Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
February 14, 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**
   January 10, 2019
   Action Requested: Approve/Disapprove/Modify

4. **TIP/STIP Administration Modifications Agenda Item(s)**
   CDOT Region 2 requests for PACOG MPO/TPR TIP amendment(s)*
   Action Requested: Informational
   - Project Name: **Santa Fe Ave Streetscape Ph1B**
     STIP Number: SR25079.016
     Project Location and Description: **1st Street and I-25**
     Federal Program Funds: $239,000
     State SB1 Funds: $
     Local Matching Funds: $59,000
     Other Project Funds: (Over Match) $600,000
     **TOTAL PROJECT FUND AMENDMENT: $928,000**
     Additional funds from the City of Pueblo for local OVER MATCH of $600,000.

   - Project Name: **Emergency Flood damage permanent repairs**
     STIP Number: SR27006.006
     Project Location and Description: **North Creek Rd. South - 2015 Flood damage permanent repair**
     Federal Program Funds: $402,651
     State SB1 Funds: $
     Local Matching Funds: $83,701
     Other Project Funds: $
     **TOTAL PROJECT FUND AMENDMENT: $486,352**
This project will have the steel culvert replaced. This includes removal, excavation, precast box sections, structural backfill, ABC, HMA patching on the asphalt and guardrail replacement with end anchors and traffic control.

Project Name: Emergency Flood damage permanent repairs
STIP Number: SR27006.005
Project Location and Description: North Creek Rd. North - 2015 Flood damage permanent repair

Federal Program Funds: $397,521
State SB1 Funds: $0
Local Matching Funds: $82,636
Other Project Funds: $0
TOTAL PROJECT FUND AMENDMENT: $480,157

This project will have the steel culvert replaced. This includes removal, excavation, precast box sections, structural backfill, ABC, HMA patching on the asphalt and guardrail replacement with end anchors and traffic control.

5. CDOT Region 2 Updates
   (Informational)

6. Adoption Safety Performance Measures*
   Action Requested: Approve/Disapprove/Modify

7. Transit Asset Management Performance Measures MOU*
   (Discussion)

8. 2020-2023 Transportation Improvement Program Projects*
   Action Requested: Approve/Disapprove/Modify
   National Highway Freight Program
   (Informational)

9. Bike/Ped Presentation
   (Informational)

10. West Pueblo Connector Update
    (Informational)

11. Relocation Study for Pueblo Transit Admin/Maintenance Building Update
    (Informational)

12. Items from TAC Members or scheduling of future agenda items
    (Informational and Discussion)

13. Adjourn at or before 10:30 am
Minutes of the
TRANSPORTATION ADVISORY COMMISSION
January 10, 2019
8:30 a.m.
Community Room of the Pueblo Municipal Justice Center, 200 South Main Street
Agenda Items Marked with * indicate additional materials included in packet

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: Don Bruestle, Wendy Pettit, Brad Curtis, Ian Turner, Pepper Whittlef, Alf Randall
   
   CAC Members Present: Kristen Castor
   
   Others Present: Kevin Sparks, Eric Richardson

2. **Introductions and Public Comments (non-agenda items only).**
   
   John Adams’s title is now the MPO Manager. Eric Richardson – Government Relations.

3. **Approval of Minutes of the regular meeting held on December 10, 2018**
   
   Motion to Approve: Ian Turner
   
   Second: Wendy Pettit
   
   Unanimous

4. **TIP/STIP Administration Modifications Agenda Item(s)**
   
   **CDOT Region 2 requests for PACOG MPO/TPR TIP amendment(s)***
   
   **Action Requested: Informational**
   
   **Project Name: I-25 MP 94 to 105**
   
   **STIP Number:** SR27010.007
   
   **Project Location and Description:** I-25 through Pueblo MP 94 to 105
   
   **Federal Program Funds:** $  
   
   **State SB1 Funds:** $300,000
   
   **Local Matching Funds:** $  
   
   **Other Project Funds:** $  
   
   **TOTAL PROJECT FUND AMENDMENT:** $-300,000
   
   It has been determined that this project will not need the whole $750,000 of SB 1 funding originally slated for design now that the ballot initiatives did not pass. CDOT Region 2 had determined that the funding will be better allocated to the US 50 corridor project to further the design efforts need in this project. Please transfer $300,000 SB1 Funds in the PACOG RIP from the I-25 corridor to the US 50 Corridor Project.

