Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
December 14, 2017
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.

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

1. Call Meeting to Order

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

3. Approval of Minutes*
   October 12, 2017
   Action Requested: Approve/Disapprove/Modify

4. Emerging Transportation Technologies – Representatives from LOOP – a Hyperloop Technology

5. TIP/STIP Administration Modifications Agenda Item(s)*
   CDOT Region 2 requests for PACOG MPO/TPR TIP amendment(s)
   Action Requested: Approve/Disapprove/Modify

Project Name: US 50 West – Swallows
STIP Number: SR26867.036
Project Location and Description: US 50 Between Purcell and Pueblo Blvd
Federal Program Funds: $ 157,713
State Matching Funds: $ 32,785
Local Matching Funds: $ -0-
Other Project Funds: $ -0-
TOTAL PROJECT FUND AMENDMENT: $190,498

Project Name: US 50A Westbound Widening
STIP Number: SPB7004
Project Location and Description: Purcell to Pueblo Blvd.
Fund Source: Regional Priorities FY 2018
Federal Program Funds: $ 493,175
State Matching Funds: $ 102,519
Local Matching Funds: $ -0-
Other Project Fund: $ -0-
Total Project Fund Amendment: $ 595,694
**Project Name:** US 50A Westbound Widening  
**STIP Number:** SPB7004  
**Project Location and Description:** Purcell to Pueblo Blvd.  
**Fund Source:** Regional Priorities FY 2021  
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<th>Federal Program Funds:</th>
<th>$2,091,765</th>
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<td><strong>Total Project Fund Amendment:</strong></td>
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**Project Name:** US 50C Drainage Improvements  
**STIP Number:** SR26867.059  
**Project Location and Description:** 21st Lane  
**Fund Source:** Regional Priorities FY 2021  
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**Project Name:** US 50C Drainage Improvements  
**STIP Number:** SR26867.059  
**Project Location and Description:** 21st Lane  
**Fund Source:** Regional Priorities FY 2021  
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**Project Name:** SH 96 – Arkansas River to US 50  
**STIP Number:** SR25216.081  
**Project Location and Description:** SH 96 from Arkansas River to 50/47/96 Interchange  
**Fund Source:** Regional Priorities FY 2021  
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<tr>
<th>Federal Program Funds:</th>
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<td><strong>Total Project Fund Amendment:</strong></td>
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6. **CDOT Region 2 Updates (Informational Updates)**

7. **Safety Performance Measures* (Discussion)**

8. **FY 2017 Federal Obligated Project Listing* (Informational)**

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
October 12, 2017
8:30 a.m.

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

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

1. Call Meeting to Order
   Chairman: John Adams
   Time of Call: 8:32 a.m.
   MPO Members Present: John Adams, Bart Mikitowicz, Hannah Haunert
   TAC Members Present: Alf Randall, Darrin Tangeman, Don Bruestle, Pepper Whittlef, Shawn Winters
   CAC Members Present: Kristen Castor, Joe Garcia
   Others Present: Salvatore Pisci, Dan Dahlke, Sal Pace, Randy Grauberger, Charles Meyer, Scott Hobson

2. Introductions and Public Comments (non-agenda items only)
   Introductions were made for Randy Grauberger (WSP) and Charles Meyer.

3. Approval of Minutes of the regular meeting held on September 14, 2017.
   Motion to Approve: Sal Piscitelli
   Second: Alf Randall
   Unanimous:

4. Safety Performance Measures – Charles Meyer or Alisa Babler* (For Discussion)
   Safety Performance Measures will be an annual occurrence for the MPO. The State will establish targets and the MPO can use their targets or set our own. Charles Meyer said that the FHWA passed a rule to establish targets for 5 safety measures. This includes: Fatalities, Fatality Rate, Serious Injury, Serious Injury Rate, and non-motorized Fatalities & Serious Injury (Bikes & Peds). Pepper Whittlef asked when is the first year we have to report this, Charles said Feb 27, 2018. Scott Hobson asked how is this different than the performance measures we did in the 2040 Long-Range Plan (LRP). Charles said that he does not know but this would be an annual target.

   Bart Mikitowicz asked how population increase for fatalities than the rate of fatalities. Charles Meyer said that fatalities have been increasing but the rate has been level. Kristen asked if distracted driving is a factor (touch screen). Charles said that they do think it is. There has been an increase in Pedestrian, bicyclist, and motorcyclist accidents. Colorado was a rural fatality state and now it has become an urban fatality state. Sal Piscitelli asked if there are any comparisons with other states. Charles said yes, by looking at the fatality rate.
He said that we are 20th in ranking. Sal asked what they are doing better. Charles said that they are starting to get into that conversation with other states. Don Bruestle asked if there is a difference in states with a higher population. Charles said that denser states have a lower rate.

Don Bruestle asked what happened when we do not meet the requirement. Charles Meyer said that the State would use the Safety money. The penalty is just admin. It does not affect future funding.

This is based on Vehicle Miles Traveled (VMT), serious injury, and a 5-year average. The 5-year target would be years 2014-2018 and the baseline will be 2012-2016. We must meet or show a significant progress to baseline in 4 out of 5 measures.

The MPO’s role is to establish performance targets by February 27, 2018. This is to adopt CDOT’s or our own target. There are really no consequences if not met. Pepper Whittlef said that we already have our targets. Charles Meyer asked if we do that every year. Pepper said no. Charles said this would be an annual exercise.

It may help with fatalities if people wore their seatbelt. Charles Meyer said that almost half of fatalities in vehicle accidents do not have their seatbelt on. A Seatbelt Law would help reduce these fatalities. Sal Piscitelli asked if CDOT looks at fatalities from people out of state. Charles said yes. Kristen Castor asked about winter/mountain driving. Charles said that they do look at the analysis.

