

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
April 14, 2016
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) 553-2244 by Noon on the Friday Preceding the Meeting.

- 1. Call Meeting to Order**
- 2. Introductions and Public Comments (non-agenda items only).**
 - Hannah Haurert – Transportation Planning Technician
- 3. Approval of Minutes***
February 11, 2016
Action Requested: Approve/Disapprove/Modify
- 4. CDOT Region II TIP/STIP Policy Agenda Item(s)**
There are no Policy TIP Amendment Notifications for April
- 5. CDOT Region II TIP/STIP Administration Agenda Item(s)**
There are no Administrative TIP Amendment Notifications for April
- 6. Federal Land Access Projects**
 - Lake Pueblo*
- 7. CDOT Updates**
- 8. Staff Reports:**
 - 2017-2020 TIP*
 - HSIP & Safety Performance Measures Final Rules Overview*
 - West Pueblo Connector Update
 - Pueblo Area Wide Transit Feasibility Study*
 - Safe Routes to Schools – Grant Application Update
 - Job Recruitment Update
 - FY 2016 Mid-Year Review with FHWA & CDOT – May 12, 2016
- 9. Items from TAC members or scheduling of future agenda items.**
- 10. Adjourn at or before 10:30 am.**

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION
February 11, 2016
8:30 a.m.**

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

1. Call Meeting to Order

Chairman: Scott Hobson

Time of Call: 8:40 a.m.

MPO Members Present: Scott Hobson, Reyna Quintana

TAC Members Present: Alf Randall, Dan Centa, Darrin Tangeman, Don Bruestle, Michael Snow, Pepper Whittlef, Wendy Pettit

CAC Members Present: Kristin Castor, Salvatore Piscitelli, Alan Nelms

Others Present:

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

Introductions of the current TAC were made to benefit Alan Neff who was appointed as a Citizen-at-Large member in December of 2015 by PACOG.

3. Approval of Minutes of the regular meeting held on January 14, 2016

Motion to Approve: Salvatore Piscitelli

Second: Kristin Castor

Unanimous

4. CDOT Region II TIP/STIP Regular Agenda Item(s)

There were no Policy Notifications for February.

5. CDOT Region II TIP/STIP Administrative Notification

There were no Administrative Notifications for February.

6. Prioritization of 2040 LRTP Trail Projects*

The three lists of trail projects were looked at and discussed. Dan Centa noticed that the City's list has bridges listed as a separate item and asked if this was needed or if they should just be included in the accompanying trail project. Scott Hobson replied that the bridges could be incorporated into the project itself, but that any crossing of the Arkansas river is highly significant and therefore should be left separate. Pepper Whittlef suggested possibly putting major bridge crossings in parentheses and Wendy Pettit said that this could allow the possibility of looking at different funding sources.

One of the projects in Pueblo West has a bridge which goes underneath the railroad rather than over it and Alan Nelms asked why we would go under rather than over. Scott stated that it depends on the grades of the area and other factors to make the new trail ADA compliant. Wendy added that working with the railroad is very difficult and cost prohibitive.

Dan Centa asked to have the bridge over Sweetwater Creek listed separately on the Pueblo West list. He also suggested making the lists of the three entities look the same and delete the date on the Pueblo West list as it is not on the other two. Scott stated that we needed to add the Arkansas river trail project to the County list. In addition, Alf Randall stated that we should consider adding the start

and stop points of the Bessemer Ditch project. These locations are from the Salt Creek trail to Nichols. He suggested leaving off the bridge crossings as he wasn't sure of their exact location.

Scott Hobson complimented everyone on getting these lists put together and mentioned that this was the first time something like this has been added to a long range plan for PACOG.

