residents and one media representative. This meeting was held on Tuesday, August 21, 2007 from 10:30 a.m. to 1:30 p.m.

Rocky Ford: 47 people attended this meeting, including 46 community residents and one media representative. This meeting was held on Tuesday, August 21, 2007 from 5:00 to 8:00 p.m.

Pueblo: 27 people attended this meeting, including 22 community residents, three CDOT employees (Karen Rowe, Tom Wrona and Jason Ahrens, CDOT Region 2, Pueblo), and two media representatives. This meeting was held on Wednesday, August 22, 2007 from 10:30 a.m. to 1:30 p.m.

Fowler: 64 people attended this meeting, including 63 community residents and one media representative. This meeting was held on Wednesday, August 22, 2007 from 5:00 to 8:00 p.m.

COMMENTS

Comments resulting from the public meetings were gathered during the meetings and for a two-week period after the last meeting. Comments could be submitted in person, via fax, e-mail, U.S. mail, or through the project Web site.

During this comment period, the project team received 69 comments, which included forms submitted at the meetings, letters, e-mails, and faxes. The comment sheets were intended to elicit information on the proposed alternatives, screening criteria, and resources evaluated. The respondents, however, were not restricted to these topics and were encouraged to give us their thoughts on other project-related topics.

Comments were transcribed verbatim (with spelling errors) and are included in Appendix P. Names and addresses have been omitted from the transcription to protect the privacy of the individual commenting.

FOLLOW-UP

The project team will review the comments received, respond to those specific questions either individually or in a Frequently Asked Questions (FAQ) page on the project's public Web site, and use them to refine the proposed alternatives.

APPENDICES

Appendix A
Meeting Schedule Rationale

U.S. 50 Tier 1 EIS
Public Meetings August 2007 Scheduling and Facility Rationale

ITEMS FOR CONSIDERATION

The following items were considered in scheduling the public meetings:

- Possible public meeting facilities available in the towns and cities of Pueblo, Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas, Lamar, Granada and Holly
- Facilities that are compliant with the Americans with Disabilities Act (ADA)
- Facilities that are large enough to accommodate the project team, the display materials, and the estimated number of attendees
- Facilities that are inclusive and do not alienate members of the population
- Significant events and meetings already happening in and around the targeted towns and cities that might be barriers to participation
- Significant events and meetings that affect the key members of the project team and might be barriers for their participation, affecting the quality of information available to meeting attendees
- A schedule that provided the best use of budgetary resources

SELECTION

The meeting coordinators accounted for a number of scheduling constraints and physical facility amenities when determining the meeting times and places.

Scheduling

The timing of the public meetings was important in keeping the project on schedule for the next stage. The meetings should happen as soon as possible after the preliminary preferred corridor location alternatives presentation to the working and agency groups, which occurred in July of 2007. In anticipation of approval of the preliminary preferred corridor location alternatives, meeting coordination and scheduling began in June of 2007 due to the possible difficulty in confirming the school facility schedules over the summer.

When it was time to focus on specific time periods, the first consideration was the availability of the possible venues. Then, the project team consulted the state and county fair schedules, the school year schedule, the county commissioner meetings, the city council and town trustees' meetings for each respective community. A 3-month calendar of these schedules follows at the end of this appendix.

Finally, the schedules of the key project team members were consulted to assure that each community receives a comparable quality-level of information during the meetings.

Accessibility

The facilities selected were all ADA-compliant, and were in reasonably convenient locations for each community. Several of the smaller communities had only one facility large enough to accommodate the meetings and that met these requirements.

Where there were additional options, the coordination team also considered the availability of parking facilities and the facility's perceived friendliness to the general population and to low-income and minority populations.

Budgetary considerations

If there was more than one acceptable facility in a community and all contributing factors were comparable, the facility with the lower rental rate was selected.

To make the best use of the mailing and notification budget, the project team scheduled meetings within a two-week time period so that only one mailing and cluster of advertising would serve as notice for all meetings.

Also considered were the number of overnight hotel stays and efficiency of the driving time and mileage between meetings.

Timing

Several communities were targeted as needing evening times for their meetings, due to the community involvement expected. Those communities were Las Animas, La Junta, Rocky Ford and Fowler. Holly was also included in the list of meetings held in the evening in order to maximize the mileage budget by pairing it with the meeting in Granada. The three-hour timeframe of 5 to 8 p.m. was targeted so that the meeting would reach people who work during the day as well as people who were wary of driving at night.

Daytime meeting times were chosen for the communities of Granada, Lamar, Swink, Manzanola and Pueblo. The daytime meeting time of 10:30 a.m. to 1:30 p.m. was chosen so that the meeting would be available for people mid morning, and for those who would like to attend during the lunch hour.

July 2007

Sun	Mon	Tue	Wed	Thurs	Fri	Sat
1	2 Otero Co. Commissioners Mtg., 1:30 p.m.; La Junta City Council, 7:30 p.m.	3 Pueblo Commissioners Mtg., 9 a.m.	4	5 Pueblo Commissioners Mtg., 9 a.m.	6	7
8	9 Otero Co. Commissioners Mtg., 1:30 p.m.; Fowler Town Council Mtg., 6 p.m.; Lamar City Council, 7 p.m.; Swink Council Mtg., 7 p.m.; La Junta City Council, 7:30 p.m.	10 Pueblo Commissioners Mtg., 9 a.m.; Prowers County Commissioners Mtg., 9 a.m.; Pueblo Council Mtg., 5:30 p.m.; Las Animas Council Mtg., 7 p.m.; Rocky Ford City Council Mtg., 7 p.m.	11 Bent Co. Commissioner Mtg., 1 p.m.; Holly Town Council, 7 p.m.; Granada Town Council Mtg., 7:30 p.m.	12 Pueblo Commissioners Mtg., 9 a.m.	13	14
15	16 Otero Co. Commissioners Mtg., 1:30 p.m.	17 Pueblo Commissioners Mtg., 9 a.m.	18	19 Prowers County Commissioners Mtg., 9 a.m.; Pueblo Commissioners Mtg., 9 a.m.	20	21
22	23 Otero Co. Commissioners Mtg., 1:30 p.m.; Fowler Town Council Mtg., 6 p.m.; Lamar City Council, 7 p.m.	24 Pueblo Commissioners Mtg., 9 a.m.; Pueblo Council Mtg., 5:30 p.m.; Rocky Ford City Council Mtg., 7 p.m.	25 Bent Co. Commissioner Mtg., 10 a.m.	26 Prowers County Commissioners Mtg., 9 a.m.; Pueblo Commissioners Mtg., 9 a.m.	27	28 Bent County Fair & Rodeo, <i>Las Animas</i>
29	30	31				

US 50 Corridor East
2007 State/County Fair Schedule/1st Day of School/Commissioner/Council Mtgs.

Bent County Fair & Rodeo, <i>Las Animas</i>	Bent County Fair & Rodeo, <i>Las Animas</i> ; Otero Co. Comm. Mtg., 1:30 p.m.;	Bent County Fair & Rodeo, <i>Las Animas</i> ; Pueblo Commissioners Mtg., 9 a.m.				
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August 2007



Sun Mon Tue Wed Thurs Fri Sat

			1 Bent County Fair & Rodeo, Las Animas; Bent County Commissioners Mtg., 1 p.m.; Holly Town Council Mtg., 7 p.m.	2 Bent County Fair & Rodeo, Las Animas; Pueblo Co. Commissioners Mtg., 9 a.m.	3 Bent County Fair & Rodeo, Las Animas; Prowers Sand & Sage Fair & Rodeo, Lamar	4 Bent County Fair & Rodeo, Las Animas; Prowers Sand & Sage Fair & Rodeo, Lamar
5 Prowers Sand & Sage Fair & Rodeo, Lamar	6 Prowers Sand & Sage Fair & Rodeo, Lamar; Otero Co. Commissioners Mtg., 1:30 p.m.; La Junta City Council, 7:30 p.m.	7 Prowers Sand & Sage Fair & Rodeo, Lamar; Pueblo Co. Commissioners Mtg., 9 a.m.	8 Prowers Sand & Sage Fair & Rodeo, Lamar; Bent Co. Commissioners Mtg., 1 p.m.; Granada Town Council, 7:30 p.m.	9 Prowers Sand & Sage Fair & Rodeo, Lamar; Pueblo Co. Commissioners Mtg., 9 a.m.; Prowers Co. Commissioners Mtg., 9 a.m.	10 Prowers Sand & Sage Fair & Rodeo, Lamar	11 Prowers Sand & Sage Fair & Rodeo, Lamar
12	13 Otero Co. Commissioners Mtg., 1:30 p.m.; Pueblo City Council Mtg., 5:30 p.m.; Fowler Town Council Mtg., 6 p.m.; Swink City Council, 7 p.m.; La Junta City Council, 7:30 p.m.	14 Pueblo Co. Commissioners Mtg., 9 a.m.; Las Animas Council Mtg., 7 p.m.; Rocky Ford Council Mtg., 7 p.m.	15 Arkansas Valley Fair, Rocky Ford	16 Arkansas Valley Fair, Rocky Ford; Pueblo Co. Commissioners Mtg., 9 a.m.;	17 Arkansas Valley Fair, Rocky Ford	18 Arkansas Valley Fair, Rocky Ford
19 Arkansas Valley Fair, Rocky Ford	20 Lamar, Las Animas, Manzanola & Holly 1 st day of school; Otero Co. Comm. Mtg., 1:30 p.m.	21 Pueblo Co. Comm. Mtg., 9 a.m.; Prowers Co. Comm. Mtg., 9 a.m.;	22 Bent County Commissioners Mtg., 10 a.m.	23 Fowler & Granada 1 st day of school; Pueblo Co. Commissioners Mtg., 9 a.m.;	24 Colorado State Fair, Pueblo	25 Colorado State Fair, Pueblo

US 50 Corridor East
2007 State/County Fair Schedule/1st Day of School/Commissioner/Council Mtgs.

<p>26 CO State Fair, Pueblo</p>	<p>27 CO State Fair, Pueblo; Rocky Ford, Swink, Pueblo (D 60), & La Junta (MS/HS) 1st day of school; Otero Co. Comm. Mtg., 1:30 p.m.; Pueblo City Council, 5:30 p.m.; Fowler Town Council Mtg., 6 p.m.</p>	<p>28 CO State Fair, Pueblo; Pueblo Co. Commissioners Mtg., 9 a.m.; Rocky Ford Council Mtg., 7 p.m.</p>	<p>29 CO State Fair, Pueblo La Junta Elem. 1st day of school</p>	<p>30 CO State Fair, Pueblo, Prowers Co. Comm. Mtg., 9 a.m.</p>	<p>31 CO State Fair, Pueblo</p>
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September 2007



Sun	Mon	Tue	Wed	Thurs	Fri	Sat
						1 Colorado State Fair, Pueblo
2 Colorado State Fair, Pueblo	3 Colorado State Fair, Pueblo;	4 Pueblo County Commissioners Mtg., 9 a.m.; Otero Co. Commissioners Mtg., 1:30 p.m.	5 Bent County Commissioners Mtg., 1 p.m.; Holly Town Council Mtg., 7 p.m.	6 Pueblo County Commissioners Mtg., 9 a.m.	7	8
9	10 Otero Co. Comm. Mtg., 1:30 p.m.; Pueblo City Council, 5:30 p.m.; Fowler Council Mtg., 6 p.m.; Lamar City Council, 7 p.m.; Swink Council Mtg., 7 p.m.; La Junta City Council, 7:30 p.m.	11 Pueblo County Comm. Mtg., 9 a.m.; Prowers Co. Commissioners Mtg., 9 a.m.; Las Animas Council Mtg., 7 p.m.; Rocky Ford Council Mtg., 7 p.m.	12 Bent County Commissioners Mtg., 1 p.m.; Granada Town Council Mtg., 6 p.m.	13 Pueblo County Commissioners Mtg., 9 a.m.	14	15
16	17 Otero Co. Commi. Mtg., 1:30 p.m.	18 Pueblo County Comm. Mtg., 9 a.m.	19	20 Pueblo Co. Comm., 9 a.m.; Prowers Co. Comm., 9 a.m.	21	22
23	24 Otero Co. Comm. Mtg., 1:30 p.m.; Pueblo City Council, 5:30 p.m.; Fowler Council Mtg., 6 p.m.; Lamar City Council, 7 p.m.	25 Pueblo County Comm. Mtg., 9 a.m.; Rocky Ford Council Mtg., 7 p.m.	26 Bent County Commissioners Mtg., 10 a.m.	27 Pueblo County Comm. Mtg., 9 a.m.; Prowers Co. Comm. Mtg., 9 a.m.	28 Holly Gateway Fair	29 Holly Gateway Fair
30 Holly Gateway Fair						

US 50 Corridor East
2007 State/County Fair Schedule/1st Day of School/Commissioner/Council Mtgs.

Appendix B
Sign-In Form



This list is part of the public record for this project. Please print legibly

Project No. NH 0504-037
 Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
					Yes No
					Yes No
					Yes No
					Yes No
					Yes No
					Yes No
					Yes No

Meeting Date: _____

Meeting Location: _____



Appendix C
Comment Sheet



COMMENT SHEET

Your issues and comments help guide the decision-making process. You may submit comments by:

- Leaving this form in the comment box;
- Mailing this form to: US 50 Corridor East, 5755 Mark Dabling Blvd., Suite 220, Colorado Springs, CO 80919-2200;
- Faxing this form to: 719-520-0108;
- E-mailing your comments to us50einfo@wilsonco.com;
- OR, writing to us at the address above.



We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.



Are there any additional resources we should evaluate as part of the screening?



Are there other issues or ideas you would like to share with us?

Please feel free to continue your comments on the back of this sheet.

May we contact you to clarify your comments, if necessary?

Name: _____

Phone #: _____

Address: _____

City and Zip: _____

Appendix D

Postcard



Partnering for Progress

*U.S. 50 Corridor East Project
5755 Mark Dabling Blvd. Ste. 220
Colorado Springs CO 80919-2200*

Toll free: 1-866-GO50NOW (866-465-0669)

Fax: (attention: U.S. 50) 719-520-0108

E-mail: us50info@wilsonco.com

Web site: www.us50east.com

PRSRRT STD
US POSTAGE
PAID
COLO SPGS CO
PERMIT NO 434

We're making decisions. You need to come!

We're making decisions. You need to come!

You've helped us develop options for U.S. 50 and we've identified the related impacts. We are eliminating alternatives based on those impacts. Help us decide. You can make a difference.

Drop in any time during the meetings. Children are welcome.

Granada

Monday, Aug. 13, 10:30 a.m. to 1:30 p.m.
Town Hall, 105 S. Main

Holly

Monday, Aug. 13, 5-8 p.m.
Holly Senior & Community Center,
129 S. Main

Swink

Tuesday, Aug. 14, 10:30 a.m. to 1:30 p.m.
Swink School (multipurpose room)
610 Columbia

Las Animas

Tuesday, Aug. 14, 5-8 p.m.
Bent County/Las Animas
Community Center (gym)
1724 W. Ambassador Thompson Blvd.

Lamar

Monday, Aug. 20, 10:30 a.m. to 1:30 p.m.
Community Center (multipurpose room)
610 S. 6th Street

La Junta

Monday, Aug. 20, 5-8 p.m.
Otero Junior College
(student center banquet room)
2001 San Juan Ave.
(wheelchair access on east side)

Manzanola

Tuesday, Aug. 21, 10:30 a.m. to 1:30 p.m.
Manzanola High School (library)
301 S. Catalpa

Rocky Ford

Tuesday, Aug. 21, 5-8 p.m.
Jefferson Middle School (cafeteria)
901 S. 11th Street

Pueblo

Wednesday, Aug. 22, 10:30 a.m. to 1:30 p.m.
Southeastern Colorado Heritage Center
201 W. B Street

Fowler

Wednesday, Aug. 22, 5-8 p.m.
Fowler Elementary School (all-purpose room)
601 W. Grant Ave.



Partnering for Progress

Reasonable accommodations will be provided upon request for people with disabilities and for those who require Spanish translation. Please call 1-866-GO50NOW (1-866-465-0669) if you require special accommodations or translation to participate in these meetings.

Acomodaciones razonables serán proveídas cuando lo requieran para personas con deshabildades y para quienes que necesiten traducción al español. Por favor, llame al 1-866-GO50NOW (1-866-465-0669) si usted requiere acomodación especial o traducción para participar en esta reunión.

Can't attend a meeting? The information presented will be made available on the project Web site, www.us50east.com, soon after the conclusion of the last meeting.



U.S. Department of Transportation
Federal Highway
Administration

Appendix E
Display Boards
(included digitally)

Appendix F
Community Aerial Maps
(included digitally)

Appendix G
Sample Print Advertisement



We're making decisions. You need to come!

You've helped us develop options for US 50 and we've identified the related impacts. We are eliminating alternatives based on those impacts. Help us decide. You can make a difference. Drop in any time during the meetings. Children are welcome.

Granada

Monday, August 13
10:30 a.m. - 1:30 p.m.
Town Hall
105 S. Main

Holly

Monday, August 13
5 - 8 p.m.
Holly Senior
& Community Center
129 S. Main

Swink

Tuesday, August 14
10:30 a.m. - 1:30 p.m.
Swink School
(multipurpose room)
610 Columbia

Las Animas

Tuesday, August 14
5 - 8 p.m.
Bent County/Las Animas
Community Center (gym)
1724 Ambassador Thompson Blvd.

Lamar

Monday, August 20
10:30 a.m. - 1:30 p.m.
Community Center
(multipurpose room)
610 S. 6th Street

La Junta

Monday, August 20
5 - 8 p.m.
Otero Jr. College
(student center banquet room)
2001 San Juan Ave.
(wheelchair access on east side)

Manzanola

Tuesday, August 21
10:30 a.m. - 1:30 p.m.
Manzanola High School (library)
301 S. Catalpa

Rocky Ford

Tuesday, August 21
5 - 8 p.m.
Jefferson Middle School
(cafeteria)
901 S. 11th Street

Pueblo

Wednesday, August 22
10:30 a.m. - 1:30 p.m.
Southeastern Colorado
Heritage Center
201 W. B Street

Fowler

Wednesday, August 22
5 - 8 p.m.
Fowler Elementary
(all purpose room)
601 W. Grant Ave.

Contact Us: Toll-free number: 1-866-GO50NOW (866-465-0669)

Web site: www.us50east.com

E-mail: us50einfo@wilsonco.com

Mail: US 50 Corridor East, 5755 Mark Dabling Blvd. Ste. 220
Colorado Springs, CO 80919

Reasonable accommodations will be provided upon request for people with disabilities and for those who require Spanish translation. Please call 1-866-GO50NOW (1-866-465-0669) if you require special accommodations or translation in this meeting.

Acomodaciones razonables serán proveídas cuando lo requieran para personas con deshabildades y para quienes que necesiten traducción al español. Por favor, llame al 1-866-GO50NOW (1-866-465-0669) si usted requiere acomodación especial o traducción para participar en esta reunión.



Appendix H
List of Media Outlets

US 50 list of media outlets for public meetings August 2007

Type	Media name	Description	Contact name/ title	E-mail address	Sent
Newspaper	Bent County Democrat	Serves Bent County and Las Animas. Part of La Junta Tribune-Democrat family of papers. Published Thursdays	Dan Cunningham, editor	bcd@lajuntatribunedemocrat.com	PR 7-26 MA 8-7
Newspaper	La Junta Tribune-Democrat	Published weekdays out of La Junta. Serves Otero County, including La Junta, Swink, Rocky Ford, Manzanola. Part of the La Junta Tribune-Democrat family of papers.	Candi Miell, editor	editor@lajuntatribunedemocrat.com	PR 7-26 MA 8-13 MA 8-7
Newspaper	Fowler Tribune	Weekly paper published Thursdays. Part of the La Junta Tribune-Democrat family of papers.	Candi Miell, editor	editor@lajuntatribunedemocrat.com	PR 7-26 MA 8-13
Newspaper	Ag Journal	Agricultural paper published Fridays. Somehow affiliated with La Junta Tribune-Democrat family of papers.	Pat Ptolemy, editor, publisher	ag-edit@centurytel.net	PR 7-26 MA 8-7
Newspaper	Hispania News	Weekly newspaper, distributed on Thursdays. Headquarters in Colorado Springs. Distribution area covers Pueblo, Lamar, La Junta, Rocky Ford	Bob Armendariz, editor	editor@hispanianews.com	PR 7-26 MA 8-7
Newspaper	Rocky Ford Daily Gazette	Newspaper out of Rocky Ford. Serves Otero and Crowley counties, including Manzanola and Swink.	Susan Pieper, editor	news@rockyforddailygazette.com	PR 7-26 MA 8-13
Newspaper	Lamar Ledger	Owned by Prairie Mountain Publishing. Published Wednesdays and Fridays. Serves Prowers County, Lamar, Wiley, Granada and Holly?	Mary Breslin editor	editor@lamarledger.com	PR 7-26 MA 8-7 MA 8-13
Newspaper	Pueblo Chieftain	Daily paper	Larry Lopez, city editor	city@chieftain.com	PR 7-26 MA 8-13
Newspaper	Pueblo Chieftain	Daily paper	Anthony Mestas, reporter	anthonym@chieftain.com	PR 7-26 MA 8-13

PR=Press Release
MA=Media Alert

Type	Media name	Description	Contact name/ title	E-mail address	Sent
Radio	Cherry Creek Radio – KLMR	AM and FM station out of Lamar. Includes radio show called “Anything Goes,” which airs 7:05 – 8 a.m. weekdays.	Eric Stone, news director 719-336-2206	estone@cherrycreekradio.com	PR 7-26 MA 8-7
Radio	KBLJ AM	“Arkansas Valley Oldies” includes radio show TTO (This, That and the Other-TTO). Broadcasts from La Junta. Sister station to KTHN	Pat McGee, station manager, Adrian Hart, on air, sales associate	kbj@rural-com.com	PR 7-26 MA 8-7
Radio	KTHN FM	Sister station to KBLJ (La Junta). “Thunder Country” country music format	Pat McGee, station manager, and on-air sports show	kbj@rural-com.com	PR 7-26 MA 8-7
Radio	KCSJ 590 AM	News talk radio, Clear Channel station out of Pueblo	Tony Wright, PSA announcer	tonywright@clearchannel.com	PR 7-26 MA 8-13
Radio	KGHF AM	Clear Channel station out of Pueblo. All sports	Tony Wright, PSA announcer	tonywright@clearchannel.com	PR 7-26 MA 8-13
Radio	KDZA FM	Oldies. Clear Channel station out of Pueblo	Tony Wright, PSA announcer	tonywright@clearchannel.com	PR 7-26 MA 8-13
Radio	KTSC FM Radio	University of Southern Colorado radio station. Hip hop.	Matt Garbiso	matt.garbiso@colostate-pueblo.edu	PR 7-26 MA 8-13
Radio	KNKN FM	“Radio Lobo” sister station of KRMX	Steve Brown, traffic mgr	elgatonegro@amigo.net	PR 7-26 MA 8-13
Radio	KRMX AM	“Ranchero” sister station of KNKN	Steve Brown, traffic mgr	elgatonegro@amigo.net	PR 7-26 MA 8-13
Radio	KFVR	“El Tigre” station – programming in English and Spanish. Reaches middle of corridor.	Amy G. – fax – (719) 254-6303	Fax the PSA and she'll have an on-air personality read it.	No PR MA 8-15
Radio	KVAY FM	“Your Valley County” broadcasts from Lamar	Russ Baldwin, news director	news@kway.com	PR 7-26 MA 8-7
Radio	KANZ FM 90.7	High Plains Radio – headquarters Garden City, Kan., translator in Lamar. Reaches eastern part of corridor	John O'Sullivan, Public Service Director	psa@hpr.org	PR 7-26 No MA

PR=Press Release
MA=Media Alert

Type	Media name	Description	Contact name/ title	E-mail address	Sent
TV	KOAA	Southern Colorado	Cindy Aubrey, news director	caubrey@koaa.com	PR 7-26 MA 8-13
TV	KOAA	Southern Colorado	Elaine Sheridan, assignment editor	news@koaa.com	PR 7-26 MA 8-13
TV	KKTV	Southern Colorado	Melinda Dionne, assignment editor	news@kktv11news.com	PR 7-26 MA 8-13
TV	KKTV	Southern Colorado	Nick Matesi, news director	nmatesi@kktv11news.com	PR 7-26 MA 8-13
TV	KRDO TV	Southern Colorado	Dave Rose, news director	d.rose@krdotv.com	PR 7-26 MA 8-13
TV	Pueblo cable access channels 17 and 19	Pueblo cable channels. Managed by Pueblo Community College. Channel 17 is government and Channel 19 is community.	Scott Richards	scott.richards@pueblocc.edu	PR 7-26 No MA
TV	Bresnan communication s, cable access channel 12	Serves Lamar, Holly Granada	Brice Hiigel	bhiigel@bresnan.com	MA 8-1 No MA
TV	Bresnan communication s, cable access channel	Serves La Junta west to Fowler and surrounding area	Brice Hiigel	bhiigel@bresnan.com	MA 8-1 No MA
TV	Charter Communicatio ns Channel 37 (PIO Channel)	Serves Las Animas and Bent County	Sue	admin@bentcounty.org	PR 7-26 No MA

PR=Press Release
MA=Media Alert

Appendix I
Communication with Elected Officials

STATE OF COLORADO

COLORADO DEPARTMENT OF TRANSPORTATION

Region 2
905 Erie Avenue
Pueblo, CO 81001
(719) 546-5452
FAX (719) 546-5456



July 31, 2007

Name
Title
Address
City, State, ZIP

Dear _____:

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are working in partnership with resource agencies, communities and the general public to develop and analyze proposed improvements to U.S. 50. The project will complete a Tier 1 Environmental Impact Statement (Tier 1 EIS) for U.S. 50 between I-25 in Pueblo and the vicinity of the Kansas state line. The project is building on the 2003 Community-Based Vision for U.S. 50 developed in partnership with the corridor communities.

In the past year, the team has:

- Refined the project's purpose and need statement through collaboration with the communities and agencies
- Developed a full-range of corridor location routes
- Developed screening criteria from the purpose and need, against which each proposed corridor location route has been measured
- Identified the impacts of each of the proposed U.S. 50 corridor location routes
- Eliminated potential through-town routes from further consideration due to irreversible negative impacts that could not be overcome in the future.

This information, along with each community's corridor location routes, will be presented in a series of public meetings taking place August 13 through August 22, 2007. These meetings will provide opportunities for members of each community to review and comment on this information.

If you have any questions at this time, please contact one of the team members at 1-866-GO50NOW (1-866-465-0669), or visit the project Web site at www.us50east.com.

Most sincerely,

Michael B. Perez
Project Manager

xc: Harris (R2 RTD)
Wrona (R2 SPE)
Rowe (2210 RE) / File
Central Files

Schaarschmidt, Gina T.

From: Schaarschmidt, Gina T.
Sent: Tuesday, July 31, 2007 3:33 PM
To: 'buffie2006@hotmail.com'
Cc: Everitt, Cheryl A.
Subject: U.S. 50 Highway project public meetings
Attachments: McFadyen letter.doc

Dear Representative McFadyen:

The Colorado Department of Transportation is holding a series of public meetings in August regarding a plan for proposed improvements to U.S. 50 from Pueblo to the Kansas state line. We have mailed a hard copy of the attached letter to your official address in Denver, but wanted to notify you via e-mail in case your office mail wouldn't reach you in time.

Sincerely,

Gina Schaarschmidt

Wilson & Company
5755 Mark Dabbling Blvd., Colorado Springs CO 80919
719-520-5800, 719-520-0108 fax
www.wilsonco.com



Appendix J
Action 22 Announcement

Schaarschmidt, Gina T.

From: Action 22, Inc. [cathy@action22.org]
Sent: Monday, August 13, 2007 11:46 AM
To: Schaarschmidt, Gina T.
Subject: FW: Monday Morning Update
Importance: High

**MONDAY MORNING
UPDATE
August 13, 2007**

7 – 1.888.799.179
www.action22.org



A Leader In Shaping the Future of Southern Colorado

QUOTE OF THE WEEK: *“There is no more independence in politics than there is in jail.” -- Will Rogers*

IN THIS WEEK'S ISSUE:

- **LEADERS FOR SOUTHERN COLORADO WANTED**
- **ACTION 22 ANNUAL CONFERENCE**
- **HWY 50 PUBLIC MEETINGS**
- **COLORADO HARVESTING ENERGY TOWN MEETINGS**
- **FOUNTAIN CREEK TASK FORCE MEETINGS**
- **POSITION OPENING**
- **COLORADO RURAL HEALTH CARE GRANT COUNCIL**
- **DEPARTMENT OF AGRICULTURE ANNOUNCES ENERGY RELATED FUNDING OPPORTUNITY**
- **TOURISM CONFERENCE**
- **CONGRESSIONAL NEWS**
 - **ESTATE TAX BILL and other**

NEWS FROM ACTION 22

LAST CALL FOR APPLICATIONS

WANTED

Leaders for Southern Colorado (LSC)

FOUNTAIN CREEK TASK FORCE AUGUST SCHEDULE

Friday, August 17th

1-4 p.m.

Consensus Committee

Location: Cheyenne Mountain State Park

Topics: Preliminary recommendations from the Army Corps; mapping

THURSDAY, August 23rd

9 a.m. to 12 p.m.

Water Quantity Working Group

Location: Fountain City Hall

Topic: Sediment transport

1-4 p.m.

Land Use/Environment Working Group

Location: Fountain City Hall

Topic: Wetlands opportunities; planning efforts by CDOT in the upper watershed

Note: The Water Quality Working Group has merged with the Water Quantity Working Group.

NEWS FROM AROUND THE STATE

Executive Vice President Colorado Association of Conservation Districts (CACD)

Opening. If you are interested, please let Cathy @ Action 22 know and she will send you the announcement.