Scott Hobson asked what the VMT is. Charles said it is 100 million miles vehicles traveled. John Adams said that ours is about 2.9 million vehicles miles traveled (daily).

5. **Bustang/Outrider Service – CDOT Transit Invited**

No one showed up to talk about it. John Adams did say that we will invite them next month. Bustang will come to Pueblo in January. SRDA will be the operator.

5. **Southwest Chief Update - Randy Grauberger, WSP and Commissioner Pace (Informational)**

Sal Pace said that BNSF could no longer maintain a stretch of line for passenger level speeds (79 mph) and let the rail degrade to 55mph from Newton, Kansas to New Mexico. There weren’t enough capital investments to make it worthwhile. There was $100m for capital and $100m for maintenance for that stretch. In Colorado, we had formed with neighboring states for fundraising and maintenance. They are halfway through the capital needs. Work has been done with laying steel in western Kansas and eastern Colorado.

Pueblo Through Car Service – La Junta to Pueblo to Trinidad from Chicago. $7m has been put aside for this service.

Randy Grauberger said that WB from La Junta would leave about 8:15 a.m. and arrive in Pueblo by 9a.m. and arrive back to La Junta from Pueblo would leave about 6:00 p.m. and arrive around 7:31 p.m. The long range vision is to connect Trinidad and Walsenburg. There might be a delay because of the train accident a few years ago. Passenger Train Control (PTC) has been mandated by congress on all railroad when passenger and freight trains are using the same rail. PTC will cost half a million to 3 million dollars per miles. PTC is designed so that if something happens to the conductor then the train will be stopped.
They are looking at a full stationary plan at the end of June. Pueblo Union Depot can’t handle passenger train right now. The next step is location, the best option would be Union Depot but there is also a building northwest of that or the land next to it. The other problem is there needs to be a turnaround (functional Y) and passing. They are also looking at parking, tickets, and Transit access. The first and last mile are very important. There will be an environmental impact study and overview of the high-level development impact done.

6. **CDOT Region 2 Updates (Informational Updates)**
   New office move in date is still in March.

8. **Avondale Drainage Project - Dan Dahlke** *(Informational)*
   In your packet, there is a map for the project. Dan Dahlke said that a pipe will be installed so the water runoff will drain faster. If this helps the drainage issue then the streets to the east will get a new pipe. The pipe will be installed this fall.

9. **US 50 West Project - Dan Dahlke** *(Informational)*
   In your packet, there is a handout for what it will look like for the intersection of Hwy 50W & Hwy 45 (Pueblo Blvd). Dan Dahlke said that there will be a new bridge over Wildhorse Creek for Hwy 50W WB lanes. The WB offramp will be the existing WB lane with a double left turn. Eventually Hwy 50W to Purcell will have 3 lanes. NB on Hwy 45 (Pueblo Blvd) will have three lanes.

10. **Proposed Changes to Safe Route to Schools Program**
    John Adams said that when the local does their TAP application it needs to come through to the MPO for approval.

11. **Staff Reports/ Updates (Informational Updates)**

   1. **Public Participation Plan – Approved**
      John Adams said it has been approved by PACOG.

   2. **Update of Areawide Bike Map**
      Bart Mikitowicz said that he took all the layers into one map. He met with Pueblo West staff to go over their routes. He got all the information and mapped it with critical information fields, the maps are embedded with information. There will be a lot of details.

12. **Items from TAC Members or scheduling of future agenda items**
    Hopefully Bustang will come and speak.

13. **Adjournment**
    Chairman John Adams adjourned the meeting at 10:29 p.m.
Executive Summary

Overview
Loop Global, Inc. (Loop) manufactures hardware and software components for tube transportation and develops next-generation mobility projects. We specialize in the design and production of the licensed Evacuated Tube Transport Technologies (ET3™) system. ET3™ provides the most valuable combination of safety, speed, cost, and efficiency for passengers and cargo.

Challenges of Transportation
Current transportation networks are plagued by congestion due to rapid urbanization, massive amounts of pollution, and infrastructure that crumbles due to inconsistent funding measures. Distracted drivers and dangerous operating conditions only add to the problem.

Time Compression™
Our vision is modular capsules that operate in a network of tubes, like an automated global highway. Capsules travel faster than jets within this ‘physical internet’. Passenger comfort is maximized with relaxed seating and gradual acceleration. Freight services can transport cargo of all kinds: palletized goods, parcels, utilities, even energy to any destination in the system within minutes.

Target Markets
Loop’s initial markets include:
- Thrill enthusiasts seeking to experience the future of transportation through a commercial ride demonstration
- Buyers for key hardware, software and IP

Our ultimate market is stakeholders attracted to innovative solutions:
- Municipalities/regions that want ‘smart city’ transportation solutions
- Departments of Transportation with congestion and safety concerns
- Public/Private right-of-way owners: generate new revenue from old assets
**Competitors**

Two tube transportation systems are in development: Hyperloop (HL) and ET3™. Five HL companies emerged after the 2013 HL Alpha paper, which outlines expensive bus-sized pods routed point to point. Loop is more than double the speed, less than 1/4 the cost, and has ten times the capacity of our Hyperloop competitors.

**Competitive Advantage**

Similar to automated cars on a highway, Loop vehicles are independently routed by the occupants through a patented interchange process. Our approach has a hundredth the land impact of highways, operating silently and collision-free. Unlike airports, distributed access portals are conveniently located and reliable in any weather. Our business models provide a unique way to leverage Public-Private-Partnerships to fund, maintain, and grow route connections. With 50 times the operational efficiency of electric cars and trains, Loop brings a paradigm shift in transportation that delivers safe, fast, and affordable mobility for all.

