Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
August 8, 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

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

3. Approval of Minutes*
   July 11, 2019
   Action Requested: Approve/ Disapprove/ Modify

4. TIP/ STIP Administration Modifications Agenda Item(s)
   a. CDOT Region 2 requests for PACOG MPO/TPR TIP amendment(s)
      TAP Roll-Forward and Administrative Modifications FY 2019-22 TIP*
      Action Requested: Approve/ Disapprove/ Modify
      Project Name: Overton Road Bridge Emergency Repair
      STIP Number: SR27006.007
      Project Location and Description: Bridge repair due to flood in 2015
      Federal Program Funds-Design: $98,769
      State Matching Funds: $20,531
      TOTAL PROJECT FUND AMENDMENT: $119,300

      Project Name: Overton Road Bridge Repair
      Number: SR27006.007
      Project Location and Description: Bridge repair due to flood in 2015
      Federal Program Funds-Construction: $1,445,990
      State Matching Funds: $300,585
      TOTAL PROJECT FUND AMENDMENT: $1,745,575

      The additional funds will complete the right-of-way activities, and finish the design for the project to go to ad. The engineering estimate for this project is $1,745,575.
5. FY 2020-2021 Scope of Work* (Informational)

6. 2020-2023 Transportation Improvement Program*  
   (Action Requested: Approve/ Disapprove/ Modify)

7. CDOT Region 2 Updates (Informational)

8. Bike/ Ped Plan (Update)

9. August 24th - CDOT Colorado State Fair (Informational)

10. Southwest Chief & North Front Range Passenger Rail Commission - August 9, 2019 (Informational)

11. Pueblo County 1-A Projects (Discussion)

12. West Pueblo Connector (Informational)

13. Items from TAC Members or scheduling of future agenda items  
   (Roundtable Discussion)

14. Adjourn at or before 10:30 am
Minutes of the
TRANSPORTATION ADVISORY COMMISSION
July 11, 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: 8:33 a.m.
   MPO Members Present: John Adams, Bart Mikitowicz, Hannah Haunert
   TAC Members Present: Don Bruestle, Wendy Pettit, Shawn Winters
   CAC Members Present: Kristen Castor
   Others Present: Aaron Willis, Meghan Boydston, Mike Timlin

2. Introductions and Public Comments (non-agenda items only).
   Introductions were made for Meghan Boydston (Transportation Planner – consultant for Bustang) and Mike Timlin (CDOT Bustang Program Manager).

3. Approval of Minutes of the regular meeting held on June 13, 2019.
   Motion to Approve: Don Bruestle
   Second: Kristen Castor
   Unanimous

4. TIP/STIP Administration Modifications Agenda Item(s)
   a. CDOT Region 2 requests for PACOG MPO/TPR TIP amendment(s)
      TAP Roll-Forward and Administrative Modifications FY 2019-22 TIP*
      (Informational)
      Project Name: North Creek Rd North Bridge Emergency Repair
      STIP Number: SR47006.006
      Project Location and Description: Bridge repair due to flood in 2015
      Federal Program Funds: $653,407
      State Matching Funds: $135,830
      Local Matching Funds: $
      Other Project Funds: $
      TOTAL PROJECT FUND AMENDMENT: $789,237
Project Name: **North Creek Rd South Bridge Emergency Repair STIP**  
Number: SR47006.007  
Project Location and Description: **Bridge repair due to flood in 2015**  
Federal Program Funds: $514,193  
State Matching Funds: $106,889  
Local Matching Funds: $  
Other Project Funds: $  
**TOTAL PROJECT FUND AMENDMENT: $621,082**  
The bids for both projects came in higher than the engineering estimate and these funds are being added to allow Pueblo County to award the projects so that the construction can be completed on these two structures.