COLORADO RURAL HEALTH CARE GRANT COUNCIL

In 2006, UnitedHealth Group committed to donate \$7,500,000 over six years to the State of Colorado to help remedy deficiencies in access to health care for rural and underserved Coloradans. Governor Ritter signed an Executive Order creating the Colorado Rural Health Grant Council for the purpose of determining funding priorities and making grants from the donated funds.

The Grant Council will include representatives from UnitedHealth Group, the Division of Insurance, the Governor's Office of Policy and Initiatives and the Departments of Health Care Policy and Financing, Public Health and Environment and Local Affairs. The Governor may appoint up to six additional members.

If you or someone you know is interested in serving, please submit an application or nomination to the Governor's Office of Boards & Commissions **no later than Monday, August 20th**. To access a copy of the application / nomination form please visit: <http://www.colorado.gov/governor/pdf/B&C-Application.pdf>

Cody Belzley, Senior Policy Analyst for Health Care, Office of Governor Bill Ritter, Jr., 303.866.5856 (direct dial)
cody.belzley@state.co.us

DEPARTMENT OF AGRICULTURE ANNOUNCES ENERGY RELATED FUNDING OPPORTUNITY

The Colorado Agricultural Value Added Development Board has announced the availability of \$500,000 in grant funding to promote agricultural energy related projects. The Board administers the Advancing Colorado's Renewable Energy (ACRE) program which provides funding to promote energy-related projects beneficial to Colorado's agriculture industry; funds will be allocated in three categories: feasibility studies, project participation, and research.

A matching contribution of at least 10 percent of the total project budget is required and applications must be received by September 17, 2007. For an application and guidelines, visit www.coloradoagriculture.com or contact the CO Department of Agriculture Markets Division at (303) 239-4117

YOU ARE INVITED -- COLORADO'S BIOSCIENCE COMMUNITY

Join some of the state's leading life science, business and economic development experts to explore the bioscience industry here in Colorado and our future as a leader in bioscience innovation in the United States.

Building on the Foundation

**August 28, 2007
1:00pm - 5:00pm
Denver Athletic Club
Grand Ballroom & Sun Deck
1325 Glenarm Place
Denver, CO 80204**

**Free of Charge
Reception to Follow**

**Speakers Include:
David K. Rosen, D.V.M.
Head, Development & Commercial Strategic Alliances
Pfizer Global Research & Development
Pfizer, Inc.
Dave Bengston**

Vice President, Colorado Operations
Amgen
David Perez
President & CEO
Gambro BCT
Larry Edward Penley, Ph.D.
President
Colorado State University
Chancellor
Colorado State University System

To RSVP, view the current agenda, and get directions, visit:
www.cobizbio.org
For more information: e-mail: info@cobizbio.org
or call: 303-459-7286

GOVERNOR'S 2007 COLORADO TOURISM CONFERENCE

And The Award Goes To . . .

There is still time to nominate individuals and communities that have made a significant contribution to the state's tourism efforts. The categories include Outstanding Individual Contribution, Outstanding Community Tourism Initiative, Outstanding Tourism Volunteer and the Colorado Tourism Office Board Chairman's Award.

Nomination forms are due by 4:00pm on August 17, 2007 and can be found at: www.colorado.com/govconf.

Online Registration for the Governor's 2007 Colorado Tourism Conference is Available . . .

Register online now for the Governor's 2007 Colorado Tourism Conference in **Grand Junction, October 10-12 at the Two Rivers Convention Center**. Register early to take advantage of the "early bird" rate.

Participate in the Silent Auction . . .

Donate items such as lodging packages, gift baskets, souvenirs, wine, attraction tickets, lift tickets, unique arts and crafts, or advertisements to help promote your community or organization to over 500 tourism professionals. Contact Jacque Spacek at 970-858-9335 Ext. 10 or fruitaco@yahoo.com to participate.

Have you checked out the **Agritourism MiniConference** yet? If you haven't heard about this exciting conference taking place before the Governor's Tourism Conference, click here:

<http://www.ag.state.co.us/mkt/agritourism/07MiniConference.html>

Sara Bell *Tourism Program Specialist* Colorado Tourism Office/ Colorado Office of Economic Development & International Trade
1625 Broadway, Suite 2700 Denver, CO 80202 P: (303) 892-3877 F: (303) 892-3848
sara.bell@state.co.us www.colorado.com www.advancecolorado.com

CONGRESSIONAL NEWS

SEN. SALAZAR FIGHTS FOR FAMILY FARMS AND RANCHES/ HIS BIPARTISAN BILL EXEMPTS THEM FROM ESTATE TAX

WASHINGTON, D.C. August 6, 2007 – The value of farmland in many regions of the country has skyrocketed in recent years, and because of that increase in value, the federal estate tax can hit family farms and ranches especially hard. Because many farming and ranching families do not have sufficient assets to be able to pay the federal estate tax in the event the estate-holder passes away, the tax can force family farmers and ranchers to sell all or part of their operation in order to foot the bill.

Last week, United States Senators Ken Salazar (D-CO) and Pat Roberts (R-KS) introduced the **Family Farm and Ranch Act of 2007**, which grants an estate tax exemption for family farms and ranches that stay in the family and continue operations after the original estate-holder passes away.

"It is extremely disheartening to see our Nation's farmers and ranchers being forced to sell their land simply because they cannot bear the financial burden of the estate tax," said Senator Salazar. **"By exempting family-owned and operated farms and ranches that stay in the family from the estate tax, we will ensure that those who choose to continue the agricultural tradition of their forefathers**

8/15/2007

are allowed to do so.”

“As farms are passed down among the generations, estate taxes have made it increasingly harder to keep the operation in the family,” Senator Roberts said. “This legislation will go a long way to keep our young people farming into the future, preserving our rural way of life and our rural communities.”

Under the **Family Farm and Ranch Act of 2007**, a farmer or rancher would not have to pay any estate tax as long as the following conditions are met:

- In the past eight years before the decedent’s death, the decedent or a member of his/her family owned the farm for a cumulative period of at least five years;
- In the past eight years before the decedent’s death, the decedent or a member of his/her family must have been actively involved in the management and operation of the farm for a cumulative period of at least five years;
- The decedent or a member of his/her family must be using the land for farming purposes on the date of his death;
- At the time of his/her death, the decedent must be a U.S. citizen or legal resident of the U.S.
- EITHER (1) for at least three of the last five taxable years of the decedent’s life, over 50 percent of his/her income was acquired through the business of farming, OR (2) the qualified farmland comprises over 50 percent of the decedent’s adjusted gross estate at the time of death

Moreover, to ensure that people do not take advantage of this exemption, this legislation would institute a “recapture tax” in the event that the heir disposes of any interest in the farmland to anyone outside his family, and/or the heir ceases to use the property for farming purposes.

“Meaningful financial relief for family farms and ranches, as well as for small business, must be part of Congress’ effort to comprehensively and responsibly reform the estate tax,” said Senator Salazar. “This bill signals an important first step in the right direction.”

Senators Mike Crapo (R-ID) and Dianne Feinstein (D-CA) have also signed on as co-sponsors to the **Family Farm and Ranch Act of 2007**. Congressman John Salazar of Colorado (D-03) has introduced similar legislation in the United States House of Representatives. The text of the Senate version can be found [here](#).

ACTION 22 NEW MEMBERS AND RENEWALS

WELCOME NEW MEMBERS Since June 1, 2007

Colorado Rural Health Center – Denver

THANK YOU Membership Renewals June 15-August 1, 2007

Leverington & Associates	Pfizer, Inc.
Cripple Creek Casino Association	Upper Rio Grande Economic Development
Greenhorn Electric	Architectural Innovators
Las Animas School District	Rocky Mountain Steel
Spanish Peaks Regional Medical Center	Bent’s Fort Inn
City of Walsenburg	Conejos County Commission
Trinidad/Las Animas County Commerce	SECAHEC
Arkansas River Power Authority	Pueblo Community College
Lindsay J. Case	Joanne G. Ballard
Short, Elliott, Hendrickson, Inc.	City of Colorado Springs

2007 CALENDAR

RECURRING MEETINGS
2nd Friday of each month, 12-1:30 p.m. – Colorado Economic Leadership Coalition Meetings, location varies, Denver
2nd Thursday of each month, 1 p.m. – Upper Arkansas Water Conservancy Meetings, 339 East Highway 50, Salida
3rd Wednesday of each month, 10 a.m. – Lower Arkansas Water Conservancy Meetings, 801 Swink Avenue, Rocky Ford
4th Thursday of each month, 10 a.m. – Southeastern Colorado Water Conservancy District meetings, 31717 United Avenue,

Pueblo
UPCOMING EVENTS
September 7-8 Club 20 Fall Conference www.club20.org
September 13-14 Progressive 15 Fall Conference www.progressive15.org
September 19-21 Great Plains International Conference – Trade, Travel, Transportation. Adam’s Mark Hotel, Denver More information: www.regonline.com/GPIC Conference is Presented by the Ports to Plains Trade Corridor Coalition, Texas Dept of Transportation, and the Colorado Department of Transportation.
September 27-30 "Where the Mountain Branch Crosses the Purgatoire" Santa Fe Trail Association Symposium 2007, Trinidad, CO www.santafetrailsenicandhistoricbyway.org
September 28 – 29 Action 22 Annual Conference – Double Eagle Hotel, Cripple Creek
October 1-4 2007 HOUSING COLORADO NOW CONFERENCE, VAIL, COLORADO www.housingcolorado.org .
October 30-31 Ft. Carson Community Sustainability Conference, Sheraton Hotel, Colorado Springs More info: Christopher Juniper cjuniper@natcapsolutions.org
October 30 Colorado’s New Energy Economy: The Path Forward Marriott City Center, Denver https://ssl.electricstores.com/ceafnew/conf/registration.asp
November 1-2 Committee Summit, TBA, Trinidad
November 15-16 2007 Colorado State Brownfields Conference in Denver. More details about this event can be found at www.ColoradoBrownfieldsFoundation.org .
November 26-28 CCI Winter Conference, Colorado Springs www.ccionline.org
2008
January 23 – ACTION 22 LEGISLATIVE DAY AT THE CAPITOL.
June 9-11 CCI Summer Conference, Vail, Vail Cascade
June 17-21, 2008 CML Summer Conference, Steamboat Springs
March 6-9 Colorado RV, sports, Boat & Travel Show, National Western Complex, Denver For information: info@iei-expos.com
March 27-28 Committee Summit, Lower Arkansas Valley Region
July 17-18 Committee Summit, Upper Arkansas Valley Region
September 26-27 Action 22 Annual Conference, Pueblo
October 23-24 Committee Summit – North Front Range Region

MONDAY MORNING UPDATES

Brought to you by the INVESTMENT in the future of Southern Colorado by its Members. If you are interested in learning on how you can become involved in Action 22, click [here](#); visit the website: www.action22.org and click on Membership or contact Cathy Garcia, President/CEO, for a visit and/or presentation.

Cathy Garcia
 President/CEO
 Action 22, Inc.
 PO Box 4097
 Pueblo, CO 81003
 719.560.9897
 1.888.799.1799
 fax: 719.546.1558
 cell phone: 719.821.2573

8/15/2007

A LEADER FOR THE FUTURE OF SOUTHERN COLORADO

Appendix K
Fliers and List of Posting Locations

We're making decisions. You need to come!



You've helped us develop options for U.S. 50 and we've identified the related impacts. We are eliminating alternatives based on those impacts. Help us decide. You can make a difference.

Drop in any time during the meetings. Children are welcome.

Granada

Monday, Aug. 13, 10:30 a.m. to 1:30 p.m.
Town Hall
105 S. Main

Manzanola

Tuesday, Aug. 21, 10:30 a.m. to 1:30 p.m.
Manzanola High School (library)
301 S. Catalpa

Holly

Monday, Aug. 13, 5-8 p.m.
Holly Senior & Community Center
129 S. Main

Rocky Ford

Tuesday, Aug. 21, 5-8 p.m.
Jefferson Middle School (cafeteria)
901 S. 11th Street

Swink

Tuesday, Aug. 14, 10:30 a.m. to 1:30 p.m.
Swink School (multipurpose room)
610 Columbia

Pueblo

Wednesday, Aug. 22,
10:30 a.m. to 1:30 p.m.
Southeastern Colorado Heritage Center
201 W. B Street

Las Animas

Tuesday, Aug. 14, 5-8 p.m.
Bent County/Las Animas
Community Center (gym)
1724 W. Ambassador Thompson Blvd.

Fowler

Wednesday, Aug. 22, 5-8 p.m.
Fowler Elementary School
(all-purpose room)
601 W. Grant Ave.

Lamar

Monday, Aug. 20, 10:30 a.m. to 1:30 p.m.
Community Center (multipurpose room)
610 S. 6th Street

La Junta

Monday, Aug. 20, 5-8 p.m.
Otero Junior College
(student center banquet room)
2001 San Juan Ave.
(wheelchair access on east side)

Can't attend a meeting?
The information presented will be made available on the project Web site, www.us50east.com, soon after the conclusion of the last meeting.

Reasonable accommodations will be provided upon request for people with disabilities and for those who require Spanish translation.

Please call 1-866-GO50NOW (1-866-465-0669) if you require special accommodations or translation to participate in these meetings.

Acomodaciones razonables serán proveidas cuando lo requieran para personas con discapacidades y para quienes que necesiten traducción al español.

Por favor, llame al 1-866-GO50NOW (1-866-465-0669) si usted requiere acomodación especial o traducción para participar en esta reunión.

The U.S. 50 Corridor East Project is focused on planning the future of transportation in the Lower Arkansas Valley. CDOT is Partnering for Progress by bringing together communities, public officials, regulatory agencies and citizens to identify a corridor location for an improved U.S. 50 that effectively balances the diverse needs.



Contact us! (Take one)

Toll-free number:
1-866-GO50NOW
(866-465-0669)
Fax (attention: U.S. 50): 719-520-0108
Web site:
www.us50east.com
E-mail: us50einfo@wilsonco.com
Mail:
US 50 Corridor East
5755 Mark Dabbling Blvd. Ste.220
Colorado Springs, CO 80919

Toll-free number:
1-866-GO50NOW
(866-465-0669)
Fax (attention: U.S. 50): 719-520-0108
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Colorado Springs, CO 80919

Estamos haciendo decisiones. ¡Usted necesita venir!



Usted nos ha ayudado a desarrollar opciones para el Proyecto "U.S. 50" y nosotros hemos identificado los impactos relacionados. Estamos eliminando las alternativas basadas en esos impactos. Ayúdenos a decidir. Usted puede hacer una diferencia.

Visítenos en cualquier momento durante las reuniones públicas. Los niños son bienvenidos.

Granada

Lunes, Agosto 13, 10:30 a.m. to 1:30 p.m.
Town Hall
105 S. Main

Holly

Lunes, Agosto 13, 5-8 p.m.
Holly Senior & Community Center
129 S. Main

Swink

Martes, Agosto 14, 10:30 a.m. to 1:30 p.m.
Swink School (multipurpose room)
610 Columbia

Las Animas

Martes, Agosto 14, 5-8 p.m.
Bent County/Las Animas
Community Center (gym)
1724 W. Ambassador Thompson Blvd.

Lamar

Lunes, Agosto 20, 10:30 a.m. to 1:30 p.m.
Community Center (multipurpose room)
610 S. 6th Street

La Junta

Lunes, Agosto 20, 5-8 p.m.
Otero Junior College
(student center banquet room)
2001 San Juan Ave.
(acceso de silla ruedas por el lado este)

Manzanola

Martes, Agosto 21, 10:30 a.m. to 1:30 p.m.
Manzanola High School (library)
301 S. Catalpa

Rocky Ford

Martes, Agosto 21, 5-8 p.m.
Jefferson Middle School (cafeteria)
901 S. 11th Street

Pueblo

Miércoles, Agosto 22,
10:30 a.m. to 1:30 p.m.
Southeastern Colorado Heritage Center
201 W. B Street

Fowler

Miércoles, Agosto 22, 5-8 p.m.
Fowler Elementary School
(all-purpose room)
601 W. Grant Ave.

¿No puede asistir a una reunión?

La información presentada en las reuniones estará disponible en la página de Internet del proyecto: www.us50east.com inmediatamente después de la conclusión de la última reunión pública.

Acomodaciones razonables serán proveídas cuando lo requieran para personas con discapacidades y para quienes que necesiten traducción al español.

Por favor, llame al 1-866-GO50NOW (1-866-465-0669) si usted requiere acomodación especial o traducción para participar en esta reunión.

El Proyecto "U.S. 50" se centra en planear el futuro del transporte en el valle más bajo de Arkansas. CDOT es "Partnering for Progress" y está reuniendo a las comunidades, oficiales públicos, agencias regulatorias, y ciudadanos para identificar una localización del corredor para una mejorada "U.S. 50" que efectivamente nivele las diversas necesidades.



¡Contáctenos! (Tome uno)

Toll free
1-866-GO50NOW
(866-465-0669)
Fax (attention: U.S. 50): 719-520-0108
Correo electrónico: Us50einfo@wilsonco.com
Página de Internet: www.us50east.com
Correo Postal: U.S. 50 Corridor East Project 5755 Mark Dabling Blvd. Ste. 220 Colorado Springs, CO 80919-2200

Toll free
1-866-GO50NOW
(866-465-0669)
Fax (attention: U.S. 50): 719-520-0108
Correo electrónico: Us50einfo@wilsonco.com
Página de Internet: www.us50east.com
Correo Postal: U.S. 50 Corridor East Project 5755 Mark Dabling Blvd. Ste. 220 Colorado Springs, CO 80919-2200

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Página de Internet: www.us50east.com
Correo Postal: U.S. 50 Corridor East Project 5755 Mark Dabling Blvd. Ste. 220 Colorado Springs, CO 80919-2200

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Correo electrónico: Us50einfo@wilsonco.com
Página de Internet: www.us50east.com
Correo Postal: U.S. 50 Corridor East Project 5755 Mark Dabling Blvd. Ste. 220 Colorado Springs, CO 80919-2200

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1-866-GO50NOW
(866-465-0669)
Fax (attention: U.S. 50): 719-520-0108
Correo electrónico: Us50einfo@wilsonco.com
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Environmental Justice Flyer Posting Locations August 2007

Holly

Business/Organization	Address	Facility Type	Date Posted
1. Post Office	100 E. Santa Fe	GOV	7/25/07
2. Holly City Clerk	302 S Main	GOV	7/25/07
3. Holly Library	302 S. Main	GEN	7/25/07
4. Colorado East Bank & Trust	101 N. Main	GEN	7/25/07
5. Porky's Parlor	101 E. Colorado	GEN	7/25/07
6. J.R.'s County Store	120 E. Colorado	F	7/25/07
7. Reyman's Grocery & Market	206 S. Main	F	7/25/07

Granada

Business/Organization	Address	Facility Type	Date Posted
8. Stop 2 Shop	105 E. Goff	F	7/25/07
9. Colorado East Bank & Trust	105 E. Goff	GEN	7/25/07
10. Post Office	111 S. Main	GOV	7/25/07
11. Kinfolk Kottage	200 E. Main	GEN	7/25/07
12. Shorty's Café	200 W. Snowden	GEN	7/25/07

Lamar

Business/Organization	Address	Facility Type	Date Posted
13. Comm. Resource & Senior Ctr	407 E. Olive	GEN	7/25/07
14. Lamar Library	104 E. Parmenter	GEN	7/25/07
15. Lamar Community College	2401 S. Main	GEN	7/25/07
16. Food Stamp Issuance	1001 S. Main	GEN	7/25/07
17. Social Services	1001 S. Main	CS	7/25/07
18. Best Western Cow Palace Inn	1031 N. Main	GEN	7/25/07
19. Post Office	4th and Colorado	GOV	7/25/07
20. Head Start	607 Salvage	CS	7/25/07
21. Domestic Safety Center	1001 S. Main #21	CS	7/25/07
22. Santa Fe Trail Laundromat	407 E. Olive	CS	7/25/07
23. Community Center	610 S. 6th Street	GEN	7/25/07
24. Chamber of Commerce	Train Depot	GEN	7/25/07
25. Valley State Bank	411 S. Main Street	GEN	7/25/07
26. Alco Discount Store #356	300 Salvage Ave.	GEN	7/25/07
27. Hickory House Restaurant	1115 N. Main PO	F	7/25/07
28. Lamar Thriftway	204 S. 6th Street	GEN	7/25/07
29. Loaf n Jug #57	1107 S. Main	F	7/25/07
30. Loaf n Jug #58	300 N. Main	F	7/25/07
31. Safeway #1721	906 E. Olive	F	7/25/07
32. Wal-Mart #2672	1432 E. Olive	F	7/25/07

Hasty

Business/Organization	Address	Facility Type	Date Posted
33. Valley Grocery	100 S. Main	F	7/25/07

Las Animas

Business/Organization	Address	Facility Type	Date Posted
34. Bent County/ Las Animas Community Center	1724 Ambassador Thompson Blvd.	GEN	8/3/07
35. Bent County Courthouse	725 Carson Ave	GOV	8/3/07
36. Bent County District Library	306 W. 5th	GEN	8/3/07
37. Bent County HealthCare Center	810 Third Street	GEN	8/3/07
38. Coin Laundry	741 Carson Ave.	GEN	8/3/07
39. Las Animas Municipal Bldg.	532 Carson Ave.	GOV	8/3/07
40. Post Office	513 W. 6th	GOV	8/3/07
41. Sunshine Village Apartments	125 Locust Ave.	GEN	dropped off 8/3
42. Thaxton's Market	117 N. Bent Ave.	F	8/3/07
43. TNT Hardware	346 5th St.	GEN	8/3/07
44. Val-U-Med Healthmart	159 N. Bent Ave.	GEN	8/3/07
45. Loaf n Jug #59	415 Ambassador Thompson Blvd.	F	8/3/07
46. Sixty-Six Food Plaza #2	1033 Ambassador Thompson Blvd.	F	8/3/07
47. Western Convenience Store 121	356 Bent Ave.	F	8/3/07

La Junta

Business/Organization	Address	Facility Type	Date Posted
48. Arkansas Valley Community Center	1500 San Juan	GEN	8/3/07
49. Associated Charities	517 Colorado Av	CS	8/3/07
50. Child Development Services/Head Start	200 Burshears	CS	8/3/07
51. College Overlook Apartments	1701 Lincoln Av	GEN	dropped off 8/3/07
52. Felisa's Mexican Food & Lounge	27948 Frontage Rd	GEN	8/3/07
53. Post Office	324 Colorado Ave	GOV	8/3/07
54. Ringo's Shop N' Save Discount Foods	412 Colorado Ave F	F	8/3/07
55. Rocky Mountain SER	215 Raton	CS	8/3/07
56. Woodruff Memorial Library	522 Colorado Ave	GEN	8/3/07
57. Family Dollar Store	US 50	GEN	8/3/07
58. Loaf n Jug #13	918 W. 3rd Street	F	8/3/07
59. Loaf n Jug #16	101 N. Main	F	8/3/07
60. Safeway #3723	315 W. 2nd Street	F	8/3/07
61. Wal-Mart 1384	6 Conley Road	F	8/3/07
62. Quickee Foods #6	712 E. 3rd	F?	8/3/07
63. Hanagan Farm Market #2	25388 Road 24.5	F	mailed 7-27
64. La Junta Catholic Parish	202 Lincoln Avenue	CH	mailed 7-27
65. Gary Shane Farms	33481 Hwy 194	F	mailed 7-27

Swink

Business/Organization	Address	Facility Type	Date Posted
66. Swink Town Hall/Senior Center	301 Columbia Ave.	GEN	8/3/07
67. Post Office	302 Columbia Ave.	GOV	8/3/07
68. Sixty Six Food Plaza	205 Columbia Ave.	F	8/3/07

Rocky Ford

Business/Organization	Address	Facility Type	Date Posted
69. Chamber of Commerce	105 N. Main	GEN	mailed 8-6
70. Plaza Nueva Apartments	702 Sandia Dr.	GEN	8/3/07
71. Post Office	401 N. 9th	GOV	8/3/07
72. Rocky Ford Food Market	800 Chestnut Ave.	F	8/3/07
73. Phillips 66	1207 Elm Ave	F	8/3/07
74. Tri-County Family Care Center	409 S. Main	CS	8/3/07
75. Family Dollar Store	1275 Elm Ave.	GEN	8/3/07
76. Loaf n Jug #49	305 N. 10th Street	F	8/3/07
77. City Administration Building	203 S. Main	GEN	8/3/07
78. Colorado Workforce Center	801 Chestnut St.	GEN	8/3/07
79. Harris Pharmacy	309 N. Main	GEN	8/3/07
80. St. Peter's Catholic Church	1209 Swink Ave.	CH	mailed 7-27
81. D.V. Burrell Seed Growers Co.	405 N. Main St.	GR	mailed 7-27
82. Lusk Farms	28183 Road 24.5	GR	mailed 7-27

Manzanola

Business/Organization	Address	Facility Type	Date Posted
83. Bauserman's Farm Market	11786 US Hwy 50	F	8/3/07
84. Post Office	103 S. Park	GOV	8/3/07

Fowler

Business/Organization	Address	Facility Type	Date Posted
85. Fowler Co-Op Association	215 W Santa Fe Av	F	8/7/07
86. Jack's Grocery	214 Main	F	8/7/07
87. Post Office	123 Main	GOV	8/7/07
88. Loaf N Jug	US 50/Cranston Ave.	F	8/7/07
89. Phillips 66	204 E Cranston Ave	F	8/7/07
90. Cenex Gas Station	US 50/Cranston Ave.	F	8/7/07
91. Tri-County Housing Inc	34385 Hwy 167	CS	8/7/07
92. Mary Queen of Heaven Catholic Church	602 7th Street	CH	mailed 7-27

Avondale

Business/Organization	Address	Facility Type	Date Posted
93. Post Office	320 Avondale Blvd.	GOV	8/7/07
94. Health Department WIC	328 Avondale Blvd.	CS	8/7/07
95. Loaf 'N Jug #15	243 HWY 50 E.	F	8/7/07

Pueblo

Business/Organization	Address	Facility Type	Date Posted
96. Phillips 66 Acorn Food	108 Baxter Rd.	F	8/7/07
97. Loaf 'N Jug	36031 E. US Hwy 50	F	8/7/07
98. Meadowbrook Trailer Park	33rd Lane, SH 96	GEN	8/7/07
99. Mesa Lagree's	207050 E. Highway 50	F	8/7/07
100. JR's Country Store	25100 E. Highway 50	F	8/7/07
101. Conoco Loaf 'N Jug	31918 US Hwy 50	F	8/7/07
102. Mesa Pharmacy/ U.S. Post Office	25140 US Hwy 50	F/GOV	8/7/07

Key:

Church (CH)

Community Services (CS)

Food (F)

General (GEN)

Government (GOV)

Grower/farm (GR)

Appendix L
Print Media Stories

Meetings to discuss changes for U.S. 50

By ANTHONY A. MESTAS
THE PUEBLO CHIEFTAIN

LA JUNTA - The Colorado Department of Transportation has scheduled 10 public meetings next month to present possible changes for U.S. 50 from Pueblo to the Kansas state line.

The meetings are part of the tier 1 environmental impact statement process, which builds on CDOT's 2003 community-based vision for U.S. 50.

The department is planning how to improve the highway over the 150-mile stretch .

The department began conducting community meetings in 2003 and is building on past studies seeking public input as the project moves forward.

During the latest round of meetings, department officials will gather community input on the corridor's potential locations.

Mike Perez, project manager, said Friday that the team has considered comments and suggestions they received from the communities during previous meetings.

He said CDOT has studied and identified the effects of each of the proposed corridors in an effort to determine how to proceed.

"People will see the latest round of alternatives that we have determined as far as new routes or new corridors through the Lower Arkansas Valley - we have really refined what communities have shared with us through previous meetings," Perez said.

Perez said the new round of meetings again will give community members a chance to voice their concerns and opinions.

Perez said most people who commented at the last round of meetings, held in February 2006, didn't want the route altered much.

Perez said that most Lower Arkansas Valley residents have said they want the highway widened to four lanes, two in each direction, for the entire length of the highway. The highway now has two lanes between Pueblo and Fowler and in several stretches to the east.

"A lot of people want to see an alternative that goes through the towns. We have showed them what a four-lane highway through town would entail. The impacts are so great that it's almost impossible to do without taking out half of the towns we go through," Perez said.

Perez said the meetings will show the impacts of all the properties affected if the corridor does run through towns.

"That's going to be the biggest eye-opener," Perez said. "We will also look at the farms that would be impacted."

The meetings will be held in an open-house format. Anyone interested may attend. The meetings will take place in 10 communities along the corridor from Holly to Pueblo. Reasonable accommodations will be provided upon request for people with disabilities and those who require Spanish translation.

"This is where we really start rolling up our sleeves and getting to work," Perez said.

For more information about the U.S. 50 Corridor East Project, please contact Karissa Tanner at 866-465-0669.

U.S. 50 MEETINGS

Colorado Department of Transportation meetings presenting possible changes for U.S. 50 from Pueblo to the Kansas state line.

- **Aug. 13:** Granada town hall, 105 S. Main St., 10:30 a.m. to 1:30 p.m.
- **Aug. 13:** Holly Senior and Community Center, 129 S Main St., 5 to 8 p.m.
- **Aug. 14:** Swink School, 610 Columbia, 10:30 a.m. to 1:30 p.m.
- **Aug. 14:** Las Animas Community Center gym, 1724 Ambassador Thompson Blvd., 5 to 8 p.m.
- **Aug. 20:** Lamar Community Center, 610 S. Sixth St., 10:30 a.m. to 1:30 p.m.
- **Aug. 20:** La Junta, Otero Junior College student center, 2001 San Juan Ave., 5 to 8 p.m.
- **Aug. 21:** Manzanola High School library, 301 S. Catalpa, 10:30 a.m. to 1:30 p.m.
- **Aug. 21:** Rocky Ford, Jefferson Middle School cafeteria, 901 S. 11th St., 5 to 8 p.m.
- **Aug. 22:** Pueblo, Southeastern Colorado Heritage Center, 201 W. B St., 10:30 a.m. to 1:30 p.m.
- **Aug. 22:** Fowler Elementary School, 601 W. Grant Ave., 5 to 8 p.m.

