

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
August 9, 2018
8:30 a.m.**

Community Room of the Pueblo Municipal Justice Center, 200 South Main Street
Agenda items marked with * indicate additional materials are included in the packet.

**Individuals Requiring Special Accommodations Should Notify the City MPO's
Office (719) 553-2242 by Noon on the Friday Preceding the Meeting.**

1. *Call Meeting to Order*
2. *Introductions and Public Comments (non-agenda items only)*
3. *Approval of Minutes**
June 14, 2018
Action Requested: Approve/Disapprove/Modify
4. *CDOT Region 2 Updates*
(Informational and Discussion)
5. *Performance Measures PM2 and PM3 Memorandum of Understanding Template**
(Informational and Discussion)
6. *FY 2019 Scope-of-Work**
(Informational and Discussion)
7. *Ballot Issue 153 – Sales Tax Increase for Transportation*
(Informational and Discussion)
8. *Ideas and Methods to Improve Communicating Project Information to Citizens*
(Informational and Discussion)
9. *Items from TAC Members or scheduling of future agenda items*
10. *October 11, 2018 Meeting Location – CDOT Region 2 Big Sandy conference room*
Map will be supplied with October Packet
11. *Adjourn at or before 10:30 am*

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION
June 14, 2018
8:30 a.m.**

**Community Room of the Municipal Justice Center, 200 South Main Street
Agenda Items Marked with * indicate additional materials included in packet**

1. Call Meeting to Order

Chairman: John Adams

Time of Call: 8:30 a.m.

MPO Members Present: John Adams, Bart Mikitowicz, Hannah Haunert

TAC Members Present: Don Bruestle, Lily Lizarraga, Darrin Tangeman, Wendy Pettit, Pepper Whittlef, Alf Randall, Brad Curtis

CAC Members Present:

Others Present: Kim Arline, Darius Pakbaz, Miguel Aguilar

2. Introductions and Public Comments (non-agenda items only).

Introductions were made for Kim Arline (PACE - Pueblo Active Community Environments), Darius Pakbaz (CDOT Performance Asset Management), and Miguel Aguilar (CDOT).

Kim Arline had a concern about the intersection of Hwy 45 (Pueblo Blvd) & 11th St. There was a Bicycle/Vehicle accident there where a lady avoided a vehicle, went to the right, and hit the Pedestrian island. She mentioned that the shoulder is not wide enough for a bike to safely pass. PACE would like to be more involved in the design phase. Wendy Pettit said that she will forward that information to Traffic. Don Bruestle suggested having something visual. Pepper Whittlef suggested that the Chairman of PACE be included in the FIR (Field Inspection Review) and the FOR (Field Office Review).

3. Approval of Minutes of the regular meeting held on May 10, 2018

Modify with Chris Marcus being changed to Chris Markuson.

Motion to Approve: Don Bruestle

Second: Alf Randall

Unanimous

**4. Performance Measures PM2 and PM3 - Darius Pakbaz CDOT HQ
(Discussion)**

Darius Pakbaz said that the performance areas include:

- *Safety*
 - *All public roads*
- *Infrastructure Condition – Pavement and Bridge*
 - *Only National Highway System (NHS)*
 - *6 Major Measures*
 - *Pavement – Good/Poor condition for Interstate and Non-Interstate NHS*
 - *Drivability Life High/Moderate/Low vs National Good/Fair/Poor*
 - *International Roughness Index*
 - *Rutting*

- Cracking
 - Faulting
 - Bridge – Good/Fair/Poor condition
- System Performance – Only Highway System
 - System Reliability
 - Travel Time Reliability Measure Interstate/Non-Interstate NHS
 - Freight
 - Truck Travel Time Reliability (TTTR)
 - CMAQ
 - Traffic Congestion
 - Peak Hour Excessive Delay
 - Non-Single Occupancy Vehicle Travel
 - Air Quality – Emission Measure – Total Emission reduction
 - Volatile organic compound
 - Particulate Matter
 - Carbon Monoxide
 - Nitrogen Oxides

The deadline is November 15, 2018. CDOT and Pueblo MPO must set 2-year and 4-year targets. Safety must be set annually; Infrastructure and System Performance needs to be set every 2-years and 4-years. The MPO has 180 days after CDOT sets their target. We can either have our own or use CDOT's targets.

The Statewide Interstate Pavement Condition (2017) has 44.88% good, 54.87% fair, and .25% poor rating. The Statewide Non-Interstate National Highway System Pavement Condition (2017) has 49.34% good, 49.70% fair, and .96% poor rating. Statewide Bridge Condition has 48.80% good, 47.01% fair, and 4.19% poor rating. Pepper Whittlef asked which local roads are included, John Adams said that it only includes I-25. Wendy Pettit asked how it will be funded, Darius Pakbaz said by Surface Treatment Funds. Darius said that we can adjust the targets every 2-years. Interstate Condition must be below 5%. Wendy asked if there was a comparison between the labor and just repaving it, Darius said he didn't know. A contractor measures every 10th of a mile every 2-3 years. The Statewide Bridge Condition has 48.8% good, 47.01% fair and 4.19% poor rating.

The Level of Travel Time Reliability Calculation (LOTTR) is a single segment (.10 mile) of the Interstate Highway. The LOTTR target goal is 81% and it's currently at 81.70%. The NHS LOTTR target is 64% and it's currently 63.50%. The calculation includes Monday through Friday 6am-8pm and weekends from 6am-8pm. The TTTR (Truck Travel Time Reliability) includes overnight and is only on the Interstate. The ratio is at 1.49 with a target goal at 1.50.