**b. City of Pueblo requests for PACOG MPO/TPR TIP Administrative Amendment**  
*(Informational)*

Project Name: **ARKANSAS RIVER TRAIL UPGRADE - PHASE 4**  
STIP Number: SR 25079.058-TAP  
Project Location and Description: **Southwest corner of 4th Street bridge in Pueblo**  

<table>
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<td>Federal Program Funds:</td>
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This project will entail completing phase 4 of the Arkansas River Trail Upgrade and Safety Improvement Project which includes the construction of a trail head parking area along the west side of the 4th Street Bridge, a vehicle access road to the river and handicap parking and drop off to the White River Park.  
Construction cost have increased since the original estimates in 2016. The increase in funding is solely local funds as overmatch for addition work for burying power lines.  
A few members had a question about it being called White Water Park instead of White River Park.

5. **CDOT Region 2 Updates (Informational)**  
The Planning meeting for Pueblo County presentation will be on Friday, August 9th. CDOT will be looking for comments from the public.

6. **Southwest Chief North Front Range Station Study (Informational Update)**  
There are three locations that have been identified: Option 1 is the existing Pueblo Union Depot, Option 2 is the building west of the Depot, and option 3 is the undeveloped property immediately northwest of option 2.  

Wendy Pettit asked about the historical impact, John Adams said building will go slower.  
Pueblo County has set aside some money to further the Southwest Chief from the 1A projects.
7. **Pueblo Transit Administration and Maintenance Building Relocation Study (Informational Update)**

The new building will be on Erie Ave north of 18th St, there has been conversations for purchasing the property. Wendy Pettit said the intersection gets icy. Don Bruestle asked if the Radio Shop will be moving too, John Adams said he doesn’t know.

8. **September TAC meeting location**

Wendy Pettit said that she will see if we can have the meeting at CDOT. Kirsten Castor said the Boy’s Ranch could be used.

9. **Bustang Proposed New Routes – Presentation by HDR Consultants (Discussion and Possible Recommendation to the Board on Routes)**

Mike Timlin said that they are working on Phase 3, which is expanding Outrider. There are 21 routes for possible expansion.

Outrider is a rural regional bus service that connects smaller cities/towns and has a different funding than Bustang. There were 21 potential routes that were prioritized and analyzed. These were then identified by DTR and through stakeholder phone interviews. Potential Bustang routes were evaluated but eventually excluded. In the presentation, there was a map of the existing routes, potential Outrider service, and potential Bustang service. By Summer 2019, routes should be determined, a service plan will be developed, and by Fall 2019, implementation of the new Outrider routes.

**Implementation Feasibility**
- Cost
- Current Service Operation
- Identify the proposed routes as a priority
- Additional new services
- Stakeholder support

**Social Equity / Geographic Equity**
- Gather Data (Minority, Below Poverty, Households without access to vehicles)
- Aggregate Data
- Ranking (low, medium, high)
- Determine CDOT Transportation Region and Transportation Planning Region for each route

**Ridership/Productivity**
- Gather Data
- Aggregate Data and Assign Score
  - .5 mile buffer
- Normalize and Weight Datasets
  - Population = 15%
  - Employment = 15%
  - Disadvantage Population = 35%
    - Seniors
    - Below Poverty Line
    - Disabled
  - Households without vehicle access = 35%
• Weigh the scores by one-way travel
  In the presentation, the results were shown.
  • Next Steps
    ▪ Meet with all Transportation Planning Regions (TPR)
      ▪ Provide project overview
      ▪ Solicit feedback
    ▪ Develop service plans for top prioritized routes
      ▪ Routing
      ▪ Stop Location
      ▪ Layover Locations
      ▪ Number of trips per day
      ▪ Potential Ridership
      ▪ Productivity
      ▪ Garage Pull Time
      ▪ Number and type of buses required

If you would like more information, please contact Meghan Boydston @ meghan.boydston@hdrinc.com or Mike Timlin @ Michael.timlin@state.co.us

10. **CDOT Transportation Planning Reset**
    *(Roundtable Discussion)*
    Aaron Willis had a slideshow showing where every meeting had taken place. There are still several more meetings. The highest-ranking concerns are Growth/congestion, road condition/safety, and other travel options.

    The Telephone Town Hall will be August 15 at 5:30 p.m. Wendy suggested changing the time because of all the farmers that would be working.

