

**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: \$

Local Matching Funds: \$ 82,636

Other Project Funds: \$

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 Adam'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

*Southwest Chief Location Study/North Front Range
Relocation Study for Pueblo Transit Admin Building*

11. Adjournment

Chairman John Adams adjourned the meeting at 8:58 a.m.



COLORADO

Department of Transportation

Region 2

Region 2 Planning
5615 Wills Blvd
Pueblo CO 81008

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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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)





Traffic and Safety Engineering Branch
2829 W. Howard Place, 4th Floor
Denver, CO 80204

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,



CDOT MEMO SUBJECT: Colorado Federal Safety Performance Measure Targets:
2015-2019

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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: _____

**Pueblo Area Council of Governments (PACOG)
SFY 2020-2023
Transportation Improvement Program (TIP)**

STIP _ ID	Project Description	Funding	Fund Source	Fund	STIP	SFY 2020	SFY 2021	SFY 2022	SFY 2023	Period
Region 2 Surface Treatment Projects	Elizabeth - Eagleridge to Ridge Drive	STA	Federal	STA	C	\$1,324,000				
	SR25216.135 Reconstruction of Roadway	SHF	State		C	\$275,000				\$1,599,000
	I-25 North of Colorado City to Houseman Road	STBG	Federal		C	\$5,753,000				
	SR25216.133 Surface Treatment	SHF	State		C	\$1,196,000				\$6,949,000
Surface Treatment Sub-Total						\$8,548,000	\$0	\$0		\$8,548,000
Bridge-on Maintenance & Repair Pool	Bridge Structure Repair									
	SR26710.028 Bridge Repair on structure L-18-A on I-25 in conjunction with project SR-26710.133 Surface Treatment	CCP			C	\$156,229				\$156,229
Bridge-on Maintenance Sub-Total						\$156,229	\$0	\$0		\$156,229
Regional Priorities Pool	I-25 through Pueblo	RPP	Federal	NHPP	C		\$206,000			
	Corridor Management-Design and HAZMAT clean-up		State	SHF			\$43,000			
	Funds were Programmed for I-25 Corridor in FY 2017									\$249,000
	Funds will be swapped for the US50C Drainage Project and now will be made available in FY 2021.									
	SPB3865.999 US 50A Westbound Widening	RPP	Federal	NHPP	C		\$2,091,765			
	SPB7004 Purcell to Pueblo Blvd.	RPP	State	SHF	C		\$434,826			\$2,526,591
Verify with	SR26867.059 US 50C Drainage Improvements	CBP	Federal	NHPP	C	\$29,000				
	SH 96 - Bridge maintenance		State	SHF	C	\$6,000				
	SR25216.081 SH 96 - Arkansas River to US 50/47/96 Interchange	CCP	Federal	NHPP	C		\$790,645			
	SR26767.086 Dillion Drive East Frontage Road	RPP	State	SHF	C		\$164,356			\$955,001
	Construct a frontage Road East of I-25 to complete the split diamond interchange between Drew Dix and Dillion Parkway.		Federal	NHPP	C			\$993,000	\$2,482,500	
			State	SHF	C			\$207,000	\$517,500	\$4,200,000
Regional Priorities Pool Sub-Total						\$35,000	\$3,730,592	\$1,200,000	\$3,000,000	\$7,930,592
FASTER Highway Safety Pool	US 50 West	FSA	Federal	SHE	C					
	SPB7004.999 Widen from 2-lanes to three westbound with interection improvements.	LOM	State	SHF	C					
		RPP	LOCAL	LO	C		\$2,091,000			
		RPP	Federal	NHPP	C		\$434,000			
			State	SHF	C					\$10,213,000
FASTER Safety Pool Sub-Total						\$0	\$2,525,000	\$0		\$10,213,000
Bridge Enterprise Funds	SR25164.054 SH 96 over Rush Creek Design in 2017 and construction in FY 2020	FASTER			C	\$2,873,000				\$2,873,000
	SR25164.057 US 50 Business Route over Draw, structure L-19-F	FASTER			Design	\$431,000				
	Design in FY 2020 and construction in FY 2021 or later				C		\$2,644,000			\$3,075,000
	SR25216.081 SH 96 - Arkansas River to US 50/47/96 Interchange	Bridge on system	Federal	NHPP	C		\$790,645			
			State	SHF	C		\$164,356			\$955,001
Projects Sub-Total						\$3,304,000	\$3,599,001	\$0		\$6,903,001
Region 2 Transportation Alternative Program	City of Pueblo Northern Ave. Phase III	TAP	Federal	TAP	C	\$266,000				
	SR25079.078 This project continues the trail of the north side of Northern Ave. between Cambridge and Prairie Avenues to the State Fair grounds.	TAP	Local	LOCAL	C	\$67,000				\$333,000
	SR25079.079 Joe Martinez Trail - Pueblo West	TAP	Federal	TAP	C	\$537,035				
	This is ther first phase of the Joe Martinez multimodal trail project in Pueblo West . It is part of connected network the community continues to develop for bike and pedestrian use.	TAP	Local	LOCAL	C	\$134,259				\$671,294
SR25079.082 Arkansas River Levee Construction	TAP	Federal	TAP	C	\$500,000					
	First phase of the Levee trail. This project will enable several multimodal connections including a bicycle and pedestrain bridge over the Arkansas River.	TAP	Local	LOCAL	C	\$125,000				\$625,000
Transportation Alternatives Sub-Total						\$1,629,294	\$0	\$0		\$1,629,294