7. CDOT Updates – Wendy Pettit

- FY 20 Addition to the TIP/STIP* - Wendy discussed the 2017-2020 list of FASTER and RPP projects. She stated that nothing has changed in the PACOG area. She then stated that Ajin Hu with CDOT would like to ask the TAC if out of the \$1,450,000 in 2015 for the I-25 project, the excess funds could be moved and used for preliminary design for the next phase of the I-25 project from Highway 50 B to 29th St. Salvatore Piscitelli asked if there were going to be any noise walls installed with this I-25 project and Wendy replied that yes, there are several sound barrier walls being installed. Scott Hobson then added that currently, in the 2020 funds, there is \$250,000 programmed for the US 50 access management plan. He said that what Ajin is suggesting is taking that \$250,000 and adding it to any cost savings from the current I-25 project, then programming that money into 2016 funds to help the I-25 project move along more quickly. Wendy added that Ajin wants to be ready if the SB228 money starts coming into CDOT so that they can jump right on using it. Scott stated that he feels that using this money for the I-25 project would be most beneficial but wants to know the TAC member's opinions. Pepper stated that she doesn't really see the point of an access management plan. Wendy stated that that plan originally started when a large employer was talking about coming into Pueblo, but that fell through and is now not coming in the foreseeable future. Therefore, she also feels that the money would be of better use in I-25. Pepper agrees with this statement. Wendy stated that she thinks we will have around \$750,000 to put towards the I-25 project design which would make up more than 30% of what will be needed for the full design. Scott stated that this is the first time this has been brought up and asked if we wanted to wait a month or go ahead and make a motion to move this. Pepper stated that she would move to approve that the Highway 50 access management money be moved to the 2016 RPP and combined with the I-25 corridor excess funds to use for the I-25 design from Highway 50 B to 29th St. Don Bruestle seconded the motion. All were in favor and the motion passed. Wendy stated that she would move funds to then create a TIP amendment when total funding amounts are known.
- Transit Town Hall Meetings* - Wendy Pettit stated that Karen Rowe wanted to ensure the handout provided in the packet was seen. She stated that on Wednesday, March 16, 2016 there would be a meeting in the Police Community Room for Pueblo Transit to look at transit projects throughout the state. Kristin Castor asked if the meeting would include anything on the Southwest Chief and Wendy replied that it is something that could be brought up at the meeting. Scott stated that they will look at the Bustang and the logistics of stops in Pueblo as well as extending transit service into rural areas. Kristin then asked if the proposed Bustang stops will be incorporated into the current transit study. Scott stated that they would be looked at but they wouldn't be Bustang only stops.

8. CDOT FAST Act Information Memo*

Scott stated that at the STAC meeting they handed out a survey for ranking the FAST Act priorities. He said that he wanted the TAC members to fill out their priorities. Alf Randall asked where the roads were on the survey, and it was stated that the category names "Block Grant Program" was equal to roads. Scott asked if the members could fill out the survey and scan and send it back to us. Michael Snow stated that he could send the survey out electronically so that they don't have to scan anything. Alf asked if they were looking for a personal opinion or an opinion of who each member is representing. Scott stated that since we are all here representing different entities, we should fill out

the survey as that representative and not as an individual.

Alan Nelms wanted to know where we were with getting passenger rail in Pueblo. Scott stated that it is currently listed in the 2040 plan, but there is no funding currently available for it. In addition the rail is in need of serious upgrades to make it passenger rail compatible.

Alf mentioned that he doesn't see anything regarding roads in the memo that was included with the survey. Pepper Whittlef also noted that highway traffic safety has very few items listed within it in the memo. Michael Snow stated that this memo and survey is just to show the new items with an intro of the FAST Act which is why it seems that there are items missing. Alf stated that that may be true, but the priorities list doesn't provide for roads or real issues and he does not feel comfortable ranking these items and then having money be put towards these items that may or may not be real issues. Michael replied that it seems that maybe we need more information on the subjects before filling this survey out. He then also pointed out that on the last paragraph of the first page of the memo, there is a sentence that makes it seem like this is just an intro to the FAST Act and to see which areas are of most interest to discuss in further detail later on.

Scott asked that the members fill out the survey if they feel so inclined and return them so that he can take them back to the STAC.

9. Staff Reports:

- Chambers/United Way Survey – Scott Hobson mentioned that both of the Chambers of Commerce and the United Way are putting out a survey for the public to rank their interests for parks, roadways, social programs, etc. He stated that this will not assign any funding but is only looking at what they should focus on. Darrin Tangemen stated that this survey should be announced and out online the day of the meeting. Scott stated that there will need to be more detailed follow up surveys put out before anything else happens and that this survey is not a statistically balanced survey.
- FHWA – National Performance Management Measures: Assessing Pavement and Bridge Conditions for the National Highway Performance Program* – Scott Hobson mentioned that the attached memo from CDOT on the FHWA Performance Program mainly looks at the bridges and pavement conditions in Pueblo. He said it is important because they can take money off of the top of federal funds to then require us to get our pavement and bridges up to standard. Scott discussed the PD-14 Pavement Metrics which were shown in the attached PowerPoint. Scott pointed out that for PACOG, the off system NHS, which has 1.96 miles of roadway, is 55% acceptable and 45% poor condition. He then went on to look at the bridge PowerPoint which broke out the bridges into good, fair and poor. For PACOG, there were 14.5% in poor condition which is significantly higher than the other MPO's. Scott stated, however, that many of these bridges are in the current I-25 construction and once that project is finished, this should move them to good condition rather than poor, bringing our totals in line with the other MPOs. Alan Neff asked why we are so high in the poor category. Michael Snow replied that it is a matter of timing and funding for I-25 in Pueblo. He said the environmental impact statement took a great deal of time.
- FASTER 2017 and FTA 2016 Transit Capital Funding Recommendations* - Scott Hobson noted that per the attached document, the only capital project for 2016 from Transit funds is \$55,300 to use for a new bus.
- Public Participation Plan Review – Scott Hobson stated that a review of the Public Participation Plan is listed in our work program. He said that the MPO staff will look at the current plan and review it, then compare our plan to that of CDOT to see if there are ways to make it any better.