11. **Transportation Alternatives Program Projects and Bridge off System Projects**
    These were included in the packet.

12. **Items from TAC Members or scheduling of future agenda items**
    *(Roundtable Discussion)*
    Transit
    IA Projects update
    West Pueblo Connector

13. **Adjournment**
    Chairman John Adams adjourned the meeting at 10:18 a.m.
To: PACOG
211 E. D Street.
Pueblo, Colorado 81003
(719) 553-2244  FAX (719) 549-2359
Attn: John Adams

July 23, 2019

CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2019-2022 Transportation Improvement Program

Administrative notification of Roll Forward Project Funding or TIP/STIP Policy amendment(s) in the MPO and TPR area(s) -no TAC or Board action required.

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State Matching Funds - Design: $ 20,531
Local Matching Funds: $
Other Project Funds: $
TOTAL PROJECT FUND AMENDMENT: $119,300

Project Name: Overton Rd Bridge Emergency Repair
STIP Number: SR27006.007
Project Location and Description: Bridge repair due to flood in 2015
Federal Program Funds - construction: $ 1,445,990
State Matching Funds - construction: $ 300,585
Local Matching Funds: $
Other Project Funds: $
TOTAL PROJECT FUND AMENDMENT: $1,746,575

The additional funds will complete the right of way activities, and finish the design for the project to go to ad. The engineering estimate for this project is $1,746,575. We are requesting the construction funds be added as well for and August ad date.

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

Sincerely,

Wendy Pettit
CDOT Region 2 Planning
Unified Planning Work Program

The preparation of this document was financed in part by funds from the Federal Highway Administration and the Federal Transit Administration through the Colorado Department of Transportation. Matching funds were provided by the Pueblo Area Council of Governments.
INTRODUCTION

WORK ELEMENT 1810 Program Administration & Coordination ($146,796)

1811 - Agreements and Bylaws
1812 - Unified Planning Work Program
1813 - Budget and Financial Management
1814 - Staff and Professional Development
1815 - Public Involvement Activities
1816 MPO Committee Meetings
1817 - Miscellaneous Administrative Activities

WORK ELEMENT 1820 – DATA COLLECTION AND MANAGEMENT ($94,156)

1821 – Traffic Counting and Data Management
1822 – Traffic Crash Monitoring Program
1823 – Database Management

WORK ELEMENT 1830 – TRANSPORTATION PLANS, PERFORMANCE MEASURES, AND SCENARIO PLANNING ($29,324)

1831 – Metropolitan Transportation Plan UPDATE
1832 – Implementation of Performance Measures
18 – Travel Demand Model

WORK ELEMENT 1840 SHORT RANGE PLANNING AND PROGRAMS ($206,200)

1841 – Transportation Improvement Program
1842 – Federal Highway Functional Classification Review
1843 – Regional And Statewide Planning Participation
1844 – Investigation of Establishing a Rural Transportation Authority (RTA) for The Pueblo Area
1845 – General Consultant Services

1845A – Station Location Alternatives Evaluation – FFY 2019 Con’t – Consultant $35,105.10
1845B – Metropolitan Transportation Plan UPDATE - $150,000

Financing, 2020 & 2021 Budgets
FIGURE 1 – PACOG PLANNING AREA
INTRODUCTION

The Consolidated Planning Grant Scope of Work for FFY-2020 is based on the PACOG FY 2020-2021 Unified Planning Work Program (UPWP) adopted. Amendments to the FY 2020-2021 UPWP may be made anytime by PACOG resolution. The FFY2021 will be amended if needed in September 2020 to reflect the FY 2021 SOW.

Organization, Management & Funding

The general objectives of the FFY2020-2021 UPWP are to:

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

WORK ELEMENT 1810 PROGRAM ADMINISTRATION & COORDINATION ($138,515)

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

1811 - AGREEMENTS AND BYLAWS

Products/Actions:

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

**1812 - UNIFIED PLANNING WORK PROGRAM**

Products/Actions:
  - Mid-Year progress report.
  - Complete year-end report for FY2019.
  - Amend 2020-2021 UPWP as needed.
  - Review and modify the format of the UPWP as needed.