Bart Mikitowicz asked what we can control for the system reliability, Darius Pakbaz said that the only thing we can control is how to resolve incidents safely and efficiently. John Adams said that every minute that traffic is down, it takes four minutes to recover. This includes State Patrol accident investigations and when I-25 is shut down. Wendy Pettit asked if this information will be online in the future, Darius said yes, but it is raw data.

Wendy Pettit asked about future projects in the Long-Range Plan that would help the targets, Darius did not know the answer.

On October 1,2018, CDOT will need to submit a baseline performance target and the MPO's will

need to make our own target or accepts CDOT's before November 15, 2018. Don Bruestle asked how often for the MOU's (Memorandum of Understanding) and the discipline. Darius said that we would need them every year or every 2 years. There is no discipline financially, but we need to report out in the future of projects to help achieve our targets. Pepper Whittlef asked if Hwy 227 and Baxter Rd were on our National Highway System List, John Adams said he was not sure. Pepper said we would need an engineer to help determine the conditions.

5. CDOT Region 2 Updates (Informational)

Wendy Pettit said that we were granted \$65m from our GAP project and it will be fully funded. The revised project list FY 2019 is finished, and we will have a presentation. Senate Bill 1 passed. If you park in the employee parking out back at the new building, just keep an eye on rattlesnakes.

6. 2019 TAP Roll-Forward and Administrative Modifications FY 2019-22 TIP*

Approved: Pepper Whittlef

Second: Brad Curtis

The Roll-Forwards are included in the packet, these projects need to be obligated (under contract with Local Agency) by September 20, 2020.

7. CDOT Transit Development Program—Division of Transit and Rail*

Modification of the amount to \$12m and change the name to Pueblo County Park'N'Ride.

Approved: Pepper Whittlef

Second: Brad Curtis

SRDA requested a wash bay and a dump station. Bus Vehicle replacement is not included. Wendy Pettit said there should be normal funding in 267. Brad Curtis is wanting to request a Bustang shelter for passengers for Pueblo West. Pepper Whittlef suggested to change the description of Pueblo North Park'N'Ride to a more board name to include Pueblo West. Pepper said to think about the local match. Bart Mikitowicz suggested an Airport Shelter for Bustang. Wendy Pettit said to say Pueblo County Park'N'Ride to include Pueblo and Pueblo West.

8. Bustang Inaugural Kick-Off Event – June 18th Transit Center 10:00am (Informational)

There will be no event but maybe later this year.

9. Items from TAC Members or scheduling of future agenda items

Federal Functional Classification Map

July TAC Meeting (July 12) is canceled until further notice.

Rural Planning Grant

10. Adjournment

Chairman John Adams adjourned the meeting at 10:05 a.m.

MEMORANDUM OF UNDERSTANDING (MOU)

By and between

THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

and

The Pueblo Area Council of Governments (PACOG)

for the

THE ESTABLISHMENT OF A PROCESS TO FACILITATE INFRASTRUCTURE CONDITION AND SYSTEM PERFORMANCE TARGET SETTING FOR THE FAST ACT PERFORMANCE MEASURES

WHEREAS, 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the pertinent federal regulations require an agreement between CDOT, PACOG, and public transit agencies, including activities related to transportation system performance; and

WHEREAS, the Fixing America's Surface Transportation Act "FAST Act" and subsequent Federal rulemaking established six measures performance measures related to Infrastructure condition. The measures are:

1. Percent of Interstate Pavement in Good Condition;
2. Percent of Interstate Pavement in Poor Condition;
3. Percent of Non-Interstate National Highway Pavement in Good Condition;
4. Percent of Non-Interstate National Highway Pavement in Poor Condition;
5. Percent of National Highway System Bridges in Good Condition; and
6. Percent of National Highway System Bridges in Poor Condition.

WHEREAS, the Fixing America's Surface Transportation Act "FAST Act" and subsequent Federal rulemaking established six measures performance measures related to System Performance. The measures are:

1. Percent of the Interstate System providing Reliable Travel Times;
2. Percent of the non-Interstate National Highway System providing Reliable Travel Times;
3. Percent of the Interstate System providing for reliable Truck Travel Times;
4. Annual Hours of Peak-Hour Excessive Delay per capita;
5. Percent of non-SOV travel; and
6. Total emissions reduction benefits in nonattainment and maintenance areas for CMAQ criteria pollutants.

WHEREAS, Federal regulations require state departments of transportations to establish and report targets related to each of these infrastructure condition & system performance measures by May 20th every two & four years; and,

WHEREAS, CDOT has established statewide targets for the required performance measures; and,

WHEREAS, MPOs are required to either adopt and support CDOT's statewide targets or set their own targets specific to their areas within 180 days after the establishment of the CDOT targets; and,

WHEREAS, CDOT, [MPO Name] and public transit agencies shall cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process pursuant to 23 USC 134 and in accordance with 23 CFR 450 and 420;

NOW, THEREFORE, in consideration of the mutual promises and representations contained herein, the parties agree as follows:

1. Parties to Memorandum of Understanding (MOU):

This agreement is entered by and between the State of Colorado, Department of Transportation (hereinafter referred to as "CDOT") and the PACOG. This MOU provides procedures and defines roles and responsibilities identified in the Memorandum of Agreement for Transportation Planning and Programming by and between CDOT, PACOG.