It will then be brought to the TAC for input.

- *Senate Bill 09-228 Transfer Scenarios FY 15 – FY 17 – Scott Hobson stated that the economic forecasts from the Governor’s Office of State Planning and Budget (OSPB) and the Legislative Council Staff (LCS) were released and as long as nothing happens to adjust the funds, this year there will be around \$100,000,000 available to CDOT to use for the I-70 viaduct project. Originally, the thought was that there would be \$1,000,000,000 available to use over a 5 year period; however, this has been backed off to just under \$200,000,000. In FY 2017-2018 it is forecasted that there will be no money to use as the TOBOR revenue will be too high, thus not allowing use of SB 090-228 funding. Michael Snow noted that these amount will be revised as dollar amount change and grow.*
- *Safe Routes to School Grant Applications – Scott Hobson informed the TAC that there were two grant applications that were sent to the state for the Safe Routes to School grant money. There was one put in by Pueblo West for Swallows Charter Academy and the second was put in by the County for North Mesa Elementary. These will be under review, but it was noted that it may not be until June or July when the money is dispersed.*
- *West Pueblo Connector Update – Scott Hobson stated that the second meeting with Matrix was held on February 2, 2016. This meeting was primarily focused on seeing what information has been gathered and what information still needed to be collected for the consultants. The next meeting is scheduled to be held on March 2, 2016 at 10am in the planning conference room. Scott noted that anyone is welcome to attend this meeting.*
- *Job Recruitment Update – Scott Hobson said that there are four qualified candidates for the Transportation Program Manager position which will be interviewed on or around the week of February 22, 2016. He noted that representatives have been invited from Pueblo West and the County to be on the interview panel. Scott then went on to state that for the second position, the Transportation Technician, there were two eligible candidates. He said that one of the two was the same person who was just hired as a planner for the City Planning Department and therefore, only one candidate remains that is qualified. Both of these positions will be completely paid for out of the MPO funds and Scott would like to have both positions filled by March of 2016.*
- *Consolidated Planning Grant (CPG) Update – Scott Hobson simply informed the TAC that the CPG was approved at the last PACOG meeting.*
- *Transit Study RFP Update – Scott Hobson stated that we are currently working with City Transit to get a scope of work put together for the Transit Study RFP. He said that the draft scope of work would come to the TAC for their input before it went out for bids. Reyna Quintana stated that she wasn’t sure if that was feasible given the current timeline of events for the RFP. Scott replied that he feels it is very important that the TAC has some say in the scope of work as this is a PACOG funded study. Therefore, he stated that we need to meet with Earl Wilkinson and Brenda Broyles to revise the schedule and allow for TAC/PACOG input. Reyna said that she would set a meeting up with both Earl and Brenda to do so.*

10. Items from TAC members or scheduling for future agenda items

None

11. Adjournment

Chairman Scott Hobson adjourned the meeting at 10:40am

Project total: \$11,387,765

Fed. Grant: \$8,199,000

CPW Match: \$2,625,000

CSU-SDS : \$563,765

Trails

Replacement of 11.6 miles paved trail (from asphalt to 8' concrete)