**1813 - BUDGET AND FINANCIAL MANAGEMENT**

Products/Actions:
  - CDOT monthly Metropolitan Transportation Planning reimbursements.
  - Prepare MPO Budget for PACOG Board adoption.
  - Prepare Sub-Delegation Budget and Appropriation Ordinances for City of Pueblo.
  - Prepare for and participate in PACOG audit(s) if required under Single Audit Requirements.
  - Track monthly expenses for each work element.

**1814 - STAFF AND PROFESSIONAL DEVELOPMENT**

Products/Actions:
  - Actively participate in Statewide training and educational meetings hosted by CDOT/FHWA/FTA and other organizations within the State.
  - Make applicable transportation planning training available to staff, committee members, and member agency partners.
  - Develop, implement and conduct an orientation program for new committee members.
  - Staff Training on Travel Demand Model, TransCAD general held OUT-OF-STATE.
  - Staff Training course conducted by Nation Highway Institute or National Transit Institute or National Highway Institute general are OUT-OF-STATE.
  - Staff Attendance at Transportation Research Board’s Annual Meeting or Transportation Research sponsored conferences held in Washington D.C. (OUT-OF-STATE).
  - Staff participation in AMPO’s Annual Conference and/or AMPO sponsored conference generally held OUT-OF-STATE.

**1815 - PUBLIC INVOLVEMENT ACTIVITIES**

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

**1816 MPO COMMITTEE MEETINGS**

Products/Actions:

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

**1817 - MISCELLANEOUS ADMINISTRATIVE ACTIVITIES**

Products/Actions:

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

**WORK ELEMENT 1820 – DATA COLLECTION AND MANAGEMENT ($89,931)**

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

**1821 – TRAFFIC COUNTING AND DATA MANAGEMENT**

Products/Actions:

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

**1822-TRAFFIC CRASH MONITORING PROGRAM**

Products/Actions:

• Update and maintain crash databases.
• Analyze traffic and collision data for trends.
• Prepare projections and reports for planning uses.
- Publish Crash Summary Data annually with 5-years historical crash data.
- Improve geo-referencing process locations of crashes.

**1823-DATABASE MANAGEMENT**

Products/Actions:
- Update MPO Databases and GIS layers as information becomes available.
- Prepare and maintain maps, records, booklets, etc. that summarize or depict the PACOG MPO census data.
- Conduct other census related work and activities necessary to support transportation planning.
- Provide current transportation planning materials and maps as requested by citizens and various agencies within the MPO region.

**WORK ELEMENT 1830 – TRANSPORTATION PLANS, PERFORMANCE MEASURES, AND SCENARIO PLANNING ($54,513)**

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

**1831 – METROPOLITAN TRANSPORTATION PLAN UPDATE**

Projects/Actions:
Work will begin updating the 2045 LRTP during FY 2019 – See Work Element 1845C
This work element will stay in the SOW and UPWP for future updating as needed.

**1832 – IMPLEMENTATION OF PERFORMANCE MEASURES**

Products/Actions:
- Continue to evaluate performance measures consistent with CDOT’s measures and signed MOU’s on performance measures.
- Coordinate with CDOT’s implementation of performance measures as agreed to in the MOU’s completed.
- Amend performance measures as needed to be consistent with state-wide measures or develop local performance measures.
- Report annually on Goals of the established measures.

**1833– TRAVEL DEMAND MODEL**

Products/Actions:
- Continue to run project scenarios based on projects identified in the 2040 LRTP.
- Continue to refine the TDM developed in 2015 as new social/economic data becomes available.
- Update local transportation system data to reflect changes to the future transportation network as modified by local or county government actions.
- Work with the chosen Consultant of running scenarios for the updating of the Long Range Transportation Plan.
Objective – These are intended to be planning activities that will completed annually or completed in a specific FFY of the UPWP.