Highway 50 meetings planned around state

The Colorado Department of Transportation has been exploring how to best apply funds earmarked by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User, for U.S. Highway 50 in a manner that ensures the most effective use of those dollars within federal guidelines.

"We are working with CDOT to ensure that Colorado drivers who use Highway 50 East will have wider roads, making their travels safer, easier and more convenient," said U.S. Representative John Salazar. "More importantly, safety has always been our top priority for drivers living in communities east of Pueblo. A special thank you goes to the community leaders who

helped make this possible including the Otero County Commissioners who suggested that we look at passing lanes as an alternative for these funds, and CDOT for moving swiftly on our road concerns."

The Federal Highway Administration and CDOT plan to use a portion of these earmarked funds to provide for passing opportunities along U.S. 50 between Pueblo and Fowler.

"CDOT recognizes that this particular stretch of U.S. 50 is perceived and well recognized by many of the various commuters and travelers as a trouble spot," said CDOT Project Manager Mike Perez. "We hope that providing passing opportunities in this area will allow drivers to pass more

safely. The design of the new passing lanes is anticipated to provide a 12-foot passing lane and wider shoulders with a rumble strip to allow for safer passing. Otero County Commissioners discussed this project Monday when Commissioner Jake Klein reported concerning his attendance of a recent meeting and field trip concerning the project. Klein reported that the two day field trip through the area covered the highway basically from Pueblo to the Kansas state

line. Following his report, Klein urged local residents to attend the upcoming community meetings. "These public meetings are really going to

be interesting," he said. "I think people will be very pleased when they go."

The design phase of this passing lane project will begin very soon. The project involves the construction of approximately 1.5 miles of passing lanes in the eastbound direction and 1.5 miles in the westbound direction. CDOT is also currently working on a Tier One Environmental Impact Study which will result in a general corridor location decision and highway facility type from Pueblo to the vicinity of the Kansas state line. This study is expected to be completed in 2009.

Community meetings concerning U.S. Highway 50 will be held throughout the month

of August. The meetings are as scheduled:

Swink - Tuesday, Aug. 1 from 10:30 a.m. to 1:30 p.m. at Swink School (multipurpose room) 610 Columbia. La Junta - Monday, Aug. 20 from 5 p.m. to 8 p.m. at Otero Junior College (student center banquet room) 200 San Juan Ave. Manzanola - Tuesday Aug. 21 from 10:30 a.m. to 1:30 p.m. at Manzanola High School (library) 301 S Catalpa.

Rocky Ford - Tuesday Aug. 21 from 5 p.m. to 8 p.m. at Jefferson Middle School (cafeteria) 901 S. 17th Street.

Fowler - Wednesday, Aug. 21 from 5 p.m. to 8 p.m. at Fowler Elementary School (all-purposes

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There will be a public meeting in Las Animas Tuesday, Aug. 14, regarding the U.S. Highway 50 Corridor East Project. The meeting will be held from 5 to 8 p.m. in the Bent County/Las Animas Community Center, 1724 W. Ambassador Thompson Blvd.

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Fowler — Wednesday, Aug. 22 from 5 p.m. to 8 p.m. at Fowler Elementary School (all-purpose room) 501 W. Grant.

Published: Thursday August 02, 2007

Highway 50

EDITORIAL

THE PUEBLO CHIEFTAIN

WE'VE LONG advocated upgrading all of U.S. 50 across Colorado.

U.S. 50 is truly a transcontinental highway, starting at Ocean City, Md., and ending at the San Francisco Bay. Communities along the way at one stretch of history banded together lobbying Congress to fund four-laning of the route clear across the nation, but unfortunately that never came to pass.

The Colorado Department of Transportation has scheduled a series of public meetings in communities from Pueblo to Holly during August to present possible changes. What's vitally needed is that all of U.S. 50 be four-laned.

CDOT is planning how to improve the highway over the 150-mile stretch from Pueblo to the Kansas line. The meetings this month will be to gather community input on the corridor's potential locations.

During earlier meetings, people in some small towns have said they want four lanes running through town. Mike Perez, project manager, says that would destroy major portions of those towns.

The I-70 corridor is instructive. It skirts small towns in northeastern Colorado, and yet they have managed to lure traffic off the expressway for food and fuel.

By making long-distant travel easier and safer on Highway 50, there actually will be more potential business for small towns.

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La Junta Tribune Democrat.com

U.S. Highway 50 discussion continues

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Aug 8
Local: Fowler

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Don't Forget !

How will Hwy 50 change?

The Department of Transportation is hosting several public meetings starting today in Swink to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line.

The meetings are in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome.

Today—

Aug. 14, 2007

10:30 a.m. - 1:30 p.m.

Swink School

(multipurpose room)

610 Columbia

Monday — La Junta

Aug. 20

5 to 8 p.m.

Otero Junior College (student center banquet room)

Tribune-Democrat

La Junta & the Arkansas Valley's source of news since 1896

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Aug. 15

Citizens able to comment on proposed changes to Hwy 50

BY ALICIA GOSSMAN-STEEVES

The vision for the 150 mile corridor of U.S. Hwy 50 stretching from Pueblo to the Kansas border "calls for an improved road, on or near the existing U.S. 50, that maintains safety, reasonable traffic flows and speed for the movement of people and goods," according to the presentation offered on Tuesday, Aug. 14 at Swink school.

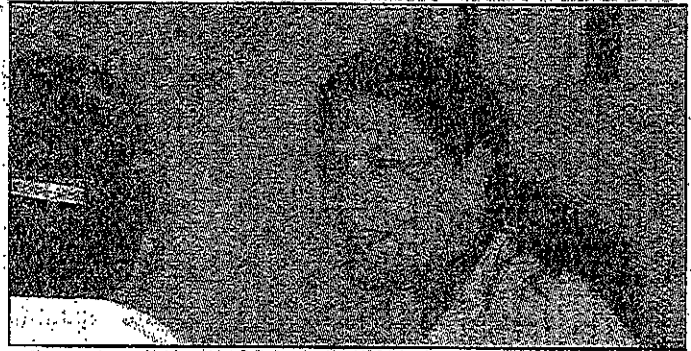
From 10:30 a.m. to 1:30 p.m. the U.S. Department of Transportation hosted an open house for anyone interested in the proposed changes for the future to Highway 50. Communities along the 150 mile corridor helped develop the vision from the year 2000 to 2003.

According to the findings of the study, there are three different types of users on Highway 50. There are local users who live near the highway—people who walk near the highway or

across it, cyclists, farmers who drive their machinery on the highway, tourist and school groups. There are regional users, or those who travel on the highway into or between towns for shopping, medical visits, or local business; and long distance users. The possible range of speed among these users is 35 to 65 miles per hour. Unrestricted (the ability to pull onto the highway from any point) and limited (being able to enter using interchanges at major crossroads) access was also considered.

The purpose for undertaking these changes is to improve safety and mobility. If proposed changes did not meet these requirements after study they were discarded and others were considered.

The proposed changes will happen slowly. The project is still in the planning stage with environmental studies to follow. Right now, the study shows that



Cheryl Everitt explains how the proposed changes to Hwy 50 might affect property purchase.

a four-lane expressway meets all of the screening criteria.

For the towns along the corridor, including Swink and Rocky Ford, the proposed changes indicate that the highway will run either north or south of either town. The study compares how the proposed changes would affect farms, residential and business relocations, historic sites, wetlands and recreational areas depending on which direction the highway is laid. "We don't

know if the highway is going north or south yet," said Larry Sly, project leader. "We just know that going through town is not a viable option. No firm decisions have been made. We need additional input from the communities to make decisions."

At the open house comment forms were provided and interested citizens were free to ask questions. Future decisions will be based on comments provided by each community.

Published: Wednesday August 22, 2007

Emotions mixed at highway meeting



CHIEFTAIN PHOTO/ANTHONY A. MESTAS

Mike Perez (right), manager of the U.S. 50 highway project near La Junta, reviews a map with La Junta Mayor Don Rizzuto on Monday at Otero Junior College.

By ANTHONY A. MESTAS
THE PUEBLO CHIEFTAIN

LA JUNTA - Colorado Department of Transportation officials have eliminated several proposed highway routes that would cut through communities along U.S. 50 east of Pueblo, the project's manager said Monday.

CDOT officials met with about 60 people at Otero Junior College to discuss the proposed redesign of the 150-mile stretch of U.S. 50 that connects four counties and 10 municipalities in Southeastern Colorado.

Monday's open house was part of the second step in developing the improvement plan.

Officials caution, however, that construction on the project is years away.

Mike Perez, project manager, said utilizing the existing corridor through the towns would affect too many businesses, historical sites and districts along the route.

CDOT has been studying corridor configurations since 2002.

The department has mapped out several alternatives running north and south of the communities along U.S. 50. Officials have considered the idea of moving the

highway enough to allow traffic to bypass towns without having to slow down.

"Truck drivers do not want to slow down to 35 or even 30 mph several times during their trip," Perez said.

Perez said the corridor vision for U.S. 50 East calls for an improved road, on or near the existing U.S. 50, that maintains safety, reasonable traffic flows and speed.

"We have looked at these alternatives and we have decided that we will not study anything further as far as the alternatives going through any of the towns. There are numerous homes that would also be affected," Perez said.

Perez said that about 81 businesses and homes in La Junta alone would be impacted if the route ran through town. Fifteen historic sites in Las Animas would be impacted.

"Pretty much all of the other communities along U.S. 50 would be negatively impacted if the corridor ran through town - they all have similar problems," Perez said.

Community members, farmers and business leaders along U.S. 50 say they understand the problems and aggravation that a two-lane highway can create.

But some in attendance Tuesday said the corridor should either be left alone or that it should run through the towns.

La Junta Mayor Don Rizzuto said he does not want the corridor to bypass the towns.

"I don't like that idea in places like Rocky Ford or La Junta. There are already four lanes through those towns, so why would they spend millions of dollars to go all the way around the town?" Rizzuto asked.

"I understand the safety part of it and that the truckers want the speed part of it, but they also have to look at the economic parts of it. I am not excited about having the towns bypassed. I don't like that idea at all."

Rizzuto said the people of the valley have been wanting a new highway for more than 50 years and that the corridor has now become an economic development issue as well as a safety issue.

Norma Cannon and her son, Mike Cannon, who own land south of La Junta that would be affected by one of the proposed routes, said they are against the project altogether.

Norma Cannon said she would rather CDOT leave the highway as it is.

"There is no sense in disrupting the entire valley to build a road where we already have one. Don't take land away when it isn't needed," she said.

Mike Cannon said if the highway is built around the towns it would cripple the economy and take away valuable farmland at the same time.

Perez said he recognizes that there are people who don't like CDOT's plan, but that the department is going to impact someone no matter what course is chosen.

Officials say that any actual construction is still some time away.

Rizzuto, who has been involved with La Junta City Council for about 30 years, said he is unhappy about how long the process is taking.

"I won't see that (U.S. 50) finished. I am not being facetious or trying to be a comedian here, but I won't see this done. There's no way. It's too expensive."

Rizzuto said that approximately \$12 million in earmarked funds are being used to provide passing lanes between Pueblo and Fowler.

"And we are talking about four-laning 150 miles - punch those figures into your little calculator and add it up," Rizzuto said.

Public comments about the study effort are welcome through the end of the month at the project's Web site. There will be two more open house meetings today in Fowler and Pueblo.

TODAY'S MEETINGS

There will be two more open house meetings today in Fowler and Pueblo.

Pueblo: From 10:30 a.m. to 1:30 p.m., Southeast Colorado Heritage Center

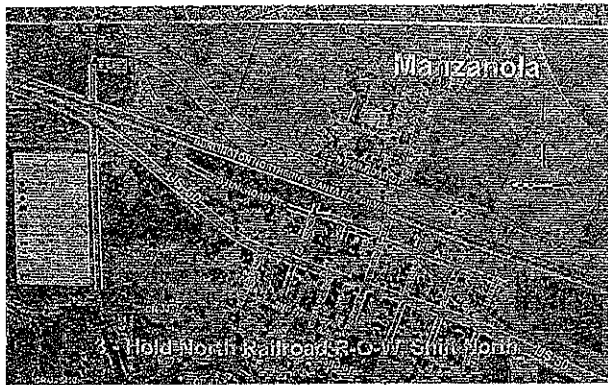
Fowler: From 5 to 8 p.m., Jefferson Middle School

ON THE NET

U.S. 50 East project: <http://www.us50east.com>

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K Aug 23



Map shows one proposed route for Highway 50 which would bypass Manzanola. (Photo By Teresa Rose)

Highway 50 Corridor East Meeting In Manzanola Draws Six

By Teresa Rose

Michael Perez, project manager, was among those present at public hearing Tuesday morning in Manzanola. Six local citizens attended to learn about the latest installment in the Highway 50 corridor project.

The purpose of the project which runs from Pueblo to the Kansas line, Perez said, is to "improve safety and mobility of all vehicles using Highway 50."

Different screening criteria, according to Perez, were determined by what the public indicated as needs of traveling the highway. That criteria included

- ✓ Would it improve safety?
- ✓ Would it improve mobility for local, regional and long distance users?
- ✓ Would it balance the mobility and access needs of various users?
- ✓ Would it provide flexibility to meet future travel demands?

Perez and those connected with the project came up with different roadway types and options. Those included

- ✓ Take no action,
- ✓ Have a two-lane roadway with passing lanes
- ✓ Have a four-lane highway, four-lane expressway or a four-lane freeway.

However, even though these "options" were presented at the hearing, only a four-lane expressway is left in the running.

Perez stated CDOT (Colorado Department of Transportation) is considering upgrading the current highway with some improvements until the final decision is made.

One person questioned whether this project provided "job security" for those involved with the project if repairs are made and then the old

highway is essentially "abandoned."

Perez said it was not job security, but the project all hinges on how money comes in and where the priorities are needed for safety reasons.

A four-lane expressway, according to Perez, meets all the safety, mobility and flexibility criteria.

This would take a total rebuilding of the roadway through the town since 250 feet is needed for right-of-way, 26 to 100 feet for a median and then access spacing every half-mile.

CDOT, said Perez, would make cul-de-sacs for traffic to go from one street to another without having in-town traffic access Highway 50.

He also indicated there "might be" a frontage road along the highway for farmers and ranchers to move their equipment from one field to another and for people to cross the railroad tracks once to get out onto the highway.

In one option presented to Manzanola residents, 27 businesses and residences would be destroyed if the highway is moved to the north of its present location.

Although the map at the open house showed only six structures being removed, residents questioned the difference between the numbers. Perez, in response, said, "We must have copied this key from the first map that we did." He then instructed one of his co-workers to change the number to six from the original 27.

The corridor, he said, would change the highway's route anywhere from one to ten miles from its current location.

Perez did indicate the project would not break ground for approximately five to ten years with the "high priority areas" being taken care of first before any other construction is begun.

For farms or residences being taken over by the highway, the owners will be given market value for their property, according to a market value report given to an "estimator" to be hired by CDOT.

Should the owner wish to hire (and pay) their own appraiser, "that is fine with CDOT," he said.

In this latest "tour," Division of Wildlife, CDOT, historians and environmentalists, Perez said, were taken by bus to view the different towns on the route and the proposed routes.

Published: Thursday August 23, 2007

U.S. 50 may loop north of airport



CHIEFTAIN PHOTO/MIKE SWEENEY

Mike Perez of the Colorado Department of Transportation (center) talks with Pueblo-area residents about options for re-routing and widening U.S. 50.

By JAMES AMOS
THE PUEBLO CHIEFTAIN

Re-routing U.S. 50 East north of the Pueblo airport is one of the options being studied in a state project to improve U.S. 50.

The Colorado Department of Transportation has been holding informational meetings up and down the highway and held one in Pueblo Wednesday. The department also had a second scheduled in Fowler Wednesday night.

The state is looking at the effects of different improvements on the highway as it runs 150 miles from Pueblo to Holly, near the Kansas border.

A chief objective of the project is to expand the highway to four lanes with some sort of median or wall between them, according to Karen Rowe, the project's supervisor. That doesn't mean Colorado will get enough federal money to four-lane the entire stretch, or that it will happen in the near future. Those depend on the future action of Congress.

But Colorado must study the project and its affects on historical, economic and environmental sites along the various routes in order to qualify for federal money later, she said. One reason highway engineers thought of routing U.S. 50 East north of the airport is to avoid the mass of existing buildings and other factors on the current route, Rowe said.

The northern alternative would start at Colorado 47 where it currently ends near Colorado State University-Pueblo, loop north around the airport's north-south runway and then drop south again to the existing highway's path east of the Pueblo airport's industrial park.

People can see information about the project, for areas both in Pueblo and east of the city, at www.us50east.com. Public comments are accepted at the Web site too.

Fowler residents will see that one alternative calls for re-routing the highway south of the Otero County town.

Rowe said the highway department will study all of the alternatives, and public comments about them, and then announce a preferred alternative route next summer. After that, there will be more study of the preferred alternative, more public comment and then a final decision sometime in 2009.

"We're really looking for comments from the public," Rowe said. "It really makes an impact."

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Salazar plans visit to Fowler for U.S. 50 discussion

By ANTHONY A. MESTAS
THE PUEBLO CHIEFTAIN

FWLER — U.S. Rep. John Salazar and Colorado Department of Transportation officials will talk today with community members about the U.S. 50 East Project.

A meeting is scheduled at 5 p.m. in the all-purpose room at the elementary school.

Salazar, the only member of the state's congressional delegation on the House Transportation and Infrastructure Committee, recently was successful in securing \$11 million in federal funding for regional highways.

This funding will be used to construct three miles of passing lanes just outside of Fowler, near the Otero and Pueblo County line. Construction should begin within a year.

"This is a major corridor through the Arkansas Valley, and the safety and further economic development of these communities depend on substantial improvements to the Highway 50 East corridor," Salazar said.

Salazar said he is committed to working with CDOT to make these improvements and expand U.S. 50 to four lanes.

According to a press release from the congressman's office, Colorado received the highest increase in percentage of federal transportation dollars than any other state, largely due to Salazar's work on the House Transportation Committee.

CDOT officials have been meeting with people up and down the highway to discuss the proposed redesign of the 150-mile stretch of U.S. 50 that connects four counties and 10 municipalities in southeastern Colorado. Officials say that construction on the project is years away.

Comments about the study effort will be received through the end of the month at the project's Web site.

ON THE NET
U.S. 50 East project:
<http://www.us50east.com>

Pueblo Chieftain
August 25, 2007

Hwy 50 plan draws concern

BY: ALICIA GOSSMAN-STEEVES

When Colorado Department of Transportation officials met in La Junta with area residents concerning Highway 50 expansion, Pueblo Chieftain writer Anthony Mestas interviewed Don Rizzuto, La Junta city mayor.

"I don't want the corridor to bypass the towns," Rizzuto said. "I don't like that idea in places like Rocky Ford or La Junta. There are already four lanes through those towns, so why would they spend millions of dollars to go all the way around the town."

"I understand the safety part of it and that truckers want the speed part of it," Rizzuto continued, "but they also have to look at the economic parts of it. I am not excited about having the towns bypassed. I don't like that idea at all."

Yet, in a La Junta Tribune Democrat article entitled "Planning Commission Recommends Southern Route for Hwy 50 Bypass," (Tuesday, Dec. 26, 2006) Rizzuto is quoted as saying, "...I think that the southern most route offers the best plan now for the time frame in which it will be constructed."

At a City Council meeting on Jan. 16, 2007, Resolution R-7-2007 was presented for

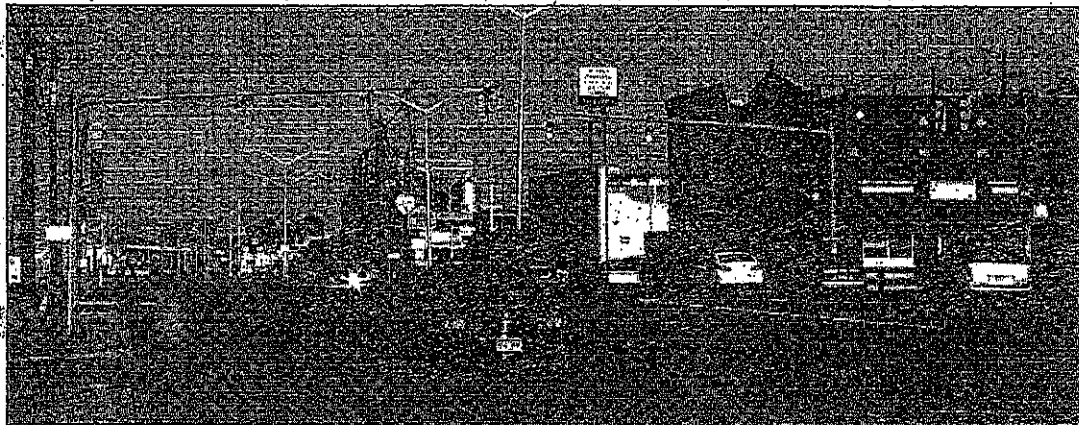


Photo by Mike Steeves

the Council's consideration. The resolution states that the City Council of the City of La Junta endorses the "South Route" as the most favorable route proposed by the Colorado Department of Transportation." At that meeting, Councilman Bob Freidenberger made a motion to adopt the resolution and Councilman Mike Moreno seconded it. The council minutes stated, "Freidenberger pointed out that when the public meeting was held, an informal poll was taken and this route was the favorite." Those voting "yes" were Martin, Mestas, Rizzuto, Sneath, Freidenberger, and Moreno. Only Johnson voted no in a six to one vote.

"The State presented a plan with a number of options and told us to pick one," stated Rizzuto, when questioned about this seeming discrepancy. "I'm still not in favor of the expansion. I haven't been in favor of the expansion since day one. We have four lanes that run through La Junta and Rocky Ford right now." According to Rizzuto, the southern route is the lesser of two evils. "But it is still not good," he said. "We have a better chance of getting federal dollars if we bypass the town. The truckers don't like to slow down, but my number one concern is safety of our people and economics. If you bypass La Junta by three miles people will not stop in

town. They'll stop at the stuff near the highway but not in town. When I-70 bypassed Limon it came close enough for the town to grow." In the December planning commission meeting, the Tribune Democrat reported "that the southern option was considered best because it offered three connections to existing roads that led back into La Junta." To this Rizzuto is quoted as saying, "Think about Limon as a comparison, when they bypassed the community new growth sprang up along the new highway and it just keeps growing." Assistant City Manager Bill Jackson said that there were three reasons for want-

ing the southern route: future growth, the additional connection from the highway back into town, which would allow travelers to have direct connection with the city, and economic growth. Bob Smith added, "...the bypass would allow new businesses ... to develop off the highway and we could then develop downtown into something people stop to see." Rizzuto also said that the construction is still a long way off. "We probably won't be here to see it completed and so we really need to think about the future. I think that the southern most route offers the best plan now for the timeframe in which it will be constructed."

Highway 50 Issue Continues To Frustrate Residents

By Susan Pieper

Anyone who has tried to travel highway speed between Fowler and Pueblo knows the meaning of "waiting" when they find themselves behind a slower-moving vehicle. That same definition could be applied to the issue of the Highway 50 Corridor East.

Although the proposal to move the highway and bypass the communities in southeastern Colorado was first raised nearly six years ago, the issue seemingly has died or gone into hibernation.

At that time, a series of community meetings was held to solicit input on whether or not residents wanted the highway to bypass their communities on the north or the south or whether it should follow its current route.

Apparently from comments at those meetings, residents were of the opinion the highway should remain where it was constructed.

Now, however, public opinion has changed, according to the group that made the original presentation and recently toured the southeastern Colorado area on the issue.

Larry Sly, who is with a consulting group on the Highway 50 issue, was again in the area but this time with a different message. The options presented this time had been narrowed from three to two. No longer would the proposed route of the highway continue through the various communities.

The only reason provided for moving the roadway had to do with the size of the median between the proposed four lanes.

Sly described the project as "continuous" from the Pueblo city limits to the Kansas state line, but only information pertaining to the individual community in which the presentation was being made was displayed.

Also available at the meetings were aerial maps and explanations of discarded routes. When asked why these were included in the display if they were not part of the plan, Sly's explanation was they were "to show people we've been working."

The proposed route around Rocky Ford would avoid the "wetland areas" that had been identified from 2004 aerial photographs. Producers in the audience asked how those wetland areas were identified since in that year the area was still in a prolonged drought.

"We identified these areas through reflections," they were told. One of the biggest areas so identified, according to these farmers, was in a house and no wetlands were identified near the Arkansas River.

The proposed southern route would also take the highway through one feedlot and over the wells belonging to two rural water companies, but no explanation was forthcoming as to why that particular route was identified.

The only reason Sly gave for possibly moving the route to bypass Rocky Ford was the city's high accident rate. According to the Rocky Ford police and fire dispatch, the latest accident figures they were able to access on the internet was 1999 and they were unable to single out Rocky Ford data from Otero County's results.

By moving the highway away from the city, truck traffic would be able to flow "virtually unimpeded," Sly said, and could maintain "highway speeds and would not have to stop for the signal in town."

Keeping truck traffic out of the city limits would not dictate there would be no accidents, Dennis Caldwell informed Sly, it would just move them further out. Any accidents, Sly was told, would still be in Rocky Ford's jurisdiction. "You can't dictate accidents won't happen," Darrel Herman told Sly.

The possibility of Highway 50 following its current route through Rocky Ford was apparently not on the table since there is no median separating the two eastbound lanes from the two westbound lanes.

Although no funding has been allocated for the project and the project itself has not been defined, the process of performing an EIS (Environmental Impact Survey) is about to begin.

SUSAN'S MUSINGS

Questions Remain About Highway 50

To say I came in with an attitude to the Highway 50 corridor meeting last week would be an understatement. I probably came in ready for bear. It didn't help any for one of the "presenters" to tell me, "You just don't get it." No, Larry Sly, I must not.

I don't "get" the need for moving a highway that has served us well for over a half century. I don't "get" the need for moving this highway because "trucks don't like to slow down" to 35 miles per hour for our town.

Among other notable things I was told to help me "understand" this whole project was the team got stuck behind tractor traffic going through Rocky Ford. Now, I was told this tractor traffic was on Main Street (which isn't Highway 50) and that the tractor was only going five miles per hour. My initial response was the team shouldn't have been following the Arkansas Valley Fair parade. I guess I've missed something because I thought farm equipment now came equipped with road gear that allowed them to clip right along down the highway.

Another thing about farm equipment on the highway was that it was hard to get around the combines. Now, we're not stupid down here: The heads can be removed from combines and the machine will actually still run. I'll bet those combines to which the team was referring were the ones going from the Kansas wheat harvest to the San Luis Valley harvest and it depends on their previous location as to whether or not the trucks are actually on Highway 50 — and for how long.

Even though this corridor project is one entire project, you would have had to attend all the town meetings to get the full picture and then I'll bet there were considerable gaps. That's because the team only displayed maps for each individual town. I thought it was a couldn't be bothered to put up all the maps?

Was it because over half the display had to do with what the company was NOT going to do? If you're not going to do something, why mention it in the first place? It's like saying, "I'd like to thank so-and-so for such-and-such."

If you'd only like to thank them, don't bring it up. Just thank them. Several of those in attendance asked — as I did — why have those boards up of things that were irrelevant. Apparently it was so the team could feel good about making some sort of decision in the last five years.

Still, though, I'm not real gung-ho about the company that is doing the consulting for Colorado Department of Transportation. How come the company didn't know it was going to have to do an Environmental Impact Study? It took them five years to catch on? I'm not certain anymore that you can turn a shovel of dirt — much less move a highway — without an EIS.

Another question: Why isn't this firm "hooked up" with those working on the conduit? Two major construction projects in the lower

Arkansas Valley can't work together? I know, that's not the way it's done and besides, neither project is even funded. But, it once was discussed that perhaps the conduit and the highway could run close together to cut down on engineering costs, easement costs, etc.

According to one of the proposed routes — by the way, the highway following its current route is not an option — would pave over two water companies and would avoid all the wetlands south of Rocky Ford. What wetlands, you ask?

The most up-to-date aerial photograph Sly and company had was from 2004 and they had identified all the reservoirs and standing water from their reflections. In 2004, this area, according to the Arkansas Valley Research Center, received 8.09 inches of moisture. Our average is 11.51. Most of us listening to this "reflection speech" thought there was a drought in 2004. These photographs must have been taken in April when we got a total of 3.60 inches or July, when the area received 2.05 inches. Of course, all that rain must have come in one storm each month, right?

The reason, according to Sly, that the consulting company (not CDOT) is looking to move the route of Highway 50 away from the towns and especially Rocky Ford, is our above-the-state average of vehicle accidents. I'm assuming the state average is above four accidents, because the Rocky Ford fire and police dispatch could only come up with Otero County's 1999 CDOT accident statistics on the Internet. There were three fatalities that year in the county, but nothing was broken down by municipality.

Sly also said "the people" have changed their minds and want the highway moved. He couldn't identify a survey taken or just who "the people" were. I don't think "the people" were at the Rocky Ford meeting.

One person at the meeting told me that we needed to put up a truck plaza or something to get trucks to stop. We had Peggy's Newsflash — it closed. I get the impression that some folks are waiting for someone (that's nebulous, I know) to come in and rescue us from economics. Probably won't happen. We can't wait for the knight to come riding in on the white horse. We have to help ourselves.

Now, if we bypass Fowler, Manzanola, Rocky Ford, Swink, La Junta, Las Animas and allow traffic to flow unimpeded at 65 miles per hour, will any of the aforementioned communities have the infrastructure in place for the accidents that might occur between trucks?