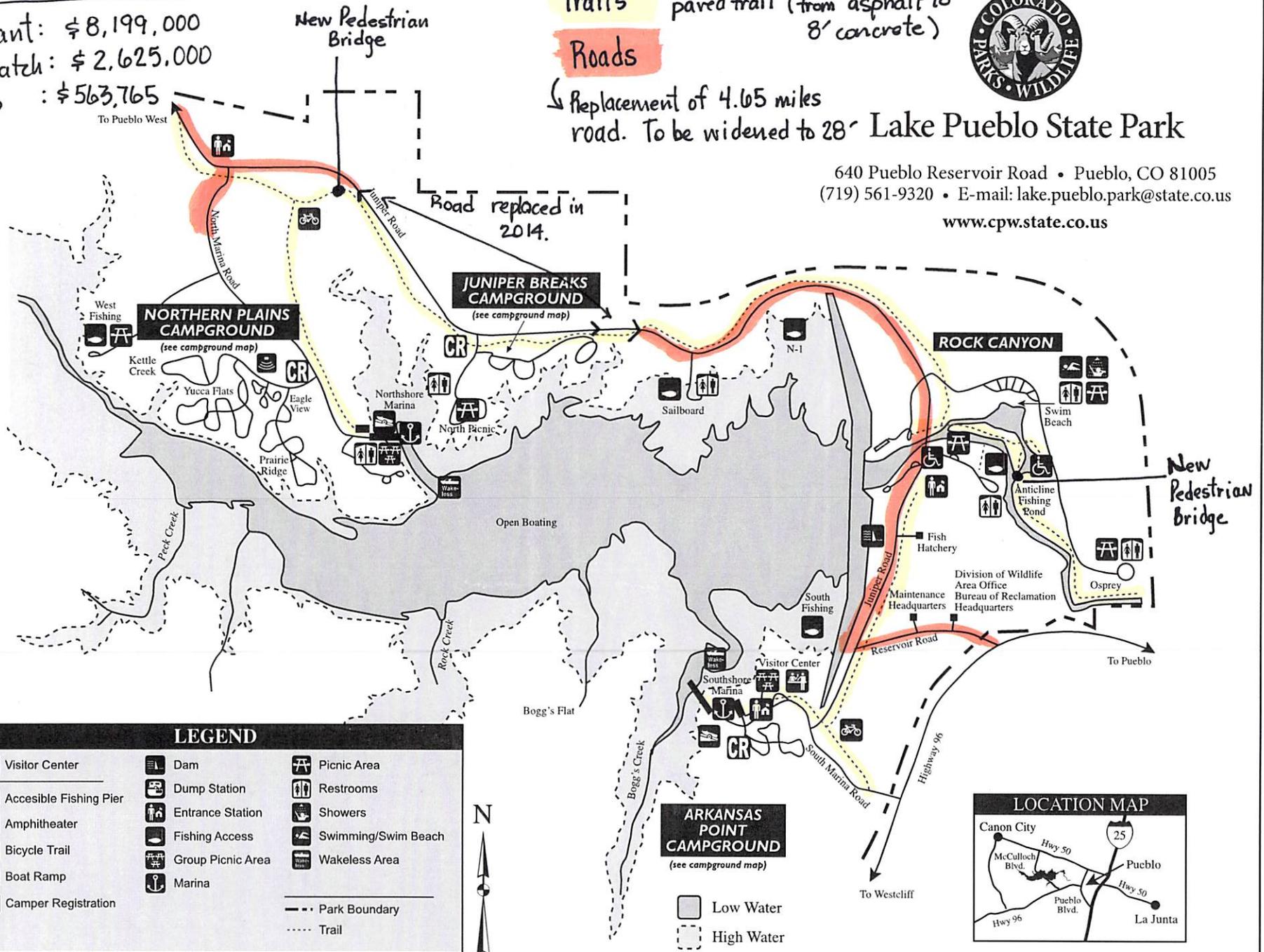
Roads

Replacement of 4.65 miles road. To be widened to 28'



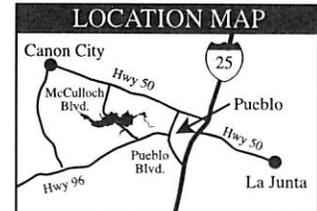
Lake Pueblo State Park

640 Pueblo Reservoir Road • Pueblo, CO 81005
 (719) 561-9320 • E-mail: lake.pueblo.park@state.co.us
www.cpw.state.co.us



LEGEND

- | | | |
|-------------------------|-------------------|---------------------|
| Visitor Center | Dam | Picnic Area |
| Accessible Fishing Pier | Dump Station | Restrooms |
| Amphitheater | Entrance Station | Showers |
| Bicycle Trail | Fishing Access | Swimming/Swim Beach |
| Boat Ramp | Group Picnic Area | Wakeless Area |
| Camper Registration | Marina | |
| | Park Boundary | |
| | Trail | |



PACOG 2017 - 2020 Transportation Improvement Program (TIP)								
Number	Project Name/Description	Funding Program	Funding Source	2017	2018	2019	2020	4-Year Total
1	I-25 through Pueblo, Illex (RAMP)	FASTER - Safety Projects	State	-	-	-	-	\$0
			State	\$5,433,000	-	-	-	\$5,433,000
		RAMP - Ops and Partnerships	Federal	-	-	-	-	\$0
			State	-	-	-	-	\$0
Project Total:							\$5,433,000	
2	I-25 Corridor	RPP	Federal	-	-	-	\$206,975	\$206,975
			State	-	-	-	\$43,025	\$43,025
		Project Total:						
3	I-25 - ITS Traffic Cameras (Mp 109, 111.5, and 114.8)	HSIP	Federal	\$16,000	-	-	-	\$16,000
			State	\$2,000	-	-	-	\$2,000
		Project Total:						
4	I-25 Bridge Deck Repair at Eagleridge Blvd. (K-15-FB)	Bridge - On-System*	Federal	\$128,000	-	-	-	\$128,000
			State	\$32,000	-	-	-	\$32,000
		Project Total:						
5	US 50A West from Wills to McCulloch (EB) - Add the third lane and trail facilities, improve pedestrian crossings at signalized intersections (RAMP)	FASTER - Safety Projects	State	\$5,000,000	-	-	\$6,000,000	\$11,000,000
			State	-	-	-	-	\$0
		Surface Treatment *	Federal	-	-	-	-	\$0
			State	-	-	-	-	\$0
Project Total:							\$11,000,000	
6	US 50A West from Wills to McCulloch Blvd. (WB) - Complete the EA from Wills to McCulloch Blvd., Add the third lane from Wills to the hill just West of Pueblo Blvd., Realign to be Parallel to the EB alignment, Construct a New Bridge, and Rebuild the Signal at US50/Pueblo Blvd to Accomodate the new WB alignment and traffic flow, as well as Improve pedestrian crossings at signalized intersections	FASTER - Safety Projects	State	-	\$7,400,000	-	-	\$7,400,000
			RPP	Federal	-	\$2,566,000	\$1,940,000	-
		RPP	State	-	\$534,000	\$396,000	-	\$930,000
		Project Total:						
7	US 50C Drainage Improvements	RPP	Federal	-	\$828,000	-	-	\$828,000
			State	-	\$172,000	-	-	\$172,000
		Project Total:						
8	US 50C from 4th St. to Baxter Rd. (Mp 0.0 to 7.4)	Surface Treatment *	Federal	-	\$6,218,000	-	-	\$6,218,000
			State	-	\$1,292,000	-	-	\$1,292,000
		Project Total:						

