



Pueblo Area Council of Governments
 Metropolitan Planning Organization (MPO)
 Transportation Planning Region (TPR)



Urban Transportation Planning Division
www.PACOG.net

**Meeting Agenda of the
 TRANSPORTATION ADVISORY COMMISSION**

January 9, 2020

8:30 a.m.

REVISED

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.

AGENDA

1. Call Meeting to Order
2. Introductions and Public Comments **(non-agenda items only)**
3. Approval of Minutes*
 December 12, 2019
Action Requested: Approve/Disapprove/Modify
4. *CDOT Region 2 requests for PACOG MPO/TPR TIP Formal Amendment FY 2020-23 TIP**
Action Requested: Approve/Disapprove/Modify
 Project Name: US 50 Purcell Interchange
 STIP Number: SPB7004
 Project Location and Description: US 50 Purcell Interchange and Westbound Widening from MP309.0 to 312.0 McCulloch to Wills

Federal FY20 PWQ Program Funds:	\$3,146,020
State Matching Funds:	\$ 653,980
Local Matching Funds:	-0-
SN 267 Project Funds:	<u>\$37,000,000</u>
TOTAL PROJECT FUND AMENDMENT:	\$40,800,000
5. Safety Performance Measure 2020 Targets*
Action Requested: Approve/Disapprove/Modify
6. Update of Multi-Modal Option Funds
(Informational/Discussion)
7. **10-Year Strategic Pipeline of Projects***
Action Requested: Approve/Disapprove/Modify

8. TAP Project Final Applications Deadline Reminder – January 20, 2020
(Informational)*
9. CDOT Region 2 Updates **(Informational)**
10. Federal Transit Administration (FTA) **(Informational/Discussion)**
11. TAC Schedule Poll **(Informational/Discussion)***
12. Statewide 2045 Long Range Transportation Plan **(Discussion if Needed)**
13. Items from TAC Members or scheduling of future Agenda Items **(Roundtable Discussion)**
14. Adjourn at or before 10:30 am



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**Minutes of the
TRANSPORTATION ADVISORY COMMISSION
December 12, 2019
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.

AGENDA

1. Call Meeting to Order

Chairman: John Adams

Time of Call: 8:34 a.m.

MPO Members Present: John Adams, Hannah Haurert

TAC Members Present: Wendy Pettit, Ben Valdez, Greg Pedroza, Dan Centa, Don Bruestle, Aaron Willis

CAC Members Present: Joe Garcia, Kevin Sparks

Others Present: Heather Norton, Bill Haas, Glenn Krause, Lachelle Davis, Dan Dahlke, Emma Belmont

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

Introduction was made for Bill Haas (Federal Highway Admin Office), Glenn Krause (CDOT - Transit and Rail), Lachelle Davis (CDOT Region 2 Local Agency), and Dan Dahlke (Resident Engineer CDOT).

3. Approval of Minutes*

October 10, 2019

Motion to Approve: Kevin Sparks

Second: Ben Valdez

Unanimous:

4. Update Hwy 50 W & Purcell – Dan Dahlke, P.E.- CDOT (Informational)

**CDOT Region 2 requests for PACOG MPO/TPR TIP Formal amendment
FY 2020-23 TIP***

Project Name: US 50 Purcell Interchange

STIP Number: SPB7004

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Federal FY20 PWQ Program Funds: \$3,146,020

State Matching Funds: \$653,980

Local Matching Funds: -0-

SN 267 Project Funds: \$37,000,000

TOTAL PROJECT FUND AMENDMENT: \$40,800,000

Motion to Approve: Joe Garcia

Second: Kevin Sparks?

Unanimous:

John Adams said this will need to go out for public comment for the TIP Amendment. Dan Dahlke handed out a map of the Purcell Blvd & Hwy 50 W intersection. It was preferred interchange versus widening. There will be additional pedestrian improvements going across Hwy 50. A double left will be added from Purcell NB to Hwy 50 WB. Joe Garcia asked about Industrial intersection and how it fits in the overall plan. Dan Dahlke said that they had to redo a traffic study to back up this plan and it showed better improvements for safety. Pueblo West will be doing a roundabout at Purcell and Industrial. They are also going to redo Platteville all the way to Industrial. Don Bruestle asked the measurement for the sidewalks, Dan said they are 6 foot. It will probably take about 2 years to complete. Heather Norton had a few concerns about the map. Dan explained to her about it being 3 lanes going into the ramps, it will be only 2 lanes at the intersection. The inside and outside shoulders are 12 foot. There will be on road bike lanes on both sides. The on-off ramps will be built first, there will always be 2 lanes open.