2. Purpose:

The purpose of this MOU, as recited in the preamble, is to set forth the general procedures, mutually acceptable to PACOG and CDOT, for the establishment of a process to facilitate infrastructure condition and system performance target setting for the FAST Act performance measures

3. Roles, Responsibilities, and Deliverables:

(a) As part of the target setting process, CDOT will:

1. Inform the PACOG of the performance measure targets established for the state each performance period by [DATE] of each performance period.
2. Provide the data necessary to evaluate the performance for each measure within the respective PACOG boundaries to PACOG by [DATE] of each year.
3. Provide target setting guidance to MPOs should they decide to establish their own targets for one or more of the aforementioned performance measures.

4. Facilitate timely sharing of all available infrastructure condition and system performance data with PACOG
5. Provide performance measure adoption language for PACOG to incorporate into its Regional Transportation Plan; and
6. Provide staff support necessary to assist PACOG with presenting the adoption of infrastructure condition and system performance targets
7. Inquire periodically the progress being made by PACOG in the establishment of the aforementioned infrastructure condition and system performance targets
8. Will share with PACOG the results of the FHWA determination of whether CDOT has met or made significant progress toward meeting its infrastructure condition and system performance targets

(b) As part of the target setting process, PACOG will:

1. Inform CDOT by [DATE] of each performance period whether PACOG intends to support the CDOT infrastructure condition and system performance targets or establish their own specific numeric targets for all the performance measures, or any combination
2. Have the [MPO Name] Board of Directors formally adopt the infrastructure condition and system performance targets through resolution, and by November 15th of each year, provide CDOT a letter confirming action of the PACOG Board of Directors and the date of the approval

(c) If PACOG agrees to support CDOT performance targets, the MPO will:

1. Include baseline system performance and infrastructure condition performance, targets and progress toward achieving these targets in the system performance report in the Regional Transportation Plan (RTP)
2. Include in the RTP a systems performance report evaluating the condition and performance of the transportation system with respect to the system performance and infrastructure condition performance targets described in the RTP including progress achieved by the MPO in achieving these performance targets.
3. Work with the CDOT and other pertinent stakeholders to address areas of concern for system performance and infrastructure condition concerns within the metropolitan planning area

4. Coordinate with the CDOT and include the aforementioned performance measures and the CDOT's performance targets for those measures in the RTP
 5. Integrate into the metropolitan transportation planning process, the infrastructure condition and system performance goals, objectives, performance measures and targets described in other CDOT transportation plans and processes such as applicable portions of the Risk-Based Asset Management Plan
 6. Include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving infrastructure condition and system performance targets in the RTP, linking investment priorities in the TIP to those targets
- (d) If PACOG establishes its own infrastructure condition or system performance targets, the MPO will:
1. Establish infrastructure condition targets for all national highway system roads in the metropolitan planning area in coordination with the CDOT
 2. Establish system performance targets for all roads as specified within the statute criteria in the metropolitan planning area in coordination with CDOT
 3. Coordinate with the CDOT and include the safety performance measures and the MPO's safety targets for those measures in the RTP
 4. Integrate into the metropolitan transportation planning process, the infrastructure condition and system performance goals, objectives, performance measures and targets described in other CDOT transportation plans and processes
 5. Include a description in the TIP of the anticipated effect of the TIP toward achieving infrastructure condition and system performance targets in the RTP, linking investment priorities in the TIP to those infrastructure condition and system performance targets