In answer to a question regarding the accident rate, one farmer (whose tractors do go over five miles per hour) reminded Sly that you can't dictate that accidents won't occur. Moving the highway will move the wrecks further out and that will cost fire districts more money in equipment, travel costs, etc.

There are still a lot of questions out there regarding Highway 50, but the one big question is "Why can't it just be fixed?"

Susan Pieper

Appendix M
Available Television Transcripts



Highway 50 Expansion Project Public Meetings

Posted: 5:35 PM Aug 14, 2007

Last Updated: 4:42 PM Aug 14, 2007

Reporter: Josh Earl

Email Address: jearl@kktv11news.com

It's a project that could change the landscape of the Arkansas Valley and its moving forward. Plans to expand Highway 50 into a four-lane expressway from Pueblo to the Kansas line are currently in the process and could be finalized soon. [A](#) | [A](#) | [A](#)

It's a complicated process and will take a lot of work to figure out where the new road will go. The Colorado Department of Transportation has all but eliminated the option of going using the existing path of the highway because it would require demolishing homes and businesses along the corridor. That leaves the option of going around the ten communities along that stretch of road, a decision that may have a large economic impact.

Many businesses in the valley rely on that highway traffic and taking it away might mean some business would have to relocate or shut its doors completely. Everyone in the region seems to be in agreement that a new highway is needed, but it will be a difficult sell to those whose land will have to go in the process. Moving the road outside of those towns will impact farm and ranch land in the area. □

C-DOT is holding ten town meetings in the month of August to give people who live in the area a chance to weigh in on the plans. Several meetings have already been held in Granada, Holly, Las Animas and Lamar.

Here is a list of the remaining meetings:

Lamar
Monday, Aug. 20
10:30 a.m. to 1:30 p.m.
Community Center (multipurpose room)
610 S. 6th Street

La Junta
Monday, Aug. 20
5-8 p.m.
Otero Junior College
(student center banquet room)
2001 San Juan Ave.
(wheelchair access on east side)

Manzanola
Tuesday, Aug. 21
10:30 a.m. to 1:30 p.m.
Manzanola High School (library)
301 S. Catalpa

Rocky Ford
Tuesday, Aug. 21
5-8 p.m.
Jefferson Middle School (cafeteria)
901 S. 11th Street

Pueblo
Wednesday, Aug. 22
10:30 a.m. to 1:30 p.m.
Southeast Colorado Heritage Center
201 W. B Street

Fowler
Wednesday, Aug. 22
5-8 p.m.
Fowler Elementary School
(all-purpose room)
601 W. Grant Ave.

Find this article at:

<http://www.kktv.com/home/headlines/9159681.html>

Check the box to include the list of links referenced in the article.

Appendix N
Electronic Community Calendar Listings



U.S. Highway 50 Public Meetings August 13 - 22

Aug 8, 2007 03:42 PM MDT

Event Contact Phone Number: 866-GO50NOW (866-465-0669)

Event Contact E-mail: us50einfo@wilsonco.com

Name of Event: U.S. 50 Highway Public Meeting

Event Dates, Locations & Times: Listed Below

Event Information: CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome.

Meeting dates and times:

August 13: Granada Town Hall, 105 S. Main, Granada. 10:30 a.m. to 1:30 p.m.

August 13: Holly Senior and Community Center, 129 S. Main, Holly. 5:00 - 8:00 p.m.

August 14: Swink School multipurpose room, Swink. 10:30 a.m. to 1:30 p.m.

August 14: Bent/Las Animas Community Center gym, 1724 Ambassador Thompson Blvd., 5:00 - 8:00 p.m.

August 20: Lamar Community Center (multipurpose room), Lamar 10:30 a.m. to 1:30 p.m.

August 20: Otero Junior College (student center banquet room), 2001 San Juan Ave., 5:00 - 8:00 p.m.

August 21: Manzanola High School library, 301 Catalpa, Manzanola. 10:30 a.m. to 1:30 p.m.

August 21: Jefferson Middle School cafeteria, 901 S. 11th Street, Rocky Ford. 5:00 - 8:00 p.m.

August 22: Southeastern CO Heritage Center, 201 W. B Street, Pueblo. 10:30 a.m. to 1:30 p.m.

August 22: Fowler Elementary School all purpose room, 601 W. Grant Ave., Fowler. 5:00 - 8:00 p.m.



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□

Colorado Springs
74.7°

Pueblo
90.9°

Wednesday Aug 15, 2007 3:20:27 PM

U.S. 50 Highway Public Meeting
8/13/2007
10:30 a.m. to 1:30 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. For more, e-mail us50einfo@wilsonco.com.

Location: Town Hall, 105 S. Main

City: Granada

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Wednesday Aug 15, 2007 3:29:20 PM

U.S. 50 Highway Fowler Public Meeting
8/22/2007
5:00 a.m. to 8:00 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Fowler Elementary School all purpose room, 601 Grant Ave.

City: Fowler

Cost: Free

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Wednesday Aug 15, 2007 3:23:02 PM

Highway 50 Las Animas Meeting

8/14/2007

5:00 p.m. to 8:00 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome.

Location: Bent County/Las Animas Community Center gym,
1724 Ambassador Thompson Blvd.

City: Las Animas

Cost: Free

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U.S. 50 Highway Lamar Public Meeting
8/20/2007
10:30 a.m. to 1:30 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Lamar Community Center, 610 S. 6th Street
City: Lamar
Cost: Free

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U.S. 50 Highway Swink Public Meeting
8/14/2007
10:30 a.m. to 1:30 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Swink School (multipurpose room) 610 Columbia
City: Swink
Cost: Free

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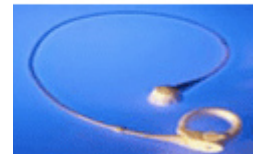
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U.S. 50 Highway Rocky Ford Public Meeting
8/21/2007
5:00 p.m. to 8:00 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Jefferson Middle School cafeteria, 901 S. 11th Street
City: Rocky Ford
Cost: Free

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U.S. 50 Highway Pueblo Public Meeting
8/22/2007
10:30 a.m. to 1:30 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Southeastern Colorado Heritage Center, 201 W. B. Street

City: Pueblo

Cost: Free

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U.S. 50 Highway Manzanola Public Meeting

8/21/2007

10:30 a.m. to 1:30 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Manzanola High School library, 301 S. Catalpa

City: Manzanola

Cost: Free

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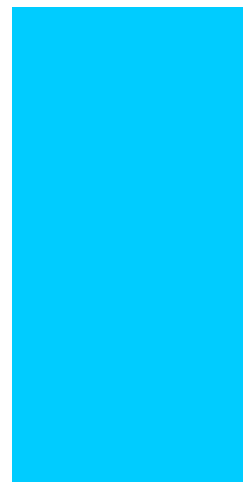
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U.S. 50 Highway La Junta Public Meeting
8/20/2007
5:00 p.m. to 8:00 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Otero Junior College (student center banquet room),
2001 San Juan Ave. (wheelchair access on east side)

City: La Junta

Cost: Free

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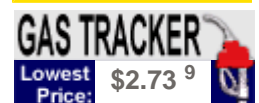


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U.S. 50 Highway Public Meeting

8/13/2007

5:00 p.m. to 8:00 p.m.

CDOT is hosting a series of public meetings to present possible corridor options for U.S. 50 from Pueblo to the Kansas state line, their potential affects on community resources and options to carry forward. CDOT wants to hear from the communities regarding the remaining options and the criteria for evaluating those options. The meetings will be held in open-house format; anyone interested may attend any of the meetings and drop in any time during them. Children are welcome. E-mail us50einfo@wilsonco.com

Location: Holly Senior & Community Center, 129 S. Main

City: Holly

Cost: Free

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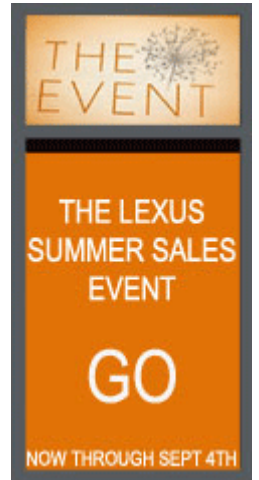
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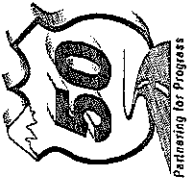


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Appendix O
Sign-In Forms (Filled Out)

①

Team: Larry Sley Cheryl Everts
Carol Gendron Karita Turner
Mike Perry
US 50 CORRIDOR EAST



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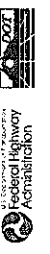
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
BILL TEFFERTILLER		719-734-5221	Box 304 GRANADA PO 81041		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
EARL CONLEY		719-734-5690	Box 26 GRANADA CO. 81041	1 AM DM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Paul Westhe	CAOT	719-336-3228	2402 So Main Lynn, CO		<input type="checkbox"/> Yes <input type="checkbox"/> No
Wanda Schibbelhut		719-734-5621	Box 284 Granada, Co		<input type="checkbox"/> Yes <input type="checkbox"/> No
John Hopper	Granada Trustee		Granada, Co		<input type="checkbox"/> Yes <input type="checkbox"/> No
GLENDIA TYREE	MAJOR		GRANADA, CO		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Lawrence M. Han			GRANADA CO		<input type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/13/07

Meeting Location: Granada



2



US 50 CORRIDOR EAST

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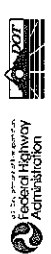
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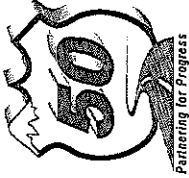
Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
GENE MILLBRAND	County Commission	719-336-9011	407 Willow Valley Lamare, Co. 81052	VMFC@CENTURYTEL.NET	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MAETIS SEUSER	CREAT	719-734-5200	Box 52 Granada 81041		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
JACQUI MALM	Town of Granada	719-734-5411	P.O. Box 116 Granada Co. 81041		<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/13/07

Meeting Location: Granada



Larry Slay
Carol Conway
Merve Koenig
Kaiser Tanner
Cae



US 50 CORRIDOR EAST

COMMUNITY MEETING

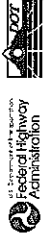
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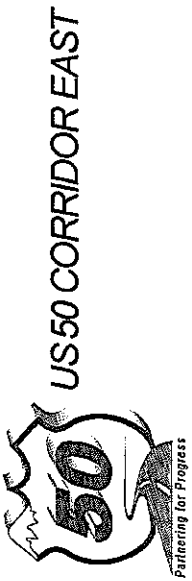
Project No. NH 0504-037
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Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
TANNY K NEISS	ASOC	719-537-6945	PO Box 564 HOLLY CO 81047	hollysee@centurytel.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
*Doug MELECHER		719 537 6214	12845 Hwy 87 Holly Co 81047	dimelecher3@centurytel.net	Yes No
*Carl Paul/Maintenace - Weed control		919 539 6450	200 N 6th PO Box 127 Holly Co	ATHOLLY@AOL.COM	Yes No
Robert Thompson		719-537-6133	PO Box 553 HOLLY CO 81047		Yes No
Loraine Bastron		719-537-0190	PO Box 554 121 2nd st Holly, CO 81047		Yes No
Dana Banda		719-537-6958	PO Box 532 726 N. CHAS ST, HOLLY, CO 81047		Yes No
Chad Patterf. Jr.	Retired	537-6992	Box 592 Holly	lawrieiker@hotmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Laurie Lytle					

Meeting Date: 8/13/07

Meeting Location: Holly





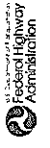
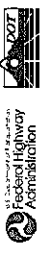
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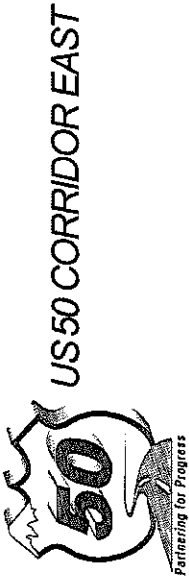
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Cynthia Klement		719-537-6643	116 DAVIS Circle HOLLY, CO. 81047		Yes <input checked="" type="checkbox"/> No
Cadwin & Trisha Meeber		719-537-6430	300 N. main St. Holly, Co 81047		Yes <input checked="" type="checkbox"/> No
Tom & Annaliese Crum		719-537-688-0259	105 Highland Dr. Holly CO 81047		Yes <input checked="" type="checkbox"/> No
LEE BOUGNEY	TRI-STATE GENERATION TRANSMISSION	305-254-8820	1100 W 166 th AVE WESTMINSTER CO 80234		Yes <input type="checkbox"/> No
Jeanie Mc Cormick		719-537-6722	401 Pawnee		Yes <input type="checkbox"/> No
Angela Pollart		620-384-6771			Yes <input type="checkbox"/> No
Ronald & Suzanne Seuffer		719 537 6046	35737 RD JJ HOLLY, Co. 81047		Yes <input checked="" type="checkbox"/> No

Meeting Date: 8/13/07 Meeting Location: Holly



3



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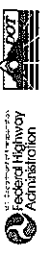
Project No. NH 0504-037
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COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Sharon S. Schaefer		719 691-9256	701 Playa Holly Co 81047		Yes No <input checked="" type="radio"/>
Judith Brugg	Town Board	719 537-6482	836 W. Colorado Holly, Co. 81047	jbrigg000@centurytel.net	Yes No
Mary's Outreach Supper		719-537-6573	P.O. Box 522 36491 05 Hwy 90 Holly, CO 81047		Yes No
Wanda Johnson		719 537-6843	Box 337 Holly Co 81047		Yes No
Carol Bell Callison		719 537-6874	Box 454 Holly Co. 81047		Yes No <input checked="" type="radio"/>
YEAT REYMAN		719 537-6617	Box 156 HOLLY CO. 81047		Yes No <input checked="" type="radio"/>
					Yes No

Meeting Date: 8/13/07

Meeting Location: Holly



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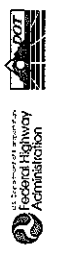
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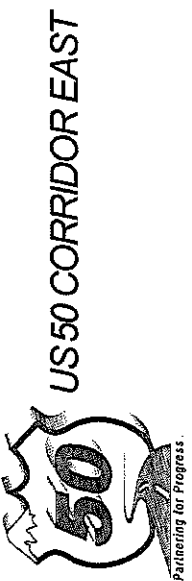
Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Downa Couch		719-853-6597	27037 N. 266 Rocky Ford, CO	downa.couch@wmconnect.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BOB THELIN		719-383-0403	29 CHAPARRAL CIRCLE LA JUNTA, CO 81050-3800	brnthelm@rural-com.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Welda R. Thelin		719-383-0403	29 Chaparral Circle La Junta, CO 81050		Yes <input checked="" type="checkbox"/> No
Kevin Karnes	Otero County	719-383-3000	P.O. Box 511 La Junta, CO 81050	kkarnes@otero.gov.org	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Eugene D. Mastas		719-384-7447	1203 2nd Ave La Junta, CO		Yes <input checked="" type="checkbox"/> No
Donna Rohde	Otero County	719-383-3000	P.O. Box 511 La Junta CO	dronde@otero.gov.org	Yes <input type="checkbox"/> No
JAKE KLEIN	OTERO COUNTY	719-383-3000	P.O. Box 511 La Junta, CO 81050	jklein@otero.gov.org	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/14/07

Meeting Location: Swink



2



US 50 CORRIDOR EAST

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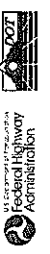
Project No. NH 0504-037
Sub Account No. 12812

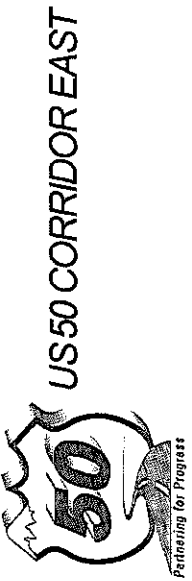
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Alicia Gossman-Steers	La Junta Tribune Democrat	719-469-7962	P.O. Box 145 Swink, CO 81077	amgossman@hotmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B. Brown			P.O. Box 573 Swink 81077	bbrownwonderful@wilderness@yahoo.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Chuck Hanagan		469-9960	25722 CR25 La Junta CO	hanagans@yahoo.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Richard Allen		254 3630	Rocky Ford		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dave Kraess		384 1896	La Junta	d/kraess@rural-com.urn	Yes No
Linda Ruth Jensen		383 9079	La Junta		Yes No
Henry McElroy		719-469-1603	28326 Rd 26 R.F.	namec@rural-com.com	Yes No

Meeting Date: 8/14/07

Meeting Location: Swink





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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Alvin Gardner		179 384 8222	26825 Rd DD Rocky Ford		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Valva Addington	Swink school				Yes No
Rocco Fuschetto	Swink School	719 384-8103	A O Box 487 SWINK, CO 81077	R. FUSCHETTO @ SWINK. K12.CO.US	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
					Yes No
					Yes No
					Yes No
					Yes No

Meeting Date: 8/14/07 Meeting Location: Swink

Doug Ehrhart Cheryl Everett Larry Sely Karen Howe
 Kowen Turner Mike Turner Carol Conway

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US 50 CORRIDOR EAST

Project No. NH 0504-037
 Sub Account No. 12812

COMMUNITY MEETING

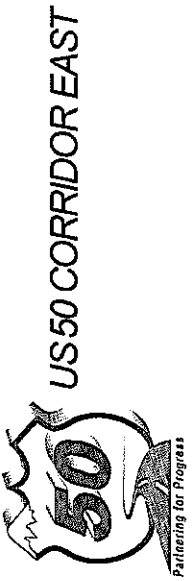


Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Chuck Donkle	City Council	719 452-2468	1031 Ash Ave LAS ANIMAS, CA	cdonkle@comcast.com	Yes <input checked="" type="checkbox"/> No
Peter Winters	City Council	719 456-0302	649 Xicil Avenue Las Animas Co 81054	pwbeng@aol.com	Yes <input checked="" type="checkbox"/> No
Tandy Parrish	Bent City Develop. Found.	719 456-0452	332 Amb. Thompson Las Animas, CO 81054	tedf@bentcounty.org	Yes <input checked="" type="checkbox"/> No
Bill Long	BCAF	719-456 2300	828 6th St Las Animas CO		Yes <input checked="" type="checkbox"/> No
Ken Keater	State Devotee	719-456 0603	530 McGehee Las Animas		Yes <input checked="" type="checkbox"/> No
Robert & Betty L Grossmick	Land owner	719-456 1768	11579 County Road FF 3/4 Las Animas 81054	rbgross@centurytel.net	Yes <input checked="" type="checkbox"/> No
Jace Ratzlaff	Cong. Murgrave	719 456-0925	206.56th St. CA 81054		Yes <input checked="" type="checkbox"/> No

Meeting Date: 8/14/07

Meeting Location: Las Animas





US 50 CORRIDOR EAST

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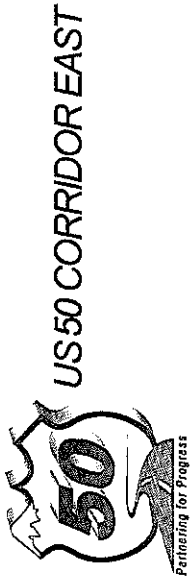
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Steve Keefer	Landowner	(719) 456-0830	8290 Holly St Las Animas, CO 81054		<input checked="" type="radio"/> Yes <input type="radio"/> No
John Dombagh	Resident	719-456-0201	1014 Lois Ave Las Animas CO 81054		<input checked="" type="radio"/> Yes <input type="radio"/> No
Randy + Ginny Freed	Resident	719-456-2180	900 Independence Blvd Las Animas CO 81054		<input checked="" type="radio"/> Yes <input type="radio"/> No
Lyle + R. Almond	Resident	719-456-0343	936 Shure One Las Animas, CO		Yes No
Andrew Huffman	Resident	719-456-1497	648 Oak Ave. Las Animas	ahuffman@fibulasanimas.com	<input checked="" type="radio"/> Yes <input type="radio"/> No
Bryan Simmons	Resident	719-456-0334	1250 Rd FF-75 Las Animas	b5simmons@fibulasanimas.com	Yes No
Mark MacDonnell	Resident	456-2624	825 St - St Las Animas CO		Yes No

Meeting Date: 8/14/07 Meeting Location: Las Animas





US 50 CORRIDOR EAST

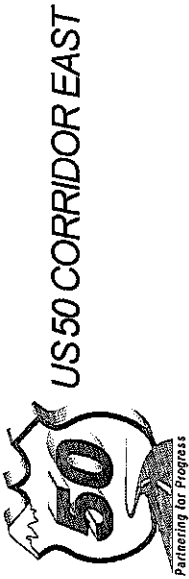
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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
George W. Whitham		456-1002	2803 Hwy 101 Los Angeles		Yes No
Jawan E. Ebo		456-1596	39 Moore h. Anaheim		Yes No
ALLEN AYERS		456-1946	48 2 nd St, L.A.		Yes No
Tina Godfrey	Bond City Development Foundation	456-9874	5976 Hwy 194 L.A.	tinagodfrey@presnax.net	Yes No
Garrett Godfrey	FNB Los Angeles	457-1512	PO Box 270 Los Angeles		Yes No
LIEKAP FRAUST		456-0011			Yes No
EMERY MURRAY		456-2050	351 Vigeil Los Angeles		Yes No

Meeting Date: 8/14/07 Meeting Location: Los Angeles



US 50 CORRIDOR EAST

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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company/Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Ramona Dakrey	AAA	719-456-2173	P.O. Box 572 L.A., Co.		<input checked="" type="radio"/> Yes <input type="radio"/> No
Betha Ingraham	Ret.	719-456-1634	735 Vine Las Animas Co		<input checked="" type="radio"/> Yes <input type="radio"/> No
Ann H. Oyam	Bent County Sheriff	719-456-0796	1100 CR 66.5 LAS ANIMAS, CO 81054	bsweeney@bentcounty.net	Yes No
Dorrie Ellis		719-956-1595	39 MOORE AVE LAS ANIMAS, CO 81054		<input checked="" type="radio"/> Yes <input type="radio"/> No
Robert Monteja	Bent County	719-968-9532	1001 LOCUST AVE LAS ANIMAS		Yes No
					Yes No
					Yes No

Meeting Date: 8/14/07 Meeting Location: Las Animas



①

Team: Paul Westhoff Cheryl Everett Doug Sig
 Melice Pears ~~Cheryl Tanner~~ Carol Conway
~~Sherry Sheehan~~

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Project No. NH 0504-037
 Sub Account No. 12812

US 50 CORRIDOR EAST

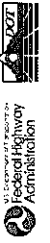


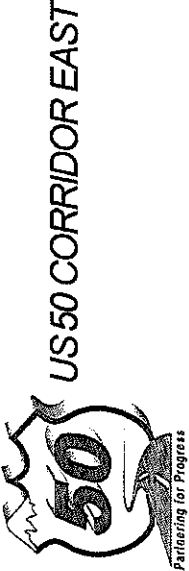
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Joe Warden	Provers County	336-5235	6690 City Rd UU. Lamar, Colo 81052		Yes No
Cathy Winterger		336-0178	29970 CR 14 Lamar, CO 81052		Yes No
Jan Drexler		336-4076	810 W Cedar, Lamar CO 81052		Yes No
Buss Baldwin	KVAJ	68737		News@KVAY.com	Yes No
Don & Angie (High Ben)	Self	336-7034	18525 Hwy 50 Lamar, Co. 81052	LAMA2@YAHOO	Yes No
Mrs. Jean Sherwood		719-336-4262	8154 E. Hwy 196 Lamar, Colo 81052		Yes No
Alyce Kennedy	Self	719 734-5301	PO Box 68 GRANADA Co 81052	dlyde@kenedy @hotmail.com	Yes No

Meeting Date: 8/20/07

Meeting Location: Lamar





US 50 CORRIDOR EAST

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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Lenore Mulberry		719-336-4166	6391 Rd. HH Lamar, CO 81052		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cheryl Roberts Teresa Roberts		719-336-2751	201 SENSEE DRIVE LAMAR CO. 81052		Yes No
Gene MILLBRAND	Prowers County	336-9011	407 Willow Valley Lamar,	VMEC@CenturyTel.NET	Yes No
CHRIS WILKINSON		719-336-7673	511 Stewart Place Lamar CO		Yes No
Dale & Genda McWilson		719-336-5164	6944 Co Rd LL Lamar, Co		Yes No
Nelda Roberts		719-336-4768	1005 50 th St Lamar CO		Yes No
Ernest Hoffmann		719-336-5305	51 Cedar Hill Lamar Co.		Yes No

Meeting Date: 8/20/07

Meeting Location: Lamar





US 50 CORRIDOR EAST

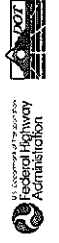
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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Michael Daskam		719 537-9020	825 N. 8 th St. Holly, CO 81047	michael.daskam@co.usda.gov	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
					Yes No
					Yes No
					Yes No
					Yes No
					Yes No
					Yes No

Meeting Date: 8/20/07 Meeting Location: Lamar



Team: Mike's way Cheryl Everett
 Larry Slutz Karen Varner
 David Small Casey Dorey Elizabeth
 US 50 CORRIDOR EAST

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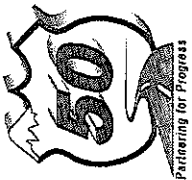
Project No. NH 0504-037
 Sub Account No. 12812

COMMUNITY MEETING



Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
JOHN MERSON	STATE PARKS	719 829-1801	JOHN MARTIN STATE PARK HASTY, CO 81044	John.merson@state.co.ks	Yes No
David/Tami Mayhoffer	Mayhoffer Farms	719-384-4667	2500 Hwy 10 La Junta CO 81050	genbrt@earthlink.net	Yes No
Kevin Kearney	Otero County	719-383-3000	90 Box 511 La Junta, CO 81056	kkarney@otero.gov.org	Yes No
Anthony Mesters	Pueblo Christian	671-8267	221 Colorado Ave La Junta, CO 81005	anthony@mchicken.com	Yes No
Rick Miell		719-384-8994	812 ADAMS LA JUNTA		Yes No
Norma J. Cannon		719-384-2976	5822 San Juan La Junta		Yes No
Bob Carusa		719-384-5254	608 Chapman La Junta, CO		Yes No

Meeting Date: 8/20/07 Meeting Location: La Junta



US 50 CORRIDOR EAST

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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Michael L Cannon	Doc Rauch	719-968-9821	4721 San Juan La Junta	Cannon DJ@Centurytel.net	<input checked="" type="radio"/> Yes <input type="radio"/> No
Josh Cannon		719-384-4269	4721 San Juan La Junta		Yes No
Jane Hentelins		719-384-9104	9 Conley Rd La Junta		<input checked="" type="radio"/> Yes <input type="radio"/> No
Lawrence Shulley			6722 San Juan		Yes No
Daniel Mount	CenturyTel	719-384-1529	610 Colorado Ave N-Junta 706 LINCOLN AVE LA JUNTA, CO 81050	dave.mount@Centurytel.com	<input checked="" type="radio"/> Yes <input type="radio"/> No
Don Rizzuto	Colo Bank	719-384-2025		DRIZZUTO@hotmail.com	Yes No
Walter Stifford		719-384-8956	La Junta Co 81050		Yes No

Meeting Date: 8/20/07

Meeting Location: La Junta

3



US 50 CORRIDOR EAST

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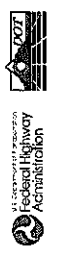
Project No. NH 0504-037
Sub Account No. 12812

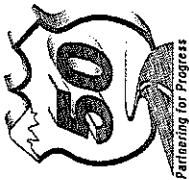
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
JAKE KLEIN	OPEN COUNTY	719-388-3800	P.O. Box 511 La Junta, CO 81050		Yes No
ED STAFFORD			9 CIRCLE, LA JUNTA		Yes No
Harmond E. Stoutman			25 yucca Rd La Junta		Yes No
Carolyn McClure		719-388-5839	921 Caravan La Junta, CO 81050		Yes No
Mark Allen		719-383-2337	2123 College Dr. La Junta		Yes No
Tano Pasolucci		719-384-7984	2015 Raton Ave La Junta		Yes No
Robert L. Kreidenbeyer	City of La Junta	719-388-7429	2122 College Dr La Junta	alterlad@esd.kla.net	Yes No

Meeting Date: 8/20/07

Meeting Location: La Junta





US 50 CORRIDOR EAST

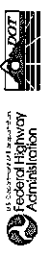
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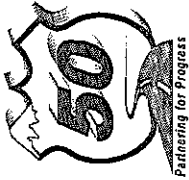
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Kelly Benz	DeBorja mfgco	719-384-7192	317 1/2 Katon Av.	X benz @ rockmexil .com	Yes No
Rick Klein	city of La Junta	(719) 384-2578	601 Colo. Ave.	rklein@ci.la-junta.co.us	Yes No
Ron Bishop Bishop, DeBorja		(719) 384-2354	503 Koskane Lia		Yes No
Don Hutchings	None	719-384-9704	25052 CA. 26 1/2 LA JUNTA		Yes No
Marian Barnes	N/A	719-980-2444	2118 Amerson La Junta, Co 81050		<input checked="" type="radio"/> Yes <input type="radio"/> No
Phyllis Kelly	N/A	719 853 6367	30703 c R 28 La Junta CO		Yes No
Lon Davis	N/A				Yes No

Meeting Date: 8/20/07 Meeting Location: La Junta





US 50 CORRIDOR EAST

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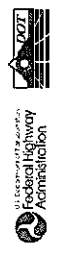
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