**5. Update from the Federal Highway Administration – Bill Hass
(Informational)**

The Federal Highway Administration (FHA) is doing a re-organization because of the retirements. Armando Enriques is the new Area Engineer Region 2. FAST Act will expire in July 2020. FAST Act authorizes Federal Trust Funds and all the programs. There may be an extension.

FHA is currently on a continued resolution; this will be approved by congress and signed by the President if it is adopted. We are approaching the end of the STIP update and will roll into the TIP that was adopted.

The biggest issue is funding. The 2013 Emergency funds that were provided made a big impact on how things were done. To reinforce the structure for longevity instead of minor repairs.

There was a study for raising the Federal Gas Tax but was not approved, this means that money will still be transferred from the General Fund. The additional amount of funding would replace the funds coming from the General Fund if it was approved.

6. CDOT Region 2 Updates (Informational)

Wendy Pettit said that prioritization list for the projects from the TPR will begin on Monday. She is getting ready for assets to be added to the STIP.

7. Future Regional Transportation Priority Projects (Discussion)

John Adams said that Pueblo is going to receive \$2.5m. The Rest Area needs to be addressed but will need a lot more money. Don Bruestle asked if there were any other projects beside the two (Hwy 50 and the Rest Area SB by Pinon). There is RPP money



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that will go towards Dillon Projects. Wendy Pettit said that the Transportation Commission was putting together a process and a pot of money that will go towards the Rest Area. A few of the TAC members decided that the money would best serve Hwy 50/Purcell Projects. Aaron Willis said that the Rest Area might be moved into Asset Funding. A TIP Modification will come to TAC next month.

8. Submitted Transportation Alternatives Program (TAP) Project DRAFT Applications for FY2021-2023* (Discussion)

In your packet, there are 6 TAP Projects, 3 for the City and 3 from Pueblo West. The Final application is due on January 20, 2020 to Region 2. Wendy Pettit suggested using MMO Funds for the Prairie Project. Ben Valdez had concerns about the ADA pads along Prairie. Joe Garcia asked about pull out for the bus stops, John Adams said that it doesn't include any.

9. Statewide 2045 Long Range Transportation Plan (Discussion)

TPR will meet next week for the prioritization for 10-year projects (4 years fiscal plus 6 year for the pipeline). Aaron Willis said that the Statewide Plan will be finished in March/April. Wendy Pettit said that it will need to be adopted by March for the 10-year plan.

10. FHWA Training – Federal Grant Projects*

Region 2 will have FHWA training and it will be two-day event. March/April/May time frame.

CDOT is wanting to do a course on Construction Project Administration Training on January 22nd and 23rd. It will cost \$200. The course will include receiving of a grant and how to get it to construction phase. It will be performed by Region Staff.

11. 2013-2018 Transportation Projects and the Economic Impact* (Informational)

Tim Tebow compiled a list that was done over the past 5 years. It came from SB 267 and SB 1801 funds, the list cost \$216m and provided 2600 jobs. Don Bruestle suggested a press release on what had been done.

12. Upcoming TAC 2020 Regularly Scheduled Meetings* (Informational)

John Adams asked if we should change the schedule. We will do a poll on the best day for TAC.

13. PACOG Website Update (Informational)

Pueblo County is transitioning to a new website and there might be some broken links on the website, let us know if you find something broken. The website will be easy to publish material.

14. Items from TAC Members or scheduling of future Agenda Items (Roundtable Discussion)

*1A Projects
Lake Minnequa*

15. Adjournment

Chairman John Adams adjourned the meeting at 9:59 a.m.



COLORADO
Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

To: PACOG
211 E. D Street.
Pueblo, Colorado 81003
(719) 553-2244 FAX (719) 549-2359
Attn: John Adams

November 27, 2019

**CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2019-2022 Transportation Improvement Program
TIP/STIP Policy amendment(s) in the MPO and TPR area(s) - TAC or Board action required.**

Project Name: US 50 Purcell Interchange
STIP Number: SPB7004
Project Location and Description: US 50 Purcell Interchange and Westbound Widening from MP 309.0 to 312.0 McCulloch to Wills

Federal Program Funds:	\$	
Federal FY 20 PWQ Program Funds		\$3,146,020
State Matching Funds:		\$653,980
Local Matching Funds:	\$	
SB 267 Project Funds:		\$37,000,000
TOTAL PROJECT FUND AMENDMENT:		\$40,800,000

Additional funding needed:

The TIP amendment request above is to program funds for the balance needed for design and the construction of the project on US 50 and Us 50 at Purcell. The project is approximately 4.0 miles of a roadway starting west of the intersection of Purcell Blvd and will end west of the intersection of Pueblo Blvd. The project will widen the roadway to three lanes in the west bound direction and provide a grade separated intersection at Purcell.