THE COLORADO DEPARTMENT OF TRANSPORTATION

By: _____

Name: _____

Title: _____

Date _____

THE PUEBLO COUNCIL OF GOVERNMENTS

By: _____

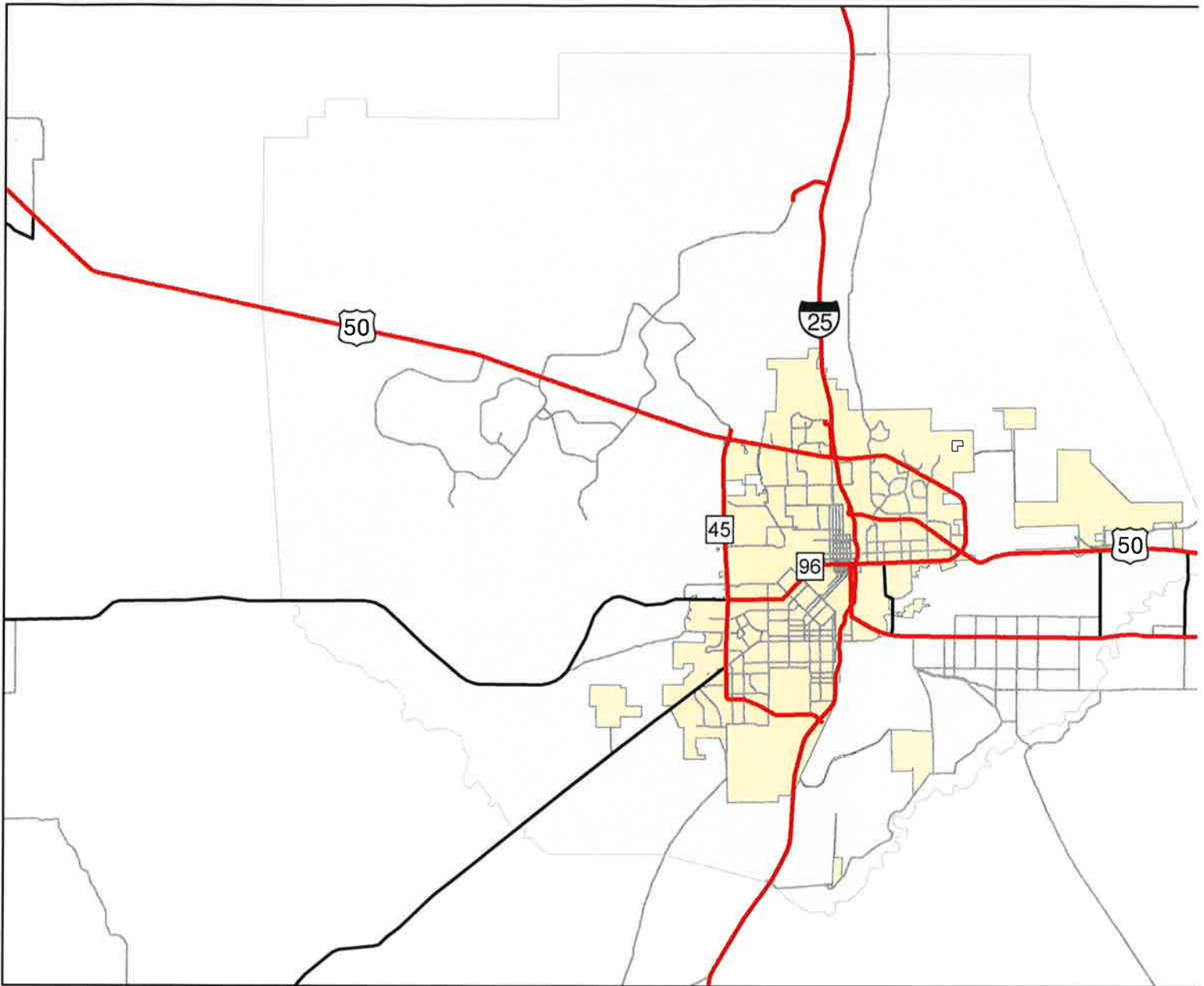
Name: _____

Title: _____

Date _____

DRAFT

PACOG National Highway System



Data Source: CDOT 2014
Published: February 2016
www.codot.gov



— NHS



Pueblo Area Council of Governments

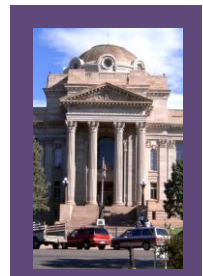
**Metropolitan Planning Organization (MPO)
Transportation Planning Region (TPR)**

CPG GRANT

SCOPE OF WORK

FFY 2019

(OCT. 1, 2018 – SEPT. 30, 2019)

