

Pueblo Area Council of Governments

Transportation Improvement Program

Fiscal Years 2022-2025

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Table of Contents

Section 1: TIP Narrative and Policy	3
Introduction and Responsibilities.....	3
Transportation Improvement Program Development	4
FAST ACT Planning Factors	5
Transportation Improvement Program Development	5
Project Prioritization and Selection.....	6
Public Participation	8
Funding Sources	8
TIP Amendment Process.....	11
Policy Amendments.....	11
Administrative Amendments	12
Environmental Justice.....	12
Executive Order 12898 - 1994.....	12
DOT Order 5610.2(a) – May 2012	13
PACOG MPO Environmental Justice Process	13
Section 2: FY 2022 - 2025 Projects	14
Appendix A: Resolution of Adoption (After Adoption)	18
Appendix B: Public Notice Announcement (After Adoption)	18
Appendix C: Certifications of MPO (After Adoption)	20

List of Figures

Figure 1: PACOG TIP Process.....	4
Figure 2: Highway Project Locations.....	18

List of Tables

Table 1: Funding Program Abbreviations	9
Table 2: PACOG 2022 – 2025 Transportation Improvement Program (TIP)	14

SECTION 1: TIP NARRATIVE AND POLICY

INTRODUCTION and RESPONSIBILITIES

The Pueblo Area Council of Governments (PACOG) was officially formed in 1971. It was designated as the Pueblo Metropolitan Planning Organization (PACOG MPO) in 1977. Local government members of PACOG are City of Pueblo, Pueblo County, Pueblo West Metropolitan District, Colorado City Metropolitan District, Pueblo Board of Water Works, Pueblo City Schools, Pueblo School District #70, Town of Boone, and the Salt Creek Sanitation District.

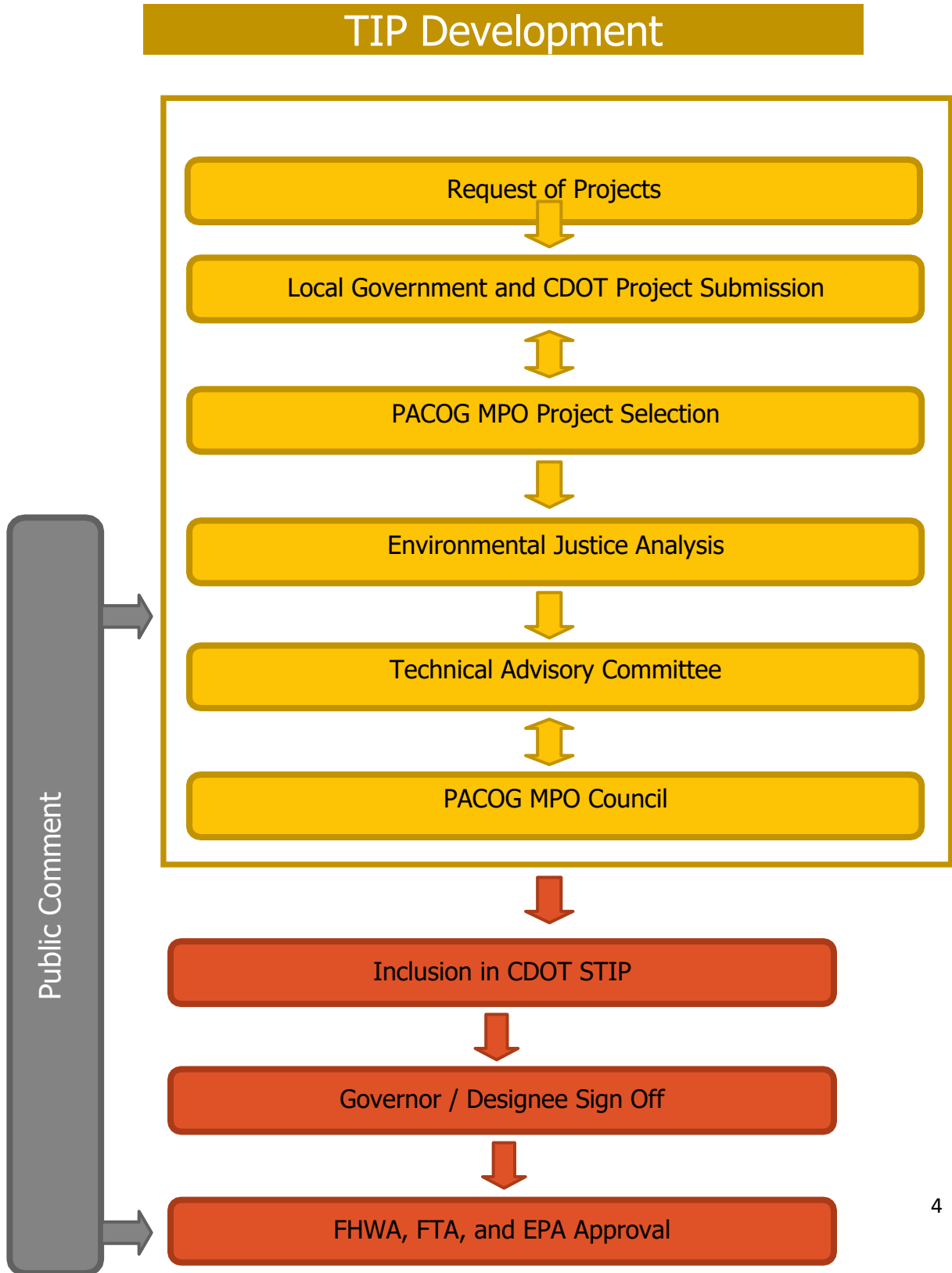
The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced by the continuing, cooperative, and comprehensive transportation process. FHWA, FTA, and Environmental Protection Agency (EPA) are also responsible for approving conformity determinations in accordance with 40 CFR Part 93. The FHWA and FTA approve the TIP.

A Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Council on technical matters. The TAC is comprised of three at-large citizen appointees, two planning commissioners from both the city's and county's planning and zoning commissions, a representative from the 2021 Commission, a representative from PEDCO, and 22 staff members from the City of Pueblo, Pueblo County, Pueblo West Metropolitan District, Pueblo Transit, Pueblo Memorial Airport, and CDOT. The TAC reviews and makes recommendations on most matters considered by the Council.

The Governor of the State of Colorado is responsible for the final approval of the TIP, as shown in **Figure 1** below. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

While Figure 1 appears hierarchical, many of the identified groups work closely in the development and approval of the TIP in an iterative and collaborative process.

Figure 1: PACOG TIP Process



TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

The PACOG MPO, develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by FHWA 223 CFR § 450.306 and FTA in 23 CFR § 613.100. The Fixing Americans Surface Transportation (FAST Act) legislation, adopted December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation guides the long-range planning process. FAST Act built on the MAP-21 eight planning factors addressed by the 3C metropolitan transportation planning process to include:

- improving transportation system resiliency and reliability.
- reducing (or mitigating) the storm water impacts of surface transportation; and
- enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]

FAST ACT PLANNING FACTORS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

10. Enhance travel and tourism.

The PACOG MPO's 2045 Regional Transportation Plan Update (RTP), adopted by Resolution No. **TBD** approval to be on May 27, 2021, includes consideration of these planning factors as required under the Fixing Americas Surface Transportation Act (FAST Act).

1. The 3C metropolitan transportation planning process requires the PACOG MPO to produce and maintain a multi-year TIP that is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects which use federal, state, and local funds. The period for this TIP is May 27, 2021 through June 30, 2025 (FY 2021-FY2025)

The TIP identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has a significant element of flexibility and projects may be moved administratively within the four years of the TIP if funds become available or if priorities change. In addition, amendments may be made as necessary, according to the adopted TIP amendment process described later in this document.

The TIP's project list must be included without changes into the STIP developed by CDOT and approved by the Governor of the State of Colorado.

PROJECT PRIORITIZATION AND SELECTION

Projects in the TIP must come from an approved or consistent with the Goals of the Regional Transportation Plan (RTP) which are outlined in the 2045 RTP, updated in 2021. The TIP must be consistent with other transportation plans and programs within the region. The PACOG MPO must provide citizens, public agencies, and other interested parties an opportunity to review and comment on the projects identified in the TIP prior to its approval.

2. FAST Act requires that the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the program, and identifies financing techniques to finance projects, programs, and strategies.
- Be Performance-Based in development to achieve the established Performance Measures.

PACOG MPO and CDOT worked together to produce the financial plan for the TIP. On February 20, 2014, the Colorado Transportation Commission passed Resolution #TC-3139 approving Program Distribution for FY 2016-2040 which identifies federal sources anticipated to fund the various transportation programs. The PACOG MPO staff presented a table of Total Funding Allocation for the TAP Programs. The funding levels shown for these programs were considered by CDOT to be reasonable estimates of what will be available for the four years of the TIP.

These allocations are subject to change. Any further changes that exceed the PACOG MPO TIP policies would prompt subsequent TIP amendments.

Transit operators are responsible for many of the projects shown in the "Transit" programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from federal (FTA) formulas or projections from past trends. The total amount available for a program is based on funding authorized under FAST ACT and is apportioned according to population. Pueblo Transit is the only provider that receives FTA funds based on FTA Section 5307 urban formula for urban areas between 50,000-199,000 population within the PACOG defined census urbanized area. Pueblo Transit uses the FTA funds to cover operating and capital expenses for the City of Pueblo and one route that extends to the community of Blende in Pueblo County.