1841 – TRANSPORTATION IMPROVEMENT PROGRAM

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

Products/Actions:
- Plan, organize and facilitate the updating of the TIP on an annual basis and apply fiscal constraint to a proposed projects list. Validate or modify the list of programmed projects to be executed in subsequent years of the adopted TIP.
- Prepare, coordinate, and distribute required administrative modifications and amendments to the adopted TIP following a review of compliance/progress verification, along with submittal of corresponding request for inclusion in the State Transportation Improvement Program (STIP).
- Produce and distribute an annual list of projects obligated the prior FFY within 90 days of end of the Federal Fiscal Year.
- In conjunction with the amendment and update of the FY2020-2023 Transportation Improvement Program (TIP), MPO Annual Certification of the Planning Process (23 CFR 450.334 & CFR 613.100).
- Continue to develop and implement an internal project tracking system or similar project/mapping management system for visualization of projects and locations for TIP projects as well as Capital Improvement Projects for each agency.
- In accordance with state and federal requirements and policies, analyze the potential environmental and environmental justice impacts of proposed projects.
- Development of CDOT 6-year Project Improvement Program above the requested 4 year financial constraint TIP.

1842 – FEDERAL HIGHWAY FUNCTIONAL CLASSIFICATION REVIEW

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

1843 – REGIONAL AND STATEWIDE PLANNING PARTICIPATION

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

1844 – INVESTIGATION OF ESTABLISHING A RURAL TRANSPORTATION AUTHORITY (RTA) FOR THE PUEBLO AREA

Products/Actions:

• The PACOG creates an RTA Subcommittee with at least one representative from each of the governmental agencies interested in forming an RTA.
• The RTA Subcommittee would then prepare a draft RTA Structural Plan, including such issues as shareback, opt-out, administration, boundaries, revenue projections, etc. Some issues may be worked out later after project selection has been accomplished, but most should be available for review during the development of the RTA structure.
• The PACOG conducts one or more Regional Transportation Summits to review transportation data, the need for an RTA, the provisions in the draft RTA Structural Plan, potential projects, and other issues of interest. At a minimum, Transportation Summits will take place in in both the County and the City. The RTA subcommittee chair will lead these summits with support from summit sponsors and the MPO Manager.
• The RTA Subcommittee prepares a recommended RTA Vision based on input from the completed Transportation Summits & provisions in the adopted Strategic Action Plan for submittal to the PACOG. The RTA Vision is not intended to be a list of projects, but instead a statement and narrative that indicates what the RTA intends to accomplish in the development future of the Pueblo Region and how transportation investments can assist in the desired future.
• PACOG Board will review and make modifications if need be, and adopts RTA Vision developed by the subcommittee.
• The PACOG next identifies a Community Group to lead the regional effort to create an RTA. This identification is based on activity and support received from community groups that have been actively engaged in the various Transportation Summits and public information programs about the RTA.
• The selected Community Group creates an RTA Steering Committee comprised of interested leadership from throughout the Pueblo Area. This should be a relatively small group responsible for guiding the negotiations toward a final Intergovernmental Agreement (IGA) for participating governments as well as the final campaign. PACOG members can become members of this group, but the MPO staff itself is not officially represented on the RTA Steering Committee. The MPO staff moves to a purely technical and education support role once the RTA Steering Committee has been selected.
• A principal objective of the RTA Steering Committee will be to develop support of all local elected officials for the RTA. This is necessary to ensure approvals by all interested governments of the Intergovernmental Agreements establishing the terms and conditions for the RTA. A project list will also be included in the final IGA.
The MPO staff, will be responsible for logistical and technical assistance to the Sub-Committee and Transportation Summits. The MPO Administrator will also play a major role in the Transportation Summits. MPO staff will be a source for information and establishing the forum for public involvement. The MPO and Staff will not lobby for or against the establishing of an RTA.

MPO staff will be responsible for supplying transportation, and land use modeling results, information and data from the 2040/45 Regional Transportation Plan (and new info from the in-progress 2045 Statewide Transportation Plan), as well as new socio-economic data.

**1845 – GENERAL CONSULTANT SERVICES**

This element is developed as a placeholder for funding for consultant’s services to assist with planning activities, which provides flexibility to the MPO to use a portion of additional CPG funds at a later time. General consultant services. Planning contracts under consideration will be approved by PACOG by specific Resolution, FHWA/FTA.