9	US 50C Bridge Joint Repairs (K-18-FF)	Bridge - On-System*	Federal	-	\$210,000	-	-	\$210,000
			State	-	\$53,000	-	-	\$53,000
		Project Total:						
10	US 50 Swallows to Baltimore	FASTER - Safety Projects	State	\$600,000	-	-	-	\$600,000
			Project Total:					
11	US 50/Bonforte Blvd./Hudson Ave.	HSIP	Federal	\$405,000	-	-	-	\$405,000
			State	\$45,000	-	-	-	\$45,000
		Project Total:						
12	US 50B East of Boone (Mp 69.5 to 76.2)	Surface Treatment *	Federal	-	-	\$1,813,100	-	\$1,813,100
			State	-	-	\$376,900	-	\$376,900
		Project Total:						
13	US 50B to Junction SH96B (Mp 0.0 to 5.9)	Surface Treatment *	Federal	-	-	\$1,204,590	-	\$1,204,590
			State	-	-	\$250,410	-	\$250,410
		Project Total:						
14	SH 96A at Abriendo Ave. - Intersection Improvements (Signal update, ADA Ramps and Pedestrian Crossing Improvements)	HSIP	Federal	-	-	\$675,000	-	\$675,000
			State	-	-	\$75,000	-	\$75,000
		Project Total:						
15	SH 96A at Chester Ave. - Add a left-Turn Lane and Replace the Signal	FASTER - Safety Projects	State	\$650,000	-	-	-	\$650,000
			Project Total:					
16	SH 96A (Mp 55.4 to 58.7)	Bridge - On-System*	Federal	\$1,159,000	-	-	-	\$1,159,000
			State	\$241,000	-	-	-	\$241,000
		Surface Treatment *	Federal	\$29,000	-	-	-	\$29,000
			State	\$6,000	-	-	-	\$6,000
Project Total:							\$1,435,000	
17	SH 96 at Acero Ave.	HSIP	Federal	\$180,000	-	-	-	\$180,000
			State	\$20,000	-	-	-	\$20,000
		Project Total:						
18	SH 96 at Bradford Ave.	HSIP	Federal	\$405,000	-	-	-	\$405,000
			State	\$45,000	-	-	-	\$45,000
		Project Total:						
19	SH 45 Junction I-25 to Thatcher (Mp 0.0 to 4.65)	Surface Treatment *	Federal	\$5,218,000	-	-	-	\$5,218,000
			State	\$1,305,000	-	-	-	\$1,305,000
		Project Total:						
20	SH 45 at Hollywood Dr. and at Lehigh Ave. - Signal Replacement and Pedestrian Crossing Improvements	HSIP	Federal	-	\$810,000	-	-	\$810,000
			State	-	\$90,000	-	-	\$90,000
		Project Total:						
21	SH 45 from City Park to E. Spaulding Ave. (Mp 4.9 to 8.7)	Surface Treatment *	Federal	\$6,466,000	-	-	-	\$6,466,000
			State	\$1,344,000	-	-	-	\$1,344,000
		Project Total:						
22	SH 47 Junction I-25/US 50 to East of Troy (Mp 0.035 to 0.29)	Bridge - On-System*	Federal	-	-	-	-	\$0
			State	-	-	-	-	\$0
		Surface Treatment *	Federal	-	-	-	-	\$0
			State	-	-	-	-	\$0
Project Total:							\$0	