Pueblo Transit also operates the City Lift transit service qualifying senior and disabled populations within the City of Pueblo. The Senior Resource Development Agency operates transit services for seniors, disabled, and transit dependent populations within the rural areas of Pueblo County including Pueblo West, St. Charles Mesa, Colorado City, Boone, Rye and Beulah. The FTA requires all projects to be included in the TIP and the STIP before funds can be obligated.

Since the PACOG MPO competes on a CDOT Region 2 basis for funding of Transportation Alternative Projects, the PACOG MPO does not pre-rank project applications. The PACOG MPO will prioritize projects submitted for the Transportation Alternatives Program (TAP). The PACOG Project Scoring Criteria and Process follows the FHWA guidelines, and no new TAP were added to the FY 2022-2025 TIP. The next call for TAP projects is in fiscal year 2024. Highway capacity projects to be programmed in the FY 2022 - 2025 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2045 RTP.

In 2021 the MPO adopted CDOT's performance measures and targets for Safety, Infrastructure Condition, System Performance, and Transit Asset Management. In 2021,

the MPO by resolution again adopted the 2021 Safety Targets developed by CDOT. The MPO will continue to partner with CDOT on project selection to work toward achieving those targets and believe projects contained in this TIP once implemented will positively impact the transportation system to reach for safety, system condition, and system reliability.

PUBLIC PARTICIPATION

The PACOG MPO follows FHWA and FTA requirements for public participation for all planning projects. The PACOG MPO carries out a process that is open to all desiring to participate, so that the public and private sectors have reasonable opportunities to comment on the TIP during its development. To notify the public, the PACOG MPO makes copies of the document available for public review at the PACOG MPO office and on the website and holds at least two meetings to take public comments.

The Public Participation Plan (PPP) is the document that guides the PACOG MPO's public participation activities for all plans and programs, including the TIP. The updated PPP was approved by the PACOG Board, Resolution No. 2017-019 on September 28, 2017.

FUNDING SOURCES

The project listings in Section 2 of the TIP are organized by project and further identified by corridor within the funding program, consistent with those found in the STIP. Federal/non-federal match ratios vary across the funding types. The abbreviations used in the TIP for specific funding types shown in the project tables labeled under "Funding Type/Program" are shown in Table 1 on the following page.

Funding types are subject to change. This list is current as of the publication of this policy document. New funding sources may emerge, or funding categories may change as new legislation is adopted and may be used for future projects in the TIP.

Table 1: Funding Abbreviations

Definitions of Acronyms

ADA -Americans with Disabilities Act
AER -Aeronautics
BEC- FASTER Bridge Enterprise-Contingency
BEF- Bridge Enterprise Transfers from CDOT
BRO -Bridge-Off System
CBP - Construction Bridge Program
CCP- Construction Culvert Program
COR- Congestion Relief
CRI- Civil Rights Initiatives
CWP- Construction Wall Program
DSB -Bridge Enterprise – Debt Service
FBB -FASTER Bridge Enterprise Bond Issues
FED -Federal Lands
FSA -FASTER Safety
FTA -Flexed to FTA
HAZ- Hazard Elimination
HIS- Hot Spots Illustrative
HOT-- Hot Spots
HQI Headquarters Initiatives

IAI -Interagency Initiatives
IBE- Bridge Enterprise Illustrative
IBO- Bridge Off-System Illustrative
IBR -Bridge On-System Illustrative
IFS- FASTER Safety Allocation Illustrative
IHE- Hazard Elimination Illustrative
IRM - Rockfall Mitigation Illustrative
IRP- Regional Priority Program Illustrative
ISE- Safety Enhancement Illustrative
IST- Surface Treatment Pool Illustrative
ITI -ITS Investments

ITM -ITS Maintenance
MPT- Metro Planning, FTA (5303)
MSQ- Maintenance System Quality
MTC -Maintenance
MTO- Maintenance (Traffic Operations)
MTS- Maintenance (S&I)
OPS- Operations

PRI- Planning & Research Initiatives
PWQ- Permanent Water Quality Program
RAG- Railroad Crossing – At Grade
RCT- Recreational Trails

RDP- Region Design Program
RFM- Rockfall Mitigation
RGS- Railroad Crossing – Grade Separated
RMP- RAMP RPP Funds
RPP- Regional Priority Program

SAD- Safety Education
SAR- Safe Routes to School
SBY- Scenic Byways
SGA- Signal Asset Management

SGN- Signals
SPR- State Planning and Research

SSR- FASTER Bridge Enterprise
SUR- Surface Treatment Pool

TAP- Transportation Alternatives Program
TCC- TC Contingency
TRN- FTA Transit Programs

Note: CDOT is updating and using abbreviations associated with various funding programs. As those are assigned to specific projects and would replace the abbreviations used initially in the TIP, the TIP will be administratively amended to reflect the changes as needed.