**1845A - STATION LOCATION ALTERNATIVES EVALUATION – FOR FFY 2019 – CONSULTANT $35,105.10**

**BACKGROUND**

This work was identified in the FY 2019 UPWP. The consultant was selected and there was a change in the staffing and delay occurred while the staffing situation at WSP was corrected. The MOU between the City of Pueblo, Pueblo County and PACOG has been executed. To date there has not been a start-up date established. This activity may possible still be completed in the FY 2019 UPWP.

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

The Project Study Team will evaluate potential station sites within the study area. Three locations in the immediate vicinity of the Pueblo Union Depot have been identified. To identify additional sites, beyond the identified three, within the Pueblo area, criteria for site selection will be established within a site selection kickoff meeting. The purpose of this meeting will be to receive guidance from the client as to what factors are critical for selecting a viable station area site. The Project Study team will analyze the Pueblo area for sites meeting most, or all, of the established criteria and create an initial site matrix identifying potential additional sites. The additional sites in the Pueblo area will be vetted at a ½ day workshop with the Pueblo Area Council of Governments and other identified stakeholders. This workshop will provide a shortlist of no more than two sites (in addition to the previously identified three sites) that will be evaluated in more detail as proposed below.

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

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

Projects/Actions
Meetings with stakeholders
Additional Site Selection matrix
Preferred Site Selection
Mapping of potential sites/facilities
Technical memoranda describing the process utilized in vetting the various site alternatives

total cost: Not to exceed $35,105.10 for the Site Assessment Portion

1845B – METROPOLITAN TRANSPORTATION PLAN UPDATE - $150,000

BACKGROUND
This activity started in FY 2019 and will continue through the Spring of 2020. It is anticipated with the extensive amount of work updating PACOG’s Travel Demand Model in 2016-2016 there will be only minor updates to the 2045 Long Range Transportation Plan. This will include identifying the best process of establishing the Performance Measures and updated the Demographic and Employment type data.

Products/Actions:

- The development of an RFP to assist PACOG and local stakeholders in the development of the 2045 update to PACOG’s LRTP.
- The LRTP will use a performance-based planning process to provide for a system-level, data driven process to identify strategies and investments for the PACOG region.
- The LRTP will use 2045 as the horizon year and document the assessment of multimodal transportation facilities, services and policy needs over the next 20 years.
Importantly, it will continue the "VISION" established in the previous plan update (2040) to provide a balanced transportation system that achieves optimum mobility and supports economic growth through improvements in multiple transportation modes.

The 2045 LRTP update will look to implement new and innovative transportation system performance measures that de-emphasize traditional road "congestion" in lieu of broader desirable transportation outcomes. The update process will consider a wide range of social, mobility, freight, safety, infrastructure, environmental, energy, and economic factors reflected by the LRTP's Goals, Objectives (G&O) and Measures/Performance Measures (PM) to identify future transportation needs.

The 2045 LRTP update will weigh and balance the cost of various transportation investments against anticipated future funding to ensure the 2045 LRTP update is a financially feasible plan for the PACOG Region over the next 25 years.

The 2045 LRTP update will include long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. In keeping with the intent and requirements of the MAP-21 and the FAST Act (or current transportation bill), and the requirements stipulated by the Federal Highway Administration ("FHWA"), the Federal Transit Administration ("FTA"), and the Colorado Department of Transportation (CDOT), this plan update will be multimodal in nature. It will include: public transportation; pedestrian facilities; bikeways; highways; air- and landside airport improvements, transportation system management and operations ("TSMO"); and freight transportation. The 2045 LRTP update will also include safety and security elements to meet the Federal requirements indicated in 23 CFR 450.

The update will include a robust Public Involvement Plan ("PIP") to provide interested parties opportunities to participate in the 2045 LRTP update process. This update shall also be developed in consultation with Federal, State, and local agencies responsible for: land use management, natural resources, environmental protection, conservation, historic preservation and other cognizant agencies.