23	Pueblo West Trail from Industrial Blvd. to Platteville Blvd.	TA - Region	Federal	-	-	-	-	\$0
			Local	-	-	-	-	\$0
		Project Total:						
24	Pueblo West Trail - SDS Trail and Park	TA - Region	Federal	\$450,000	-	-	-	\$450,000
			Local	\$193,000	-	-	-	\$193,000
		Project Total:						
25	Arkansas River Bridge Maintenance on SH 231 (Mp 1.445) (K-19-A)	Bridge - On-System*	Federal	\$1,920,000	\$497,000	\$253,000	-	\$2,670,000
			State	\$480,000	\$103,000	\$53,000	-	\$636,000
		Project Total:						
26	Pueblo City Bridge Repair on I-25 (Mp 111.9) (K-18-U)	Bridge - On-System*	Federal	-	\$40,000	-	-	\$40,000
			State	-	\$10,000	-	-	\$10,000
		Project Total:						
27	Pueblo City Bridge on 8th St. Over I-25 (PUE8th0.0ALB)	Bridge - Off System	Federal	-	\$280,000	-	-	\$280,000
			Local	-	\$70,000	-	-	\$70,000
		Project Total:						
28	Colorado Canal Bridge at CR611 and Boone Rd. (PUCO601A)	Bridge - Off System	Federal	-	\$915,001	-	-	\$915,001
			Local	-	\$228,001	-	-	\$228,001
		Project Total:						
29	Small Urban Transit	FTA - 5307	Federal	\$1,002,773	\$1,002,773	\$1,002,773	-	\$3,008,318
			Local	\$1,002,773	\$1,002,773	\$1,002,773	-	\$3,008,318
		Project Total:						
30	Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Admin and Operating	Federal	\$81,388	\$82,609	\$83,848	-	\$247,844
			Local	\$81,388	\$82,609	\$83,848	-	\$247,844
		Project Total:						
31	Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Capital Projects - SRDA	Federal	\$51,818	\$53,373	\$54,974	-	\$160,165
			Local	\$17,273	\$17,791	\$18,325	-	\$53,388
		Project Total:						
32	Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Capital Projects - Transit	Federal	-	-	-	-	\$0
			Local	-	-	-	-	\$0
		Project Total:						
33	Rural Area Formula Grants	FTA - 5311	Federal	\$97,795	\$99,262	\$100,751	-	\$297,808
			Local	\$27,583	\$27,997	\$28,417	-	\$83,997
		Project Total:						
34	2015 Emergency and Permanent Repair Funding - North Creek - North	Flood Relief	Federal	-	-	-	-	\$0
			Local	-	-	-	-	\$0
		Project Total:						
35	2015 Emergency and Permanent Repair Funding - North Creek - South	Flood Relief	Federal	-	-	-	-	\$0
			Local	-	-	-	-	\$0
		Project Total:						
36	2015 Emergency and Permanent Repair Funding - Overton Road	Flood Relief	Federal	-	-	-	-	\$0
			Local	-	-	-	-	\$0
		Project Total:						
Grand Total:							\$74,482,684	

*NOTE: These represent all Maintenance Funds

PACOG 2017 - 2020 Transportation Improvement Program (TIP) - Totals By Fund Program					
Program	2017	2018	2019	2020	4-Year Total
FASTER Safety	\$11,683,000	\$7,400,000	-	\$6,000,000	\$25,083,000
RPP	-	\$4,100,000	\$2,336,000	\$250,000	\$6,686,000
HSIP	\$1,118,000	\$900,000	\$750,000	-	\$2,768,000
Bridge On-System	\$3,960,000	\$913,000	\$306,000	-	\$5,179,000
Surface Treatment	\$14,368,000	\$7,510,000	\$3,645,000	-	\$25,523,000
Bridge Off-System	-	\$1,493,002	-	-	\$1,493,002
TA-Region	\$643,000	-	-	-	\$643,000
RAMP	-	-	-	-	\$0
Transit (FTA)	\$2,362,790	\$2,369,185	\$2,375,707	-	\$7,107,682
Flood Relief	-	-	-	-	\$0

PACOG 2017 - 2020 Transportation Improvement Program (TIP) - Totals By Corridor					
Corridor	2017	2018	2019		4-Year Total
I-25	\$5,611,000	\$50,000	-	\$250,000	\$5,911,000
US 50	\$6,050,000	\$19,273,000	\$5,981,000	\$6,000,000	\$37,304,000
SH 96	\$2,735,000	-	\$750,000	-	\$3,485,000
SH 45	\$14,333,000	\$900,000	-	-	\$15,233,000
SH 47	-	-	-	-	\$0
SH 78	-	-	-	-	\$0
SH 231	\$2,400,000	\$600,000	\$306,000	-	\$3,306,000
Off-Corridor	\$3,005,790	\$3,862,187	\$2,375,707	-	\$9,243,684

Highway Safety Improvement Program and Safety Performance Management Measures Final Rules Overview

Background

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. The HSIP Final Rule updates the HSIP regulation under 23 CFR Part 924 to be consistent with MAP-21 and the FAST Act, and clarifies existing program requirements. The Safety PM Final Rule adds Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150. The Safety PM rule supports the HSIP, as it establishes safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. Together, these regulations will improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. They will inform State DOT and MPO planning, programming, and decision-making for the greatest possible reduction in fatalities and serious injuries.