**Business Models**

Loop’s core philosophy is maximizing transportation value, thus our operations are structured to scale. Main operational focuses are 1) R&D on key components for IP licensing, 2) Manufacturing of select components that are not currently offered in the market, 3) Customer Experience including system operation software and user interaction platform, and 4) Route Development through unitized-ownership blockchain model.

**Core Team**

Loop’s core team includes co-founders D Worthington and Alex Curry, independent contractor and inventor of ET3™ Daryl Oster, and employees Dustin Larsen, and Brad Oster. The core team’s skills range from engineering and supply chain management to manufacturing and experience design.

**Phases of Development**

**Completed: Phase 1** - First tube transportation company to finance and demonstrate a full-scale magnetic levitation system.

**50% Complete: Phase 2** - Finish developing a full scale, fully operational proof of concept of the ET3™ technology and unveil the world’s first levitated passenger. $1,500,000: projected completion: Q2 2018

**15% Complete: Phase 3** - Construction of a 3-mile system with all commercial components to demonstrate our technology operating at a world record speed of 400 mph. Once testing is complete, Loop will offer a tour and ride experience to generate revenue. Projections are: at a $100 ticket, breakeven can be achieved in 2-3 years of operation. This phase will begin in 2018 and requires $25 million with limited commercial operations planned to begin in 2020.
NEXT GENERATION MOBILITY SYSTEMS
GLOBAL ACCESS IN HOURS
URBANIZATION
U.S. Growth +70M & 75% people in cities 2045

CONGESTION
5.5B hours & $147B lost annually

POLLUTION
24% of Green House Gases from transportation

ACCIDENTS
4.4M injured, 38K killed, cost over $500B/year

BIG CHALLENGES, MASSIVE OPPORTUNITY

$10 TRILLION
Global Transportation

$1.48 TRILLION
US Market
HIGH LEVEL COMPARISON

$5 – 15M /mile
100k+ people/hour
1500 mph

$60 – 85M /mile
20k people/hour
750 mph

$75 – 250M /mile
14.4k people/hour
670 mph
<table>
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<th>Loop</th>
<th>Virgin Hyperloop One</th>
<th>Arrivo</th>
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<td>Cheaper Than Highways</td>
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<td>High Speed Interchange</td>
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<td>✖</td>
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<tr>
<td>Safer than Cars</td>
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Evacuated tube transport technologies (ET3)\textsuperscript{TM}: a maximum value global transportation network for passengers and cargo

Access to Consortium

Granted Patents: 25+
Pending: 12+
Peer Review Papers: 3

Loop In-house IP

Patents Pending: 1
In Development: 2
Trade Secret Backlog: 45

Letters of Support
Stage: COMPLETE
Full Scale Mockup:
• Thousands of people have experienced
• All claim more comfortable than car/plane

Elements Proven:
• Full Scale Magnet Track & Cryostat design
• Levitation force 20% higher than expected
PHASE TWO – PROOF OF CONCEPT

Stage: CURRENTLY IN DEVELOPMENT
Projected Completion: Q2 2018
Investment: $1.5 M
Runway: 12 months

Goals:
- Full Scale - Proof of Concept
- Add 2-4 key Back Office Positions
- Add 10-15 Patents to Portfolio
- Public Unveil + Accelerate Phase 3
PHASE THREE: SPACE TRAVEL ON EARTH

2018-2019
RIGHT-OF-WAY & SERIES A

2019-2020
CONSTRUCTION & TESTING

2020-2021
PRESALE & PUBLIC LAUNCH

Commercialization:
3-Mile Demonstration
Build & Test Full System
Generate Revenue: Tours + Ride
Developed IP Portfolio
Team & Manufacturing Growth
Start Commercial Route Bid
EXPANSION

DENVER > RED ROCKS  5 MIN
DIA > VAIL  15 MIN
CHEYENNE > PUEBLO  26 MIN
Daryl Oster
Chief ET3 Technologist
Inventor
Patent Author
Transportation Expert

Alex Curry
Co-Founder, CCO
Electromechanics
Marketing
UX + Design

D Worthington
Co-Founder, CEO
Supply Chain Management
Patent Author
Finance

Dustin Larsen
Lead Engineer
Aerospace Engineer
CAD Expert
IP Design

Brad Oster
Hardware Developer
Machining
Embedded Systems
Fabrication, IP Design

TEAM
GROWING INDEPENDENT CONTRACTOR NETWORK: 6+
<table>
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<th>STRATEGIC PARTNERS + SUPPLIERS</th>
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<tr>
<td>TOTAL SPECTRUM®</td>
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<td>HPS [LEADING THINKING]</td>
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<td><strong>PHASE 3 INTEREST FROM:</strong></td>
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<td>COLORADO SPRINGS OLYMPIC CITY USA</td>
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<td>K</td>
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<td>UNIVERSITY®</td>
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LET'S CONNECT
THE WORLD IN 5 HOURS OR LESS
WITH THE PHYSICAL INTERNET
Letter of Support
For
Loop Global Inc.
by
City of Kansas City, Missouri

Here in Heart of America, we are committed to leading bold transportation initiatives forward, especially when they come from industrious, motivated local entrepreneurs who are seeking to grow and improve our city.

Contingent upon Loop Global’s successful proof of concept phase, I am writing to express my support for the construction of a commercial demonstration of the Evacuated Tube Transport Technologies (ET3)™ system along a highly visible corridor of Kansas City, MO. Further information on location and roles will be defined through a Public-Private Partnership.

We are excited to host the privately funded demonstration that will be open to the public through an interactive tour to demonstrate the commercial readiness of Loop’s breakthrough technology and unique passenger experience.