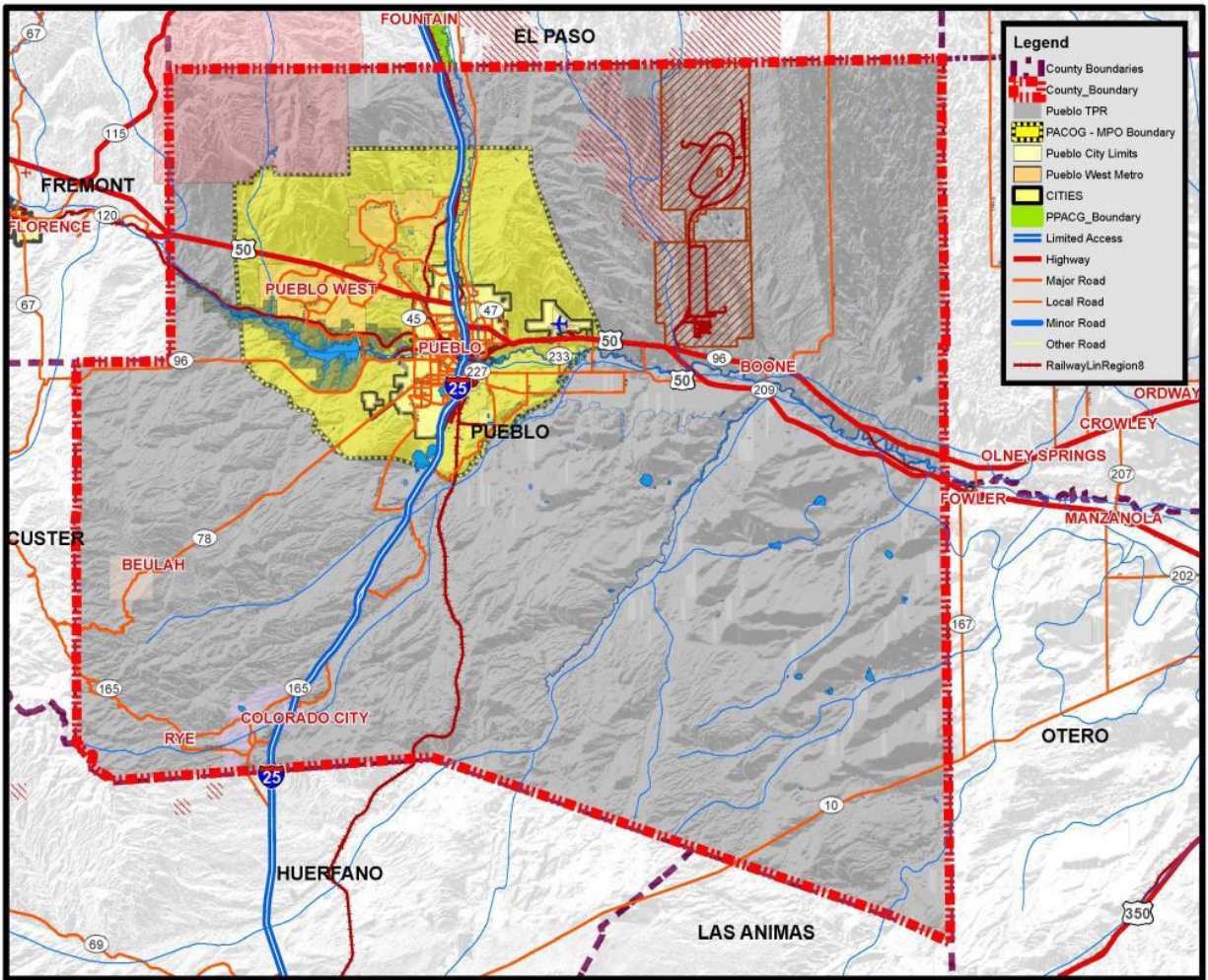


Prepared By:

City of Pueblo Urban Transportation Planning Division

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FIGURE 1 – PACOG PLANNING AREA



INTRODUCTION

The Consolidated Planning Grant (CPG) Scope of Work for FFY-2019 is based on the PACOG FY 2018-2019 Unified Planning Work Program (UPWP) adopted . Amendments to the FY 2018-2019 to reflect the FY 2019 SOW will be adopted September 2018.

Organization, Management & Funding

The general objectives of the FFY2018-2019 UPWP are to:

1. Assist all participating agencies in achieving applicable comprehensive planning goals and in fulfilling the statutory requirements of FAST-Act and associated planning regulations adopted by the FHWA and FTA.
2. Assist all participating agencies in fulfilling their continuing responsibilities to the community including, but not limited to,
 - a) Using the products of the transportation planning process as a major contribution to other comprehensive planning activities, and providing the mechanisms for the continued integration of transportation planning with land use and other comprehensive planning.
 - b) Updating and revising basic transportation planning, regional socioeconomic, environmental, land use, and transportation system operating data using applicable GIS or other technologies for these systems.
 - c) Modifying developed plans and programs as warranted by changes in travel patterns or urban conditions, and translating plans into action programs for project implementation.
3. Carry out specific transportation planning functions required for the continued certification of the Pueblo area urban transportation planning process including the biennial development and annual refinement of the UPWP, the annual development of the TIP, and updates to financial forecast to the Long Range Transportation Plan (LRTP) to the horizon of 2045.

WORK ELEMENT 1810 PROGRAM ADMINISTRATION & COORDINATION (\$125,197)

Objective - To manage, support, improve, adapt, administer, and coordinate the cooperative, continuous, and comprehensive transportation planning process as required by FAST Act.

1811 - AGREEMENTS AND BYLAWS

Products/Actions:

- Complete and execute planning partner memorandum of understandings, as needed, to implement the transportation planning process.
- Assist in updating bylaws as necessary resulting in changes as approved by the PACOG Board identified in the Reorganization Study conducted in FY 2016/17. Includes possible restructuring the Technical Advisory Commission (TAC) widening membership to include other stakeholders (ie, Trucking, Rail,).
- Assist in maintaining required materials as necessary. (ie. Agendas, Minutes, Financial Records, etc.).

1812 - UNIFIED PLANNING WORK PROGRAM

Products/Actions:

- Amend FY 2018 UPWP as necessary.
- Mid-Year progress report.
- Complete year-end report for FY2017.

- Amend 2018 - 2019 UPWP as needed.
- Review and modify the format of the UPWP as needed.

1813 - BUDGET AND FINANCIAL MANAGEMENT

Products/Actions:

- CDOT monthly Metropolitan Transportation Planning reimbursements.
- Prepare MPO Budget for PACOG Board adoption.
- Prepare Sub-Delegation Budget and Appropriation Ordinances for City of Pueblo
- Prepare for and participate in PACOG audit(s) if required under Single Audit Requirements.

1814 - STAFF AND PROFESSIONAL DEVELOPMENT

Products/Actions:

- Actively participate in Statewide training and educational meetings hosted by CDOT/FHWA/FTA and other organizations within the State.
- Make applicable transportation planning training available to staff, committee members, and member agency partners.
- Develop staff training and transition plan for the MPO during the next 2-3-year period.
- Develop, implement and conduct an orientation program for new committee members.
- Staff Training on Travel Demand Model, TransCAD (OUT-OF-STATE)
- Staff Training course conducted by Nation Highway Institute or National Transit Institute (OUT-OF-STATE)
- Staff Attendance at Transportation Research Board's Annual Meeting (OUT-OF-STATE)
- Staff participation in AMPO's Annual Conference (OUT-OF-STATE)
-

1815 - PUBLIC INVOLVEMENT ACTIVITIES

Products/Activities:

- Project specific public involvement.
- Review and update the Public Participation Plan (PPP) as needed.
- Amend Title VI and LEP Policy as needed.
- Issue press releases and advisories related to transportation planning and projects in the region.
- Develop and expand a stakeholder's contact list for notification of planning activities.
- Maintain MPO website.
- Work collaboratively with local, state and federal officials and agencies to help achieve established transportation goals and objectives.
- Actively participate in meetings and planning sessions of various public and private stakeholder groups that have direct or indirect involvement in transportation planning, land use planning, economic development, community development, infrastructure development.