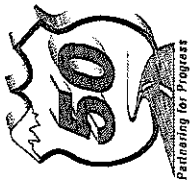
Full Name	Company/Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Geoff Carab	-	(2197) 384-4268	16 Mt. Ueod Dr LA Junta, CO 81050	peppersae2009@yahoo.com	Yes No
Tom Wrona	CDOT				Yes No
Lay Coethy Bollacker		719-384-2856	31701 Hwy 194	cbmicro@hotmail.com	Yes No
Ferre Church		719-384-7000	35 Circle Dr. La Junta, CO	jchurch@mac.com	Yes No
Michael Moreno		719-469-3399	1024 Russell La Junta, CO	MORENO@M2PRODUCTIONS.ORG	Yes No
Karen Sabel	Koshare INDIAN MUSEUM	719-384-4411	LA JUNTA 70 BOX 580 L.J. 81050	susie.sarlo@ojc.edu	Yes No

Meeting Date: 8/20/07

Meeting Location: La Junta



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US 50 CORRIDOR EAST

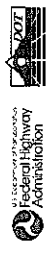
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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company/Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
MACK BURTIS	Ret	719-384-5756	15 W Oak La Junta, CO	—	Yes <input checked="" type="checkbox"/> No
Curtis Russell	WW Feed & Supply	719-384- 4763	303 W. 1st La Junta	wwfede@ centurytel.net	<input checked="" type="checkbox"/> Yes No
Nancy Bennett		719- 384-2154	622 Santa Fe La Junta		Yes No
Bob Smith	Ret	719 383-0717	2825 San Juan LJ		Yes No
Lois & Fred Freidenberger			423 Elm Ave La Junta, CO 81050		Yes No
ANT McGee McGee	KBLJ Radio	719- 8536573	Box 128 Chickaw, CO 81030	KBLJ@Kubal-Com.com	Yes No
Pathy McGee	US Post Office MANZANO LA	719 - 462-5247	PO Box 8998 MANZANO LA CO 81058		Yes No

Meeting Date: 8/20/07 Meeting Location: La Junta



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US 50 CORRIDOR EAST

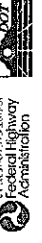
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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company/Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
(3) Miss Jennie Rusty Johnson			33983 E. Hwy 50 La Junta, CO 3649 Hwy 196		Yes No
Kathy Dieterle			Wiley, CO 81092		Yes No
Bub Miller			22371 Rd 29 3/4 La Junta		Yes No
Linda Johnson			238 Seely La Junta		Yes No
					Yes No
					Yes No
					Yes No

Meeting Date: 8/20/07 Meeting Location: La Junta



Team: Louie Sly
 Carol Corway

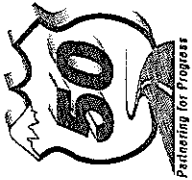
Kenneth Cannon
 Cheryl Everett
 Mike Peters

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Project No. NH 0504-037
 Sub Account No. 12812

US 50 CORRIDOR EAST



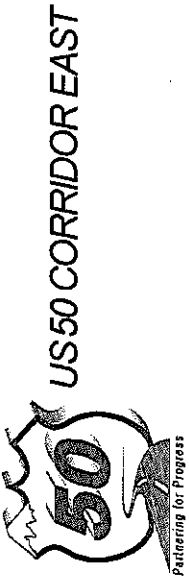
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Teresa Rose	Rocky Ford Daily Gazette Oldway New Era	(719) 254-3351	912 Elm. Rocky Ford, CO 81067		Yes No
Charlie & Anne Tekanik	-	(719) 462-5889	409 Canal St Manzanola CO 81058		Yes No
JAKE KLEIN	OTERO County	719-383-3880			Yes No
Abbeey Christman	Colorado Preservation				Yes No
Chuck Haragou		(719) 469-9910	25722 CR 25 LeFuraco 81058	Haragous@yahoo.com	Yes No
Wanda Werdel	Town of Manzanola	(719) 462-5544	106 E. Third St. Manzanola, CO 81058	manzanola.ci-manzanola.co.us	Yes No
Staci Goodman	MSD (Merry School District)	462-5578			Yes No

Meeting Date: 8/21/07

Meeting Location: Manzanola





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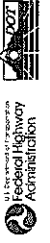
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Carl Herdzel	Geo.	719 462-5206	10387 RD. 5115 MANZANOLA, CO. 81058		Yes No
BARB LOUISONE BOB LOUISONE		719 462-5144	31478 CO Rd 13 MANZANOLA, CO 81058-9731		Yes No
Brian Benney	Oliver Mfg.	719-8547835	P.O. Box 512 Rocky Ford, CO 81069	brian@olivermfg.com	Yes No
Tammy Smith		263-5188	608 84th Fowler, CO 81039		Yes No
					Yes No
					Yes No
					Yes No

Meeting Date: 8/21/07

Meeting Location: Manzanola



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Team: Larry Sey Mike Faloni Kawira Tanner
 Cheryl Ewart
 Mike Pung
 Cheryl Ewart

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Project No. NH 0504-037
 Sub Account No. 12812

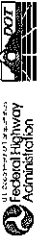
US 50 CORRIDOR EAST

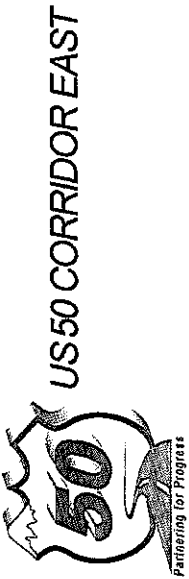


COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Jerry Sted		719 254 6007	100 Yucca Dr. Rocky Ford, CO 81067		Yes No
Ralph Mecklinger		719 254 7516	802 S 2nd Rocky Ford, Colo 81067		Yes No
Lynn Elyan		719-254-6168	Rocky Ford, CO 81067		Yes No
Diana Ham		719-254-7629	29021 RD. 20.75 Rocky Ford, Co. 81067		Yes No
Dado Ham		719-254-7629	29021 RD. 20.75 Rocky Ford, Co. 81067		Yes No
Dee Ham		719-254-7629	29021 Rd. 20.75 Rocky Ford, CO 81067		Yes No
Wayne W. Whitaker		719 254-6498	800 S. 6th St Rocky Ford, Co 81067		Yes No
Mary Alice Whitaker					Yes No

Meeting Date: 8/21/07 Meeting Location: Rocky Ford





US 50 CORRIDOR EAST

This list is part of the public record for this project. Please print legibly

Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company/Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
C. Buckley-Jeager PhD	CVFFA	719.980.0779	7-D. Box 504 La Junta, Colorado	cbj@jeager.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Stanley Herman	Hulltopwater	719-254-6242	1821 Hopkins Rockyford		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gale Butler					<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Nancy Butler		719-254-7164	20766 Hwy. 266 Rocky Ford		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Walt & Myrna Halcomb			R.F. 18626 Hwy. 202 Co.		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Don Hill		719-254-3278	621 SAN JUAN AVE LA JUNTA, CO 81050	SANTUAN HILL 2004 @YAHOO.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
JULIE WORLEY	RFGAA OFFICE OF ERAN. DEK.	(719) 254. 74114	203 S. MAIN Rocky Ford	WORLEY@ CIRockyford. CO.US	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Lemni Horvath		(719) 254-4201	26330 Co. Rd 22 Rocky Ford, CO 81067		Yes No

Meeting Date: 8/21/07 Meeting Location: Rocky Ford





US50 CORRIDOR EAST

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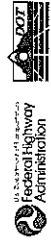
Project No. NH 0504-037
Sub Account No. 12812

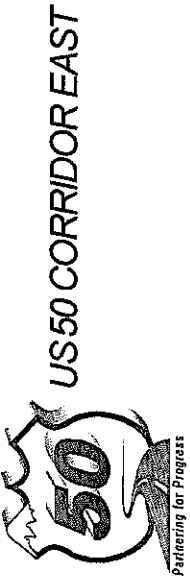
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Sent: Nancy Martin	-	719-254-7282	1003 Prudence Rocky Ford, CO 80867	- already on →	Yes No
DICK POWIEG	-		601 S. MAIN ST. Rocky Ford CO		Yes No
Nancy Aschermain	Rocky Ford School District	719-254-7423	601 S. 8th St RFC 81067		Yes No
Ed Brown	-	719-254-3295	18624 Cur DD Rocky Ford	eandbbrown@ yahoo.com	Yes No
SUSAN PIEPER	RF Daily Gazette	254- 3351	912 ELM RF	PIEPER-SUSAN@ hotmail.com	Yes No
Frank Freidenberger			1103 VIRGINIA RF		Yes No
Dennis Caldwell		719 254-3210	25026 RD 15 Rocky Ford Co 81067		Yes No

Meeting Date: 8/21/07

Meeting Location: Rocky Ford





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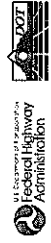
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

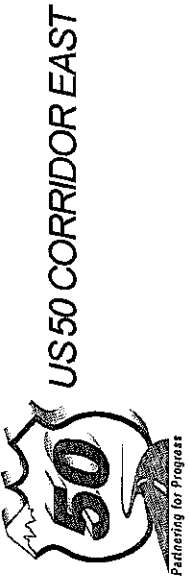
Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Barbara Adams		719 254-3707	Rocky Ford, CO 81067 800 S. Main	bcadams@homet-ccom.com	Yes <input checked="" type="radio"/> No
Kenji W. Takeda		719 254-8144	957 Cedar Ave R.F.		Yes No
Cady Ridmann		719 254-6308	1966Z Red DD RF		<input checked="" type="radio"/> Yes No
Debbie Caldwell		719 254-3210	25026 Rd 19 Rocky Ford		<input checked="" type="radio"/> Yes No
JAKE KLEIN	OTERO COUNTY	719- 383-3880			Yes No
Tom Tomky		719-254- 2269	24641 Co Rd 19 Rocky Ford		<input checked="" type="radio"/> Yes No
Tonye Meyers		719 254 2438	1410 Washington Rocky Ford		<input checked="" type="radio"/> Yes No

Meeting Date: 8/21/07

Meeting Location: Rocky Ford



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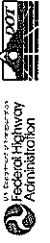
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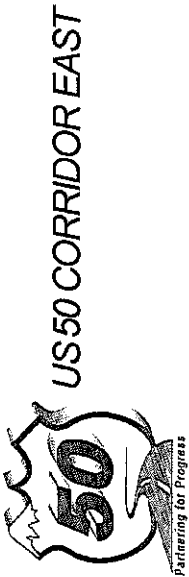
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Rhonda Pepper	DeBourgh mfg. Co. 384-8161 rpepper@debourgh.com	719-384-7052	25446 W. Hwy. 50 La Junta, CO 81050	pepperx3@rural-com.com	Yes No
Randy Hamilt	Mayor				Yes No
Danny Caldwell			30100 Hwy 71 RF 81067		Yes No
BEN RODRIGUEZ		719-254-3622	203 N. 12TH STREET Rocky Ford, CO 81067	BEN01@LOCALNET.COM	Yes No
Don Pughisa		719 254 4323	18058 E RR RR. 15		Yes No
Shirley Cathey		719 254-5360	18312 CR 66-AF 81069		Yes No
Darryl Schuly	Oxberg County	719-388-3035	P.O. Box 511 La Junta, Co 81050	dschul@oxberggov.org	Yes No

Meeting Date: 8/21/07 Meeting Location: Rocky Ford





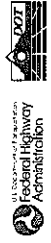
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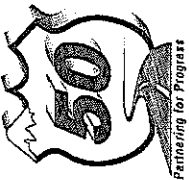
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Lisa Morelli		719-254-7747	P.O. Box 252 Rocky Ford CO 81067		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Darrell Hansen			1821 Hopkins Ave Rocky Ford Co. 81067		<input type="checkbox"/> Yes <input type="checkbox"/> No
Al Schefer		719-254-3846	1003 Washington Ave Rocky Ford, CO 81067		<input type="checkbox"/> Yes <input type="checkbox"/> No
Bernie Rathoff		719-254-7385	410 S. 11th St R.F. 81067		<input type="checkbox"/> Yes <input type="checkbox"/> No
Don Laine		719-254-6361	P.O. Box 284 Rocky Ford, Co. 81067		<input type="checkbox"/> Yes <input type="checkbox"/> No
Greg Smith		254-6550	18690 Rd EE-75 Rocky Ford		<input type="checkbox"/> Yes <input type="checkbox"/> No
Ed Eshlund		254-7155	712-5 14TH ST Rocky Ford Co 81067		<input type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/21/07 Meeting Location: Rocky Ford





US 50 CORRIDOR EAST

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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
TERRY MILLS	TLM CONST	719-384-5956	P.O. Box 505 SEWINK CO 81077	tmills@bresnan.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
					Yes No
					Yes No
					Yes No
					Yes No
					Yes No
					Yes No

Meeting Date: 8/21/07

Meeting Location: Rocky Ford

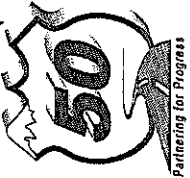


(1)

Team: Mike Reese
Mike Feloni

Scott Day
Carol Conway
Karlson Tanner

Sheryl Everett



US 50 CORRIDOR EAST

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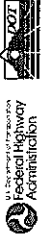
Project No. NH 0504-037
Sub Account No. 12812

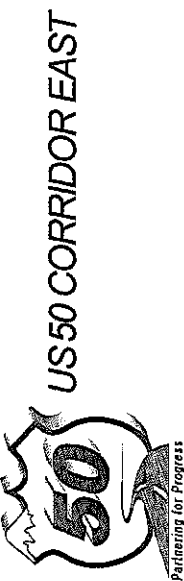
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
DAN HENRICHS	High Line Canal Henrichs Cattle	714 468 4107 714 257-7891	49207 E Hwy 50 Aurndale Co 81022	henrichscattle@prodigy.net	<input checked="" type="radio"/> Yes <input type="radio"/> No
Dorothy Day		719 947 3131	53400 Hwy 50E Boone Colo 81025		<input checked="" type="radio"/> Yes <input type="radio"/> No
Mike Sweeney	Pueblo Bluesman				Yes No
Coons Wilkinson		719 589-4627	922 1st Alamosa Co		Yes No
Shark Bed			1746 Roswell St Pueblo CO 80804	sharkbed@comcast.net	Yes No
Joyetta Kennedy	Pueblo County	719-5836538	Pueblo CO Court House		Yes No
Charles & Cecilia Murills	Pueblo County	719 947-3002	1361 Murills Ln Boone, Co. 81025		<input checked="" type="radio"/> Yes <input type="radio"/> No

Meeting Date: 8/22/07

Meeting Location: Pueblo





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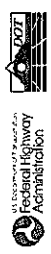
Project No. NH 0504-037
Sub Account No. 12812

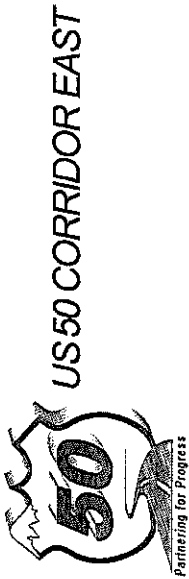
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Diana Quintana		719 9473483	1581 56th Lane Boone, CO	Quintana 730NET zero.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Daisy Jensen		719 947-0617	1900 58th lane Boone CO 81025	daisy-cluke@hotmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TOOT ATHENSUS	PACOG MPO/TRE CITY OF PUEBLO	719 553 2944	223 W. SMOYLA FE PUEBLO CO 81003	TATHENSUS@PUEBLO.CO	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
KEN WEBER		719-566-0217	200 Starlike Dr Pueblo 81005	Ken_Webber@comcast.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Jim Colson		719-542-6104	2200 Fallview Dr, 81006		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Phil Reynolds	SECOLD WTR CONSERVANCY DISTRICT	719 7482400	31717 United Ave Pueblo CO 81001	phil@secwtr.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WARREN DIODISIO JR		719 671-1916	P.O. Box 4159 Pueblo CO 81003	Jossepier@aol.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/22/07

Meeting Location: Pueblo





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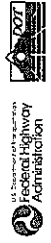
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

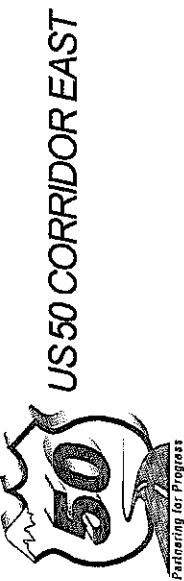
Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
CLIFF PRINCIPES	NA	719-948-5456	29465 E. US Hwy 50	NAME_PRINCIPES@HOTMAIL.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Ben Hahn Jr	N/A	719 947 3119	2022 59th LN Boone CO 81025		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Don Cumber	City of Pueblo	553-2295	211 E D ST Pueblo	dcumber@pueblo.us	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Pepper Wilthief	City of Pueblo	719 553-2722	350 S. Grand Ave	pwilthief@pueblo.us	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renee Hahn	NA	719-947-3119	2022 59th Ln. Boone CO 81025	osvalleypub@yahoo.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tom Wraza	CDOT				Yes No
LARRY BECKIN				LARRYBPE@MSN.COM	Yes No

Meeting Date: 8/22/07

Meeting Location: Pueblo



4)



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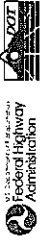
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
JASON AHRENS	CDOT	547-4381	582 W. Slice Drive Pueblo West, CO 81007	jasonahrens@yahoo.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bill Crain	—	546-1443	2704 W 11th St Pueblo, 81003	billcrain37@hotmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
James Arnes	Pueblo Crews	404-2761	PO Box 4040 81003	james@chickadee.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bill Davis	CDOT Reg 2 TAC	(719) 543-3811	1233 E. Ilium Ave Pueblo CO 81006-1009	—	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
					Yes No
					Yes No
					Yes No

Meeting Date: 8/22/07

Meeting Location: Pueblo



Larry Sly
 Carol Conway
 Karissa Turner
 Cheryl Everett
 Mike Perle
 Karen Rowle
 Patricia Fobin



US 50 CORRIDOR EAST

COMMUNITY MEETING

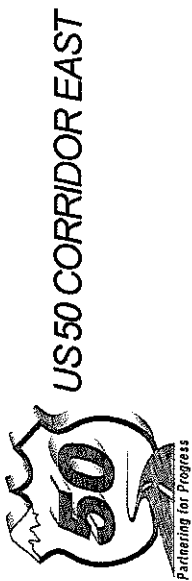
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Project No. NH 0504-037
 Sub Account No. 12812

Full Name	Company/Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Jeanne Fenter		719-826-2060	421 S. main st Fowler, CO 81039	jfenter@bresnad.net	<input checked="" type="radio"/> Yes <input type="radio"/> No
Chuck Hitchcock	Trustee	719-826-2817	401 4th St Fowler, CO 81039		Yes No
John & Suzanne Shepherd United		719-263-4072	6890 Hwy 50	Sgrinstead@fowlerhcc.com	<input checked="" type="radio"/> Yes <input type="radio"/> No
Brian Bregar		719-263-5756	68990 Hwy 50 Fowler	bbregar@centurytel.net	<input checked="" type="radio"/> Yes <input type="radio"/> No
Shawn Regnatta Aronne Vinton Ray Mansfield	Fowler Shirone	719-263-5311	112 E. Clanton Fowler	shawn@fowlerhcc.com aronne@fowlerhcc.com ray@fowlerhcc.com	<input checked="" type="radio"/> Yes <input type="radio"/> No
Mary Mora		263 5848	202 8th St		Yes No
		263-4679	420 Santa Fe	Fowler Co 81039	<input checked="" type="radio"/> Yes <input type="radio"/> No

Meeting Date: 8/22/07

Meeting Location: Fowler



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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Bruce Schiffer	Farmer	719 263-4575	48700 Dotson Fowler		Yes No
Herbert Bastian		719 263-5442	66550 Hwy 50 Fowler		Yes No
Wayne Snider	Town of Fowler	263-4461	421 So. Main		Yes No
Dubby Royce		719 - 263-8675	3830 Cty. Rd. 114.75 Fowler	momsdebs@hotmail.com	<input checked="" type="checkbox"/> Yes No
Larry Hal Mason		719 263-4148	4530 RD. 114.75 Fowler	goofygoats@hotmail.com	<input checked="" type="checkbox"/> Yes No
Velma Luppert		719 263-5224	314 E Park Fowler		Yes No
Jonathan Fox	FOWLER STATE BANK	719 - 263-4274	201 MAIN ST. FOWLER, CO 81039	jirfox@fowlersstate.com	Yes No

Meeting Date: 8/22/07

Meeting Location: Fowler



US 50 CORRIDOR EAST

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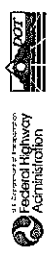
Project No. NH 0504-037
Sub Account No. 12812

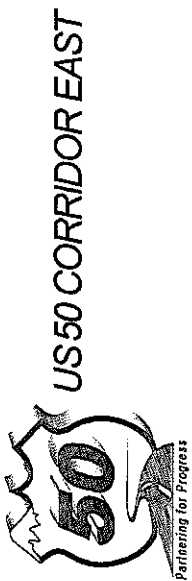
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Vera Elaine Stephens Gerald D. Stephens		719-263-4342	65281 Hwy 50E Fowler, CO 81039		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Amanda & Matthew Becker		(952) 334-9989	407 8th Fowler, CO 81039		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
DAN SHARKE	100E #9	719-947-3957	88300 Apple Rd, Boone CO 81025		<input type="checkbox"/> Yes <input type="checkbox"/> No
Barbara Smith					<input type="checkbox"/> Yes <input type="checkbox"/> No
Lochley Dusk		719 263 4228	310 474 ST Fowler Co. 81039		<input type="checkbox"/> Yes <input type="checkbox"/> No
Londy Jorney		719 947-3754	2236 59th LN Boone, CO 81025		<input type="checkbox"/> Yes <input type="checkbox"/> No
Carmel Jorney		719-947-3754	2236 59th LN Boone, CO, 81025		<input type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/22/07

Meeting Location: Fowler





US 50 CORRIDOR EAST

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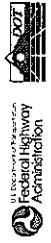
Project No. NH 0504-037
Sub Account No. 12812

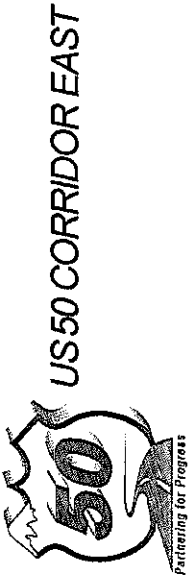
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
JH & Marybeth McQuiston		719-263-5191	410 W. Draverton Fowler 81039	mems@quiston.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
John Hageman		719-263-5833	324 E. Grant Fowler 81039		Yes No
Allen Thomas			107 5th St Fowler		Yes No
Paula Halk			201 E. Santa Fe Fowler Colo		Yes No
Erin Poffe			4		Yes No
Alicia Zellman			3742 Rd KK-75 Fowler		Yes No
Pronda Wright			33986 Hwy 167 Fowler CO 81039		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/22/07

Meeting Location: Fowler





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Project No. NH 0504-037
Sub Account No. 12812

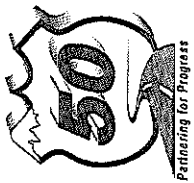
COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Riska Shake			58390 Apple Rd Boone		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
John & Susan Webber			1422 Rd LL Fowler		Yes No
Nancy Hazlett	Tres Corp 719-494-8067	719-826-2006	524 E Park Fowler Co. 81039	Nancy.hazlett@trescorp.us	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Chuck & Star Flanschka			65801 Hwy. 50 Fowler, CO 81039		Yes No
R Lieber			32468 Hwy 147 Fowler, Co 81039		Yes No
Herald Jensen & Betty	Jensen's Blue Ribbon Brewery	719-263-5223	407 10th St Fowler Co.	gjk-5023@msm.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Scott & Nancy Jensen		719-263-5695	32763 County Road 3 Fowler, CO 81039	scott120@centurytel.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Meeting Date: 8/22/07

Meeting Location: Fowler





US 50 CORRIDOR EAST

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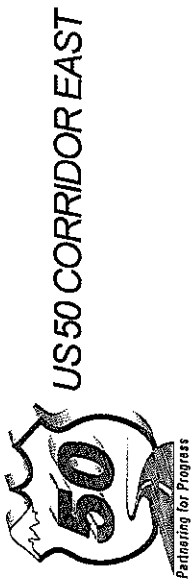
Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Patsy Ray Bouldin		719-263-4329	324 Main St Fowler 81039		Yes No
Miss Shields		719-263-5124	958 8th St Fowler		Yes No
Rich & Linda Jensen		263-4724	2850 Rd KK Fowler CO 81039		Yes No
Laura Marcia Weeber		267-4919	202 Holly Ct, Olney Springs CO 81062		Yes No
Zach Mason		248 69411	P.O. Box 428 Fowler 6357 Hwy 50, Fowler		Yes No
Jerry & Bonnie Jensen		.			Yes No
Kenneth & Trudy Jensen					Yes No

Meeting Date: 8/22/07

Meeting Location: Fowler



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Project No. NH 0504-037
Sub Account No. 12812

COMMUNITY MEETING

Full Name	Company Affiliation (if applicable)	Phone Number (with area code)	Address (street, city, state & zip)	E-Mail	Put on Mailing List?
Susan Benesch	—	719 263 4213	2915 Rd Kk Fowler	—	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Patricia Leone	PeakView Animal Hospital	719 263 5205	1050 Rd JJ Fowler	—	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tom Fodge		33232	Fowler CO 81039	—	Yes No
Gary Rogge		719-263 5675	County Kk. 75 81039	grogge@acelink.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Don Augo		719 263 4356	33589 Hwy 167 Fowler	—	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Deb Smith			Fowler	—	Yes No
					Yes No

Appendix P
Transcribed Comments

Public Meeting 2007 Transcribed Comments

Granada

Two comment sheets were received at the Granada meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. Highly recommend the Route Go South of Granada rather than North.
2. After viewing the two proposed routings – for economically consideration, I choose the southern route around Granada, it has the least amount of water to cross.

Are there any additional resources we should evaluate as part of the screening?

1. NO
2. Check out the old jail and firehouse on highway 50 just east of Granada Stop*2*Shop. It has historical value even though it is not listed by the Historical Society.

Are there other issues or ideas you would like to share with us?

1. NO
2. Should the routing go to the south this routing will cross county road 25 which is the farmers route to the elevators and for moving their big equipment to and from the fields. Many farmers own or lease land on either side of Granada.

Holly

Nine comment sheets were received at the Holly meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. The screening criteria is accurate, & the alternatives leave a lot of options open for change.
2. No comment
3. You have been efficient at inspecting & judging the best route
4. I think it is a great idea to move to a 4 Lane expressway. With the amount of traffic and access needs, I agree that it is the best alternative and it will have profound effects for the region.
5. Thoughtful & well presented.

6. Very informative and well presented.
7. Very good – very informational – clear & defined
8. They Are Very Nice Alternatives
9. The maps and explanation signs were well done. I like the idea of passing lanes on the present highway as you indicated on the roadway between Fowler and Pueblo area. They have a lot of passing lanes in Kansas, particularly between Syracuse and Lakin that help a lot in traveling this highway. I think that there several areas on highway 50 where this can be used. As a former businessman in Holly, we rely on the highway to bring business to our area, something that could be missed by diverting the highway around the town.

Are there any additional resources we should evaluate as part of the screening?

1. No
2. No comment
3. If you stay straight east & west of Holly the South Route would be the best.
4. No comment
5. ? [sic]
6. Not sure
7. No
8. None that I can think of.
9. If we must have the highway diverted around the town, I think the south route would be the best, though it would require building two railroad viaducts to get over the railroad. If the highway could go far enough south to be adjacent to the flood dike built in 1965 after the flood, then the road could help strengthen this dike for even better protection of the town from the river and Butte Creek. Though it would require more fill this way, perhaps some savings could be realized by having a more elevated roadway. I would prefer this route rather than going north where there is more water, more buildings, etc.

Are there other issues or ideas you would like to share with us?

1. Try and avoid as many residential & business areas as possible, specifically the homes outside of town, where there is a lot of room to move the roadway.
2. Why not saucer the curbs to make easier parking and widen Highway 50 thru town.
3. I discussed a Route above The Buffalo Canal between the cemetery. My property Runs 2 miles From Rd 35 East. It would avoid more houses if you go north.
4. For Holly, I believe your south proposal would have the best outcome based on the effects of the community and its patterns of growth.
5. I would prefer the highway to be built on the south side of town. Holly's town growth is to the north.
6. For the Holly area, I believe the south route would be a better choice because of lesser population.
7. No – everything was good

8. I think the south route is the best idea.
9. If the highway is to be diverted around the town, could businesses such as JR's in Holly be able to build a rest area-business outside the town so they could enable travelers to use their facilities such as rest rooms, gas station, refreshments, etc? I know that many people stop at this place in Holly when they are traveling thru town. I just wonder if there would be a property available for them. I am sure those traveling through the area wouldn't divert unless they know of the place.

Swink

Two comment sheets were received at the Swink meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. These changes are necessary. Having these informational meetings will help communities prepare for future economic impact.
2. No comment

Are there any additional resources we should evaluate as part of the screening?

1. No comment
2. Traffic count on Columbia Ave to see the danger at crossing

Are there other issues or ideas you would like to share with us?

1. No comment
2. As the Swink School Superintendent I have many concerns:
 1. Highway too close to school. Noise level. Why locate highway by a school?
 2. Instead of building a new highway why not improve the existing highway & make it four lanes from Kansas to Pueblo? This will be using \$ more effectively.
 3. New Highway will kill the businesses in town
 4. Safety for students that have to cross the highway when trucks are driving over 65 MPH.