Kansas City’s leadership recognizes a once-in-a-century opportunity to support and equip the center of a new industry built on sustainable, affordable, high-speed transportation. By centering this industry here, we embrace the opportunity to create high-tech jobs, spur local economic collaboration, and bolster Kansas City’s experience based tourism.

To this end, we will be happy to explore connecting and support the efforts of Loop towards headquartering R&D and manufacturing facilities here in Kansas City, Missouri during Loop’s build-out and operation of the world’s first commercial tube transportation system.

New innovation for a bold new transportation paradigm has enormous benefits for our community, state, nation, and the world.

Bob Bennett
Chief Innovation Officer
Kansas City, MO
Letter Of Support
For the Continued Development
of Colorado Springs & The Peak
Region Hyperloop Concept
Wednesday July 26th, 2017

To
D Worthington – CEO and
cofounder of Loop Global

Dane Egli – President of the
Hyperloop Advanced Research
Partnership (HARP)

Congressman Doug Lamborn – U.S. Rep. for CO, 5th District
Senator Owen Hill – Colorado State Senator, 10th District
Mayor John Suthers – Mayor of Colorado Springs
Regent Kyle Hybl – Regent of the University of Colorado System
Chancellor Venkat Reddy – Chancellor of UCCS
Commissioner Stan VanderWerf – El Paso County
Jill Gaebler – Colorado Springs City Council
Bill Murray – Colorado Springs City Council
Don Knight – Colorado Springs City Council
Matt Coleman – Chairman, Colorado Springs Chamber & EDC
Electra Johnson – Chair, El Paso County Democratic Party
Trevor Dierdorf – Chair, El Paso County Republican Party
Bob Cope – Economic Development Manager
Stephannie Fortune – Executive Director, UCCS Partnerships
Susan Edmondson – CEO of Colorado Springs Downtown Partnership
Dirk Draper – CEO of the Colorado Springs Chamber & EDC
Hannah Parsons – Chief Economic Dev. Officer, CSCEDC
Bob Lally – Chief of Staff of the Pikes Peak Region YMCA
Steve Schuck – Chairman, Schuck Communities
Bill Schuck – President of the Schuck Corporation

Dear D and Dr. Egli,

As Olympic City USA, we see it as our role to carry the torch of bold new initiatives forward, especially when they come from industrious, motivated locals who are working hard to grow and improve our beautiful city and region.

We are writing to express our support for the construction of a commercial Hyperloop track in a major economic corridor of Colorado.

To this end, we will connect and support the efforts of Loop and HARP toward building test, research, and development facilities here in Colorado Springs, including the possibility of building a test track that will be open to the public to demonstrate the readiness of tube transit technology here in our city.

We see a once-in-a-generation opportunity to support and equip the development of a new industry built on sustainable, affordable, high-speed transportation along with bringing new jobs, boosting the economic diversity and resilience of the region, bolstering tourism (our third largest local sector of employment), and improving the living standards of our region while literally building the future.

You are the champion of a bold new transportation technology that has enormous benefits for our community, our state, our nation, and the world. It is our honor to support you.

Sincerely,
Pikes Peak Regional Collaboration
Signatures of Support

Doug Lamborn
Kyle Hybl
Jill Gaebler
Matt Coleman
Trevor Dierdorff
Susan Edmondson
Bob Lally
Owen Hill
Venkat Reddy
Bill Murray
Bob Cope
Dirk Draper
Steve Schuck
John Suthers
Stan VanderWerf
Don Knight
Electra Johnson
Stephannie Fortune
Hannah Parsons
Bill Schuck
November 14, 2017

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

CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2017-2020 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.

Project Name: US 50 West - Swallows
STIP Number: SR26867.036
Project Location and Description: US 50 Between Purcell and Pueblo Blvd
Federal Program Funds: $ 157,713
State Matching Funds: $ 32,785
Local Matching Funds: $
Other Project Funds: $
TOTAL PROJECT FUND AMENDMENT: $190,498

This request is to roll forward funds to 2018 in the current design project on US 50 west. The project is approximately 11.0 miles of a roadway starting at the intersection of Purcell Blvd and will end at the intersection of McCulloch Blvd. The project will widen the roadway to three lanes in each direction and provide intersection improvements at Purcell and McCulloch. These funds will be used to continue the design (currently at the FIR level).

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

Sincerely,

Wendy Pettit
CDOT Region 2 Planning

Cc:
Julia Spiker (OFMB)
Ajin Hu (R2 SPE)
Karen Rowe (R2 RTD)
Jason Ahrens (R2 BO)
November 29, 2017

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

CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2017-2020 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.

Project Name: SH 96 - Arkansas River to US 50
STIP Number: SR25216.081
Project Location and Description: SH96 FROM ARKANSAS RIVER TO 50/47/96 INTERCHANGE
Federal Program Funds: $ 790,645
State Matching Funds: $ 164,356
Local Matching Funds: $ 0
Other Project Funds: $ 0
TOTAL PROJECT FUND AMENDMENT: $ 955,000

This request is to add fiscal year 2018 bridge on system funding to the US50B bridge over I-25 in on this project. We had pier cap work in the plans originally but the extent of concrete repair is more substantial than we anticipated. Since we will be undermining the girder bearing plates more than expected, we are paying for the contractor to install temporary bracing to complete the work.

In addition to the US50B bridge, we are also doing work on the SH96 bridge over the Fountain River. Since the time we advertised (mid 2016), there has been an emergency repair order issued for pier cap repair work on that bridge.