FISCALLY CONSTRAINT

All projects included in this document have funding identified for implementation. As cost are adjusted the new cost will be evaluated to determine if the program is still fiscally constraint.

TIP AMENDMENT PROCESS

Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add or delete projects. The PACOG MPO forwards TIP amendments to CDOT upon approval at the appropriate organizational level, as described below. Amendments approved by PACOG are accompanied by a Resolution of Adoption. Subsequently, each administrative modification will be provided for informational purposes to both the TAC and the PACOG Board. Any member may request the Board review of any action taken by the PACOG MPO staff or the TAC. The two types of amendments are described below.

I. Policy Amendments

An amendment to the STIP is defined as a policy amendment when:

1. A project is added to or deleted from the first three years of the STIP, except projects listed in a pool.
 - a) Projects that are listed in 23 CFR 771.117 (c) & (d) are pool eligible.
2. There is a major scope change to a regionally significant project. A major scope change is described as:
 - a) Adding a travel lane at least one centerline mile in length,
 - b) Adding a new intersection or a major improvement to existing intersections (excluding turn lanes, auxiliary lanes, or median improvements);
 - c) Adding new interchanges and grade separated intersections,
 - d) Major improvements to existing interchanges excluding drainage improvements and ramp widening,
 - e) A modification to a project that result in a re-evaluation of a NEPA document. (NOTE: STIP amendments *documented* during NEPA re-evaluation public involvement do not require further public involvement during STIP process.), and
 - f) Adding projects that require air quality conformity determinations, if applicable.
3. Adding a new pool or changes in pool totals due to resource allocation action by the Transportation Commission.
4. Other amendments determined by CDOT (such as non-regionally significant individual projects)

II. Administrative Amendments

STIP Administrative Actions include any projects that:

1. Do not meet the above STIP policy amendment criteria, or
2. Result from voter initiatives, or
3. Are declared an emergency as defined by the Emergency Relief Program §668.105 or by the Governor or by the Executive Director (based on an event), or
4. Require an expedited action for special circumstances agreed to by CDOT Executive Director and FHWA Colorado Division Administrator or the FTA Regional Administrator that will go through an abbreviated public involvement process concluding with Transportation Commission action.

For the CDOT managed pools, the PACOG MPO TIP shows pool totals by year. CDOT will provide a list of the projects that comprise the pool. The PACOG MPO TIP table refers readers to the CDOT Daily STIP Report for the most up-to-date project-by-project funding within the CDOT-managed pools.

ENVIRONMENTAL JUSTICE

Executive Order 12898 – 1994

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income Populations, requires the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA), to make EJ part of the MPO's transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ populations"). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

DOT Order 5610.2(a) – May 2012

In May 2012, DOT issued an updated internal Order, Actions to Address EJ in Minority Populations and Low-Income Populations (DOT Order). The DOT Order updates the Department's original EJ Order, which was published April 15, 1997. The DOT Order continues to be a key component of their strategy to promote the principles of EJ in all DOT programs, policies, and activities.

PACOG MPO Environmental Justice Process

Since the PACOG MPO is not classified as a Transportation Management Area (TMA) are urbanized areas over 200,000 in population designated through the federal legislation, CDOT completes the EJ analysis for projects considered and/or included within the TIP.

Figure 2 below shows the location of projects included in the PACOG MPO TIP and shows the areas that are classified as EJ - Minority Populations and Low-Income Populations.

If a project included in an amendment lies within ¼ mile of, or adjacent to, an EJ population, an EJ analysis must be considered on the project individually. If it does not, it is considered Non-EJ. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. An overall analysis on projects in the TIP determines if it meets EJ requirements. The analysis process follows three guiding principles outlined in DOT Order 5610.2(a):

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

Under DOT order, an adverse effect means:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community's economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or non-profit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community;
- Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities.

An EJ analysis also includes a determination of whether the activity will result in a “disproportionately high and adverse effect on human health or the environment” as defined in DOT Order 5610.2(a) as:

- Being predominately borne by a minority population and/or low-income population, or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations

SECTION 2: FY 2022 – 2025 PROJECTS

PROJECT TABLES AND MAPPED LOCATIONS

The FY 2022 - 2025 TIP Projects are shown on the following pages below. Each project is broken down by funding source and by funding per year. A total of each project is shown on the furthest right column and a total sum of all projects is found at the bottom. In addition, projects are broken down by fund program. The table of project listings is updated as necessary with each approved amendment.