HSIP Final Rule

The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The HSIP regulation under 23 CFR 924 establishes FHWA's HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The HSIP Final Rule contains three major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements.

Content and Schedule of the HSIP Report

The HSIP report schedule remains the same; the HSIP and Railway-Highway Crossing Program reports are due on August 31st each year. All States must now use FHWA's online reporting tool to submit their annual reports. In addition to the existing reporting requirements, the HSIP Final Rule also requires States to describe in their annual reports the progress toward achieving safety outcomes and performance targets, including:

- An overview of general highway safety trends;
- The safety performance targets established in accordance with 23 U.S.C. 150;
- A discussion of the basis of each established target and how the established target supports SHSP goals; and
- In future years, a discussion of any reasons for differences in the actual outcomes and targets.

Strategic Highway Safety Plan Update Cycle

The HSIP Final Rule requires States to update their SHSP at least once every 5 years, consistent with the current state of the practice. The first SHSP update is due no later than August 1, 2017.

Model Inventory of Roadway Elements (MIRE)

States must collect and use the MIRE fundamental data elements on all public roads to support enhanced safety analysis and safety investment decision-making. The HSIP Final Rule establishes three categories of MIRE fundamental data



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elements based on functional classification and surface type, as shown in the table. States must incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements into their Traffic Records Strategic Plan by July 1, 2017, and have access to the complete collection of the MIRE fundamental data elements by September 30, 2026.

Roadway Category	Number of MIRE Fundamental Data Elements
Non-local paved roads	37
Local paved roads	9
Unpaved roads	5

Safety PM Final Rule

The Safety PM Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

State Targets

States will establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. Targets will be established annually, beginning in August 2017 for calendar year 2018. For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program. The State DOT must also coordinate with the MPOs in the State on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

MPO Targets

MPOs will establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

Met or Made Significant Progress Determination

A State is considered to have met or made significant progress toward meeting its safety targets when at least 4 of the 5 targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

Additional Information

The HSIP and Safety PM Final Rules are available at www.regulations.gov (Dockets: FHWA-2013-0019 and FHWA-2013-0020). FHWA will issue supplemental guidance to support implementation of the HSIP and Safety PM Final Rules. Additional information related to the HSIP and Safety PM Final Rules can be found at <http://safety.fhwa.dot.gov/hsip/tpm/>.

SECTION 3. OBJECTIVE, SCOPE OF SERVICE, AND MANDATORY REQUIREMENTS

3.1 Objective

The City of Pueblo/Pueblo Transit seeks proposals from experienced consulting firms (“Consultant”) for transportation planning, transit operations, engineering, design and consulting services to conduct a comprehensive operations analysis of the local public transit service’s current routes, transfer facility location, and schedules. The project is to review existing service and make recommendations on possible improvements. The Consultant should review all aspects of how existing local fixed-routes are performing and are structured including: local route structural concept, assessment of each route’s strengths/weaknesses, trips, blocks, runs, run-cutting methodology, interlining of routes, stop-by-stop boarding data, key rider market segments served, key locations/employers/schools/universities served/other, daily span of service, days of service, fixed-route recovery time assumptions, location of recovery time, analyze specific streets operated on and the local street network, location of transfer facility, and agency service standards.

The Consultant should also review and identify major gaps in areas and times served including identifying likely employers, colleges, and other locations/markets that could be better served, and make recommendations on potential efficiencies that Pueblo Transit staff may consider based on existing funding. The Consultant will make recommendations if existing service hours can be stretched to potentially serve either more areas (such as the Pueblo Union Depot) or increases in frequencies, add more span of service, or if more rider markets can be addressed using possible efficiencies gains within existing resources. The Consultant will review existing downtown transfer operations and make recommendations for alternative downtown operations to decrease costs/increase services. The study will also review the Downtown area Administration/Operations facility and review and recommend alternative locations for future review/study.

The Consultant shall analyze, identify, document and make recommendations at a minimum for the following tasks and requirements:

- Pueblo Transit’s existing local fixed-route structure, service concept, markets, schedules, span, internal scheduling practices, and service design standards for possible increased efficiencies/adjustments.
- Pueblo Transit’s existing connecting facility (transfer) location re: possible increased efficiencies.
- The potential of adding additional transfer locations on the fixed route system to allow for transfers without having to travel to the Downtown Transfer Station.
- The local fixed-route system related to Pueblo Transit’s ADA paratransit service area coverage and ADA demand/usage.
- The capacity of the local buses used on each route and utilization (recommend if smaller buses are possible or should be considered).
- “Underserved” times/rider market segments/areas and make recommendations on how Pueblo Transit might serve key gaps if more funding became available.
- Assess key markets served and what markets could be served including, but not limited to, Pueblo West, Pueblo Airport Industrial Park, St. Charles Mesa, and the Pueblo Union Depot.
- Examine the location of the existing downtown Administration/Maintenance facility and make recommendations on what alternate nearby downtown locations could be possible for more detailed separate future analysis (if desired in the future by the City).
- Other related information/analysis recommended by your firm.