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

Sincerely,

Wendy Pettit
CDOT Region 2 Planning

Cc:
Julia Spiker (OFMB)
Ajin Hu (R2 SPE)
Karen Rowe (R2 RTD)
Jason Ahrens (R2 BO)
To: PACOG
   John Adams
   211 E. D Street.
   Pueblo, Colorado 81003
   (719) 553-2244  FAX (719) 549-2359

CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2012-2017 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.

Administrative Action:

Project Name: US 50 A westbound widening
STIP Number: SPB7004
Project Location and Description:
Fund Source(s): Regional Priorities fy 2018
Federal Program Funds: $299,106
State Matching Funds: $62,177
Local Matching Funds: $
Other Project Funds: $
TOTAL PROJECT FUND AMENDMENT: $361,283

Project Name: US 50 A westbound widening
STIP Number: SPB7004
Project Location and Description:
Fund Source(s): Regional Priorities fy 2021
Federal Program Funds: $2,091,765
State Matching Funds: $434,826
Local Matching Funds: $
Other Project Funds: $
TOTAL PROJECT FUND AMENDMENT: $2,526,591

Project Name: US 50 C Drainage improvements
STIP Number: SR26867.059
Project Location and Description:
Fund Source(s): Regional Priorities fy 2018
Federal Program Funds: $2,152,540
State Matching Funds: $447,460
Local Matching Funds: $
Other Project Funds: $
TOTAL PROJECT FUND AMENDMENT: $2,600,000

Project Name: US 50 C Drainage improvements
STIP Number: SR26867.059
Project Location and Description:
Fund Source(s): Regional Priorities fy 2021
Federal Program Funds: $1,426,810
State Matching Funds: $ 296,599
Local Matching Funds: $
Other Project Funds: $
TOTAL PROJECT FUND AMENDMENT: $1,723,409

The funding switch from Us 50 West to Us 50 East allows for CDOT region 2 to better utilize current year funding under our cash management process.

The US50 WB widening - Purcell to Pueblo Blvd. (#22079) had December 2017 AD date. The refined design shows the project will need some additional right of way from Pueblo West Metro District. The new CDOT ROW process requires CDOT to present every ROW acquisition need to Transportation Commissioners at TC meetings. Thus the project’s AD date is moved to April/May 2018. The project is funded with FY18 & FY19 RPP money.

The US50C Storm Sewer 21st. Lane project is going to be advertised in November 2017. The majority of the project fund is FY2021 RPP money. We could advance FY2021 RPP money to fund the project. However, OFMB would like us to use FY18 RPP money first before we budget FY2021 money. When we are ready for advertising the US50A WB Widening project in April/May 2018, they will budget 2021 RPP money.

The swap does not impact the funding and project delivery of both projects. It would allow the State to use FY18 money first before budgeting FY21 money.

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

Sincerely,

Wendy Pettit
CDOT Region 2 Planning

Cc: Jamie Collins (OFMB)
    Karen Rowe (R2 RTD)
    Jason Ahrens (R2 BO)
    Tim Kirby (DTD)
    Matt Jagow (R2 Traffic)
Pueblo Area Crashes – Safety Performance Measures

MPOs:

- MPOs must establish targets specific to the MPO planning area 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. MPOs may select one of the following options for each individual safety performance measure:
  - agreeing to support the State target; OR
  - establishing specific numeric targets for a safety performance measure (number or rate).
- MPOs that choose to establish a rate target must report the VMT estimate used to establish that target and the methodology to develop the VMT estimate. MPOs should make maximum use of data prepared for HPMS when preparing the rate-based target denominator. If an MPO develops data specifically for the denominator, it should use methods to compute VMT that are consistent with those used for other Federal reporting purposes.
- MPO targets are reported to the State DOT, and made available to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

CDOT VMT data for Federal Aid Classification of Collector’s and Above

Local Roads VMT (Vehicle Miles Traveled) Estimated
2 Mile Average Trip on Local Road
62,900 Occupied Dwelling Units
138,349 Vehicles

<table>
<thead>
<tr>
<th>Number of Fatalities</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
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<td>24</td>
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<td>12</td>
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</table>

| Annual VMT          | 996,358,750 | 970,933,215 | 967,425,200 | 1,028,901,785 | 945,008,725 |
| Rate Per 100 Mil.   | 9.96 | 9.71 | 9.67 | 10.29 | 9.45 |
| Rate of Fatals Per 100 Million Vehicles Miles Traveled | 2.41 | 2.57 | 1.55 | 1.85 | 1.27 |

| Incapacitating Injuries | 93 | 67 | 67 | 63 | 73 |
| Rate of Serious Injuries Per 100 Million Vehicles Miles Traveled | 9.33 | 6.90 | 6.93 | 6.12 | 7.72 |
# Pueblo Area Crashes – Safety Performance Measures

## Number of Non-motorized Fatalities and Non-motorized Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>5-year Rolling Average</th>
<th>Last 3-year Average</th>
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</thead>
<tbody>
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<td></td>
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<tr>
<td>50</td>
<td>47</td>
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### Fatal

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<td>1.67</td>
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<tr>
<td>50</td>
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<td>1.67</td>
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### Serious Injuries

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</tr>
<tr>
<td>50</td>
<td>7.40</td>
<td>6.92</td>
</tr>
</tbody>
</table>
2018 Targets

- Finalized Statewide Targets
  - Co-established by SHSO, CDOT
  - Reviewed by Executive Director, Deputy, Division Directors
  - Reviewed by MPOs, Regions
  - 2014-2018 5 year averages

- Fatalities - 610
- Fatality Rate - 1.2
- Serious Injuries - 3350
- Serious Injury Rate - 6.79
- Non-motorized Users Fatalities & Serious Injuries - 586
# Table of Contents

Purpose of the Project.................................................................................................................. 1

**Background** .......................................................................................................................... 2
  - Regional Transportation Plan.............................................................................................. 2
  - Transportation Improvement Program .............................................................................. 3
  - Public Involvement............................................................................................................. 3

**Obligation Report** .................................................................................................................. 4

**FY 2017 Listing of Federally Obligated Projects** ................................................................. 5
  - Highway............................................................................................................................ 5
  - Transit............................................................................................................................ 10
Purpose of the Report

On December 4, 2015, President Obama signed a law known as the Fixing Americas Surface Transportation ACT (FAST ACT). To increase transparency of the disbursement of Federal transportation fund, Section 450.334 of FAST Act requires DOTs and Metropolitan Planning Organizations (MPOs) to publish an annual list of projects which utilize Federal funds that were obligated during the year. More specifically, the law states:

“(a) in metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year (b) The listing shall be prepared in accordance with Sec. 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under Sec. 450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO’s public participation criteria for the TIP.”