Funding by Source

Funding Program	2021	Rolled	2022	2023	2024	2025 RPP	5-Year Total
ADA – Americans with Disabilities Act Curb Ramp Program	\$937,273		\$410,889				\$1,348,262
BRO – Bridge Off Systems	\$523,377						\$523,377
CBP – Construction Bridge Program	\$725,822			\$1,655,285			\$2,381,107
CWP – Construction Wall Program	\$847,674		\$436,987	\$93,339			\$1,378,000
MMO – Multimodal Options		\$1,300,000					\$1,300,000
RPP – Regional Priority Program	\$3,180,955		\$1,200,000	\$3,000,000		\$900,000	\$8,280,955
SB1 – Senate Bill 1 Sales & Use Tax	\$1,228,633	\$978,633					\$2,207,266
SB 267- Senate Bill 267			\$6,080,000				\$6,080,000
SRTS-Safe Routes To School	\$279,180						\$279,180
SUR – Surface Treatment	\$1,440,000		\$12,073,733	\$4,999,200	\$15,052,000		\$33,504,933
TAP – Region Transportation Alternatives Program	\$194,000	\$3,869,765	\$410,447				\$4,474,212
FSA-FASTER Safety	\$2,575,306		\$500,000	\$138,148			\$3,213,454
FTA 5307 -Urban Area Formula Grants		\$3,318,027	\$3,885,424	\$3,885,424	\$3,885,424	\$3,885,424	\$18,859,723
Total Funding	\$11,932,320	\$9,466,425	\$24,937,480	\$13,771,396	\$18,937,424	\$4,785,424	\$83,830,469

Source: Data from CDOT Regional Planning Manager, email communications, January 21, 2021, May 26,2021.

Highway Funding by Corridor (2022-2025)

ID#	Facility Corridor	2021	Rolled	2022	2023	2024	2025 RPP	5-Year Total
1	Interstate 25	\$3,728,633	\$978,633	\$1,200,000	\$3,138,148	\$161,732	\$400,000	\$9,607,146
2	U.S. Highway 50	\$6,194,451		\$12,450,720	\$6,747,824	\$13,517,768		\$38,910,763
3	State Highway 47					\$1,372,500		\$1,372,500
4	State Highway 165/96A	\$75,306		\$500,000				\$575,306
5	Off-Corridor	\$1,933,930	\$5,169,765	\$6,901,336			\$500,000	\$14,505,031
Total Funding		\$11,932,320	\$6,148,398	\$21,052,056	\$9,885,972	\$15,052,000	\$900,000	\$64,970,746

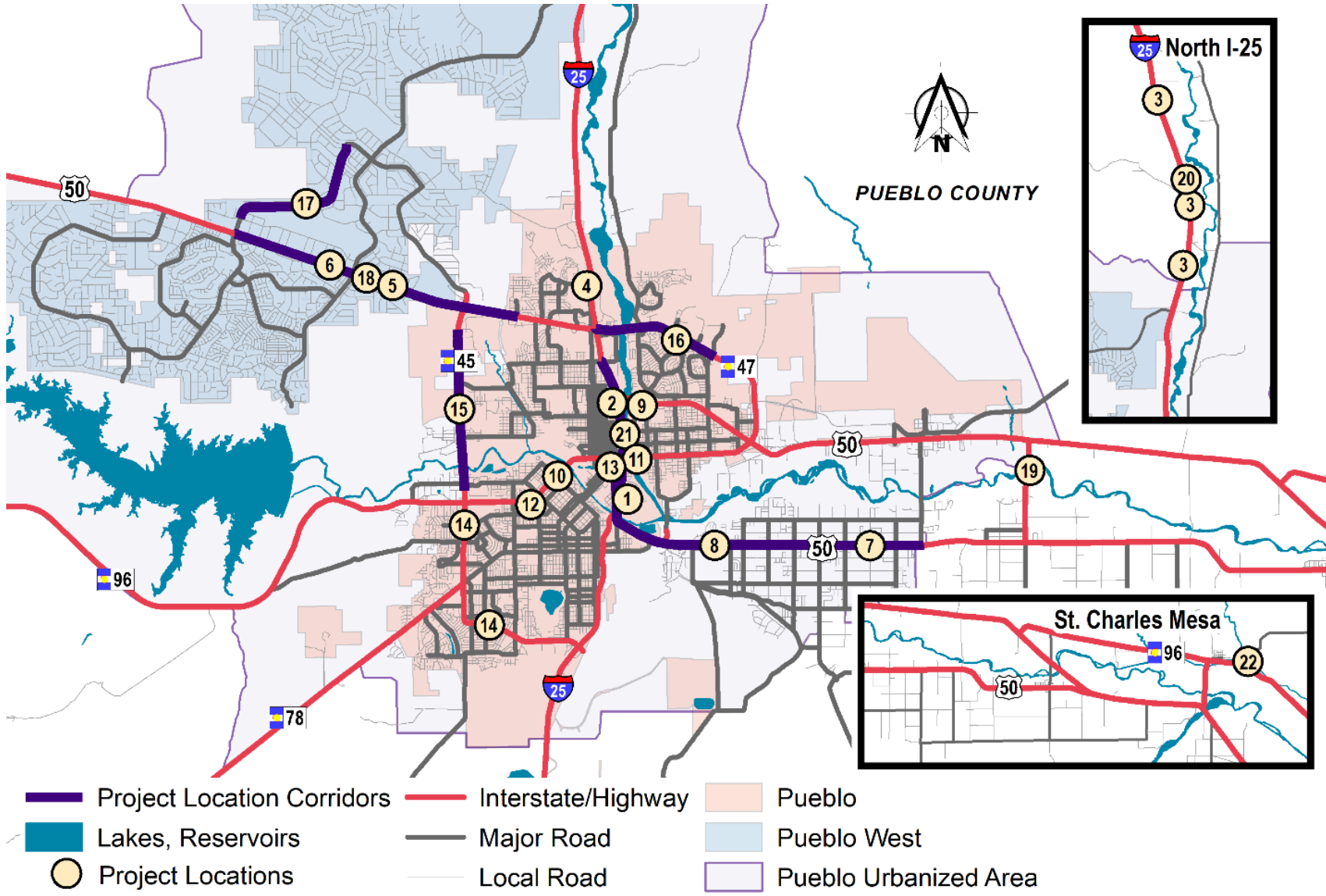
Source: Data from CDOT Regional Planning Manager, email communications, January 21, 2021, May 26, 2021.