Las Animas

Ten comment sheets were received at the Las Animas meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. I feel the north route will impact less land using the northern option. You are “right on” with the screening criteria.
2. It was very informative. The south corridor seems to be the better idea.
3. The alternatives have been well planned.
4. No comment
5. Cultural & social factors of the town should be part of the study.
6. Benefits for regional travelers, improved safety, local users may not see as great of benefit (except for safety), improved mobility between towns.
7. I think the concerns will be addressed by a 4-lane expressway for the most part. The local users wont gain much benefit from the new, but will gain from less congestion on old Hwy 50.
8. I think a lot more consideration was given to traffic getting through than to the impacts on the local community.
9. I was very disappointed in the choices presented at the Las Animas Community meeting and the methods in which they were presented. All of the maps showed 1000’ right of ways, which gave the public the impression that entire city blocks would have to be bulldozed, which is not the case, especially where four lanes already exist. Moving Highway 50 out of our small, rural communities is a recipe for economic disaster and I was very disappointed that economic impacts were not addressed in any way. Our organization is in full support of keeping Highway 50 located in the community of Las Animas, as well as Hasty. The other concerns and reasons for alternate routes that were brought up do not supersede the economic health of an entire region. By moving out of town, the lack of traffic would have detrimental impacts on 46 businesses directly and many more indirectly.
10. No comment

Are there any additional resources we should evaluate as part of the screening?

1. No comment
2. No comment
3. Time element – when change is started through the towns – how many months are anticipated?
4. No comment
5. Possibly considering or incorporating better access to Bent’s Old Fort to help increase visitation.
6. Reconsider/Re-evaluate the direction of growth. Most residential growth is occuring North and West of the City. Commercial growth is occuring North of downtown.
7. Reconsider the direction that you have been told growth is expected. I believe it will likly be to the North and West not northeast as you have been told.
8. Look at a narrower corridor through town with a wider curve.

9. When evaluating additional resources, economic impacts must be a considering factor, as well as potential incoming businesses. I also believe that the public needs to understand what is involved in acquiring the land needed for the “alternative” routes.
10. No comment

Are there other issues or ideas you would like to share with us?

1. We still need good access into and out of town as well as keeping Ambassador Thompson 4 lane for local. We would need other access points into town, if possible.
2. We need to leave the road through town but I’m not sure there would be funding to maintain it.
3. What kind of value will be placed on property that the high-way will need?
4. Don’t waste any more money, skip the towns and widen area’s not within a city or town.
5. The souther route would create a physical split in the town which could impact social & cultural differences. The railway to a certain degree does this today. i.e. across the tracks
6. The southern route is most appealing in my opinion. Access points throughout the middle of town would benefit our commercial businesses more than just one on each end.
7. The southern route at this time appears to be the best option for long term growth, & business retention.
8. I think that it would be best to consider more using what we already have. Also, to see what can be done for businesses etc...in town. I think that bypassing the small towns, but going through large ones isn’t nessesarily good for the community. If you have to do it I would prefer the north route for minimal impact.
9. We feel very strongly that if Highway 50 is re-routed outside of the community, then our small community must be allowed better means of marketing our area to bring the traffic into town. This includes, but is not limited to, the restructuring of the signage process/requirements on the Highway 50 Scenic and Historic Byway.
10. I had to miss the corridor meeting here a few weeks ago due to several conflicting engagements at the same time. Just want to confirm that the study committee is committed to bypassing Las Animas with either a northern or southern route around town. I suppose there is no idea of when funding would get actual construction underway here.

Lamar

One comment sheet was received at the Lamar meeting. The sheet contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. Everything seems to be on the right track.

Are there any additional resources we should evaluate as part of the screening?

1. Very well presented.

Are there other issues or ideas you would like to share with us?

1. The truck by Pass around Lamar.

La Junta

Eight comment sheets were received at the La Junta meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. I noticed that you spent time and money documenting ideas which you did not use. I also see that that you spent tax-payer dollars to feed us and to supply an area for children to play in. I believe that your screening criteria is good. However, you should find out how many people are willing to sell their property to you.
2. No comment
3. All routes other than those currently in use should be scrapped. The only improvement necessary is to 4 lane those portions that do not currently have 4 lanes.
4. Use no alternet routes stay on old Hyway widen it only. Like between Rocky ford & Manzanola.
5. I appreciate your study of historical structures, community assets, homes & businesses that could be impacted by expanding a highway.
6. It is difficult to evaluate the alternatives with no estimated costs.
7. No comment
8. No comment

Are there any additional resources we should evaluate as part of the screening?

1. You should evaluate the potential land available based on what land you would be able to get ahold of. If you intend to take it by force, you will be answered I am sure.
2. No comment
3. Pay more attention to those who have been in our area noting historical sites. Do not distrub [disturb?] our historical heritage.
4. Forgot the environmental impact of the wild life and other arias of land damages.

5. Highways must remain CLOSE to town. Travelers should be able to see the town as they drive past on the highway. Just a sign that indicates there is a town somewhere over the hill is not enough.
6. \$
7. No comment
8. No comment

Are there other issues or ideas you would like to share with us?

1. You should make an effort to use land sold to you only, although I realize that this will severely hamper your expansion efforts and that you probably will not attempt to do it. The people in this area are already opposed to theft, especially if it is done by the organization which is supposed to protect us.
2. Consideration should be given to building a raised 4 lane above 1st street. 1) right of way – should be less costly, 2) farms and ranchers would not be disrupted and wasted, 3) there would be fewer over passes. As much as possible the present Highway 50 road bed should be utilized.
3. Are you truly in league with the Army to ruin this valley!
4. If you can NOT keep it all where it is and widen it to a four lane just leave it alone and not do anything I see only damage to the communities and the landowner around this project if you change where the Highway is now. This is just like Pione Canyon. You will just destroy 100 yr farm & ranches and many farms will go out of business with not enough compensation for them to start over and your line of people will have the option of going through the towns. I have seen the business routes that are never used except for trucks that have to go to that town and maybe some one that is lost so it will hurt the communities.
5. I would like to see highway traffic closer to town. Could you elevate the roadway over the town as is done in Colo. Spgs, Pueblo, Denver, etc? Could you consider buying right of way thru La Junta that is on south side of present roadway (relocating businesses to 2nd st or 3rd st) so the highway could go thru town? I can see 3 or 4 accesses to the highway from town. (Each end of town, Colorado Ave & Hwy 350.)
6. Integrate passing lanes to be built in next 2 years between Fowler & Pueblo into long range 4 lane plan.
7. We attended the information session at Otero Jr. College Aug. 20. After some thought, we prefer that the U.S. 50 corridor, east and west, be built on the existing US 50 through town, buying necessary right-of-way from unused BNSF land adjoining the present highway, if necessary. We DO NOT WANT the southern routes suggested. This would mean forced occupation of farm/ranch/personal property, and we have had enough of that high-handedness from the Army.
8. I would just like to see a nice interstate from Pueblo to Lamar. The plans that I saw where the route “dips” in at each town is not acceptable. The desired result is to have quick and safe transportation across this part of the State. That will not be

achieved unless a direct route is followed. Also by “dipping” into each town the cost must be much higher.

Manzanola

Two comment sheets were received at the Manzanola meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. Work with pipeline Right.A.Ways. Flood on North side is about due in the next few years.
2. Prefer North Route.

Are there any additional resources we should evaluate as part of the screening?

1. Check with water wells (Locations) and valley water supply lines.
2. No comment

Are there other issues or ideas you would like to share with us?

1. Use right-aways from county roads for Hyway. The longer you TAKE – the more it cost!
2. South corridor would affect drainage from high line canal & also Otero Canal. North side is watered with pumps & wells. Would it affect conduit [?] water system planned for the northside.

Rocky Ford

Thirteen comment sheets were received at the Rocky Ford meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. Start Nepesta – 2 mile west – (Parell [?] – Power line) to So of RR on Hwy 71 – 3 mile So of Swink then east across Hy ten & to 350 – where it crosses Otero then east around LJ & back to Hwy 50 near gas pumping station. Why- Cost of right of way – Drainage & good ground to put road on – 80 percent of road can be built with out traffic interference – fewer cross roads – ditches – canals, gas lines – power lines – phone lines.
2. Screening criteria is appropriate. I would like to see South Corridor #2 for La Junta. It allows for expansion of the city for purposes of economic growth.

3. Establish priorities. Number 1 – 4 lane from Manzanola to the Pueblo ordinance depot. Number 2 – 4 lane Bent County line to Las Animas.
4. Well thought out and acceptable routing
5. Take the Hwy north of Rocky Ford – between the city & the river.
6. I don't like any of the alternatives around R.F. & Swink. Best case would be the North Corredors for both towns.
7. The maps are outdated, there are wetlands indicated that are gravel pits or haven't seen water in yrs. Taking Hwy 50 out of the communities will have a huge impact on the economy.
8. I am glad the through town alternatives hae been eliminated. The northern route that bypasses Rocky Ford seems like the best alternative for the viability of the town. It also does not take out as much productive farm land.
9. No comment
10. There has been alot of changes since the first meeting showing the possible routes.
11. The best approach is to connect existing 4 lane parts of 50 between Pueblo and Lamar roughly 1/3 to 1/2 is already done (works fine) and there would be little need to wipe out farm land and houses. Some will be necessary but not as much as all the land taken out by going around.
12. I definately want the road to go south.
13. No comment

Are there any additional resources we should evaluate as part of the screening?

1. No comment
2. It appropriate to access exits to be positioned to be able to get to the towns for business and residential users. Larger populations centers need adequate exits and entry avenues to the U.S. 50 Corridor.
3. No comment
4. No
5. No comment
6. No comment
7. Evaluate the number of farmers you will be impacting.
8. No comment
9. I feel cost wise your best value would be stay North of Ark river and run pretty much a straight line from Boone to North of Las Animas and utilize the existing corridor (Hwy 50) to Lamar.
10. No comment
11. Speed will be about the same from A to B in time because it is so much further around. Keep it a straight line near the existing 50. Shortest time & distance. Our businesses will then have a chance. Straight line roads have always worked best instead of winding all over.
12. No comment
13. No comment

Are there other issues or ideas you would like to share with us?

1. If you go N. RF. Swink Manzanola Fowler Right of way costs are higher – drainage ? road ???? is bad – higher maintanes. Just look at Colo Spge – I-25 – should have went east of town & around Spgs & Fountain. When puting passing lanes west Fowler – Do didn't work[?] for 4 lanes same time. Save a lot of money. Nuff said.
2. Look to the possibility of a truck stop exit for La Junta since we have a livestock operations and manufacturing concerns that truck materials and products out of La Junta and its Industrial Park. The importance of improving this Corridor cannot be overstated. Relegating US 50 to second class status is unacceptable. If it is improved, it will be used as growth on the Front Range continues to the south. Pueblo in the last twenty has greatly expanded and will continue to grow. Trinidad is on the cusp of growth as well. It's going to happen and we need to prepare for the future. Hopefully, this will happen in a timely fashion and not in crisis management. We need to neet the needs, not respond after the fact. Future thinking needs to happen! US Highway 50 is a National Corridor and should be recognized. Colorado needs this improvement today. We should not wait any longer to invest in this State transportation resource.
3. #1 the intersection safety where proposed 50 leaves current 50. #2 impact on local business.
4. Northern route around Rocky Ford is still the most acceptable.
5. Just get us some passing lanes & we'll be happy for the next 50 years!
6. No comment
7. Between Pinon Canyon expansion & CDOT we can all close our doors. We need to 4 lane the areas that are 2 lane now or add a passing lane. This huge interstate project is not needed.
8. The main issues are keeping the viability of the towns if possible. If the by passes go too far away from the towns, the towns will dry up. Interstate 40 is a good example.
9. No comment
10. Check impact to animals in feed lots or on pastures. Find the route which will affect the least number of residents and businesses. Also, try to get a route where the price of the properties would be reasonable.
11. Even if you have to slow down thru town it won't add much time to the trip perhaps 1 minute more for larger towns. I don't want to see all the small towns dry up. Cost to build an improved route where it is has to be much cheaper than all new slab.
12. We bought our place to get away from traffic noise – if you go north you will have to deal with buying our place or a nervous breakdown.
13. Please send me the links to your bypass studies. Would like to receive info on commercial impact as a result of these types of changes.

Pueblo

Three comment sheets were received at the Pueblo meeting. The sheet contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. No comment
2. No comment
3. I did have a very positive reaction to the idea that the highway might be relocated North of the Pueblo Air Port. May I offer my observations? Why not use the roadway already in place for the first few miles, renumbering State Road 47 to become the new route for US 50? Of course, new routes would be needed to carry the road past the air port, but there would be a number of advantages in using Road 47 for the first section of the new US 50. First, an excellent exit from I 25 is already in place. Should the decision be made to keep the present exit for the renewed US 50 East, an entirely new exchange with I 25 would be needed, costing a very large sum of money. The present exit for US 50 has dangerously sharp curves and is far below current standards for a major highway. Second, the present design of Route 47 offers a four lane, divided roadway for a number of miles East of Pueblo. Third, I believe plans are already underway to extend Route 47 to the Army Depot. It should be fairly inexpensive to establish a good design on past the Depot and on to the needed route East. Of course, the problems of traffic through to cities to the East still must be solved. Fourth, the renumbering of Route 47 to become the new US 50 East would eliminate one of the more confusing highway interchanges in Pueblo. Often, when directing visitors to the University, we have to inform visitors that they should take #47 East, which is the same exit as US 50 West. How nice it would be to remove that confusion of the exit by having it serve US 50 both East and West! Fifth, If a number for the present US 50 East is needed, that route could become the renumber road #47. I trust that the good planning will continue for the more useable route for the future US 50 East.

Are there any additional resources we should evaluate as part of the screening?

1. No comment
2. No comment
3. No comment

Are there other issues or ideas you would like to share with us?

1. On Hwy 50 I would suggest extending passing lane East of 341 thur Thompson arroya to top of hill on east to decrease sun effects at morning & evenings.
2. At this time, I am unsure whether my property will be involved, to what extent there will be any involvement of the property or if the access to my property will remain the same. There have been considerable problems historically with the on/off ramp through which I have access to my land. Over the years, there have

been numerous accidents, some of which were fatal. Should you be dealing with the on/off ramp leading to my property, I would use this opportunity to request any changes which would take place would improve the safety of the access.

3. No comment

Fowler

Nineteen comment sheets were received at the Fowler meeting. The sheets contained the following comments:

We have evaluated a range of alternatives and shared the results with you. Please give us your thoughts on the alternatives and the screening criteria we used.

1. I would prefer the north side of Fowler. East of the cemetery going North of Otero canal. Then follow the Otero canal West of Fowler & then back south to the existing Hwy 50.
2. Moving south of Fowler will take the heart of the main farming area. Fowler is a farming base town and this is taking that away. Keep it to the North.
3. North Corridor would have by far the least impact. Far fewer structures, land owners. North route would destroy my grandmas and parents homes and would still be more favorable.
4. For the fowler corridor I feel the best option is the North Route. This will impact the Fowler area the least and have the least impact on the most productive farm ground. Please use the North Corridor.
5. The North route will have the least impact on my home and farm. I think the people of Fowler desire the North Route Corridor as the best alternative.
6. The Pueblo alternative – north of the airport is a very good option. The north corridor option for Fowler seems good.
7. In reference to the alignment in the area of the Pueblo airport I prefer the North Route.
8. The South Route is longer and would probably be more costly. There are historic farm homes in the proposed area.
9. I prefer the North corridor around Fowler.
10. No comment
11. No comment
12. Thank goodness for the three miles!
13. Passing lanes will be real good from 59th Lane East. The passing lanes should go to Lane 66.
14. I like the North Corridor which would go on the North side of Fowler Golf Course.
15. The preference I see would be to pursue the North Corridor along Fowler. It is far less invasive to the farming community & farm ground. Dividing up farm ground would effectively ruin that use of the land, and would be very expensive.
16. No comment
17. No comment

18. No comment
19. My main concern is the route around Fowler. The south will affect more farms and to me more economic impact for locals. The north is more desirable to me but you have to deal with the RR, Otero ditch & flood plain. That route would affect far less people.

Are there any additional resources we should evaluate as part of the screening?

1. Our property is located south of the Otero & North of RR. Taking our property would also affect our business, located on Santa Fe Ave. Jensen's Blue Ribbon Processing.
2. Try to keep the value of the farming base as a concern.
3. No comment
4. I feel that the r [end]
5. No comment
6. No comment
7. No comment
8. No comment
9. No comment
10. No comment
11. No comment
12. I live at 65th and my first concern is safety for travel to Pueblo from Fowler and also those who travel to Pueblo from farther down in the valley. It is very difficult to go east out of our property because we can't see traffic coming from the west. (Highland Canal)
13. I think that the North Corridor going thru Fowler would be better route.
14. The passing lanes from East of the Huerfano River to Thompson Arroyo Cor [?] Lane 62 plus is a super, safe idea.
15. Consider the economic impact & promoting of the business in the community. I would consider essential to make easy access to the "Business 50" for access of travelers to opt to drive through Fowler!
16. Only fair to purchase property at actual value of property other than taxable valuations.
17. Increase value of property in Fowler.
18. Use actual property values and not taxable values.
19. Economic impact for farms going north & south.

Are there other issues or ideas you would like to share with us?

1. No comment
2. No comment
3. North route should pass north of CEMETARY! Would save 6 homes.
4. The South Route will affect my Parents farm & home. My brothers farm & home and my home.
5. No comment

6. We have always felt that going north of the river starting at the Chemical Depot would be of less impact – cheaper land and a clean shot to Las Animas.
7. No comment
8. Why not just widen the highway with the land currently along the highway? Are the houses designated as historical in Fowler actually worth saving? Have the owners been approached about selling?
9. No comment
10. 4-Lanes thru Santa Fe Street So. of rail way
11. I would like to see the Old Hiway (Santa Fe Route) put in to our New 4 lane Rt. I feel this would save the state a lot of money & make it safe for us all.
12. I taught in Fowler for 33 years and at least once a week someone would pass me on the double yellow line toward 66th lane. I found it very heart breaking to empty the desk of a child in my class that died on the highway. Practically all shopping has to be done in Pueblo for our families. Also the trucks need safer traveling in this area.
13. No comment
14. I am not in favor of the South Corridor around and over the Oxford Ditch. Too much ruined farmland and diversion of water for crops. I do appreciate your plans but we need action.
15. No comment
16. No comment
17. By-pass Fowler – South Corridor
18. Need to put school bus signs on Hwy 50 at about the Pueblo and Otero County line to 68th lane.
19. No comment



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
ALBUQUERQUE DISTRICT, CORPS OF ENGINEERS
SOUTHERN COLORADO REGULATORY OFFICE
200 S. SANTA FE AVENUE, SUITE 301
PUEBLO, COLORADO 81003

November 2, 2015

Regulatory Division

SUBJECT: Action No. SPA-2005-00484-SCO, CDOT - US Highway 50 CORRIDOR
EAST Tier 1 EIS review

John Cater
Federal Highway Administration
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

Mr. Cater:

I am writing this letter in response to your July 22, 2015 letter requesting review and comments by the U.S. Army Corps of Engineers' Regulatory Division (Corps Regulatory) as a cooperating agency in the agency review the Environmental Impact Statement (EIS) for the proposed CDOT - US Highway 50 Corridor East, from Pueblo to the Kansas state line. We have assigned Action No. SPA-2005-00484-SCO to this project. Please include this number in all future correspondence concerning this project.

As a cooperating agency, we have reviewed the draft EIS and have no problems with the Tier 1 proposal, as described in the document for impacts to waters of the United States, including wetlands. Since the Least Damaging Environmentally Practicable Alternative (LEDPA) has not been eliminated, future reviews of the LEDPA within Tier II will be addressed in the alternative review according to the Clean Water Act Section(b)(1) Guidelines ((b)(1) Guidelines) to ensure compliance with our National Environmental Policy Act (NEPA) review.

We encourage continued coordination with Corps Regulatory staff during Tier II review of the EIS. If an individual 404 permit (IP) is required, the EIS should incorporate an alternatives analysis that meets the requirements of the (b)(1) Guidelines (40 CFR Part 230), which are the substantive criteria for discharges of dredged or fill materials into waters of the United States. The (b)(1) Guidelines state that "...no discharges of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes..."

If you have any questions feel free contact me at 719-543-6915 or by e-mail at van.a.truan@usace.army.mil.

Sincerely,

Van Truan
Chief, Southern Colorado
Regulatory Office

NEPA/404 Merger Process and Agreement

National Environmental Policy Act / Clean Water Act Section 404 (NEPA/404) merger process and agreement for transportation projects in Colorado.

Background

In a May 12, 2003, letter from Mr. James L. Connaughton, Executive Office of the President, Council on Environmental Quality, to Mr. Norman Y. Minneta, Secretary of Transportation, Mr. Connaughton advises, "In situations involving two or more agencies that have a decision to make for the same proposed action and responsibility to comply with NEPA or a similar statute, it is prudent to jointly develop a purpose and need statement that can be utilized by both agencies". For transportation projects requiring a Clean Water Act (CWA) Section 404 permit, both the Federal Highway Administration and U.S. Army Corps of Engineers have a decision to make regarding the same project.

Parties to this Agreement:

Signatory agencies

Colorado Department of Transportation

US Army Corps of Engineers

US Department of Transportation, Federal Highway Administration

Participating non-signatory agencies

US Environmental Protection Agency

US Department of Interior Fish and Wildlife Service

Purpose

The purpose of this agreement is to establish a procedure and provide guidance to ensure that documentation and coordination conducted to comply with the National Environmental Policy Act will meet the standards of all signatories and that any preferred alternative selected under this joint National Environmental Policy Act (NEPA) / CWA Section 404 decision-making process also complies with CWA Section 404(b)(1) guidelines. These procedures do not supersede lead agency NEPA decision-making requirements.

Introduction

The National Environmental Policy Act (NEPA) requires federal agencies to consider the environmental effects of, and any alternatives to, their proposed actions. The Federal Highway Administration (FHWA) is the NEPA lead federal agency for federally funded roadway projects proposed by the Colorado Department of Transportation (CDOT). A CDOT action that involves the placement of fill material into a water of the US also requires a CWA Section 404 permit (Permit) from the US Army Corps of Engineers (USACE). If the Permit required is a Standard Individual Permit (IP), the USACE must determine compliance with the CWA and NEPA prior to issuance of the Permit.

USACE may choose to participate as a cooperating agency in the NEPA process conducted by FHWA and CDOT, which provides the USACE the ability to adopt the FHWA/CDOT NEPA documentation for determining whether the proposed project is in compliance with the CWA and for determining USACE compliance with NEPA. In such cases, the Purpose and Need statement developed by FHWA and CDOT should be developed in a manner that allows the USACE to define the CWA required “overall project purpose”.

The USACE uses information supplied by the applicant to define the basic and overall project purpose during their CWA review process. The basic project purpose is the fundamental or irreducible reason for the project that is used by the USACE to determine if the proposed action is water dependent. The overall project purpose is a more detailed, comprehensive and project specific version of the basic project purpose. It is similar to the NEPA purpose and need and is used by the USACE when they consider alternatives. The NEPA process includes alternative development and analysis leading to the identification and selection of a preferred alternative. Alternative screening and evaluation techniques should be developed and conducted in a manner that complies with NEPA and provides evidence that the applicant (CDOT) has not inappropriately eliminated the “Least Environmentally Damaging Practicable Alternative” (LEDPA) from further consideration. It is the ultimate responsibility of the Permit applicant to prove to the USACE that the LEDPA has not been screened out during this decision making process.

The NEPA preferred alternative must be considered the LEDPA for the USACE to proceed with authorization under the CWA. The LEDPA, as defined in 40 CFR Part 230.10(a), is the alternative with the least impacts to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. “Environmental” in this context is defined as non-aquatic natural resources. The alternatives screening process should, therefore, only eliminate alternatives that may be less damaging to the aquatic ecosystem if they don’t meet the Purpose and Need, have other significant consequences to the natural environment, or they are not practicable based on the Section 404(b)(1) guidelines’ (Guidelines) definition of practicability (the term **practicable** is defined in 40 CFR 230.3(q) as that available and capable of being done after taking into consideration cost, existing technology, and logistics in light of *overall project purposes*.)

Thresholds for initiating the NEPA/404 Merger process

The NEPA/404 merger process shall be required when a project is expected to be processed using an Environmental Impact Statement (EIS) and an IP. A project expected to require an Environmental Assessment (EA) and an IP will enter the merger process only if the FHWA, USACE and CDOT determine it is in the overall best interest of the project. This decision will be made considering potential impacts to waters of the US, the range of potential alternatives, and the potential for controversy on environmental grounds.

Initiating the Merger Process

The merger process shall be initiated when the lead federal agency submits, and the USACE responds affirmatively to, a formal written request for the USACE to be a cooperating agency and that the project be processed using the merger agreement. The decision to request cooperating agency status and initiate the merger process shall be made only after early consultation with the USACE on the subject.

Roles and Responsibilities

USACE: Under this agreement, USACE will participate in meetings and review draft EIS, or EA chapters, as appropriate, such as the project purpose and need to provide input to ensure that the information being presented may also be used for CWA compliance. This may include providing substantive comments on the project Purpose and Need, refinement of practicability criteria for evaluation of alternatives, providing comments relative to whether the Preferred Alternative is the apparent LEDPA, and providing input on proposed compensatory mitigation. The USACE will confirm compliance with the CWA by providing written concurrence that the Purpose and Need statement may be used to define basic and overall project purpose, the Alternatives Selected for Detailed Evaluation comply with the Guidelines, the Preferred Alternative is the LEDPA, and the proposed Compensatory Mitigation adequately offsets impacts to aquatic resources.

FHWA: FHWA is the lead federal agency under NEPA and is required to furnish guidance, participate in the preparation, independently evaluate, and if appropriate, approve and adopt NEPA documents prepared for federally funded highway improvement projects (in Colorado). The Federal Transit Administration (FTA) has a similar role to that of FHWA for projects that use federal transit funds. In the event a project has both highway and transit components, FHWA and FTA may be co-lead agencies under NEPA. Under this agreement, FHWA will actively encourage adherence to NEPA and CWA requirements, assist in the determination to enter the merger process, encourage joint development of purpose and need, review and approve purpose and need, evaluation criteria, alternatives, and the preferred alternative.

CDOT: The highway improvement program in Colorado is programmed, developed and implemented by CDOT. Section 102(D) of NEPA provides the authority to CDOT to prepare NEPA documents with guidance, participation, and independent evaluation by the lead federal agency. CDOT is the permit applicant for CWA Permits. CDOT, in conjunction with FHWA (FTA, as appropriate), will have the primary role for implementing this merger agreement.

Role of Other Reviewing Agencies

The US Environmental Protection Agency (USEPA) and the US Department of Interior Fish and Wildlife Service (USFWS) shall be provided the opportunity to participate as commenting agencies in the NEPA/404 merger process.

The USEPA has responsibility under Section 404 of the Clean Water Act including, but not limited to:

- developing and interpreting environmental criteria used in evaluating permit applications
- determining scope of geographic jurisdiction
- approving and overseeing State assumption
- identifying activities that are exempt
- reviewing/commenting on individual permit applications
- authority to veto USACE permit decisions (Section 404[c])
- authority to elevate specific cases (Section 404[q])
- enforcing Section 404 provisions.

The U.S. Fish and Wildlife Service (USFWS) has responsibility under the Fish and Wildlife Coordination Act, the Endangered Species Act (ESA) and other similar wildlife legislation. The Fish and Wildlife Coordination Act (FWCA) provides the basic authority for USFWS involvement in evaluating impacts to fish and wildlife from proposed water resource development projects. It requires that fish and wildlife resources receive equal consideration to other project features. It also requires that Federal agencies that construct, license or permit water resource development projects must first consult with the USFWS (and the National Marine Fisheries Service in some instances) and State fish and wildlife agency regarding the impacts on fish and wildlife resources and measures to mitigate these impacts. The ESA requires federal agencies enter formal consultation with the USFWS if a proposed federal action may affect a federally listed species. The USACE typically circulates IP applications to the USFWS for their review pursuant to the above statutes. The USFWS also has authority to elevate certain Section 404 decisions (Section 404[q]). Full consideration is to be given to USFWS recommendations.

Commenting agency status requires that these agencies be included in concurrence meetings and that all information provided to USACE will also be provided to the USEPA and USFWS for their review. Official concurrence will not be sought from these agencies. Rather, they will review and provide comments on material provided. Full consideration shall be given to comments provided by these agencies. Any disputes shall be referred to the lead federal agency. Typically, administrative draft NEPA documents are only distributed to cooperating agencies. The documents are considered deliberative and not for public dissemination. Therefore, USEPA and USFWS should be invited and accepted as cooperating agencies prior to being supplied the draft purpose and need or other deliberative material. In the absence of cooperating agency status, some form of agreement must be exercised with the commenting agency to ensure that deliberative material will not be distributed to the public freely or through the Freedom of Information Act. This can be accomplished through a separate MOU or by transmitting deliberative materials under a cover letter that specifically describes that material provided pursuant to this merger agreement is subject to deliberative process privilege and not releasable

under the Freedom of Information Act. The letter should indicate that by acceptance of the material that the commenting agency understands and agrees to this privilege.

Merger Framework and Timing

This merger process shall be initiated early in project development and upon written request to the USACE. The timing may coincide with determining the results of project scoping and the decision on class of NEPA document (EIS vs EA). The merger process is a sequential process intended to achieve interagency concurrence on four key issues: 1) Purpose and Need, 2) Alternatives Selected for Detailed Evaluation, 3) the Preferred Alternative, and 4) Compensatory Mitigation.

The concurrence points should be scheduled considering the overall NEPA schedule so that concurrence is sought in advance of milestones or other work efforts to minimize risk that completed work will need to be revisited. Concurrence will generally be sought by providing written material and conducting a NEPA/404 concurrence meeting. Meeting materials will consist of draft purpose and need chapter, evaluation criteria, etc., as described below. After internal FHWA and CDOT review, CDOT will submit draft information to USACE a minimum of 5 business days prior to a scheduled concurrence meeting to provide sufficient review time. The USACE will issue a written concurrence, or provide detailed comments outlining deficiencies that prevent their concurrence within 30 business days following a concurrence meeting. The USACE will direct all written correspondence to the FHWA and any co-lead federal agencies. The applicant shall be sent a duplicate copy.