   **Project Name: US 50 West – Pueblo Blvd to Purcell**
   
   **STIP Number:** SR27010.002
   
   **Project Location and Description:** Us 50 West Pueblo Blvd to Purcell
   
   **Federal Program Funds:** $  
   
   **State SB1 Funds:** $300,000
   
   **Local Matching Funds:** $
Other Project Funds:  
TOTAL PROJECT FUND AMENDMENT: $300,000  
This is the widening of Hwy 50 West from Purcell Blvd to Hwy 45 Pueblo Blvd.

Project Name: Addition of RPP 2-23 Project for the I-25 corridor  
STIP Number: SR26867.086  
Project Location and Description: I-25 North at Drew Dix Interchange  
Improvements
Federal Program Funds:  
State SB228 Funds:  $3,000,000  
Local Matching Funds:  
Other Project Funds:  
TOTAL PROJECT FUND AMENDMENT: $3,000,000  
In 2023, Region 2 programmed $3 million for Dillon/Drew Dix Interchange Project (we also have $1.2 million RPP money in 2022 for this project). The scope of work includes: to construct the frontage road on the east side of I-25 to complete the current unfinished split diamond interchange between Drew Dix Parkway and Dillon. Intersection improvements at the Drew Dix/West side frontage road as well as necessary signage improvements and drainage improvements are also included. The design of the project is underway.

5. Annual Listing of FFY 2018 Federally Obligated Projects*  
   (Informational)
   This was an error.

6. CDOT Region 2 Updates  
   (Informational)
   Shoshana Lew is the new Executor Director.

7. Training/Workshop for 2 CFR 200 - UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS  
   (Informational)
   Workshop is January 24, 2019. A reminder will be emailed.

8. Upcoming 2019 TAC Meetings*  
   This is a tentative schedule. Wendy Pettit said that we will probably need a June meeting for the LRP. The LRP Draft needs to be done by October.

9. Bike/Ped Update  
   Bart Mikitowicz said that he is looking into programs, policy, and marketing for the Bike/Ped Plan. He has not met with Pueblo West. He will have a draft for next meeting.

   Not related to Bike/Ped – John Adams said that Senate Bill 1 Funding is for 2 years and will only help with I-25 for a small amount of time. We need to identify funding for the other projects. The gas tax will still be available, but it is not enough. Pepper Whittlef asked if Denver will be going with Transportation. Eric Richardson said that they are going to exclude Denver, but Front Range and Metro will move forward. He also said that there might be EV fee or road usage charge.

10. Items from TAC Members or scheduling of future agenda items  
    (Informational and Discussion)
    Bike/Ped Plan draft
11. **Adjournment**

Chairman John Adams adjourned the meeting at 8:58 a.m.
February 7, 2019

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.

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TOTAL PROJECT FUND AMENDMENT: $480,157
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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)
DATE: October 5, 2018

TO: Metropolitan Planning Organizations

FROM: Charles Meyer, State Traffic and Safety Engineer

SUBJECT: Federal Safety Performance Measures Setting

In accordance with the FAST Act, FHWA issued Final Rulemaking on April 14, 2016 requiring state DOTs and MPOs to annually establish targets in five areas of safety performance - fatalities, fatality rate, serious injuries, serious rates, and non-motorized user fatalities and serious injuries. CDOT has established those targets for the performance years of 2015-2019 and reported those to FHWA on August 31, 2018. As required by the FAST Act, MPOs have 180 days from that date to establish their own targets or declare their support for the statewide targets set by CDOT.

This memo is provided to the MPOs to share the analysis and philosophy used in setting the targets to facilitate MPOs in the establishment of their targets. MPOs are asked to declare their own targets or declare their support for the Colorado targets by MPO Board Resolution and copy to CDOT by February 28, 2019.

CDOT is also glad to assist in providing data and conducting analysis as desired by the MPOs. Please contact Alisa Babler at 303.757.9967 or alisa.babler@state.co.us

Background:

In 2017, CDOT had set the first targets for 2014-2018 to meet the requirements of the FAST Act, which is to annually set targets for Number of Fatalities, Fatality Rate per 100 Million VMT, Number of Serious Injuries, Serious Injury Rate per 100 Million VMT, as well as Number of Non-motorized Fatalities and Serious Injuries. These 2018 targets were five-year rolling averages for 2014 -2018 based on the trend analysis of 2011 - 2016 data and will be assessed for progress by FHWA in 2019. In 2018, CDOT continues to use the same process and methodology to set new 2019 targets for five-year rolling averages for 2015 -2019 based on the trend analysis of 2012 - 2017 existing data.
The 2015-2019 targets selected reflect a continued expectation of increases in fatalities, albeit not at rates seen in recent years, and a continued decrease in serious injury crashes. It is also important to note that the targets established are not aspirational targets, such as those established in the 2014 Colorado Strategic Highway Safety Plan. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries and significantly reduced crashes and still toward halving fatalities by 2030, these targets established are for the purposes of national target setting and are done so with this Moving Toward Zero Deaths vision in mind but also in accordance with the FHWA requirements for target setting.