1816 MPO COMMITTEE MEETINGS

Products/Actions:

- 10-12 PACOG Board meetings annually.
- 10-12 CAC/TAC Committee meetings annually.
- Participate in local committee's (ie., ADA,PACE, Sustainability)

1817 - MISCELLANEOUS ADMINISTRATIVE ACTIVITIES

Products/Actions:

- Perform the routine administrative, personnel, contractual and management activities and tasks necessary to maintain and support a viable long-range transportation planning process.
- Procure, upgrade and/or maintain computer systems, software and equipment required to carry out an efficient and effective transportation planning process.

WORK ELEMENT 1820 – DATA COLLECTION AND MANAGEMENT (\$73,366)

Objective – to develop and maintain data necessary for informed decision making relating to the MPO transportation system.

1821 – TRAFFIC COUNTING AND DATA MANAGEMENT

Products/Actions:

- Obtain, update, convert, refine, and maintain traffic count data for the Pueblo area. This includes national highway system, state highway system, county and local roadways.
- Continue traffic counting program to support transportation modeling and impacts on urban or non-urban areas.
- Continue bike/pedestrian counting on trails within the Study area.

1822-TRAFFIC CRASH MONITORING PROGRAM

Products/Actions:

- Update and maintain crash databases.
- Analyze traffic and collision data for trends.
- Prepare projections and reports for planning uses.
- Publish Crash Summary Data annually with 5-years historical crash data.

1823-DATABASE MANAGEMENT

Products/Actions:

- Update MPO Databases and GIS layers as information becomes available.
- Prepare and maintain maps, records, booklets, etc. that summarize or depict the PACOG MPO census data.
- Conduct other census related work and activities necessary to support transportation planning.
- Provide current transportation planning materials and maps as requested by citizens and various agencies within the MPO region.
- Establish an Area Wide Pavement Condition Rating System and Collect Base Data for Inventory and Performance Measures.

WORK ELEMENT 1830 – TRANSPORTATION PLANS, PERFORMANCE MEASURES, AND SCENARIO PLANNING (\$43,594)

Objective – To review and amend as needed the approved Long Range Transportation Plan, and implementation required performance measures.

1831 – METROPOLITAN TRANSPORTATION PLAN UPDATE

Projects/Actions:

Work will begin updating the 2045 LRTP during FY 2019 – See Work Element 1845C

1832 – IMPLEMENTATION OF PERFORMANCE MEASURES

Products/Actions:

- Develop baseline performance measures consistent with CDOT’s measures.
- Coordinate with CDOT’s implementation of performance measures as final rule making is completed.
- Amend performance measures as needed to be consistent with state-wide measures.
- Report annually on Goals of the established measures.
-

1833 – TRAVEL DEMAND MODEL

Products/Actions:

- Continue to run project scenarios based on projects identified in the 2040 LRTP.
- Continue to refine the TDM developed in 2015 as new social/economic data becomes available.
- Update local transportation system data to reflect changes to the future transportation network as modified by local or county government actions.

WORK ELEMENT 1840 SHORT RANGE PLANNING AND PROGRAMS (\$342,853)

Objective – These are intended to be planning activities that will completed annually or completed in a specific FFY of the UPWP.

1841 – TRANSPORTATION IMPROVEMENT PROGRAM

To prepare the Transportation Improvement Program to ensure that all expected funding sources are accurately accounted for and programmed, consistent with policies to ensure adoption by PACOG, CDOT, and FHWA.

Products/Actions:

- Prepare, coordinate, and distribute required administrative modifications and amendments to the adopted TIP following a review of compliance/progress verification, along with submittal of corresponding request for inclusion in the State Transportation Improvement Program (STIP).
- Produce and distribute an annual list of projects obligated the prior FFY within.
- Plan, organize and facilitate the updating of the TIP on an annual basis and apply fiscal constraint to a proposed projects list. Validate or modify the list of programmed projects to be executed in subsequent years of the adopted TIP.
- In conjunction with the amendment and update of the FY2018-2021 Transportation Improvement Program (TIP), MPO Annual Certification of the Planning Process (23 CFR 450.334 & CFR 613.100).
- Implement a project tracking system utilizing TELLUS or similar project/mapping management system for visualization of projects and locations.
- In accordance with state and federal requirements and policies, analyze the potential environmental and environmental justice impacts of proposed projects.

1842 – FEDERAL HIGHWAY FUNCTIONAL CLASSIFICATION REVIEW

- In coordination with CDOT, review the existing Functional Classifications and update as necessary.