A written concurrence that the project complies with the guidelines will allow the project to proceed to the next concurrence point without revisiting the decision unless new information is obtained or it is required by law. In the event that comments are provided outlining deficiencies, FHWA and CDOT shall assess the ability to satisfy USACE comments and arrange a second concurrence meeting to present remedial information within 30 days of receipt. The USACE will have 30 days to issue concurrence or provide comments after the second concurrence attempt. Failure to obtain concurrence at this point will trigger the dispute resolution process as described in Appendix D.

Comments received from commenting agencies shall be fully considered and incorporated into the project, as appropriate. FHWA will provide a meaningful written response to the commenting agency, if necessary. The commenting agency will be provided copies of all formal correspondence between signatories.

Tier 1 NEPA documents

The decision regarding whether a Tier 1 NEPA document enters the merger process shall be made at the discretion of the signatories. Consideration shall be given to the level of detail that the Tier 1 document will obtain and use for decision making and whether that level of information will be adequate for determining CWA compliance. If the decision is made to have the Tier 1 project enter the merger process, "concurrence" that the Preferred Alternative is the LEDPA will be a written statement from USACE that the Preferred Alternative complies with the LEDPA requirements of the Guidelines.

Decisions and “concurrence” issued during the Tier 1 process will not be revisited unless new information is obtained or it is required by law. If a subsequent Tier 2 document meets the threshold for entering the merger process, the process will be reinitiated using the Tier 1 preferred alternative/s only. However, if the merger process is not used in development of a Tier 1 document, all Tier 1 alternatives will be subject to review by USACE to determine the LEDPA.

Purpose and Need

The purpose of this concurrence point is to ensure that the NEPA Purpose and Need includes sufficient detail for alternative screening, for the USACE to determine the overall project purpose, and to present evaluation criteria that will be used to screen alternatives. A draft Purpose and Need, evaluation criteria, and information regarding any preliminary screening are necessary materials for this stage. Concurrence on Purpose and Need is required before it may be used as a factor in alternative screening. Any alternative screening that occurs prior to concurrence shall be based on the definition of practicability or impacts to natural resources.

A draft Purpose and Need chapter will be required for USACE concurrence. It shall provide a detailed description of the need/s for the proposed action. Project needs shall be measurable and quantitative where feasible, recognizing that, in some cases, the needs may require evaluation in a more qualitative manner. Traffic data, traffic projections, population and growth projections, level of service, safety data, roadway deficiencies, etc. are typical needs that shall be included in the draft chapter, as appropriate. The FHWA and any other co-lead agencies shall participate in the development of and be provided the opportunity to review and ensure that the project Purpose and Need complies with their NEPA requirements prior to submission to the USACE for concurrence.

The project needs allow the identification of primary goals or objectives that must be met to justify the expenditure of funds. These primary goals or objectives will form the basis and should clearly relate to alternative evaluation criteria. Examples of primary goals and objectives may be to reduce congestion, increase capacity, eliminate a safety hazard, or provide mode choice. Secondary goals or objectives that add value to the project and support the overall purpose may also be considered during alternative evaluation. Typical secondary goals and objectives may be to adhere to existing land use plans, or minimize environmental effects. These secondary goals and objectives should be introduced in the alternatives section as important considerations during alternative development and evaluation, but shall not be used for screening against meeting the Purpose and Need.

USACE scoping comments and FHWA guidance on preparing Purpose and Need should be followed and an interim consultation meeting may be conducted to ensure that the draft chapter and evaluation criteria are proceeding consistent with requirements.

The above requirements are intended to ensure that the Purpose and Need chapter will meet the Guidelines’ requirements for evaluation of alternatives. If the purpose and need

statement changes substantially from the draft version submitted to the USACE for concurrence, a second opportunity for review shall be granted. Modifications to the Purpose and Need shall be submitted to FHWA and USACE for concurrence.

Alternatives to be Evaluated in Detail

Concurrence for alternatives selected for detailed analysis (reasonable range of alternatives under NEPA and practicable under CWA) must be sought as early as possible and prior to detailed analysis in the DEIS. This will ensure that alternatives carried forward have met the agreed upon screening criteria and can be evaluated to determine the LEDPA. The screening criteria for each level of screening should be presented in table format (see Appendix E). The criteria descriptions and rationale/basis for screening for Existing Technology, Logistics, Costs and Environmental Consequences are recommended to closely match those presented in Appendix E. Materials needed for this stage include a description of how evaluation criteria were applied and used to screen alternatives, an accounting of alternatives that have been screened out, and a description of the alternatives to be evaluated in detail. It is recommended that a table or similar format be used that clearly identifies how well an alternative meets the evaluation criteria, including purpose and need, practicability and environmental consequences.

When comparing impacts to the aquatic ecosystem to significant adverse impacts to other natural resources, consideration should be given to mitigation that will minimize effects to those other natural resources (Ex. The Section 7 consultation process requires that an adverse effect to a federally listed species be minimized through the issuance of Reasonable and Prudent Measures intended to minimize take. These measures are required and, by definition, decrease the level of take). Mitigation to other natural resources must be considered, however compensatory mitigation for impacts to waters of the US may not be considered in the evaluation for the LEDPA. This requires a comparison between a mitigated impact to a natural resource and an unmitigated impact to a water of the US.

Impacts to resources that are not defined as “Natural” or “aquatic” may still be used to eliminate an alternative. However, they must be described as either not meeting the purpose and need or by using one of the three practicability factors (Existing Technology, Logistics and Costs). For example, an adverse socioeconomic impact that is not socially feasible (See Appendix E – Social Feasibility) may be eliminated as not practicable. Practitioners would compare each alternative to the project Purpose and Need during screening and, if they meet it, would then fully explain why disadvantages of the alternative in terms of cost, logistics, or lack of available technology cause it to be eliminated from further consideration. For example, if the alternative with the greater socioeconomic impacts causes the lead agency to be unable to meet Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, it would not be a socially feasible alternative and thus not practicable.

Practitioners should keep in mind that the merger process is intended to ensure that alternatives that have been screened out are not the LEDPA. The public review process and interagency consultation may always identify new alternatives subject to consideration under this NEPA and CWA merger agreement.

Preferred Alternative

The purpose of this agreement is to ensure that information developed for an FHWA/CDOT project may be used by the USACE for their NEPA and CWA requirements. The goal is to reduce duplicative efforts and to ensure that FHWA and CDOT will be fully informed of, and have the opportunity to correct, any deficiencies in meeting the requirements of the CWA. It is the desire of FHWA and CDOT to select a preferred alternative that may also be permitted under the CWA. For this reason, this stage in the process requires the USACE review the preferred alternative for their concurrence that it appears to be the LEDPA.

Concurrence on the preferred alternative shall be sought prior to issuance of the DEIS or FEIS, depending on which document contains the initial selection of the preferred alternative. After concurrence that the preferred alternative is the LEDPA, CDOT will submit a Permit application to USACE, and the public notice issued by USACE will coincide with the release of the DEIS or FEIS for public comment.

A meeting should be scheduled with the USACE to present the results of detailed alternative analysis and to recommend the preferred alternative. The USACE will provide a letter indicating whether or not the preferred appears to be the LEDPA. Formal determination that the preferred alternative is the LEDPA will be made through the issuance of the CWA Section 404 permit for the project. In the case of a tiered document, the USACE will provide a letter indicating whether the preferred alternative/s is in compliance with Guidelines.

Compensatory Mitigation

The CWA Permit application must identify compensatory mitigation for unavoidable impacts to wetlands and other waters of the US. Therefore, compensatory mitigation options should be presented to the USACE for their review and comment prior to submittal of the permit application. Official concurrence for compensatory mitigation will occur upon permit issuance. The USACE will provide comments on whether or not the compensatory mitigation would provide functional replacement for impacts to waters of the US. The compensatory mitigation plan may be "conceptual" at the time that the Section 404 permit application is submitted for review. Conceptual is defined as providing sufficient information so that the USACE can determine the proposed mitigation adequately replaces aquatic resource functions lost or adversely affected by the project (the USACE must be able to determine that the mitigation proposal complies with the Guidelines and the 1990 USACE/USEPA Mitigation MOA). The conceptual mitigation proposal shall include baseline information, goals and objectives, site selection criteria, mitigation work plan, recommended performance standards, site protection plans and contingency plans (See Regulatory Guidance Letter 02-2, *Guidance on Compensatory Mitigation Projects for Aquatic Resource Impacts Under the Corps*

Regulatory Program Pursuant to Section 404 of the Clean Water Act..., dated December 26, 2002). The USACE may require submittal of a more detailed design of the mitigation site prior to the initiation of construction activities.


In most cases, a jurisdictional determination should be obtained prior to completion of the DEIS. Note that often large corridor projects have been permitted to obtain a jurisdictional determination prior to identification of the preferred alternative to avoid unnecessary field work that would be required to make a determination for all alternatives that are being evaluated.

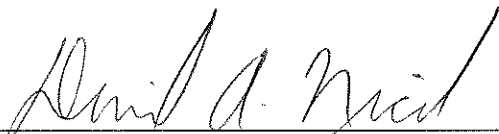
Maintenance of Agreement

This agreement will be revisited by signatory agencies every three calendar years to assess its effectiveness and recommend and implement changes, as necessary, to maintain it as a useful working agreement.

By signing this agreement, I agree to work cooperatively to implement the NEPA/404 merger process described above.


Date 1/6/05
Tom Norton, Executive Director, Colorado Department of Transportation


Date 12/15/04
Lieutenant Colonel Todd Wang, Commander, US Army Corps of Engineers,
Albuquerque District


Date 12/9/04
David Nicol, Division Administrator, Colorado Division, Federal Highway
Administration

Appendix A - NEPA/404 Merger Process Outline

Initiating the process:

- Lead Agency request for cooperating agency status and participation in the merger process. Lead agency informs commenting agencies that the merger process will be initiated.

Purpose and Need:

- CDOT Project Team (PT) will present the Draft Purpose and Need, Goals and Objectives, and Evaluation Criteria to the USACE for concurrence.
- CDOT PT will identify any alternatives screened out during preliminary screening based on practicability or significant impacts to the natural environment.

Alternatives to be Evaluated in Detail:

- CDOT PT will present results of alternatives screening (provide documentation that supports screening of alternatives based quantitative objectives where data is available) to USACE for concurrence.
- CDOT PT will identify primary pros/cons of remaining alternatives with respect to aquatic ecosystems and other potentially significant effects

Preferred Alternative:

Prior to the issuance of the FEIS (or DEIS if a preferred alternative has been identified), CDOT PT will provide to USACE, for concurrence, the following:

- Results of detailed analysis and recommendation for the preferred alternative/LEDPA

Compensatory Mitigation:

Prior to the issuance of the FEIS (or DEIS if a preferred alternative has been identified), CDOT PT will provide to USACE, for concurrence, the following:

- Estimated unavoidable impacts of preferred alternative to wetlands and other waters of the US
- Conceptual compensatory mitigation plan*

*Prior to initiation of construction activities, the USACE may require a detailed design of the proposed mitigation site for review and concurrence.

Appendix B – Acronyms

CDOT	Colorado Department of Transportation
CEQ	Council on Environmental Quality
CWA	Clean Water Act
DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IP	Standard Individual Permit
LEDPA	Least Environmentally Damaging Practicable Alternative
NEPA	National Environmental Policy Act
PT	Project Team
USACE	US Army Corps of Engineers
USEPA	US Environmental Protection Agency
USFWS	US Department of Interior Fish and Wildlife Service

Appendix C – References

Federal NEPA Laws and Regulations

- NEPA of 1969
- CEQ Regulations 40 CFR 1500 - 1508

FHWA Laws and Regulations

- 23 USC 109 (h)
- 23 CFR 771 - Subchapter H Environmental Impact and Related Procedures
- 23 CFR771 - Preamble to the Regulation

NEPA Guidance

- Project Development and Documentation Overview
- Purpose and Need Paper
- The Development of Logical Project Termini
- FHWA Technical Advisory
- CEQ Guidance

Clean Water Act Guidance

- Text of 404(b)(1) Guidelines (40 CFR 230)
- Memo of Agreement, EPA and Corps: Mitigation Under 404(b)(1) Guidelines

Appendix D – Dispute Resolution

All agencies agree to work cooperatively to avoid and resolve conflicts. The agencies agree to explore issues thoroughly before seeking to use this dispute resolution mechanism by ensuring that adequate communication has occurred, that all agencies fully understand the issues, and the reasons why an agency is committed to a position.

If disagreements emerge which cannot be resolved, the impasse shall be escalated as follows:

USACE	CDOT	FHWA
Project Manager	Project Coordinator	Operations Engineer
Field Office Supervisor	Regional Transportation Director	Program Delivery Engineer
Regulatory Branch Chief	Chief Engineer	Assistant Division Administrator
District Engineer	Executive Director	Division Administrator

When the parties at the lowest organizational level of the agencies have agreed to escalate, a meeting date will be established within 14 days. At that time, the agencies from both levels will meet to discuss the issues and come up with a resolution. If an agreement cannot be reached, then the issue will be escalated to the next level and a meeting date established within 30 days. At that time, the agencies from all three levels will meet to discuss the issues and come to a resolution. If an agreement cannot be reached, the issue will be escalated to the highest level and a meeting date established within 30 days. At that time, all agencies will come to resolution.

Mediation and facilitation may be used at any level to help expedite resolution. Documentation of all disagreements and resolutions shall be furnished to all involved agencies and included in the project file.

Appendix E - Sample Screening Criteria Table for Transportation Projects

Screening Category	Criterion Description	Rationale/Basis for Screening Criterion
Purpose and Need		
	PN1 Must improve transportation capacity (for urban rehab: through and within the corridor)	To advance, an alternative must provide sufficient additional person-carrying capacity to meet projected demand in 2025 (urban rehab: through and within corridor).
	PN2 Must improve transportation mobility (for urban rehab: through and within the corridor)	To advance, an alternative must improve projected 2025 peak hour Level of Service to "D" (urban rehab: through and within corridor).
	PN3 Must provide multi-modal transportation opportunities	To advance, an alternative must provide increased peak hour transit mode share, with at least "X" percent non-highway mode.
	PN4 Must improve existing design and safety deficiencies	To advance, an alternative must improve existing design and safety deficiencies to current standards.
Existing Technology		
	ET1 Must use proven technology	To advance, proposed transportation technologies must be tested and proven.
	ET2 Must be technically feasible to construct	To advance, known features or alternatives that do not meet technical feasibility to construct should not be carried forward.
Logistics		
	L1 Must conform to federal and state laws	To advance, alternatives must not violate any applicable federal or state laws. One example would be an alternative that, if implemented, would violate applicable air quality standards, thereby violate the Clean Air Act.
	L2 Location of transportation improvements	To advance, alternatives must be located outside of national parks, wilderness areas, wildlife refuges and Superfund sites.
	L3 Social Feasibility	To advance, an alternative must be socially feasible. An example of an alternative that might not be socially feasible would be one that would require extensive relocation of numerous families or businesses within one or more neighborhoods.
Costs		
	C1 Must not be, by inspection or detailed analysis during later screenings, unreasonably expensive	To advance, an alternative must not be so unreasonably costly, relative to other alternatives, that it does not warrant further consideration. The determination of what constitutes reasonable expense should consider whether the projected cost is substantially greater than the costs normally associated with the particular type project.
Environmental Consequences		
	EC1 Must not jeopardize the continued existence of a T&E species nor result in destruction or adverse modification of critical habitat	To advance, the impacts of an alternative must not result in a Jeopardy or Adverse Modification Biological Opinion, issued after completion of consultation under Section 7(a) of the Endangered Species Act.
	EC2 Must avoid and minimize impacts to the aquatic ecosystem	To advance, an alternative must avoid and minimize direct, indirect and cumulative impacts to the aquatic ecosystem. Applicant's selection of the preferred alternative will be based on the practicable alternative, that meets the Purpose and Need, with the least adverse impacts to the aquatic ecosystem.
	EC3 Must not result in significant adverse affects to the natural environment	To advance, an alternative must not result in other significant adverse affects to the natural environment. Before an alternative can be eliminated using this criterion, the Corps of Engineers must concur with the determination.

**Programmatic Agreement, Colorado
State Historic Preservation Officer**

PROGRAMMATIC AGREEMENT

Among

**The Federal Highway Administration
The Colorado Department of Transportation
and
The Colorado State Historic Preservation Officer**

Regarding

**Implementation of
The US Highway 50 Corridor East Project**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), has determined that improvements to US Highway 50 between Pueblo, Colorado and the Kansas state line (referred to as the US 50 Corridor East project) will be needed over the next several decades in order to improve safety and mobility; and

WHEREAS, FHWA is preparing a Tier 1 Environmental Impact Statement (EIS) for the US 50 Corridor East project to address mobility and safety needs through a collaborative community-based approach, and will examine the relative effects of the proposed corridor alternatives on known historic properties within the Area of Potential Effect (APE) established for the undertaking; and

WHEREAS, FHWA has consulted with the Colorado State Historic Preservation Officer (SHPO) to develop this Programmatic Agreement pursuant to 36 CFR 800.14(b)(3), the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) (16 USC 470f) and Section 110(f) of the same Act (16 USC 470h-2(f)); and

WHEREAS, FHWA has determined that a phased process for compliance with Section 106 of NHPA, as codified at 36 CFR 800.4(b)(2) and 36 CFR 800.5(a)(3), is appropriate for the US 50 Corridor East project, and execution of this agreement constitutes compliance with the Section 106 regulations; and

WHEREAS, the signatories to this agreement acknowledge that the level of detail for the Tier 1 EIS will be consistent with corridor-level decision making such that FHWA will have the basis for making an informed decision on the general location and facility type for future improvements, but will not be able to identify specific project impacts; and

WHEREAS, FHWA will prepare site-specific Tier 2 National Environmental Policy Act (NEPA) documentation presenting environmental analyses and more detailed design information for site-specific project level decision making; and

WHEREAS, the Amache Preservation Society, Bent County Development Foundation, Colorado Preservation, Inc., Fowler Historical Society, Friends of Amache, Granada City Council, Otero County Historical Council, Pioneer Historical Society of Bent County, Prowers County Development, Inc., Santa Fe Trail Scenic and Historic Byway – Mountain Branch, and Southeast Colorado Regional Tourism Group participated in consultations leading to the development of this document and have been invited and agree to concur in the agreement; and

WHEREAS, FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its intention to develop a Programmatic Agreement and invited the Council to participate as a signatory to the agreement, which the Council has declined;

NOW, THEREFORE, FHWA, CDOT and SHPO agree that the Tier 1 US 50 Corridor East undertaking shall be administered in accordance with the following principles and stipulations to satisfy FHWA's Section 106 responsibilities for Tier 1.

PRINCIPLES

FHWA and CDOT shall adhere to the following principles in complying with Section 106 of the NHPA for the US 50 Corridor:

1. The project shall use a two-phased approach in which Phase 1 will involve initiating the Section 106 process at the Tier 1 stage, and Phase 2 will involve refining alternatives and concluding Section 106 consultation during Tier 2 for individual projects.
 - a. Phase 1 will entail identification of consulting parties, establishment of an Area of Potential Effects (APE), conducting a reconnaissance (windshield) survey to establish the known or likely presence of historic properties within the APE; documenting these elements in a Reconnaissance Survey Report; assessing relative effects on properties eligible or likely eligible for listing on the National Register of Historic Places (NRHP); documenting those effects in a Relative Effects Report; and developing one or more historic context(s) for the corridor in order to place historic properties into the proper research framework. The agencies will consult with the SHPO and other consulting parties in completing these tasks.
 - b. Phase 2, which is expected to include an undetermined number of site-specific Tier 2 projects, will include development of APE's for individual projects, determinations of eligibility and effects for historic properties, and resolution of effects as outlined in 36 CFR 800.4(b)(1) and 800.6, all in coordination with SHPO and the consulting parties identified during Tier 1.
2. FHWA and CDOT will seek, discuss and consider the views of the consulting parties, and where feasible, will seek agreement with them (36 CFR 800.16[f]) when making Tier 1 planning decisions under the stipulations of this PA.

STIPULATIONS

FHWA shall ensure throughout Tier 1 that the following measures are carried out:

I. Consultation and Consulting Parties

A. Delegation of Consultation Authority

1. FHWA authorizes CDOT to conduct consultation with the SHPO and other consulting parties on its behalf, and to make recommendations regarding the identification of consulting parties, and determinations on the level of effort for identification of historic properties, the known or likely presence of historic properties within the APE, and relative effects on those properties.
2. FHWA will remain involved with and ultimately responsible for all findings and determinations, and retains responsibility for complying with all federal requirements pertaining to direct government-to-government consultation with consulting Indian tribes.

FHWA has delegated development and facilitation of day-to-day tribal consultation tasks to CDOT, but retains ultimate authority over that program. Six Native American tribes with an established interest in southeastern Colorado were provided the opportunity to participate in the undertaking as consulting tribes under the auspices of the Section 106 regulations. Only the Comanche Tribe of Oklahoma accepted the invitation and is considered a consulting tribe. However, the Comanche Tribe elected not to participate as a signatory to this PA.

B. Consultation with Other Federal Agencies

1. FHWA and the consulting parties may seek advice, guidance, and assistance from the ACHP on the application of the Programmatic Agreement to Tier 2 undertakings, including the resolution of disagreements, whether or not the ACHP is formally involved in the review of a specific undertaking.
2. FHWA shall notify the National Park Service (NPS), Intermountain Region of any potential direct or indirect effects to NPS facilities (Camp Amache National Historic Landmark, Bent's Old Fort and Sand Creek Massacre National Historic Sites, and Santa Fe National Historic Trail) identified in the Tier 1 study, and invite NPS to participate in developing methods to minimize and/or mitigate those effects.

II. Level of Effort to Identify and Evaluate Historic Properties

A. Area of Potential Effects

1. In consultation with SHPO and the other consulting parties, during Tier 1 CDOT will develop an APE of sufficient size and configuration to incorporate each proposed corridor alternative such that relative direct and indirect effects to historic properties can be appropriately analyzed. The APE may be modified and/or refined during the Tier 1 process as each corridor is further developed.

B. Archival Research and Reconnaissance Survey

1. The identification and evaluation of historic properties at Tier 1 will focus on the "likely presence" of historic resources, and as appropriate, historic and prehistoric archaeological resources, including all sites previously listed on or determined eligible for listing on the NRHP, as well as those evaluated as "Field Eligible" and "Field Not Eligible" in the SHPO database.
 - a. CDOT will plan and coordinate archival research of the APE using all reasonable and accessible resources.
 - b. CDOT will plan and facilitate completion of a reconnaissance (windshield) survey of the APE. The Reconnaissance Survey Report will include, at a minimum, a list of known or likely historic properties, including historic districts, within the APE; baseline data regarding each property (i.e., address, date of construction); representative digital photographs of the different property types present in the APE, including NRHP eligible and likely eligible historic districts; and maps showing the location of NRHP listed and eligible properties (as previously determined), as well as those properties newly identified during the windshield survey.
 - c. The Reconnaissance Survey Report will be submitted to SHPO and the consulting parties for review and comment as part of the inventory and assessment of historic properties in the study corridor. However, the report will not constitute an official concurrence point in the Tier 1 Section 106 process, and

CDOT will therefore not request SHPO concurrence on this report. Upon transmittal of the document by CDOT, SHPO and the other consulting parties will have 45 calendar days to review the report and submit comments.

- d. For those properties identified during the reconnaissance but not previously documented, NRHP eligibility determinations will take the form of “likely eligible” and “likely not eligible.” These preliminary designations will be utilized to standardize the documentation process and make consistent evaluations throughout the Tier 1 survey phase. Final determinations of NRHP eligibility and thorough recordation of historic properties will occur during Tier 2.
- e. CDOT will coordinate with the consulting parties to identify potential historic properties not otherwise known or identified during the reconnaissance survey.
- f. CDOT will use data collected during the archival research and reconnaissance survey to develop and assess preliminary corridor alternatives.

C. Historic Context Development

1. To facilitate planning at Tier 1 and streamline development of Tier 2 undertakings, CDOT shall, in consultation with SHPO and the other consulting parties, develop a historic context or contexts for the US 50 Corridor.
2. Historic contexts contain information about historical trends and properties grouped by an important theme and a particular period of time. These documents link historic properties to important historical trends, and as such the US 50 context(s) will focus on historical documentation relevant to US Highway 50 in relation to the economic and social development of southeastern Colorado.
3. The historic context(s) will include an assessment of existing site records and known or likely eligibility determinations. Upon transmittal of the document by CDOT, SHPO and the other consulting parties will have 45 calendar days to review the report and submit comments.

III. Evaluation of Relative Effects on Historic Properties

A. Determinations of Relative Effect

1. As noted above, the purpose of the Tier 1 EIS is to take a broad view of the transportation issues in the US 50 Corridor and identify the general location(s) for improvements without the benefit of specific design data. Therefore, it is not possible to evaluate specific effects on individual historic properties at this stage in the Section 106 process.
2. CDOT will determine the relative level of effect (impact) on historic properties during Tier 1 based on preliminary alternative development, and quantify those effects to the extent possible.
3. The evaluation of effects at Tier 1 will consist of an analysis of the relative, or approximate, direct (physical destruction or damage) and indirect (noise, visual and cumulative) effects of alternatives on known and likely historic properties within the APE. Impacts will be assessed using a broad-based corridor vision instead of the more focused, property-specific effects evaluation to be conducted at Tier 2.

4. CDOT will prepare a draft Relative Effects Report and coordinate review of and revisions to that document with SHPO and the consulting parties. A final report will be produced and submitted to SHPO and the consulting parties for comment and filing. CDOT will not request SHPO concurrence on this report, as it does not constitute a concurrence point in the Tier 1 Section 106 process.
5. Resolution of adverse effects for individual properties will occur for site-specific projects during Tier 2 studies when more detailed engineering plans are developed. During Tier 2 adverse effects will be addressed in accordance with the standard Section 106 process.

B. Mitigation Strategies

1. FHWA and CDOT commit to make a good faith and reasonable effort to avoid, minimize or mitigate effects to National Register listed, eligible, and likely eligible historic properties during all phases of planning and alternative screening at Tier 1.
2. The agencies will implement the Tier 1 process in accordance with the principles of Context-Sensitive Solutions (CSS). CSS seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives. Context sensitive solutions are achieved through joint effort involving all stakeholders.
3. When a Preferred Alternative is selected CDOT shall meet with the consulting parties to discuss appropriate mechanisms for avoiding, minimizing and mitigating adverse effects.

IV. Dispute Resolution

- A. Should any party to this agreement object in writing to FHWA or CDOT regarding any action carried out or proposed with respect to the undertaking or implementation of this agreement, FHWA and CDOT will consult with the objecting party to resolve the objection.
- B. If after initiating such consultation FHWA or CDOT determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP, including the agency's proposed response to the objection, and request a response within 30 days.
- C. Within 30 days after receipt of all pertinent documentation, the ACHP may exercise one of the following options:
 1. Advise the agency that the ACHP concurs in the agency's proposed response to the objection, whereupon the agency will respond to the objection accordingly;
 2. Provide the agency with recommendations, which the agency shall take into account in reaching a final decision regarding its response to the objection; or
 3. Notify the agency that the objection will be referred for comment pursuant to 36 CFR 800.7(a)(4), and proceed to refer the objection and comment. The agency shall take the resulting comment into account in accordance with 36 CFR 800.7(c)(4).

V. Amendment and Termination

- A. Any signatory to this agreement may request that it be amended, whereupon the parties will consult to reach a consensus on the proposed amendment. Where no consensus can be reached, the agreement will not be amended.

- B. In the event that Congress amends Section 106 of the National Historic Preservation Act or in the case of substantial changes to 36 CFR 800, the parties to this agreement will meet to consider whether it would be appropriate to amend the agreement.
- C. Any signatory to this agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the signatories and concurring parties will consult during the period prior to termination or seek agreement on amendments or other actions that would avoid termination.
- D. In the event of termination, FHWA shall comply with 36 CFR 800 for all remaining Tier 2 undertakings of the US 50 Corridor East project.

Execution and implementation of this agreement and any amendments to this agreement evidence that FHWA and CDOT have taken into account the relative effects of the US 50 Corridor East project on historic properties and, as appropriate at future Tier 2 levels of analyses, afforded the Advisory Council on Historic Preservation an opportunity to comment on those effects.

Signatories:

Federal Highway Administration

By: Mahal E Vanderhoof Date: 6/25/07
for David Nicol, P.E., Division Administrator

Colorado Department of Transportation


By: Jennifer Fuch Date: 6/07/07
for Russell George, Executive Director

Colorado State Historic Preservation Officer

By: Mark Wolf Date: 6/12/07
for Georgianna Contiguglia, SHPO

Concurring Parties:

Bent County Development Foundation,

By:  Date: 7-11-07
Tandy Parrish, Executive Director

Colorado Preservation, Inc.

By:  Date: 10/15/07
Mark Rodman, Executive Director

Otero County Historical Council

By:  Date: 7-11-07
Donna Rohde, County Administrator

Pioneer Historical Society of Bent County

By:  Date: 7-11-07
Tom Pointon, President

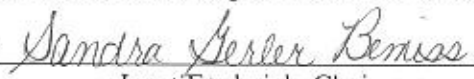
Prowers County Development, Inc.