The Federal Highway Administration (FHWA) defines “obligation” as “the federal government’s legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project’s eligible costs.”

Per FAST ACT requirements, this report lists all transportation projects in Colorado’s Pueblo metropolitan region for which federal transportation funds were obligated during federal fiscal year 2017 (October 1, 2016 – September 30, 2017).

Background

Performance based planning measures for use with their regional goals and objectives.

The Pueblo Area Council of Governments (PACOG) region encompasses all of Pueblo County as shown in Figure 1. The planning area contains the population centers of Pueblo, Pueblo West, Colorado City, Beulah Valley, Avondale, Boone and other. The City of Pueblo dominates the MPO with a population totaling over 160,000 people. Located at the confluence of the Arkansas River and Fountain Creek, it has been an important crossroads for transportation and trading for more than 150 years, making it the economic hub of southeastern Colorado. Pueblo is also an important city in Colorado’s Front Range Urban Corridor. The Historic Arkansas River Project (HARP) is a notable river walk in the Union Avenue Historic Commercial District of Pueblo. Over the last twenty years, the population of the region has increased and its economy has become more diverse. Interstate-25 and U.S. Highway 50 are the key connections to other Colorado cities and to the nation.

Regional Transportation Plan

The PACOG MPO develops a 25-year regional transportation plan (RTP) that includes all projects, currently funded or not, the MPO would like to see completed. The total of all the projects is called the vision plan which covers the entire 25-year period that is included in the RTP. The vision plan is categorized into four different categories which are as follows:

- 10-Year Capital Improvement Program (CIP) projects which are funded by CDOT,
- State/Federally funded projects that are not found within the 10-year CIP
- Locally funded projects, and
- Developer driven projects
The 10-Year CIP covers from FY 2016 – FY 2025 and lists the projects which are funded with CDOT money. Although the CIP covers a 10-year span of projects, not all of the projects within are guaranteed to be funded and constructed. The first four years of the 10-year CIP make up the Transportation Improvement Program (TIP) which is discussed below, and known as the fiscally constrained portion. The remaining six years of the 10-year CIP is comprised of projects that will be moved into the TIP each year as funding becomes available. This six year period contains only projects which are considered eligible for state and federal funding each year as new funds become available.

Many projects existing that are state and federally funded but are not programmed to the 10-year CIP. These are projects which fall on state/federal highways, but funds have not yet become available to allow them to be placed on the 10-year CIP.

Locally funded projects are those which are not on a state/federal highway system and cannot be paid for using any state or federal monies. They are projects which are truly local to the region.

Lastly, the developer driven projects are those which will be funded through developer funds as more businesses come into the region. Theoretically, if a business wants to come into the region, access to their industry will be needed, and the connection from a main road to their business will have to be established and paid for by the developer. These projects are in areas that are thought to be good industrial and business sites which will require further expansion of roads to accommodate incoming industries.

**Transportation Improvement Program**

The Transportation Improvement Program (TIP) is the adopted list of public transit, highway, bicycle and pedestrian projects programmed to revive federal and state transportation funds in the next four years. The TIP implements the fiscally constrained portion of the RTP. The TIP is updated on a yearly basis to include projects for the next four years.

The PACOG MPO approved the FY 2018 – FY 2021 TIP on April 22, 2017. It is updated as needed with amendments provided by the Colorado Department of Transportation (CDOT).

**Public Involvement**

The PACOG MPO engages the public in the regional transportation planning process and ensures it meets federal requirements that MPOs provide complete information timely public notice, public access to key decisions, and early and continuing involvement in developing the RTP, TIP and other products. The PACOG MPO has held public meetings allowing for public input on key issues, continues to update the PACOG website (www.pacog.net) and posts important information to the local newspaper to allow the public to contact the MPO and voice their concerns. PACOG updated and approved a new Public Involvement Plan October 2017.
Obligation Report

The project specific tables presented herein show the Statewide Transportation Improvement Program (STIP) WBS identification number, project code number, the CDOT (or TIP) project description, project sponsor, the federal obligation amount, and the amount, if any, of funding associated with advance construction for each project. A description of each of these items is presented below:

- The STIP WBS I.D. is a work breakdown structure identification number assigned to each project selected for inclusion in the TIP and STIP.

- The Project Code Number on highway-related projects is a tracking number assigned by CDOT for financial management purposes. FTA assigns the identification number for Transit projects.

- The Project Sponsor is the agency responsible for initiating, managing and completing the project and, in many if not all cases, for providing matching funds.

- The Federal Obligation is the approved federal portion available during the federal fiscal year. The obligation amounts for each of the projects are summed to show the total obligation by TIP funding category.