The 2045 LRTP update will consider new and emerging technologies and services such as electrification, automation, and sharing.

The overall update process and policy decisions will be guided by the PACOG Policy Board and its Transportation Advisory Commission.

Projects/Actions:

Completion on updating 25-year LRTP to coincide with the State-Wide LRTP for adoption in spring 2020.
## APPENDIX A

### Direct Labor with Fringe*

<table>
<thead>
<tr>
<th></th>
<th>Estimated FY2020</th>
<th>Estimated FY2021</th>
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<tr>
<td>MPO Manager</td>
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<td>Transportation Planner</td>
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<td><strong>$906</strong></td>
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<td><strong>Total</strong></td>
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<td><strong>$270,971</strong></td>
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### Direct Non-Labor

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<td>Office Equipment &amp; Other Operating Supplies</td>
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<th>Item</th>
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<th>Estimated FY2021</th>
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<tbody>
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<td>FY2020 Estimated Carry-Over to 2021</td>
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<td>FY 2020 CPG</td>
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<td>Total Contracted Funds</td>
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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 and FTA are also responsible for approving conformity determinations in accordance with 40 CFR Part 93. The FHWA, FTA, and the Environmental Protection Agency (EPA) 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 2020 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

TIP Development

Request of Projects

Local Government and CDOT Project Submission

PACOG MPO Project Selection

Environmental Justice Analysis

Technical Advisory Committee

PACOG MPO Council

Public Comment

Inclusion in CDOT STIP

Governor / Designee Sign Off

FHWA, FTA, and EPA Approval
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 2040 Regional Transportation Plan Update (RTP), adopted by Resolution No. 2016-013 approved on May 26, 2016, 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 July 1, 2018 through June 30, 2022 (FY 2019 – FY 2022).

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 2040 RTP, updated in 2016. 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 statewide 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) of the FHWA used the FY 2012-2017 PACOG Project Scoring Criteria and Process and no new TAP were added to the FY 2020-2023 TIP. Highway capacity projects to be programmed in the FY 2010 - 2023 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2040 RTP.