Please let me know if you have any additional questions about the proposed Administrative Notification.

Sincerely,

Wendy Pettit
CDOT Region 2 Planning



RESOLUTION NO. ____

A RESOLUTION TO ACCEPT THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) SAFETY PERFORMANCE MEASURE TARGETS FOR THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) METROPOLITAN PLANNING ORGANIZATION (MPO) AS PER 23 U.S.C. 150

WHEREAS, Regulatory guidance provided pursuant to the adoption of the Fixing America's Surface Transportation (FAST) Act has established the need for states and MPOs to set performance targets concerning different aspects of the transportation system; and

WHEREAS, the performance measures are to be established for safety, pavement condition, bridge condition, system performance, and asset management; and

WHEREAS, the federal government has established deadlines for the adoption by MPOs of safety performance targets by February 27, 2020; and

WHEREAS, MPOs have the option of adopting the state targets in lieu of creating their own; and

WHEREAS, the Colorado Department of Transportation has established the following targets for:

- ✓ Fatalities—618 (Statewide)
- ✓ Fatality Rate per 100 Million Miles Traveled 1.143
- ✓ Serious Injuries—3,271 (Statewide)
- ✓ Serious Injury Rate per 100 Million Miles Traveled —6.075
- ✓ Non-motorists fatalities and serious injuries (pedestrian and bicyclists)—670 (Statewide)

AND, WHEREAS, The Technical Advisory Commission of PACOG has reviewed and made recommendation to adopt the CDOT Safety Performance Measures Targets for 2020 using rolling averages for 2016-2020 for the PACOG Planning Region.

NOW, THEREFORE, LET IT BE RESOLVED, that the PACOG MPO does hereby adopt the Colorado Department of Transportation targets for safety year 2020.

Adopted this day: January 23, 2020

Chairperson, Pueblo Area Council of Governments

Attest: _____
PACOG Secretary



COLORADO

Transportation Commission

2829 W. Howard Place
Denver, CO 80204

DATE: July 29, 2019

FROM: Charles Meyer, Branch Manager, State Traffic and Safety Engineer
Darrell Lingk, Director, Office of Transportation Safety

SUBJECT: Colorado DOT Analysis & Justification for FHWA - NHTSA 2016-2020 Safety Performance Measure Target Setting Recommendations

Purpose

In accordance with the FAST Act, FHWA issued Final Rulemaking on April 14, 2016 requiring state DOTs and MPOs to annually establish targets in five areas of safety performance - fatalities, fatality rate, serious injuries, serious injury rates, and non-motorized user fatalities and serious injuries.

Action

Information only

Background

Not Applicable

Details

In 2017 and again in 2018, CDOT set the targets for 2014-2018 and 2015-2019 to meet the requirements of MAP-21, which is to annually set targets for Number of Fatalities, Fatality Rate per 100 Million VMT, Number of Serious Injuries, Serious Injury Rate per 100 Million VMT, as well as Number of Non-motorized Fatalities and Serious Injuries. These targets were five-year rolling averages based on the trend analysis using 2011 - 2017 data and will be assessed again for progress by FHWA in 2020. In 2019, CDOT continues to use the same process and methodology to set new 2020 targets for five-year rolling averages for 2016 -2020 based on the trend analysis of 2013 - 2018 existing data.

The 2015-2019 targets selected incorporate trend analysis of past years, consideration of the transportation safety climate factors and causalities, and actions that CDOT and other safety stakeholder agencies are taking to reduce all crashes. It is also important to note that the targets established are not aspirational targets, such as those established in the 2014 Colorado Strategic Highway Safety Plan. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries and significantly reduced crashes and still toward halving fatalities by 2030, these targets established are for the purposes of national target setting and are done so with this Moving Toward Zero Deaths vision in mind but also in accordance with the FHWA requirements for target setting.