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

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

CDPHE and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line in Excel to create best fit curves. Other models were examined in Excel including straight line, exponential,
linear, logarithmic, and power, but the polynomial regression appeared to be the best fit model for the existing crash data. These graphs represent several potential values for future crash numbers in the state. What is interesting is that these models all indicate reducing and flattening trend in fatalities and serious injuries. The trend analysis has shown that the fatality increase from previous year in 2017 has slowed down to 7% in comparison with 12% in 2015 and 11% in 2016. The serious injuries have not changed significantly since 2015.

Of the five measures, three must be identically set for NHTSA’s Highway Safety Plan and FHWA’s Highway Safety Improvement Plan - Number of Fatalities, Fatality Rate per 100 Million VMT, Number of Serious Injuries. This was done through collaborative statistical analysis by CDOT’s HSO and Traffic and Safety Engineering Branch. The current proposed targets are as follows and have been finalized through Executive and Colorado Transportation Commission review, and submission to FHWA on August 31, 2018.

Colorado 2019 Safety Targets 5-year Averages 2015-2019
Fatalities - 644
Fatality Rate - 1.20
Serious Injuries - 2909
Serious Injury Rate - 5.575
Non-motorists fatalities and serious injuries (pedestrian and bicyclists) - 514

Challenges/Considerations in the data analysis:

2017 injury crash data is incomplete and it is unclear if this number may still increase as more data comes in. Due to system upgrades and the rollout of a new Department of Revenue crash data system, there are some missing Denver records in 2016 injury crash data. The predictions should take into account that 2016 and 2017 may increase in numbers over what is currently shown.

Predicting VMT is challenging and creates another variable that could impact rates. CDOT needs to decide if the target will be based on the best fit line of rates, or on the total crash number divided by a predicted VMT.
RESOLUTION NO. ___

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

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

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

WHEREAS, the federal government has established deadlines for the adoption by MPOs of safety performance targets by February 28, 2019; and

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

WHEREAS, the Colorado Department of Transportation has established the following targets for 2019:

- Fatalities—644 (Statewide)
- Fatality Rate per 100 Million Miles Traveled 1.20 (Statewide)
- Serious Injuries—2,909 (Statewide)
- Serious Injury Rate per 100 Million Miles Traveled —5.575 (Statewide)
- Non-motorists fatalities and serious injuries (pedestrian and bicyclists)—514 (Statewide)

AND, WHEREAS, The Technical Advisory Commission of PACOG has reviewed and made recommendation to adopt the CDOT Safety Targets for 2019 for the PACOG Planning Region.

NOW, THEREFORE, LET IT BE RESOLVED, that the PACOG MPO does hereby adopt the Colorado Department of Transportation targets for safety year 2019.

Adopted this day: February 28, 2019
Chairperson, Pueblo Area Council of Governments

Attest:________________________
PACOG Secretary
MEMORANDUM OF UNDERSTANDING (MOU)

Among

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT),

And

PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG),

for the

THE ESTABLISHMENT OF A PROCESS TO FACILITATE TRANSIT ASSET MANAGEMENT (TAM) TARGET SETTING FOR THE FAST ACT PERFORMANCE MEASURES

23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality. The pertinent federal regulations require an agreement between CDOT, MPOs, and public transit agencies, including activities related to required safety, infrastructure condition, system performance, and transit performance measure targets.

This MOU identifies the process between CDOT, MPOs, Tier 1 public transit agencies and Tier 2 public transit agencies that are developing individual TAM Plans in order to set required national performance measure targets pertaining to TAM.

The FAST Act, 23 USC 150(c), and of its implementing regulations, 49 CFR § 625.45, require FTA Chapter 53 grant recipients or subrecipients to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure. Tier I Public Transportation Providers must develop individual TAM Plans, and Tier II providers may participate in the CDOT-sponsored Group TAM Plan or develop individual TAM Plans. These plans must include, among other things, measures and targets for the condition of specific transit related assets that are reported annually to the National Transit Database (NTD).