3.2 Scope of Service:

It is the intent of this RFP to award a contract for the Pueblo Area Wide Transit Functionality Study. It is the City's intent to award one contract as deemed in the best interest of the City of Pueblo. The City shall select the firm deemed to be most highly qualified to perform the required professional services after considering, and based upon, such factors as the ability of professional personnel, past performance, willingness to meet time and budget requirements, cost, current and projected workloads. The following describes the Scope of Services for the Pueblo Area Wide Transit Functionality Study.

3.2.1 General Information

3.2.1.1 Pueblo Transit's Current Local System – Pueblo Transit currently operates 13 local fixed route general public transit buses on 11 local routes. Six (6) of the 11 routes currently operate at 30 minute headways, Monday through Friday with the remainder operating at 60 minute headways. Pueblo Transit has a local fixed-route bus fleet of 20 (total) low-floor 35' and 40' buses, with wheelchair ramps. Most buses are relatively new Gillig brand and are outfitted with GFI fareboxes. Ticket media currently is magnetic swipe cards. Pueblo Transit operates 11 ADA paratransit vehicles at peak times within ¾ mile of the fixed route system during the times that the fixed route system operates.

There are currently 11 local fixed routes that operate Monday – Friday from 6:00am to 6:30pm, and Saturdays from approximately 8:00am to 6:30pm. There currently is no local service provided on: weekday evenings, Sundays, and six main holidays. There are significant service coverage gaps in the north side area (including a large trailer home park, north of the “Pueblo Crossing”) and the south west area out of Pueblo Blvd. The current local fixed-route structure consists of a “pulse system” in which all buses leave the transit center in the downtown area and 30 or 60 minutes later come back to the hub. Current routes and schedules are available at: www.pueblotransit.com. In addition, the current fare structure, system map and time tables have been included as Appendices C-E.

3.2.1.2 Related Studies – Pueblo Transit has completed two other related studies in the past. These studies are as follows:

- Pueblo Transit Title VI Document
- Pueblo Transit 2035 Long Range Regional Transit Plan
- Pueblo MPO 2040 Long Range Transportation Plan (draft document)

3.2.1.3 Current Data Available – Pueblo Transit staff can provide the contractor its latest National Database (NTD) report.

3.2.2 Minimum Specification Requirements – Within the proposal, the contractor shall complete the following minimum requirements to be considered as an applicable bidder:

- Explain your experience with small to medium urban public Transit Systems (less than 200,000 population)
- Explain your experience conducting similar comprehensive system operations analyses
- Explain your service and schedule planning experience, run-cutting experience, and utilization of Trapeze software

3.2.2.1 **Key Parameters** –The following should be assumed and included when preparing and submitting a proposal:

- Assume existing funding resources
- Assume existing fleet size
- Assume continued use of exiting connecting facilities
- Assume existing areas served should continue to receive the same service
- Assume a continued desire to maximize revenue on high volume routes (obtain a high farebox recovery) with maximizing area coverage (serving lower demand areas)
- Indicate the number of local field visits required to accomplish the tasks and requirements specified in the Scope of Work. Indicate any additional parameters identified by the Offeror

3.2.3 Deliverables - With existing operating resources: provide a final report outlining the tasks requested here (including maps, charts, vehicle load diagrams, graphs, etc). The report is to include assessment of existing services/routes/structures/scheduling practices of existing and alternatives. The final report should provide in printed and electronic form:

- Report evaluating the local public transit service’s current routes, transfer facility location, and schedules, and how existing local fixed-routes are performing as identified in section 3.1 of this RFP.
- Report providing potential large-scale service route and schedule adjustments / changes that could be considered by Pueblo Transit. This will include route alignments and hours of operations. Potential additions to transit services including additional routes outside of the City of Pueblo within the MPO area including projected additional costs for operating the new routes and services, and projected revenues.
- Report providing potential smaller scale service route and schedule adjustments and minor changes that could be considered by Pueblo Transit.
- Report reviewing and providing recommended updates to the existing Pueblo Transit service design standards and its internal service planning and scheduling processes and protocols for ongoing regular monitoring of routes and schedules by Pueblo Transit.
- Potential alternative locations of the existing downtown Administration/Maintenance facility and make recommendations on what alternate nearby downtown locations could be possible for more detailed separate future analysis (if desired in the future by the City).

3.2.4 Process – The Consultant will work with Pueblo Transit staff and City staff to conduct this work during on-site local visits and/or conference calls. No large public meetings are anticipated but possible internal city and/or officials’ report meetings may be needed. The project will be led by the City’s Urban Transportation Planning Division in coordination with the Pueblo Transit staff.