Funding by Year (2022-2025)

ID#	Funding Program	Project	2021	Rolled	2022	2023	2024	2025 RPP	5-Year Total
1	Regional Priority Program (RPP); Senate Bill 1 Sales & Use Tax (SB1)	I-25 through Pueblo	\$3,728,633	\$978,633					\$4,707,266
2	Construction Wall Program (CWP)	U.S. 50B Mill /Overlay I25 to 36th Lane	\$847,674		\$436,987	\$93,339			\$1,378,000
3	Curb Ramp Upgrades to ADA Compliance (ADA)	ADA Improvements in the Pueblo TPR Area	\$937,373		\$410,889				\$1,348,642
4	Construction Bridge Program (CBP)	U.S. 50 Scour Critical Counter Measures K-18-BY, BZ	\$303,214						\$303,214
5	Construction Bridge Program (CBP)	U.S. 50B I 25 to 26th Lane	\$422,608			\$1,655,285			\$2,077,893
6	Bridge Off Systems (BRO)	S Pueblo PURHAR-0.1 FRNT	\$523,377						\$523,377
7	Multi-Modal Options (MMO); TAP - Region (TAP)	Santa Fe Ave Streetscape Ph 1B 1st Street and I-25		\$261,349					\$261,349
8	Multi-Modal Options (MMO); TAP - Region (TAP)	Arkansas River Trail Phase 4		\$970,618					\$970,618
9	TAP - Region (TAP); Multi-Modal Options (MMO)	Minnequa Lake Trail Connection	\$194,000	\$194,000					\$388,000
10	Multi-Modal Options (MMO)	City of Pueblo Prairie Avenue MM upgrades		\$1,300,000					\$1,300,000
11	Regional Priority Program (RPP)	U.S. 50 West	\$1,469,963						\$1,469,963
12	Regional Priority Program (RPP); Surface Treatment (SUR)	U.S. 50C Drainage Improvements	\$1,710,922						\$1,710,922
13	Regional Priority Program (RPP)	I-25 Dillon Frontage Road			\$1,200,000	\$3,000,000		\$400,000	\$4,600,000
14	Surface Treatment (SUR)	Elizabeth-U.S. 50 to Ridge Drive	\$1,440,000			\$160,000			\$1,600,000
15	Surface Treatment (SUR)	U.S. 50B mill and overlay I25 to 36th lane			\$12,013,733	\$4,839,200	\$2,177,068		\$19,030,001
16	Surface Treatment (SUR)	U.S. 50A Pueblo County Line to West of Purcell Blvd					\$11,340,700		\$11,340,700
17	Surface Treatment (SUR)	SH 47A Preventative Maintenance					\$1,372,500		\$1,372,500
18	Surface Treatment (SUR)	I-25 and US 50 B Interchange					\$161,732		\$161,732
19	TAP - Region (TAP)	Pueblo West-SDS Trail N Park		\$513,176					\$513,176
20	TAP - Region (TAP)	City of Pueblo Northern Avenue Phase 3		\$625,000					\$625,000
21	TAP - Region (TAP)	Pueblo West Joe Martinez Trail		\$671,294	\$410,447				\$1,081,741
22	TAP - Region (TAP)	Arkansas Levee Construction		\$634,328					\$634,328
23	FSA-FASTER Safety, SB 267	I-25 Pueblo Wall Repair MP 103.5 CWP, Mobility HUB, Transit				\$138,148			138,148
24	FSA-FASTER Safety	SH 96A & SH 165 Culvert Repair/Cleaning	\$75,306		\$500,000				\$575,306
25	Safe Routes To School (SRTS)	Haaff Elementary School	\$279,180						\$279,180
26	Senate Bill 267 (SB 267)	N. Pueblo Mobility HUB			\$3,900,000				\$3,900,000
27	Senate Bill 267 (SB 267)	Pueblo Admin Facility/Grant match			\$2,180,000				\$2,180,000
	Regional Priority Program (RPP)	Pueblo Are Project(s) SH 45 & SH 71						\$500,000	\$500,000
Total Cost			\$11,932,320	\$6,148,398	\$21,052,056	\$9,885,972	\$15,052,000	\$900,000	\$64,970,746