Colorado has continued to experience increases in population growth and vehicle miles traveled. With the legalization of marijuana, more and more technology causing distractions, steady gas prices, a thriving local economy, and increasing population density in front range counties, there are many factors which play a part in the increased fatal crashes. While none of these factors alone can explain the increase, these and causal and contributing factors all contribute to the increases Colorado is experiencing. It is anticipated that all of these factors will continue to strongly influence crashes through this planning period, leading to continued increases in fatalities.



While the above factors have been and are expected to continue to lead to increases in crashes and fatalities, this analysis looked at influences that could curtail or reduce such crashes. Considering funding and legislation, there were not significant changes that could reduce crashes and fatalities. CDOT has committed another \$11M toward strategic safety projects statewide for the next three years for preventative safety treatments such as six inch striping, cable rail guardrail, and rumble strips. CDOT continues to administer its safety programs as effectively as possible, ensuring selection of the most effective infrastructure and behavioral projects and strategies. However, funding for CDOT administered enforcement programs will be drastically cut in 2019, reducing an important aspect in transportation safety - enforcement. CDOT has begun working directly with local agencies, NACE, and FHWA to develop county-specific safety action plans to address local road crashes. CDOT is currently renewing its Strategic Highway Safety Plan in 2019, with an increased emphasis on accountable implementation over the next 5 years. CDOT continues to work with the automotive and technology industries to use technology to improve transportation safety, and some of those efforts will be seen on the road this year and into the near future. With these leading efforts, CDOT believes that some of the past increasing trends can be reduced, and the targets reflect this.

CDPHE and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line in Excel to create best fit curves. Other models were examined in Excel including straight line, exponential, linear, logarithmic, and power, but the polynomial regression appeared to be the best fit model for the existing crash data. These graphs represent several potential values for future crash numbers in the state. What is interesting is that these models all indicate reducing and flattening trend in fatalities and serious injuries. The trend analysis has shown that the fatality has decreased 2.5% from previous year in 2017 in comparison with 6.6 % increase in 2016 and 11.2% increase in 2015. The serious injuries have increased slightly since 2015.

Of the five measures, three must be identically set for NHTSA's Highway Safety Plan and FHWA's Highway Safety Improvement Plan - Number of Fatalities, Fatality Rate per 100 Million VMT, Number of Serious Injuries. This was done through collaborative statistical analysis by CDOT's HSO and Traffic and Safety Engineering Branch. The current proposed targets are as follows and will be finalized upon reporting to NHTSA in June and FHWA in August of 2018.

Colorado 2020 Safety Targets 5-year Averages 2016-2020

Fatalities - 618

Fatality Rate - 1.143

Serious Injuries - 3271

Serious Injury Rate - 6.075

Non-motorists fatalities and serious injuries (pedestrian and bicyclists) - 670

Challenges/Considerations in the data analysis:

2018 injury crash data is still being finalized and it is unclear if this number may still increase as more data comes in. Due to vendor data issues with local agencies transmitting data to DOR, injury data is not available for agencies such as Colorado Springs and Grand Junction. The predictions should take into account that 2016, 2017, and 2018 may increase in numbers over what is currently shown.

Predicting VMT is challenging and creates another variable that could impact rates. CDOT has taken the best prediction of VMT and established rate targets above based upon that.



Key Benefits (if applicable)
Information Only

Options and Recommendations (if applicable)
Not Applicable

Next Steps (if applicable)
Not Applicable

Attachments
None



Pueblo Area Council of Governments
5-10 Year Development Pipeline Projects - Highway/Bridge Projects