By:  Date: 8-20-07
Roger Jones, Economic Development Director

Santa Fe Trail Scenic and Historic Byway - Mountain Branch

By:  Date: 8-7-07
Wyvonne Phillips Graham, Executive Director

Southeast Colorado Regional Tourism Group

By:  Date: 9-12-2007
~~Janet Frederick, Chairperson~~
Sandra Gerler Bemiss
Exec. Committee Representative

Amache Preservation Society

By: John Hopper Date: 8/13/07
John Hopper

Fowler Historical Society

By: Barbaralu H. Smith Date: 8/21/07
Barbaralu H. Smith, Co-Chair

Friends of Amache

By: John Hopper Date: 8/13/07
John Hopper

Granada Town Council

By: Glenda Tyree, Mayor Date: July 18, 2007
Glenda Tyree, Mayor

Correspondence



U.S. Department
of Transportation

**Federal Highway
Administration**

12300 W. Dakota Ave., Ste. 180
Lakewood, CO 80228

February 16, 2006

Colorado Federal Aid Division

Mr. Nathan Tselee, Chairman
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Dear Mr. Tselee:

**Subject: Request for Section 106 Consultation; US Highway 50 Corridor
Environmental Impact Statement, Bent, Crowley, Otero, Prowers
and Pueblo Counties, Colorado**

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are preparing a Tier 1 Environmental Impact Statement (EIS) that will address the effects of proposed transportation system improvements along the US Highway 50 corridor between the City of Pueblo and approximately the Kansas state line. The EIS will address mobility and safety needs and offer alternative solutions for a 150-mile segment of US 50 that passes through five counties and over 10 communities in southeastern Colorado (refer to enclosed maps). Highway 50 is the most important east-west roadway in that portion of the state, providing a vital transportation link for travel to and from employment centers, as well as for the movement of agricultural goods and equipment throughout the Lower Arkansas River valley. Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) implementing regulations (40 CFR 1500-1508), FHWA and CDOT are documenting the potential social, economic and environmental consequences of this action. The Tier 1 EIS is a broad, long-range local and regional transportation planning tool, whereas site-specific (Tier 2) construction projects will be conducted for any future actions resulting from the Tier 1 EIS.

The agencies are seeking the participation of regional Native American tribal governments in cultural resources consultation for the undertaking, as described in Section 106 of the National Historic Preservation Act and implementing regulations 36 CFR 800 et seq. As a consulting party, you are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. Further, if it is found that the project will impact cultural resources that are eligible for inclusion on the National Register of Historic Places and are of



religious or cultural significance to your tribe, your role in the consultation process would include participation in resolving how best to avoid, minimize, or mitigate those impacts. It is our hope that by describing the proposed undertaking, we can be more effective in protecting areas important to American Indian people. If you have interest in this undertaking and in cultural resources that may be of religious or cultural significance to your tribe, we invite you to be a consulting party.


As shown on the enclosed maps, the project corridor generally parallels the Arkansas River and bisects southeastern Colorado. Most of the corridor is rural and undeveloped, although the highway does pass through a number of large and small communities. An Area of Potential Effect (APE) will be developed for cultural resource studies, as defined by 36 CFR 800.16(d), followed by a reconnaissance level survey and assessment of historic properties in the APE. Tribes that elect to become consulting parties for the undertaking will be notified of the results of the survey and asked to comment on our results. Any information you may have regarding places or sites important to your tribe, that are located within or near the project area, would assist us in our efforts to comprehensively identify and evaluate cultural resources.

Southeastern Colorado is home to a number of American Indian people. If you are aware of members of your tribe living in proximity to the study area, who would be interested in participating in the NEPA consultation process on some level, please notify us so that we may facilitate that interaction.

We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places with cultural significance. If you are interested in becoming a consulting party for the US 50 Corridor project, please complete and return the enclosed Consultation Interest Response Form to Dan Jepson, CDOT Native American consultation liaison, **within 60 days**, at the address or facsimile number listed at the bottom of that sheet. Mr. Jepson can also be reached via Email at daniel.jepson@dot.state.co.us, or by telephone at (303) 757-9631. The 60-day period has been established to encourage your participation at this early stage in project development. Failure to respond within this time frame will not prevent your tribe from becoming a consulting party at a later date. However, studies and decision-making will proceed and it may become difficult to reconsider previous determinations or findings, unless significant new information is introduced.

Thank you for considering this request for consultation.

Sincerely yours,


for David A. Nicol, P.E.
Division Administrator

Enclosures

cc: H. Motah, Tribal Env. Program
L. Sly, PBS&J
J. DeHaven, CDOT Region 2
D. Jepson, CDOT Env. Programs Branch
C. Horn, FHWA

Mr. Nathan Tselee, Chairman
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Mr. Richard Brannan, Chairman
No. Arapaho Business Council
P.O. Box 396
Fort Washakie, WY 82514

Mr. Eugene Little Coyote, Chairman
Northern Cheyenne Tribe
P.O. Box 128
Lame Deer, MT 59043

Mr. Bill Blind, Vice-Chairman
Cheyenne & Arapaho Tribes of OK
P.O. Box 38
Concho, OK 73022

Mr. Billy Evans Horse, Chairman
Kiowa Tribe of Oklahoma
P.O. Box 369
Carnegie, OK 73015

Mr. Wallace Coffey
Chairman, Comanche Tribal
Business Committee
P. O. Box 908
Lawton, OK 73502

Original Letters mailed to each
of the above

Mr. Hammond Motah, Director
Environmental Program
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Mr. William L. Pedro
NAGPRA Representative
Cheyenne & Arapahoe Tribes
of Oklahoma
PO Box 41
Concho OK 73022

Reverend George Daingkau
NAGPRA Representative
Kiowa Tribe of Oklahoma
118 N. Stephens
Hobart OK 73015

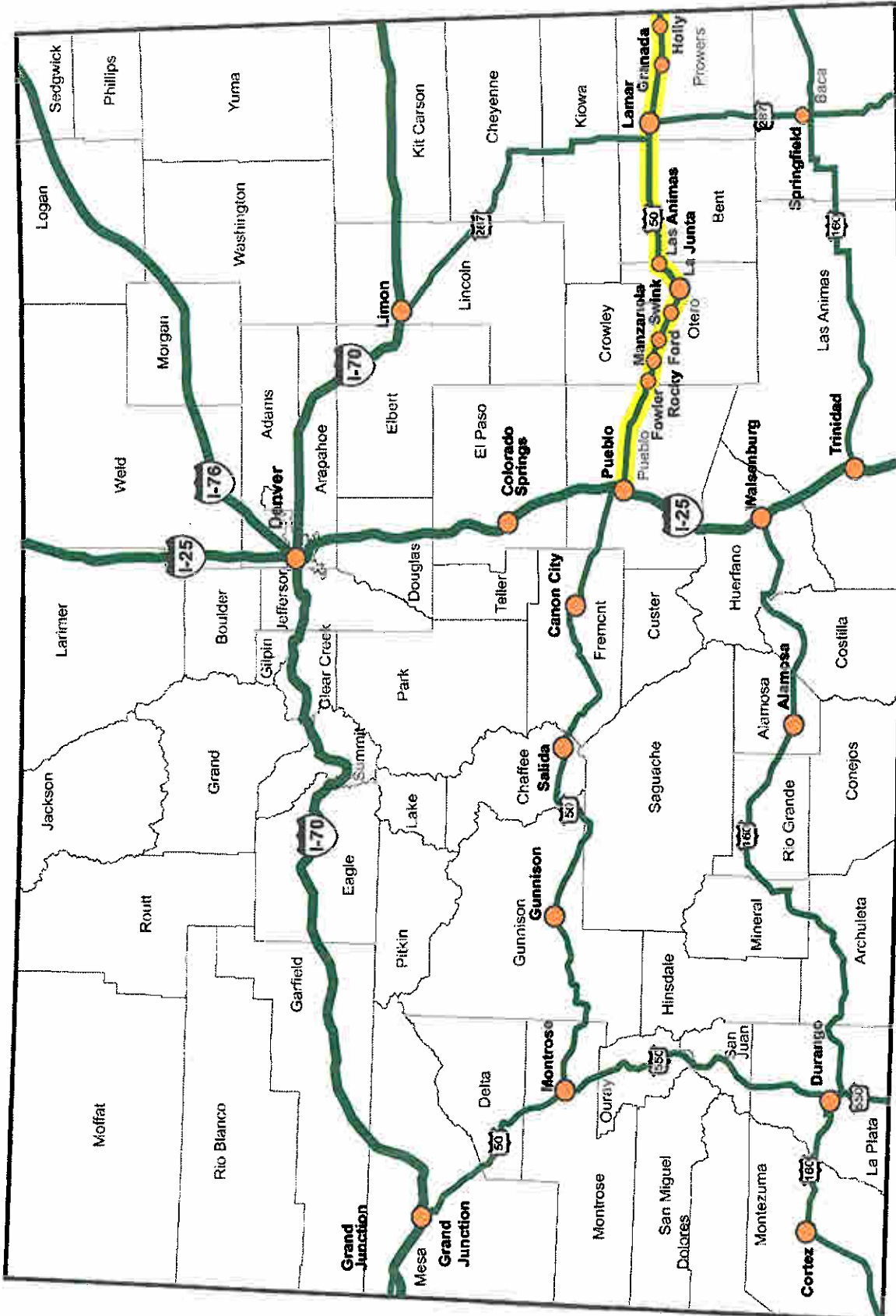
Mr. William C'Hair
Language and Culture Commission
Northern Arapaho Tribe
P.O. Box 9184
Arapahoe, WY 82510

Mr. Alonzo Sankey
NAGPRA Representative
Cheyenne & Arapahoe Tribes/OK
P. O. Box 836
Canton, OK 73724

Mr. Fred Nawooksy
NAGPRA Coordinator
Comanche Nation of OK
PO Box 908
Lawton, OK 73502

Mr. Conrad Fisher
Tribal Historic Preservation Officer
Northern Cheyenne Tribe
P.O. Box 128
Lame Deer, MT 59043

Mr Gordon Yellowman
NHPA/Transportation Planner
Cheyenne & Arapaho Tribes/OK
Roads Construction Program
PO Box 137
Concho OK 73022



**FEDERAL HIGHWAY ADMINISTRATION/COLORADO DEPARTMENT OF TRANSPORTATION
SECTION 106 TRIBAL CONSULTATION INTEREST RESPONSE FORM**

PROJECT: US Highway 50 Corridor Environmental Impact Statement

The _____ Tribe [**is / is not**] (*circle one*) interested in becoming a consulting party for the Colorado Department of Transportation project referenced above, for the purpose of complying with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). If your tribe will be a consulting party, please answer the questions below.

Signed: _____
Name and Title

CONSULTING PARTY STATUS [36 CFR §800.2(c)(3)]

Do you know of any specific sites or places to which your tribe attaches religious and cultural significance that may be affected by this project?

Yes No If yes, please explain the general nature of these places and how or why they are significant (use additional pages if necessary). Locational information is not required.

SCOPE OF IDENTIFICATION EFFORTS [36 CFR §800.4(a)(4)]

Do you have information you can provide us that will assist us in identifying sites or places that may be of religious or cultural significance to your tribe?

Yes No If yes, please explain.

CONFIDENTIALITY OF INFORMATION [36 CFR §800.11(c)]

Is there any information you have provided here, or may provide in the future, that you wish to remain confidential?

Yes No If yes, please explain.

Please complete and return this form within 60 days via US Mail or fax to:

Dan Jepson, Section 106 Native American Liaison
Colorado Department of Transportation
Environmental Programs Branch
4201 E. Arkansas Ave.
Denver, CO 80222
FAX: (303)757-9445



January 22, 2007

Ms. Tandy Parrish
Executive Director
Bent County Development Foundation
332 Ambassador Thompson Blvd.
Las Animas, CO 81054

Dear Ms. Parrish:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

When: February 15, 2007 (9:30am – noon)

Where: John W. Rawlings Museum
560 Bent Avenue
Las Animas, CO

This meeting is intended to provide an overview of the project's activities related to historic properties along the US 50 corridor. At the meeting, project team members, including Dan Jepson, CDOT Cultural Resource Section Manager, and project historians will:

1. Provide an overview of the US 50 Corridor East Tier 1 EIS;
2. Discuss the role of consulting parties in the Section 106 process;
3. Present data and information that the project team has collected related to historic resources along the US 50 corridor;
4. Ask for your input to identify additional archaeological and historic resources of significance along the US 50 corridor; and
5. Review a draft programmatic agreement being developed by CDOT, FHWA and the State Historic Preservation Officer (SHPO). This agreement outlines how the project intends to identify historic properties for the Tier 1 EIS and assess potential impacts to those resources.

If you have questions about the Section 106 process, please contact CDOT Cultural Resource Section Manager Dan Jepson at (303) 757-9631. If you are interested in more information about the US 50 Corridor East project in general, please contact me at (719) 546-5406. We appreciate your interest in the US 50 Corridor East project and look forward to seeing you on February 15th.

Sincerely,

Michael B. Perez
CDOT Project Manager



US 50 CORRIDOR EAST

Project No. NH 0504-037
Sub Account No. 12812

January 22, 2007

Ms. Donna Rohde
Otero County Administrator
Otero County Historical Council
P.O. Box 511
La Junta, CO 81050-0511

Dear Ms. Rohde:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

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Sincerely,

Michael B. Perez
CDOT Project Manager



Project No. NH 0504-037
Sub Account No. 12812

January 22, 2007

Ms. Kathryn Finau
John W. Rawlings Museum Project Coordinator
The Pioneer Historical Society of Bent County
P.O. Box 68
Las Animas, CO 81054

Dear Ms. Finau:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

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Sincerely,

Michael B. Perez
CDOT Project Manager





January 22, 2007

Ms. Barbaralu Smith
Co-Chair
Fowler Historical Society
114 Main St.
Fowler, CO 81039

Dear Ms. Smith:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

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Sincerely,

Michael B. Perez
CDOT Project Manager



Project No. NH 0504-037
Sub Account No. 12812

January 22, 2007

Mr. John Hopper
Granada City Council
Amache Preservation Society
Friends of Amache
P.O. Box 259
Granada, CO 81041

Dear Mr. Hopper:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

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Las Animas, CO

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Sincerely,

Michael B. Perez
CDOT Project Manager



US 50 CORRIDOR EAST

Project No. NH 0504-037
Sub Account No. 12812

January 22, 2007

Mr. Wallace Coffey
Chairman, Comanche Tribal Business Committee
Comanche Nation of Oklahoma
PO Box 908
Lawton, OK 73502

Dear Mr. Coffey:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

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Sincerely,

Michael B. Perez
CDOT Project Manager

cc: Fred Nahwooksy, Tribal NAGPRA Coordinator

January 25, 2007

Mr. Mark Rodman
Executive Director
Colorado Preservation Incorporated
333 West Colfax, Suite 300
Denver, CO 80202

Dear Mr. Rodman:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

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2. Discuss the role of consulting parties in the Section 106 process;
3. Present data and information that the project team has collected related to historic resources along the US 50 corridor;
4. Ask for your input to identify additional archaeological and historic resources of significance along the US 50 corridor; and
5. Review a draft programmatic agreement being developed by CDOT, FHWA and the State Historic Preservation Officer (SHPO). This agreement outlines how the project intends to identify historic properties for the Tier 1 EIS and assess potential impacts to those resources.

If you have questions about the Section 106 process, please contact CDOT Cultural Resource Section Manager Dan Jepson at (303) 757-9631. If you are interested in more information about the US 50 Corridor East project in general, please contact me at (719) 546-5406. We appreciate your interest in the US 50 Corridor East project and look forward to seeing you on February 15th.

Sincerely,



Michael B. Perez
CDOT Project Manager

February 7, 2007

Mr. Dwight L. Gardner
Chairman
Southeast Colorado Regional Tourism Group
1840 W. Ambassador Thompson Blvd.
Las Animas, CO 81054

Dear Mr. Gardner:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

When: February 15, 2007 (9:30am – noon)

Where: John W. Rawlings Museum
560 Bent Avenue
Las Animas, CO

This meeting is intended to provide an overview of the project's activities related to historic properties along the US 50 corridor. At the meeting, project team members, including Dan Jepson, CDOT Cultural Resource Section Manager, and project historians will:

1. Provide an overview of the US 50 Corridor East Tier 1 EIS;
2. Discuss the role of consulting parties in the Section 106 process;
3. Present data and information that the project team has collected related to historic resources along the US 50 corridor;
4. Ask for your input to identify additional archaeological and historic resources of significance along the US 50 corridor; and
5. Review a draft programmatic agreement being developed by CDOT, FHWA and the State Historic Preservation Officer (SHPO). This agreement outlines how the project intends to identify historic properties for the Tier 1 EIS and assess potential impacts to those resources.

If you have questions about the Section 106 process, please contact CDOT Cultural Resource Section Manager Dan Jepson at (303) 757-9631. If you are interested in more information about the US 50 Corridor East project in general, please contact me at (719) 546-5406. We appreciate your interest in the US 50 Corridor East project and look forward to seeing you on February 15th.

Sincerely,



Michael B. Perez
CDOT Project Manager

February 08, 2007

Mr. Roger Jones
Economic Development Director
c/o Mrs. Ellen Jones
Prowers County Development, Inc.
201 South Main
Lamar, CO 81052

Dear Mr. Jones:

The Colorado Department of Transportation (CDOT) will be convening a meeting to discuss historic preservation issues related to the US Highway 50 Corridor East project. This undertaking is a joint effort by the Federal Highway Administration (FHWA) and CDOT to develop a Tier 1 Environmental Impact Statement (EIS) for the US 50 corridor between the City of Pueblo and near the vicinity of the Colorado/Kansas state line. **As a consulting party for the project under Section 106 of the National Historic Preservation Act, you are cordially invited to the meeting:**

When: February 15, 2007 (9:30am – noon)

Where: John W. Rawlings Museum
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1. Provide an overview of the US 50 Corridor East Tier 1 EIS;
2. Discuss the role of consulting parties in the Section 106 process;
3. Present data and information that the project team has collected related to historic resources along the US 50 corridor;
4. Ask for your input to identify additional archaeological and historic resources of significance along the US 50 corridor; and
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If you have questions about the Section 106 process, please contact CDOT Cultural Resource Section Manager Dan Jepson at (303) 757-9631. If you are interested in more information about the US 50 Corridor East project in general, please contact me at (719) 546-5406. We appreciate your interest in the US 50 Corridor East project and look forward to seeing you on February 15th.

Sincerely,



Michael B. Perez
CDOT Project Manager

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Mr. Edward C. Nichols
State Historic Preservation Officer
Colorado Historical Society
1300 Broadway
Denver, CO 80203

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview, US 50 Corridor East Programmatic Environmental Impact Statement, Bent, Crowley, Otero, Prowers and Pueblo Counties, Colorado*

Dear Mr. Nichols:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Programmatic Environmental Impact Statement (PEIS), otherwise known as a "Tier 1 document," for the US Highway 50 Corridor under the requirements of the National Environmental Policy Act (NEPA). The PEIS is part of a tiered analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.

Enclosed for your review are the *Cultural Resources Reconnaissance Survey Report* and the *Historic Context Overview* that were developed as part of the Section 106 process for this project. CDOT is forwarding these materials to you on behalf of FHWA to comply with provisions set forth in the Tier 1 PA that was executed in June 2007. Because review of these reports does not constitute a concurrence point in the Section 106 process, we are requesting your comments only.

The *Cultural Resources Reconnaissance Survey Report* includes the results of reconnaissance-level surveys conducted in the urban and rural areas of the project corridor. This report outlines the methodology used to conduct these surveys and provides information about the types of resources that were identified in this effort.

The *Historic Context Overview* provides a historical context for the resources identified in the *Cultural Resources Reconnaissance Survey Report*. As part of the partnering efforts associated with the U.S. 50 project, this document will also be distributed to individuals involved in heritage tourism efforts along the U.S. 50 corridor in the Lower Arkansas Valley. This is being done to assist these individuals in their efforts to grow heritage tourism in the valley.

This submittal also includes a copy of the executed Section 106 Programmatic Agreement and a compact disk (CD) of both of the enclosed reports. All of these materials are combined in a single binder for your convenience.

Mr. Nichols
August 26, 2009
Page 2 of 2

Per the terms of the Section 106 PA, FHWA and CDOT are requesting your comments in 45 calendar days from receipt of these materials. Please contact CDOT Senior Staff Historian Lisa Schoch at (303)512-4258 with any questions or concerns.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
 Cultural Resources Reconnaissance Survey Report
 Historic Context Overview
 Section 106 PA
 CD of reports

cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Ms. Lisa Trigilio
Executive Director
Bent County Development Foundation
332 Ambassador Thompson Blvd.
Las Animas, CO 81054

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado*

Dear Ms. Trigilio:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

Enclosed for your review are the *Cultural Resources Reconnaissance Survey Report* and the *Historic Context Overview* that were developed as part of the Section 106 process for this project. CDOT is forwarding these materials to you on behalf of FHWA to comply with provisions set forth in the Section 106 PA that was executed in June 2007. Because review of these reports does not constitute a concurrence point in the Section 106 process, we are requesting your comments only.

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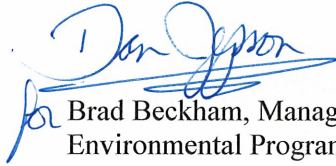
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As a consulting party for this project, we welcome your comments on the enclosed materials. Should you elect to respond, we request that you submit your comments, per the terms of the Section 106 PA, within **45 calendar days from your receipt of this request**. Please send your comments to:

Lisa Schoch
Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,

A handwritten signature in blue ink that reads "Brad Beckham". The signature is stylized and includes a large flourish at the end.

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
 Cultural Resources Reconnaissance Survey Report
 Historic Context Overview
 Section 106 PA
 CD of reports

cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Mr. Wallace Coffey
Chairman, Comanche Tribal Business Committee
Comanche Nation of Oklahoma
PO Box 908
Lawton, OK 73502

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado*

Dear Mr. Coffey:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

Enclosed for your review are the *Cultural Resources Reconnaissance Survey Report* and the *Historic Context Overview* that were developed as part of the Section 106 process for this project. CDOT is forwarding these materials to you on behalf of FHWA to comply with provisions set forth in the Section 106 PA that was executed in June 2007. Because review of these reports does not constitute a concurrence point in the Section 106 process, we are requesting your comments only.

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The *Historic Context Overview* provides a historical context for the resources identified in the *Cultural Resources Reconnaissance Survey Report*. As part of the partnering efforts associated with the US 50 project, this document will also be distributed to individuals involved in heritage tourism efforts along the US 50 corridor in the Lower Arkansas Valley. This is being done to assist these individuals in their efforts to grow heritage tourism in the valley.

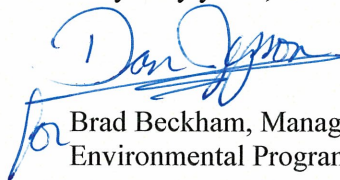
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As a consulting party for this project, we welcome your comments on the enclosed materials. Should you elect to respond, we request that you submit your comments, per the terms of the Section 106 PA, within **45 calendar days from your receipt of this request**. Please send your comments to:

Lisa Schoch
Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
 Cultural Resources Reconnaissance Survey Report
 Historic Context Overview
 Section 106 PA
 CD of reports

cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Ms. Ruth Toahty
NAGPRA Coordinator
Comanche Nation of Oklahoma
PO Box 908
Lawton, OK 73502

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Ms. Toahty:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

Enclosed for your review are the *Cultural Resources Reconnaissance Survey Report* and the *Historic Context Overview* that were developed as part of the Section 106 process for this project. CDOT is forwarding these materials to you on behalf of FHWA to comply with provisions set forth in the Section 106 PA that was executed in June 2007. Because review of these reports does not constitute a concurrence point in the Section 106 process, we are requesting your comments only.

The *Cultural Resources Reconnaissance Survey Report* includes the results of reconnaissance-level surveys conducted in the urban and rural areas of the project corridor. This report outlines the methodology used to conduct these surveys and provides information about the types of resources that were identified in this effort. **Please note that this document also includes location information for archaeological resources; due to the sensitive nature of archaeological sites and the potential for looting or other types of disturbances, we request that this report not be distributed to the public.**

The *Historic Context Overview* provides a historical context for the resources identified in the *Cultural Resources Reconnaissance Survey Report*. As part of the partnering efforts associated with the US 50 project, this document will also be distributed to individuals involved in heritage tourism efforts along the US 50 corridor in the Lower Arkansas Valley. This is being done to assist these individuals in their efforts to grow heritage tourism in the valley.

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As a consulting party for this project, we welcome your comments on the enclosed materials. Should you elect to respond, we request that you submit your comments, per the terms of the Section 106 PA, within **45 calendar days from your receipt of this request**. Please send your comments to:

Lisa Schoch
Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,



Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
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cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Ms. Barbaralu Smith
Co-Chairman
Fowler Historical Society
114 Main St.
Fowler, CO 81039

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Ms. Smith:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

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Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,



 Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
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cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Mr. John Hopper
Council Member
Granada City Council
302 N. Cline
Granada, CO 81041

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Mr. Hopper:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

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Lisa Schoch
Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
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cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Mrs. Sandra Gerler Bemiss
Chair
Southeast Colorado Regional Tourism Group
1840 W. Ambassador Thompson Blvd.
Las Animas, CO 81054

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Mrs. Gerler Bemiss:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

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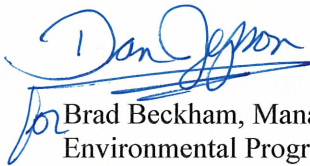
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Lisa Schoch
Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
 Cultural Resources Reconnaissance Survey Report
 Historic Context Overview
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 CD of reports

cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Ms. Kathy Finau
John W. Rawlings Museum Project Coordinator
Pioneer Historical Society of Bent County
1840 W. Ambassador Thompson Blvd.
Las Animas, CO 81054

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Ms. Finau:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

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Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,


for

Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
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cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Mr. Roger Jones
Economic Development Director
Prowers County Development, Inc.
201 S. Main
Lamar, CO 81052

SUBJECT: *Cultural Resources Reconnaissance Survey Report* and *Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Mr. Jones:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

Enclosed for your review are the *Cultural Resources Reconnaissance Survey Report* and the *Historic Context Overview* that were developed as part of the Section 106 process for this project. CDOT is forwarding these materials to you on behalf of FHWA to comply with provisions set forth in the Section 106 PA that was executed in June 2007. Because review of these reports does not constitute a concurrence point in the Section 106 process, we are requesting your comments only.

The *Cultural Resources Reconnaissance Survey Report* includes the results of reconnaissance-level surveys conducted in the urban and rural areas of the project corridor. This report outlines the methodology used to conduct these surveys and provides information about the types of resources that were identified in this effort. **Please note that this document also includes location information for archaeological resources; due to the sensitive nature of archaeological sites and the potential for looting or other types of disturbances, we request that this report not be distributed to the public.**

The *Historic Context Overview* provides a historical context for the resources identified in the *Cultural Resources Reconnaissance Survey Report*. As part of the partnering efforts associated with the US 50 project, this document will also be distributed to individuals involved in heritage tourism efforts along the US 50 corridor in the Lower Arkansas Valley. This is being done to assist these individuals in their efforts to grow heritage tourism in the valley.


This submittal also includes a copy of the executed Section 106 PA and a compact disk (CD) that includes both of the enclosed reports. All of these materials are combined in a single binder for your convenience.

As a consulting party for this project, we welcome your comments on the enclosed materials. Should you elect to respond, we request that you submit your comments, per the terms of the Section 106 PA, within **45 calendar days from your receipt of this request**. Please send your comments to:

Lisa Schoch
Senior Staff Historian
CDOT Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, CO 80222

Please feel free to contact Lisa at (303) 512-4258 with any questions or concerns as well.

Very truly yours,


for Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Single binder including:
 Cultural Resources Reconnaissance Survey Report
 Historic Context Overview
 Section 106 PA
 CD of reports

cc: D. Annand/J. DeHaven, CDOT Region 2
 Chris Horn, FHWA
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Ms. Donna Rohde
Otero County Administrator
Otero County Historical Council
PO Box 511
La Junta, CO 81050

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Ms. Rohde:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are in the process of developing a Tier 1 Environmental Impact Statement (EIS) for the US Highway 50 corridor under the requirements of the National Environmental Policy Act (NEPA). The Tier 1 EIS is part of an analysis of potential environmental impacts associated with proposed transportation improvements to a 150-mile segment of US 50 in southeastern Colorado. **We previously consulted with you regarding the Area of Potential Effects and the Section 106 Programmatic Agreement (PA) for this project.**

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August 26, 2009

Ms. Wyvonne Phillips Graham
Byway Director
Santa Fe Trail Scenic and Historic Byway
20011 Old Wagon Trail Rd.
Trinidad, CO 81082

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Ms. Phillips Graham:

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STATE OF COLORADO

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Environmental Programs Branch
Shumate Building
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9259



August 26, 2009

Mr. James Hare
Executive Director
Colorado Preservation Incorporated
333 W. Colfax Ave., Ste. 300
Denver, CO 80204

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

Dear Mr. Hare:

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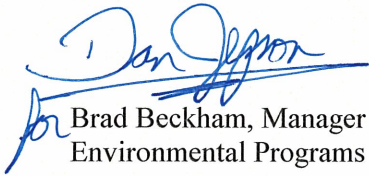
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August 26, 2009

Mr. James Hare
Executive Director
Colorado Preservation Incorporated
333 W. Colfax Ave., Ste. 300
Denver, CO 80204

FOR ABBEY CHRISTMAN

SUBJECT: *Cultural Resources Reconnaissance Survey Report and Historic Context Overview*, US 50 Corridor East Tier 1 Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, Colorado

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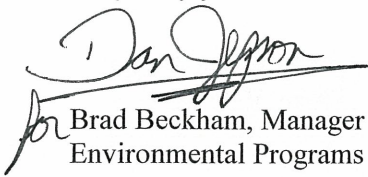
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 Chris Horn, FHWA
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OFFICE of ARCHAEOLOGY and HISTORIC PRESERVATION

September 14, 2009

Brad Beckham
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Cultural Resources Reconnaissance Survey Report and Historic Context Overview, US 50
Corridor East Programmatic Environmental Impact Statement, Bent, Crowley, Otero, Prowers, and
Pueblo Counties, CO.
(CHS #45730)

Dear Mr. Beckham,

Thank you for your correspondence dated August 26, 2009 and received by our office on August 27, 2009 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the provided additional information, we find the reconnaissance survey report and historic context overview are done well. We do not have any additional comments.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols
State Historic Preservation Officer