Source: Data from CDOT Regional Planning Manager, email communications, January 21, 2021, May 26,, 2021.

Figure 2: Highway Project Locations



Transit Funding (2022-2025)

Data provided as of 5/4/21

Funding Program	Project Description	Fund Source	SFY 2021 Rolled	SFY 2022	SFY 2023	SFY 2024	SFY 2025	4-Year Funding Total
FTA 5307 Small Urban Transit	Pueblo Transit Operating	FTA		\$2,092,862	\$2,092,862	\$2,092,862	\$2,092,862	\$8,371,448
		City of Pueblo		\$1,418,933	\$1,418,933	\$1,418,933	\$1,418,933	\$5,675,732
Small Urban Transit Totals				\$3,511,795	\$3,511,795	\$3,511,795	\$3,511,795	\$14,047,180
FTA 5307 Small Urban CARES Act	Pueblo Transit Operating	FTA	\$1,618,027					\$1,618,027
		Local	\$1,700,000					\$1,700,000
5307 Small Urban CARES Act			\$3,318,027					\$3,318,027
FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	SRDA Admin & Operating	FTA		\$84,269	\$84,269	\$84,269	\$84,269	\$337,076
		Local		\$84,269	\$84,269	\$84,269	\$84,269	\$337,076
Enhanced Mobility Administration & Operating Totals				\$168,538	\$168,538	\$168,538	\$168,538	\$674,152
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA – 5310 Capital Projects-SRDA	FTA		\$56,623	\$56,623	\$56,623	\$56,623	\$226,492
		Local		\$18,874	\$18,874	\$18,874	\$18,874	\$75,496
Enhanced Mobility Capital Projects Totals				\$75,497	\$75,497	\$75,497	\$75,497	\$301,988
Rural Area Formula Grants	FTA - 5311	FTA		\$100,751	\$100,751	\$100,751	\$100,751	\$403,004
		Local		\$28,843	\$28,843	\$28,843	\$28,843	\$115,372
Rural Area Formula Grants Totals				\$129,594	\$129,594	\$129,594	\$129,594	\$518,376
Small Urbanized Capital Projects Vehicle Replacement of 35' Hybrid Vehicle	FTA - 5399	FTA		TBD	TBD	TBD	TBD	TBD
		Local		TBD	TBD	TBD	TBD	TBD
Small Urbanized Capital Projects Totals				TBD	TBD	TBD	TBD	TBD
ITS Project with FASTER Funds IT Equipment (Farebox & Mobile Ticketing)	FASTER	State		TBD	TBD	TBD	TBD	TBD
		Local		TBD	TBD	TBD	TBD	TBD
ITS Project with FASTER Funds Totals				TBD	TBD	TBD	TBD	TBD
Small Urbanized Capital Projects Replacement of three 30' vehicles	FTA - 5339	State		TBD	TBD	TBD	TBD	TBD
		Local		TBD	TBD	TBD	TBD	TBD
Small Urbanized Capital Projects Totals				TBD	TBD	TBD	TBD	TBD
Senate Bill 267				\$6,080,000				\$6,080,000
Total Funding (2022–2025)			\$3,318,027	\$9,965,424	\$3,885,424	\$3,885,424	\$3,885,424	\$24,939,723

Source: Data from FTA regional liaison and Pueblo Transit operations manager, email communications, May 26, 2021