- The Federal Advance Construction amount is related to arrangements made to begin projects without a guarantee of federal funds but with federal approval of the project in anticipation federal funds will become available in the future. The state may later apply to have the project converted to federal-aid funding.
## Pueblo Area Council of Governments (PACOG)
### Federal Fiscal Year 2017
#### Obligation Report

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PROJECT NAME</th>
<th>TPR</th>
<th>STIP</th>
<th>FUNCTIONAL</th>
<th>TIP</th>
<th>SPONSOR</th>
<th>ADV</th>
<th>OBLIGATION</th>
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### 18879 Totals:
## Pueblo Area Council of Governments (PACOG)
### Federal Fiscal Year 2017
#### Obligation Report

<table>
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<th>PROJECT</th>
<th>PROJECT NAME</th>
<th>TPR</th>
<th>STIP</th>
<th>FUNCTIONAL</th>
<th>TIP</th>
<th>SPONSOR</th>
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**19408 Totals:**
- $2,263,516.00

| 19425   | BRIDGE REPAIR SH 231(36th Lane) | PB   | SR26710.018 | FAB402 | CDOT Region 2    | $0.00 | $5623.00 |
| 19425   | BRIDGE REPAIR SH 231(36th Lane) | PB   | SR26710.018 | FABZ231 | CDOT Region 2    | $0.00 | $2,401,940.00 |

**19425 Totals:**
- $5623.00
- $2,401,940.00

| 19473   | MULTIMODAL IMPROVEMENTS | PB   | SR25079.056   | FABM302 | Various | $0.00 | $12,119.00 |
| 19473   | MULTIMODAL IMPROVEMENTS | PB   | SR25079.056   | FABR0140 | Various | $0.00 | $45,245.00 |

**19473 Totals:**
- $12,119.00
- $45,245.00

| 19653   | SH 45 FROM JUNCT OF I-25 TO ARK RIVER | PB   | SR25216.101   | FAB402 | CDOT Region 2    | $0.00 | $118,476.00 |
| 19653   | SH 45 FROM JUNCT OF I-25 TO ARK. RIVER | PB   | SR25216.101   | FABZ231 | CDOT Region 2    | $0.00 | $1,646,636.00 |

**19653 Totals:**
- $118,476.00
- $1,646,636.00

| 19679   | ROUNDBOOUT AT PURCELL AND PLATTEVILLE | PB   | SR26644.055   | FABM353E | CDOT Region 2    | ($170,000.00) | $0.00 |
| 19679   | ROUNDBOOUT AT PURCELL AND PLATTEVILLE | PB   | SR26644.055   | FABR0157 | CDOT Region 2    | $0.00 | ($18,888.00) |

**19679 Totals:**
- ($170,000.00)
- ($18,888.00)

| 19751   | RAMP ID 2-33 US 50 - Purcell to Wills | PB   | SR27002.019   | FAB411 | CDOT Region 2    | $0.00 | $0.00 |

**19751 Totals:**
- $0.00

| 20165   | SH96 EAST OF FOUNTAIN RIVER PED XING IMP | PB   | SR25079.055   | FAB402 | Various | $0.00 | ($1,485.00) |
| 20165   | SH96 EAST OF FOUNTAIN RIVER PED XING IMP | PB   | SR25079.055   | FABM353E | Various | $0.00 | $0.00 |

**20165 Totals:**
- ($1,485.00)

| 20344   | US 50 BNSF RAILROAD TO PURCELL | PB   | SPB7004.999   | FAB411 | CDOT Region 2    | $0.00 | $11,785,154.00 |
| 20344   | US 50 BNSF RAILROAD TO PURCELL | PB   | SPB7004.999   | FABZ001 | CDOT Region 2    | $0.00 | $1,743,874.00 |

**20344 Totals:**
- $11,785,154.00
- $1,743,874.00

| 20345   | US 50 WILLS BLVD TO BNSF RAILROAD WB | PB   | SPB7004.999   | FAB0974 | CDOT Region 2    | $0.00 | $400,000.00 |
| 20345   | US 50 WILLS BLVD TO BNSF RAILROAD WB | PB   | SPB7004.999   | FAB402 | CDOT Region 2    | $0.00 | $191,389.00 |
| 20345   | US 50 WILLS BLVD TO BNSF RAILROAD WB | PB   | SPB7004.999   | FABZ001 | CDOT Region 2    | $0.00 | $591,469.00 |
| 20345   | US 50 WILLS BLVD TO BNSF RAILROAD WB | PB   | SR27002.019   | FAB411 | CDOT Region 2    | $0.00 | $1,027,211.00 |

**20345 Totals:**
- $206,975.00
- $2,210,068.00
## Pueblo Area Council of Governments (PACOG)
### Federal Fiscal Year 2017
#### Obligation Report

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PROJECT NAME</th>
<th>TPR</th>
<th>STIP</th>
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<th>TIP</th>
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**20448 Totals:**
- ($187,835.00)  
- $424,874.00

| 20571   | PUEBLO WEST TAP TRAIL 1                          | PB    | SR25079.061 | FABM30E    | SR25079.06 | CDOT Region 2 | ($30,800.00) | $30,800.00 |
| 20571   | PUEBLO WEST TAP TRAIL 1                          | PB    | SR25079.061 | FABR0905   | SR25079.06 | CDOT Region 2 | $0.00       | $76,020.00 |
| 20571   | PUEBLO WEST TAP TRAIL 1                          | PB    | SR25079.061 | FAB2300    | SR25079.06 | CDOT Region 2 | $304,083.00 | $0.00       |

**20571 Totals:**
- $273,283.00  
- $106,820.00

| 20648   | 8TH STREET BRIDGE REHAB IN PUEBLO               | PB    | SR27001.019 | FABRO140   | CDOT Region 2 | $0.00       | $70,000.00 |
| 20648   | 8TH STREET BRIDGE REHAB IN PUEBLO               | PB    | SR27001.019 | FABZ223    | CDOT Region 2 | $280,000.00 | $0.00       |