1843 – REGIONAL AND STATEWIDE PLANNING PARTICIPATION

Products/Actions:

- Regular participation in regional planning activities in cooperation with PACOG member entities.
- Regular attendance at State Transportation Advisory Committee (STAC) meetings.
- Review major annexation plans for transportation impacts.
- Evaluate development impacts which may require amendments to the adopted Long Range Transportation Plan and/or Transportation Improvement Program.
- Review land use issues affecting the transportation system.
- Attendance at Transportation Commission (TC) meetings if necessary to represent the interests of the PACOG MPO/TPR.
- Participation and support the Southwest Chieftain North Front Range Passenger Rail Commission.
- Participation in joint or coordinated planning studies conducted cooperatively by the four Front Range MPOs.
- Regular participation in statewide committees for special studies that may have impacts in the PACOG MPO area, (ie Freight, Rail, Intracity transit)

1844 – BIKE AND PEDESTRIAN PLAN

Products/Actions:

- Develop Goals through the Public Involvement Progress
- Identify/organize all current and future bike trails and routes
- Identify/organize all programs and policy recommendations
- Calculate estimated cost for additional infrastructure and maintenance
- Develop a Priority Process and Prioritize Projects Based on Goals and Policies
- Provide: zero-build, medium-build, and large-build scenarios
- Recommendations for funding
- Regional outreach for update plan development
- An Illustrative Bike and Pedestrian Plan

1845– GENERAL CONSULTANT SERVICES

This element is developed as a placeholder for funding for consultant’s services to assist with planning activities, which provides flexibility to the MPO to use a portion of additional CPG funds at a later time. General consultant services may be used for Long Range Transportation Plan activities, Travel Demand Scenarios and updates, traffic count program, Pavement Condition Rating or planning studies. Planning contracts under consideration will be approved by CDOT and the PACOG Board by specific Resolution. \$50,000 has been set aside for these smaller consultant activities.

1845A -PUEBLO TRANSIT RELOCATION STUDY -AMENDED FFY 2018 UPWP TO BE COMPLETED IN FFY 2019 ORIGINAL CONTRIBUTION NOT TO EXCEED \$100,000 TOTAL COST

The Pueblo MPO amended it’s FY 2018 UPWP to contribute up to \$100,000 in consolidated planning grant (CPG) funds to contract with a qualified consultant to perform a site selection study to provide Pueblo Transit with a preferred location for a new Administration and Maintenance facility. It’s is anticipated that 90% of that amount would be in FY 2019

- **Initial Site Evaluation Criteria**
- Following is a list of criteria that should be used in the initial site evaluation. These questions should be addressed for each site to ensure that there are no major constraints to the land development. Additional questions may arise and as such should be included in the review.
- **Adequate size and shape.** The site must be adequate to accommodate the minimum space requirements for the administration office and maintenance facility as defined, as well as operational requirements by staff.
- **Access and circulation.** Does the site provide adequate access to public roadway and provide for adequate circulation in and around the property? Would public improvements be required to improve the access or circulation?
- **Environmental constraints.** Any known or observable environmental issues must be considered (wetlands, floodplain, hazardous materials, community disruption and environmental justice, water quality, ecologically sensitive areas, endangered species)

- **Proximity to Transit Center.** All routes start and end at the current downtown Transit Center. The facility must be sited to limit deadhead time to the Transit Center.
- **Adjacent land uses.** Are the adjacent uses compatible with the facility? Does the site complement the City zoning and Comprehensive Plan?
- **Consistency with the city master plan.** Will the facility be consistent with development plans as envisioned by the City?
- **Land development.** How complex is land acquisition and subdivision?
- **Safety and security.** How does this site relate to safety and security issues for bus storage, building security and employee safety?
- **Site preparation.** How much work is required to prepare the site for the facility? Sites with major demolition requirements are scored lower.
- **Utilities.** Are there obvious costs that would be incurred to relocate or extend utilities to accommodate the facility?
- **Relocation of uses.** Are there existing uses that would have to be relocated?
- **Acquisition potential.** What is the relative availability for the acquisition of the specific site?
- **Parking.** Is adequate parking available on-site or nearby for employees and customers?
- **Regulatory problems.** Are there obvious regulatory issues with the selected site? For example, use of park lands for federal transportation projects has a number of regulatory issues that make the use very difficult.
- **Historic resources:** Is the site have potential historic properties?
- **Politics.** Are there political issues involved with using the individual site?
- Would community reaction be positive or negative toward using the site for the new facility?

Products/Actions:

- It is envisioned that a tiered screening approach will be used to narrow the site selection options. The top three sites will provide the following:
 1. Site planning (conceptual site layout including building footprint, parking, and overall site circulation)
 2. Land acquisition costs
 3. Phase I environmental analysis
 4. Planning level construction cost estimates
 5. Completed CATEX application and supporting documentation

1845 -STATION LOCATION ALTERNATIVES EVALUATION – \$35,105.10

The Pueblo Station Area Plan is being proposed to determine the station area and trackage improvements that will be necessary to accommodate the re-instatement of passenger rail service into Pueblo. Amtrak and BNSF Railway (BNSF) have proposed connecting Pueblo to the Amtrak Southwest Chief by adding a through-car service from the SW Chief at La Junta, connecting westbound into Pueblo in the a.m. and eastbound from Pueblo back to La Junta in the p.m.

The Project Study Team will evaluate potential station sites within the study area. Three locations in the immediate vicinity of the Pueblo Union Depot have been identified. To identify additional sites, beyond the identified three, within the Pueblo area, criteria for site selection will be established within a site selection kickoff meeting. The purpose of this meeting will be to receive guidance from the client as to what factors are critical for selecting a viable station area site. The Project Study team will analyze the Pueblo area for sites meeting most, or all, of the established criteria and create an initial site matrix

identifying potential additional sites. The additional sites in the Pueblo area will be vetted at a ½ day workshop with the Pueblo Area Council of Governments and other identified stakeholders. This workshop will provide a shortlist of no more than two sites (in addition to the previously identified three sites) that will be evaluated in more detail as proposed below.