APPENDIX A: RESOLUTION OF ADOPTION – Final Approval

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE STATE FISCAL YEAR 2021-2024 PUEBLO AREA COUNCIL OF GOVERNMENTS' REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE PUEBLO METROPOLITAN PLANNING ORGANIZATION (MPO) AND THE PUEBLO TRANSPORTATION PLANNING REGION (TPR); COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

WHEREAS, local recipients of federal planning, operating, and capital assistance for highways, public transportation, and transit programs pursuant to USC 23 and USC 49 are required periodically to develop a regional Transportation Improvement Plan (TIP) within each Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) for submission to the Colorado Department of Transportation (CDOT) as part of the Statewide Transportation Improvement Program (STIP); and

WHEREAS, through a process of public involvement and professional planning and review from January 2019 through July 2019, a TIP was developed for the Pueblo Area Council of Governments (PACOG) MPO and TPR in cooperation with its member governments, CDOT Region 2, the Pueblo Transit System, and other affected transportation entities within the Pueblo Study Area; and

WHEREAS, the TIP has been developed to meet the fiscal constraints provided for the region by CDOT in correspondence with the PACOG 2045 Long Range Transportation Plan, and the TIP has been reviewed and unanimously recommended for approval by the agencies involved and the PACOG Transportation Advisory Commission (TAC).

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

SECTION 1:

The Pueblo Area Council of Governments hereby approves and adopts the attached Pueblo Regional Transportation Improvement Program (TIP) for State Fiscal Years (SFY) 2021-2024.

SECTION 2:

The Pueblo Area Council of Governments hereby amends any related parts and overlapping years of the previously adopted PACOG FY 2020-2023 TIP, as amended to date, to correspond to the SFY 2021-2024 TIP adopted in Section 1, above.

APPENDIX B: PUBLIC NOTICE ANNOUNCEMENT-Final Approval



Pueblo Area Council of Governments

NOTICE OF AMENDMENT TO THE FISCAL YEAR 2020-2023 PACOG TRANSPORTATION IMPROVEMENT PROGRAM

Public input and comments are being solicited for the Amendment of the FY 2020-2023 PACOG Transportation Improvement Program (TIP) to include the following funding for this project.

Project Name: **SH 96 and Prairie Avenue Signal Replacement and Design**
STIP Number: **SR266646.999**

Project Location and Description: **SH 96 and Prairie Avenue Signal Design**

Federal FY20 PWQ Program Funds:	-0-
State Matching Funds:	\$ 41,000
Local Matching Funds:	-0-
TOTAL PROJECT FUND AMENDMENT:	\$ 41,000

Project Location and Description: **SH 96 and Prairie Avenue Signal Replacement**

Federal FY20 PWQ Program Funds:	-0-
State Matching Funds:	\$ 584,096
Local Matching Funds:	-0-
TOTAL PROJECT FUND AMENDMENT:	\$ 584,096

Comments for this TIP amendment are being solicited until 5:00 pm on May 22, 2020. Please submit all written comments to: John Adams, MPO Manager, JohnAdams@Pueblo.us or Eva Cosyleon, at ECosyleon@Pueblo.us

—

John T Adams, MPO Manager
(719) 553-2242

APPENDIX C: Certifications of the MPO Planning Process



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

December 29, 2020

CDOT Region 2 requests a TIP amendment for inclusion in the PACOG 2021-2025 Transportation Improvement Program (TIP).

CDOT region 2 is asking that the below listed projects be included in the Regional Priorities funding pool. Region 2 has a public process for 2025 RPP STIP additions underway to include new projects or to include changes to the RPP program where projects have been selected through the public process previously. We will conclude this process in March 2021 with all entries to be sent on to the Transportation Commission for the Draft 2022-2025 STIP review. These projects need to be included in the new 2021 - 2025 PACOG TIP. The below listed projects reflect the CDOT allocations to the PACOG area for the 2025 fiscal year time frame. These projects along with the rest of the RPP allocations to the respective TPR areas will be brought together for a Region consensus at a Joint TPR meeting to be held February 4th at 10am. The amendment encompasses the following actions:

**CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2021-2025 Transportation Improvement Program
TIP/STIP Policy amendment(s) in the MPO and TPR area(s) - TAC or Board action required.**

Project Name: Dillion Drive
STIP Number: SR26867.086

Project Location and Description: Dillon Drive East Frontage road - Construction of frontage road
Federal Program Funds: \$ 331,160
State Matching Funds: \$ 68,840
Local Matching Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$400,000

Project Name: Pueblo Area Project
STIP Number: SR2867. 104

Project Location and Description: Pueblo Area Project - Study
Federal Program Funds: \$413,950
State Matching Funds: \$ 86,050
Local Matching Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$500,000

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

Sincerely,

Wendy Pettit

Wendy Pettit

CDOT Region 2 Planning