**20648 Totals:**
- $280,000.00  
- $70,000.00

| 20750   | US50C STORM SEWER 21ST LANE                    | PB    | SR26876.059 | FABZ2001   | CDOT      | $331,160.00  | $0.00       |
| 20750   | US50C STORM SEWER 21ST LANE                    | PB    | SR26876.059 | FABZ2231   | CDOT      | ($331,160.00) | $0.00       |

**20750 Totals:**
- $0.00  
- $0.00

| 20763   | I25 PUEBLO IAR                                  | PB    | SPB3865.999 | FAB402     | PB3865    | CDOT Region 2 | ($684,075.00) | $91,037.00 |
| 20763   | I25 PUEBLO IAR                                  | PB    | SPB3865.999 | FABZ2001   | PB3865    | CDOT Region 2 | $0.00       | ($36,962.00) |

**20763 Totals:**
- ($684,075.00)  
- $91,037.00

| 20789   | SH96A ABRIENDO - ORMAN Safety Improv            | PB    | SR25216.081 | FAB402     | CDOT Region 2 | $0.00       | $12,679.00 |
| 20789   | SH96A ABRIENDO - ORMAN Safety Improv            | PB    | SR25216.081 | FABZ230    | CDOT Region 2 | $114,108.00 | $0.00       |

**20789 Totals:**
- $114,108.00  
- $12,679.00

| 21187   | FY2016 DTD PACOG CPG                            | PB    | SST5274.007 | FABM45E    | CDOT      | ($251,659.00) | $251,659.00 |
| 21187   | FY2016 DTD PACOG CPG                            | PB    | SST5274.007 | FABR0934   | CDOT      | $0.00       | $0.00       |

**21187 Totals:**
- ($251,659.00)  
- $251,659.00

| 21300   | SH96 SAFETY UPGRADE MP85.44-86.33              | PB    | SR26644.075 | FAB402     | CDOT Region 2 | $0.00       | ($1,687.00)  |
| 21300   | SH96 SAFETY UPGRADE MP85.44-86.33              | PB    | SR26644.075 | FABZ230    | CDOT Region 2 | ($658,245.00) | $636,388.00 |

**21300 Totals:**
- ($658,245.00)  
- $634,719.00

| 21381   | STORM SEWER ON US50C AT JAMES ST               | PB    | SR26876.059 | FAB402     | CDOT      | $0.00       | $182,121.00 |
| 21381   | STORM SEWER ON US50C AT JAMES ST               | PB    | SR26876.059 | FABZ2001   | CDOT      | $794,470.00 | $0.00       |

**21381 Totals:**
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| 21638 Totals: |                               |     |            |            |      |           |       |             |
|              |                               |     |            |            |      |           | ($224,459.00) | $224,459.00 |

| 21642      | DILLON DRIVE EAST FRONTAGE ROAD | PB  | SR26867.011| FAB402     | CDOT |           | $0.00  | $21,510.00  |

| 21642 Totals: |                               |     |            |            |      |           |       |             |
|              |                               |     |            |            |      |           | $0.00  | $21,510.00  |

| 21945      | US50B East K-18-BY & K-18-BZ SCR CRITL | PB  | SR26710.044| FAB402     | CDOT Region 2 | $0.00  | $8,605.00   |
| 21945      | US50B East K-18-BY & K-18-BZ SCR CRITL | PB  | SR26710.044| FABZ001    | CDOT Region 2 | $41,395.00 | $0.00   |

| 21945 Totals: |                               |     |            |            |      |           | $41,395.00 | $8,605.00   |

| 21984      | PUEBLO WEST TAP TRAIL II      | PB  | SR25079.067| FABR0905   | Various |           | $0.00  | $10,064.00  |
| 21984      | PUEBLO WEST TAP TRAIL II      | PB  | SR25079.067| FABZ302    | Various |           | $40,256.00 | $0.00   |

| 21984 Totals: |                               |     |            |            |      |           | $40,256.00 | $10,064.00  |

| 21985      | PUEBLO RIVER TRAIL EXTENSION STUDY | PB  | SR25079.081| FABR0140   | Various |           | $0.00  | $48,135.00  |
| 21985      | PUEBLO RIVER TRAIL EXTENSION STUDY | PB  | SR25079.081| FABZ302    | Various |           | $192,538.00 | $0.00   |

| 21985 Totals: |                               |     |            |            |      |           | $192,538.00 | $48,135.00  |

| 22115     | FY 2018 DTD PACOG CPG         | PB  | SST5274.007| FABR0934   | CDOT |           | $0.00  | $60,235.00  |
| 22115     | FY 2018 DTD PACOG CPG         | PB  | SST5274.007| FABZ450    | CDOT |           | $289,765.00 | $0.00   |

| 22115 Totals: |                               |     |            |            |      |           | $289,765.00 | $60,235.00  |

| 22123     | US 50 REGIONAL POND #1       | PB  | SP87004.999| FAB402     | CDOT Region 2 | $0.00  | $25,429.00  |
| 22123     | US 50 REGIONAL POND #1       | PB  | SP87004.999| FABZ001    | CDOT Region 2 | $122,332.00 | $0.00   |

| 22123 Totals: |                               |     |            |            |      |           | $122,332.00 | $25,429.00  |

| PB TOTALS: |                               |     |            |            |      |           | ($12,464,130.00) | $38,563,342.00 |
### Federal Transit Administration
#### Federal Fiscal Year 2017
#### Obligation Report

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<th>Recipient</th>
<th>Total Obligation Amount (Fed and Local)</th>
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**Federal Transit Administration Totals**

$798,338  $562,910