Further, requirements in 23 CFR § 450.314 (h) state: "The Metropolitan Planning Organizations (MPOs), States (CDOT), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see§ 450.306d), and the collection of data for the State asset management plans for the National Highway System (NHS)".

In order to implement 23 CFR § 450.314(h), the parties to this MOU agree to the following TAM performance-based planning and programming as outlined below:

1. Transit Asset Management Performance Targets
A. TAM plans will be integrated with the development of the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP). Each TAM Plan will cover a four-year horizon and will be updated no less frequently than every four years.

B. The following national State of Good Repair (SGR) performance measures for capital assets apply to TAM plans [49 CFR § 625.43]:
   i. Equipment: (non-revenue) service vehicles. Percentage of vehicles that have met or exceeded their Useful Life Benchmarks (ULB).
   ii. Rolling stock: Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB.
   iii. Infrastructure: For fixed-guideway, track, signals, and systems, the percentage of track segments with performance restrictions.
   iv. Facilities: Percentage of facilities rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale.

C. Setting Performance Targets:
   i. Tier I and II public transit providers, in coordination with Group TAM Plan sponsors as appropriate, must set asset class initial internal targets for each of the applicable performance measures by January 1, 2017 for the following fiscal year [49 CFR 625.45]. Future targets will be set at least once every fiscal year by January 1st [49 CFR 625.45].
   ii. CDOT and PACOG will coordinate to the extent practicable in the development and selection of SGR measures and determination of targets.
   iii. PACOG will establish performance targets not later than 180 days after CDOT establishes initial performance targets.
   iv. PACOG TAM targets are not required to be updated annually, but may be revisited when their Regional Transportation Plan and/or TIP is adopted, as needed or applicable.

2. CDOT and PACOG will share with one another sufficient information necessary to understand the SGR performance measures and targets as set out in Section 1 of the MOU (“SGR Data Summary”). CDOT also will provide to PACOG the annual narrative reports that provide a description of any change in the condition of their transit system from the previous year and progress made during the year to meet performance targets, as reported to the National Transit Database (NTD) (“Plan Summary”). SGR Data Summaries will be shared annually and within 30 days of the completion of any TAM Plan adoption or updates as applicable. Plan Narratives will be shared within 30 days of annual NTD reporting deadlines. The first SGR performance measures and targets will be shared in 2018 and the first narrative shared in 2020 with the completion of the 2019 plan year NTD report [49 CFR § 625.55]. The Parties will use any information exchanged solely for the purpose of performance based planning and regulatory compliance and will not share such information for any other purpose without prior written approval by the owner of the information.

3. In order to comply with 49 CFR § 625.53, the Parties will make available any pertinent records or documents supporting their TAM Plan including performance measures and targets
documentation, investment strategies, and annual condition assessment reports [49 CFR § 625.53].

4. This MOU reflects the Parties’ common understanding of their mutual commitments to comply with applicable law, rules, and regulations.

This agreement is made by the authorized signatures below.

COLORADO DEPARTMENT OF TRANSPORTATION

Signed: ________________________________

Name & Title: ____________________________

Date: ________________________________

PUEBLO AREA COUNCIL OF GOVERNMENTS

Signed: ________________________________

Name & Title: ____________________________

Date: ________________________________
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## Pueblo Area Council of Governments (PACOG)
### SFY 2020-2023 Transportation Improvement Program (TIP)

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### Budget by Program

- **FASTER Safety**: $0, $2,525,000, $0, $0, $2,525,000
- **RPP**: $227,000, $5,454,001, $1,200,000, $3,000,000, $9,881,001
- **HSIP**: $0, $0, $0, $0, $0
- **Bridge On-System**: $156,229, $0, $0, $0, $156,229
- **Surface Treatment**: $8,548,000, $0, $0, $0, $8,548,000
- **Bridge Enterprise**: $28,843, $0, $0, $0, $28,843
- **FAA Region**: $1,829,194, $0, $0, $0, $1,829,194
- **Transit (FTA)**: $14,885,426, $14,885,426, $14,885,426, $14,885,426, $57,482,101

**Total Funding By Year**: $17,760,640, $15,463,428, $5,085,426, $6,885,426, $52,122,096

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Section 2 - 2020-2023 Transportation Improvement Program