In 2018 the MPO adopted CDOT’s performance measures and targets for Safety, Infrastructure Condition, System Performance, and Transit Asset Management. In 2019, the MPO by resolution again adopted the 2019 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 Involvement Plan (PIP) is the document that guides the PACOG MPO's public participation activities for all plans and programs, including the TIP. The updated PIP 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>
<thead>
<tr>
<th>State Funding Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA - Americans with Disabilities Act</td>
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<tr>
<td>AER - Aeronautics</td>
</tr>
<tr>
<td>BEC - FASTER Bridge Enterprise-Contingency</td>
</tr>
<tr>
<td>BEF - Bridge Enterprise Transfers from CDOT</td>
</tr>
<tr>
<td>BRO - Bridge-Off System</td>
</tr>
<tr>
<td>CBP - Construction Bridge Program</td>
</tr>
<tr>
<td>CCP - Construction Culvert Program</td>
</tr>
<tr>
<td>COR - Congestion Relief</td>
</tr>
<tr>
<td>CRI - Civil Rights Initiatives</td>
</tr>
<tr>
<td>CWP - Construction Wall Program</td>
</tr>
<tr>
<td>DSB - Bridge Enterprise - Debt Service</td>
</tr>
<tr>
<td>FBB - FASTER Bridge Enterprise Bond Issues</td>
</tr>
<tr>
<td>FED - Federal Lands</td>
</tr>
<tr>
<td>FSA - FASTER Safety</td>
</tr>
<tr>
<td>FTA - Flexed to FTA</td>
</tr>
<tr>
<td>HAZ - Hazard Elimination</td>
</tr>
<tr>
<td>HIS - Hot Spots Illustrative</td>
</tr>
<tr>
<td>HOT - Hot Spots</td>
</tr>
<tr>
<td>HQI Headquarters Initiatives</td>
</tr>
<tr>
<td>IAI - Interagency Initiatives</td>
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<tr>
<td>IBE - Bridge Enterprise Illustrative</td>
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<td>IBO - Bridge Off-System Illustrative</td>
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<td>IBR - Bridge On-System Illustrative</td>
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<td>IFS - FASTER Safety Allocation Illustrative</td>
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<td>IHE - Hazard Elimination Illustrative</td>
</tr>
<tr>
<td>IRM - Rockfall Mitigation Illustrative</td>
</tr>
<tr>
<td>IRP - Regional Priority Program Illustrative</td>
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<tr>
<td>ISE - Safety Enhancement Illustrative</td>
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<td>Acronym</td>
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<tr>
<td>IST</td>
</tr>
<tr>
<td>ITI-ITS Investments</td>
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<tr>
<td>ITM-ITS Maintenance</td>
</tr>
<tr>
<td>MPT- Metro Planning, FTA (5303)</td>
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<td>MSQ- Maintenance System Quality</td>
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<td>MTC-Maintenance</td>
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<td>MTO-Maintenance (Traffic Operations)</td>
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<tr>
<td>MTS-Maintenance (S&amp;I)</td>
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<tr>
<td>OPS-Operations</td>
</tr>
<tr>
<td>PRI- Planning &amp; Research Initiatives</td>
</tr>
<tr>
<td>PWQ- Permanent Water Quality Program</td>
</tr>
<tr>
<td>RAG- Railroad Crossing – At Grade</td>
</tr>
<tr>
<td>RCT- Recreational Trails</td>
</tr>
<tr>
<td>RDP- Region Design Program</td>
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<td>RFM- Rockfall Mitigation</td>
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<td>RGS- Railroad Crossing – Grade Separated</td>
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<td>RMP- RAMP RPP Funds</td>
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<td>RPP- Regional Priority Program</td>
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<td>SAD- Safety Education</td>
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<tr>
<td>SAR- Safe Routes to School</td>
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<td>SBY- Scenic Byways</td>
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<td>SGA- Signal Asset Management</td>
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<td>SGN- Signals</td>
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<tr>
<td>SPR- State Planning and Research</td>
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<tr>
<td>SSR- FASTER Bridge Enterprise</td>
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<tr>
<td>SUR- Surface Treatment Pool</td>
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<tr>
<td>TAP- Transportation Alternatives Program</td>
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<tr>
<td>TCC- TC Contingency</td>
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<td>TRN- FTA Transit Programs</td>
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</table>

*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.*
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.)
   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.
- 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 2020 – 2023 PROJECTS

PROJECT TABLES

The FY 2020 - 2023 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.
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<tr>
<th>TIP ID</th>
<th>Project Description</th>
<th>FY'2020</th>
<th>FY'2021</th>
<th>FY'2022</th>
<th>FY'2023</th>
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## Pueblo Area Council of Governments (PACOG) 2020-2023 Transportation Improvement Program (TIP)

### Section 3 - 2020-2023 Transportation Improvement Program (TIP) - Totals By Program

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<tr>
<th>Program</th>
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| Section 3:2020-2023 Transportation Improvement Program | Page 2 |
---

### Table: Summary of Projects Funding

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<th>Section</th>
<th>Project Description</th>
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<td>3021</td>
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<td>FTA 3021</td>
<td>City of Pueblo</td>
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<td>Enhanced Mobility of Seniors and Individuals with Disabilities - Capital Project - Site</td>
<td>FTA 3023</td>
<td>Local</td>
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<td>3024</td>
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<td>3025</td>
<td>Hybrid Replacing of 37' Hybrid Vehicles</td>
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## Transportation Reconciliation Ad Hoc

### Table: Reconciliation Projects

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<tr>
<th>Project ID</th>
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<th>Budget</th>
<th>Status</th>
<th>Notes</th>
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<td>2022-001</td>
<td>Region 2 Project 1</td>
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<td>In Progress</td>
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</table>

### Notes
- The table above provides a reconciliation of transportation projects for the fiscal year 2022. Each project is identified by its project ID, region, and status. Budget information is also included for each project.
- Projects marked as "Not Started" are those that have not begun as of the fiscal year 2022.