ID#	Project	From	To	Cost
28	U.S. 50B (Mp. 332.1 and 333.9) (Continuous left lane where U.S. 50C and U.S. Highway 50B meet)	Intersection of U.S. Highway 50C and U.S. Highway 50B		\$2,000,000
60	SH 96A West of Pueblo - Shoulder Widening, Bridge Rail Replacement, Bike Lane and Other Safety Improvements	West of Pueblo		\$10,000,000
62	SH 78 - Raised Median between Bandera Parkway and Surfwood Lane with intersection improvements	Bandera Parkway	Surfwood Lane	\$3,000,000
65	US 50B Drainage Improvements	Pueblo	Granada	\$30,000,000
66	US 50C Drainage Improvements	Santa Fe Drive	U.S. Highway 50B	\$10,000,000
35A	Pueblo Boulevard - US 50 to Platteville Road	U.S. Highway 50 West	Railroad Crossing	\$11,100,000
35B	Pueblo Blvd, Platteville Road to I-25 Exit 108	PHASE 2 OF CONSTRUCTION		
		Drew Dix Boulevard	Railroad Crossing	\$24,900,000
		Railroad	Purcell Boulevard	\$7,500,000
		Railroad Crossing		\$7,300,000
63	I-25 Improvements	13th St	U.S. Highway 50B	\$128,000,000
68	US50B East @ Troy to Pueblo Airport - Guardrail	Troy	Pueblo Memorial Airport	\$3,000,000
70	SH78 at MP 20 & MP28 bridge widening and shoulder widening		MP 20 to MP28	\$4,000,000
72	SH78 raised median between Banadera Pkwy and Surfwood Lane	Banadera Pkwy	Surfwood Lane	\$400,000
73	SH47 four(4) lane extension to US50B (approximately .5 mile) Interchange Improvements.		13TH Street to 50B	\$8,000,000
74	Drainage improvement at US50B/the RR crossing (MP319.09) and US50B Airport Road Interchange (MP321.64)	RR Crossing	Airport Road	\$1,000,000
76	SH50B - Add 1 Lane Each Direction East to County Line	46th Lane	Otero County Line	\$210,000,000
67	I-25 Exit 108 Replace Single Box Covert	MP 108.5 108.5 North of Purcell	MP 108.5 South of Dillion	\$11,000,000
79	US50B and SH47 Interchange Improvements - Roadway Slopes	SH 47	W. of Langdon Lane	\$2,500,000
75	SH96A between Newman and Veta (MP 53.5-54.08) and between Orman and Evans (MP 54.27-54.66)	Oman Ave.	Evans Ave.	\$1,500,000
7	U.S. Highway 50C Drainage Improvements	1 Block E. of 36th	1 Block West of 36th Lane	\$5,500,000
16	SH 45 North Extension Study	U.S. Highway 50A	Interstate-25 at Exit 108	\$1,000,000

SB267 \$60Mil, \$3.4Mil Surface Treatment, \$6.6 Mil Fast Safety, +/- \$ 30Mil Bridger Enterprise and/or Capital Funds

NEWS FROM:



COLORADO

Department of Transportation

Sept. 24, 2019

www.codot.gov
www.facebook.com/coloradodot
[@coloradodot](https://twitter.com/coloradodot)

Contacts:

Marissa Gaughan, CDOT Multimodal Planning Manager, (303) 512-4235
Bob Wilson, CDOT Statewide Communications Manager, (303) 757-9431

CDOT Accepting Applications for Transportation Alternatives Funding

DENVER - The Colorado Department of Transportation is currently accepting applications for the Transportation Alternatives Program for fiscal years 2021 through 2023. Federal funds are allocated under TAP for projects that expand travel choice, strengthen the local economy, improve quality of life and protect the environment. It also includes projects that enhance non-motorized forms of travel like biking and walking.

Over the three-year period, CDOT will be awarding approximately \$29.4 million to TAP projects throughout the state. The interim draft application deadline is Dec. 2, 2019. Final applications must be submitted by Jan. 20, 2020.

Eligible applicants include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools or school districts, tribal governments, and/or any other local or regional government entity. Non-profits may apply by partnering with any of the above entities.

Projects are selected via a competitive scoring process based on criteria identified in the TAP Guidelines and Application on the CDOT website:

<https://www.codot.gov/programs/planning/grants/tap-fiscal-years-2021-23>.

Please visit this website for more information about eligibility, who to contact, and other important information.

###

WHOLE SYSTEM. WHOLE SAFETY.

To heighten safety awareness, CDOT recently announced its *Whole System – Whole Safety* initiative. This project takes a systematic statewide approach to safety combining the benefits of CDOT's programs that address driving behaviors, our built environment and the organization's operations. The goal is to improve the safety of Colorado's transportation network by reducing the rate and severity of crashes and improving the safety of all transportation modes. The program has one simple mission—to get everyone home safely.

ABOUT CDOT

CDOT has approximately 3,000 employees located throughout Colorado, and manages more than 23,000 lane miles of highway and 3,429 bridges. CDOT also manages grant partnerships with a range of other agencies, including metropolitan planning organizations, local governments and airports. It also administers Bustang, the state-owned and operated interregional express service. Governor Polis has charged CDOT to further build on the state's intermodal mobility options.

What are the best day/time for TAC monthly meeting? (select all that apply)

Answered: 12 Skipped: 0