The three previously identified options near Pueblo Union Depot are as follows: Option 1 is the existing Pueblo Union Depot facility. This is the facility that historically served as Pueblo’s passenger rail station for passengers arriving and departing Pueblo at a time in history when numerous passenger trains served Pueblo. Option 2 is the building immediately to the west of the Depot that has been renovated for office space and could possibly be converted to serve as the passenger station. Option 3 is undeveloped property immediately to the northwest of Option 2. This location could possibly have a new passenger rail service station built at this site to serve the future passenger rail.

The goal of this task is to select up to two finalist sites that will be vetted further in Task 5 of the entire Pueblo Area Station Plan for selection of a single preferred alternative. In making recommendations as to a preferred site for the future rail station, the Project Study Team will evaluate: size of site, potential transit interface, passenger rail rider accessibility, street access, parking, fit within the community and neighborhood, planned uses for the adjacent areas, development, redevelopment, and adaptive reuse opportunities, pedestrian and bicycle access; impacts on railroad operations, proximity to other transportation modes and other relevant circumstances. The potential station sites (numbering to no more than five – including the three previously identified sites and up to two additional sites selected through the workshop) will be evaluated in detail through a second matrix process and will be ranked by the Project Team with input from representatives/officials of the community. The deliverable from this task will include the selection of two finalist site alternatives.

Projects/Actions

Meetings with stakeholders

Additional Site Selection

Matrix

Preferred Site Selection

Matrix

Mapping of potential sites/facilities

Technical memoranda describing the process utilized in vetting the various site alternatives

Technical memoranda describing the two finalist alternatives; transportation (rail, transit, parking, access) and land use

Cost: Not to Exceed \$35,105.10 for the Site Assessment Portion

1845C – METROPOLITAN TRANSPORTATION PLAN UPDATE - \$150,000

Products/Actions:

- The development of an RFP to assist PACOG and local stakeholders in the development of the 2045 update to PACOG’s LRTP.
- The LRTP will use a performance-based planning process to provide for a system-level, data driven process to identify strategies and investments for the PACOG region.

- The LRTP will use 2045 as the horizon year and document the assessment of multimodal transportation facilities, services and policy needs over the next 20 years.
- Importantly, it will continue the "VISION" established in the previous plan update(2040) to provide a balanced transportation system that achieves optimum mobility and supports economic growth through improvements in multiple transportation modes.
- The 2045 LRTP update will look to implement new and innovative transportation system performance measures that de-emphasize traditional road "congestion" in lieu of broader desirable transportation outcomes. The update process will consider a wide range of social, mobility, freight, safety, infrastructure, environmental, energy, and economic factors reflected by the LRTP's Goals, Objectives (G&O) and Measures/Performance Measures (PM) to identify future transportation needs.
- The 2045 LRTP update will weigh and balance the cost of various transportation investments against anticipated future funding to ensure the 2045 LRTP update is a financially feasible plan for the PACOG Region over the next 25 years.
- The 2045 LRTP update will include long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. In keeping with the intent and requirements of the FAST Act (or current transportation bill), and the requirements stipulated by the Federal Highway Administration ("FHWA"), the Federal Transit Administration ("FTA"), and the Colorado Department of Transportation (CDOT), this plan update will be multimodal in nature. It will include: public transportation; pedestrian facilities; bikeways; highways; air- and landside airport improvements, transportation system management and operations ("TSMO"); and freight transportation. The 2045 LRTP update will also include safety and security elements to meet the Federal requirements indicated in 23 CFR 450.
- The update will include a robust Public Involvement Plan ("PIP") to provide interested parties opportunities to participate in the 2045 LRTP update process. This update shall also be developed in consultation with Federal, State, and local agencies responsible for: land use management, natural resources, environmental protection, conservation, historic preservation and other cognizant agencies.
- The 2045 LRTP update will consider new and emerging technologies and services such as electrification, automation, and sharing.
- The overall update process and policy decisions will be guided by the PACOG Policy Board and its Transportation Advisory Commission.

Projects/Actions:

Work or completion on updating 25 year LRTP to coincide with the State-Wide LRTP

FINANCING, 2018 & 2019 ESTIMATED BUDGETS

Funds Source	Federal	Local Match-Cash	Local Match- In-Kind	Total Funds
<i>FY 2018-2019 CPG Contract</i>				
FY 2018 CPG	\$289,765	\$60,235	\$0	\$350,000
Contract Total	\$289,795	\$60,235	\$0	\$350,000
<i>FY 2018-2019 CPG Contract Amendment 1</i>				
Carry-over from FY 2016-2017 CPG	\$379,343	\$78,856	\$0	\$458,199
Contract Amendment Total	\$379,343	\$78,856	\$0	\$458,199
<i>FY 2018-2019 CPG Contract Amendment 2</i>				
FY 2019 CPG	\$289,765	\$60,235	\$0	\$350,000
Total Contracted Funds	\$958,903	\$199,326	\$0	\$1,158,199

Program Summary

Work Element 1810	Program Administration & Coordination	\$125,197
Work Element 1820	Data Collection and Management	\$73,366
Work Element 1830	Transportation Plans, Performance Measures, and Scenario Planning	\$43,594
Work Element 1840	Short Range Planning and Programs	\$392,853
		\$635,010
Anticipated Revenues	FY 2019 CPG Grant	\$350,000
	FY 2016-2017 Carry-Over	\$458,199
Anticipated Expenses	FY 2019 Program Costs	\$635,010
Anticipated Carry-Over		\$173,189