**Pueblo Area Council of Governments (PACOG)
SFY 2020-2023
Transportation Improvement Program (TIP)**

STIP_ID	Project Description	Funding Program	Fund Source	Fund Type	STIP Phase	SFY 2020	SFY 2021	SFY 2022	SFY 2023	Cost This TIP Period
Transit Projects	Section 5307 Small Urban Transit - Formula Funds Pueblo Transit	FTA - 5307	City of Pueblo	LOCAL	O	\$2,092,862 \$1,418,933	\$2,092,862 \$1,418,933	\$2,092,862 \$1,418,933	\$2,092,862 \$1,418,933	\$14,611,751
	Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Administration and Operating	FTA - 5310	Local	LOCAL	O	\$84,269 \$84,269	\$84,269 \$84,269	\$84,269 \$84,269	\$84,269 \$84,269	\$672,487
	Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Capital Projects - SDRA	FTA - 5310	Local	SDRA	C	\$56,623 \$18,874	\$56,623 \$18,874	\$56,623 \$18,874	\$56,623 \$18,874	\$299,792
	Section 5311 Rural Area Formula Grants-SRDA	FTA-5311	Local	LOCAL	O	\$100,751 \$28,843	\$100,751 \$28,843	\$100,751 \$28,843	\$100,751 \$28,843	\$517,951
	Section 5339 5339 Small Urbanized Capital Projects Vehical Replacement of 35' Hybrid Vehicle	FTA-5339	Local	LOCAL	C	N/A N/A	N/A N/A	N/A N/A	N/A N/A	\$640,000
	Section 5310 5310 Small Urbanized Capital Projects Replacement of three(3) < 30' Vehicles (BOC)	FTA-5310	Local	LOCAL	C	N/A N/A	N/A N/A	N/A N/A	N/A N/A	\$195,000
	Transit Projects Sub-Total									
							\$3,885,426	\$3,885,426	\$3,885,426	\$3,885,426

\$52,122,096

PACOG 2019 - 2022 Transportation Improvement Program (TIP) - Totals By Fund Program

Program	2020	2021	2022	2023	4-Year Total
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	\$3,304,000	\$3,599,001	\$0	\$0	\$6,903,001
TA-Region	\$1,629,294	\$0	\$0	\$0	\$1,629,294
Transit (FTA)	\$3,885,426	\$3,885,426	\$3,885,426	\$3,885,426	\$16,741,981
Total Funding by Year	\$17,749,949	\$15,463,428	\$5,085,426	\$6,885,426	\$46,384,506