Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
March 8, 2018
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**

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

3. **Approval of Minutes**
   February 8, 2018
   Action Requested: Approve/Disapprove/Modify

4. **2019-2022 Transportation Improvement Program DRAFT for PUBLIC COMMENT**
   Action Requested: Approve/Disapprove/Modify

5. **CDOT Region 2 Updates (Informational Updates)**

6. **Transportation Facts and Demographics (Informational/Discussion)**

7. **Items from TAC Members or scheduling of future agenda items**

8. **Adjourn at or before 10:30 am**
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, Joan Armstrong, Pepper Whittlef, Wendy Pettit, Ian Turner, Brad Curtis, Lily Lizarraga, Alf Randall
   CAC Members Present: Kristen Castor
   Others Present: Jorge Jimenez, Sal Piscitelli, Tom Glass, Alex Dean

2. **Introductions and Public Comments (non-agenda items only).**
   Introductions were made for Lily Lizarraga, she is the replacement for Michael Snow. Tom Glass and Alex Deen are representing the Colorado Front Range Trail.

3. **Approval of Minutes of the regular meeting held on January 11, 2018**
   It was mentioned that Ian Turner did not motion to approve item #4 (TIP amendment). He said he will be the 2nd.
   Motion to Approve: Brad Curtis motioned to approve with the modifications.
   Second: Ian Turner
   Unanimous

4. **2019-2022 Transportation Improvement Program – Added Projects and Schedule** *(Informational)*
   Dillon East got approved for our 2019-2022 TIP. This project connects Dillon Dr from Eagleridge Blvd to the new Dillon Interchange at I-25. This will complete the split diamond. This project will be included in the TIP and will need approval for recommendation for public comment. After the 30-day public comment period, it will come back to TAC and PACOG can approve it in April.

   Pueblo Admin Transit Building might be moving locations and we would need just a regular TIP Amendment. Wendy Pettit said that we can do this administratively.

5. **CDOT Region 2 Updates (Informational Updates)**
   Wendy Pettit said that they are moving forward with the major list. Pepper Whittlef asked if the Senate Bill 267 is in jeopardy. Wendy said that there are two different bills, each one has a clause that will eliminate 267 in years 3 & 4. One is being amended to keep 1 & 2. We have an opportunity for the general fund to give to the transportation fund for 2 years. This stems from Trump’s Federal Tax Re-organization. This will be $100m for 2 years. The 4 P process is the public outreach. Karen will be scheduling meetings with the MPO’s. This will happen between August through October. Mike Lewis went over the funding in the cash balance, the $1b is gone. There will be a new schedule for the projects, there isn’t enough of the cash balance to keep things going. There is a new process for 5311 funding, this will affect SRDA.
The government shutdown is affecting CDOT, this affects the flow of cash. Trump will announce the budget for 2019 on Monday. This will include $1.5t for infrastructure, this can include water, sewer, and everything else. It has been that Federal match was 80% and local is 20% but it would be Federal 20% and 80% local.

We did pass the safety performance plan and the board did approve it.

6. **Colorado Front Range Trail Presentation** *(Informational)*
   Tom Glass and Alex Deen did a presentation on the Colorado Front Range Trail. They have a vision to connect Pueblo County with other Counties with a trail system for Pedestrians and Bicycles. In their handout, you can see a few maps of the different counties and how Colorado connects to them. These trails are not exact but just a vision. There will be an offline map for the trail users. The trails can be either crushed gravel or paved. Tom and Alex are wanting to know our idea of how the trail should be and what we have already. Pepper Whittlef suggested the trail not be right next to I-25. Kristen Castor had a concern with a place to use the restroom because wheelchairs can’t go far like a bicycle can. She also suggested having a feature that shows what trails are ADA Accessibility.

   Bart Mikitowicz suggested about using the ROW of the railroad, but to look at which ROW we would need. Joan said that if we are going to use the Fountain Creek then we would need to talk to Larry Small.

7. **Creation of Bike/Ped. Sub-Committee to TAC** *(Update)*
   Bart Mikitowicz handed out a stakeholder sheet and asked if anybody had any idea who else would want to be added. He would like a sub-committee within 9 months, but first outreach would need to take place. The data from the outreach would help the committee. Brad Curtis suggested Carol.

   The bike map should be done next week, all that is needed is the color scheme. The first outreach meeting would be the first Friday in March.

   **Bustang will be stopping at the airport. They also want to pick a stop in Pueblo West.**

8. **West Pueblo Connector** *(Update)*
   The consultants have all the forecast data and that includes the PEL Draft. In the next few weeks, we should notify the stakeholders for an update and have a public hearing. There are 4 alternatives with the same alignment but with different layout for the intersection.

9. **Dillon Bridge Roundabout Art Project** *(Update)*
   A finalist has been selected for the sculptures for the roundabouts at the Dillon Interchange. We just need to find the money for the project.

10. **Transportation Facts and Demographics** *(Discussion)*
    Bart Mikitowicz said that he just needs to finish the table of contents for the LRTP. He is also working with IT to map the CIP, TIP, and LRTP. The TIP outreach will start in March.

11. **Items from TAC Members or scheduling of future agenda items**
    There were no items for future agenda items.

12. **Adjournment**
    Chairman John Adams adjourned the meeting at 10:06 a.m.
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SECTION 1: TIP NARRATIVE AND POLICY

INTRODUCTION and RESPONSIBILITIES

The Pueblo Area Council of Governments (PACOG) was officially formed in 1971. It was designated as the Pueblo Metropolitan Planning Organization (PACOG MPO) in 1977. Local government members of PACOG are City of Pueblo, Pueblo County, Pueblo West Metropolitan District, Colorado City Metropolitan District, Pueblo Board of Water Works, Pueblo City Schools, Pueblo School District #70, and the Salt Creek Sanitation District.

The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced by the continuing, cooperative, and comprehensive transportation process. FHWA and FTA are also responsible for approving conformity determinations in accordance with 40 CFR Part 93. The FHWA, FTA, and the Environmental Protection Agency (EPA) approve the TIP.

A Technical Advisory Committee (TAC) assists in the planning process, recommends projects for funding, and advises the Council on technical matters. The TAC is comprised of three at-large citizen appointees, two planning commissioners from both the city’s and county’s planning and zoning commissions, a representative from the 2020 Commission, a representative from PEDCO, and 22 staff members from the City of Pueblo, Pueblo County, Pueblo West Metropolitan District, Pueblo Transit, Pueblo Memorial Airport, and CDOT. The TAC reviews and makes recommendations on most matters considered by the Council.

The Governor of the State of Colorado is responsible for the final approval of the TIP, as shown in Figure 1 below. The TIP is adopted into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

While Figure 1 appears hierarchical, many of the identified groups work closely in the development and approval of the TIP in an iterative and collaborative process.
Figure 1: PACOG TIP Process

TIP Development

Request of Projects

Local Government and CDOT Project Submission

PACOG MPO Project Selection

Environmental Justice Analysis

Technical Advisory Committee

PACOG MPO Council

Inclusion in CDOT STIP

Governor / Designee Sign Off

FHWA, FTA, and EPA Approval
TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

The PACOG MPO, develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by FHWA 223 CFR § 450.306 and FTA in 23 CFR § 613.100. The Fixing Americans Surface Transportation (FAST Act) legislation, adopted December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation guides the long-range planning process. FAST Act built on the MAP-21 eight planning factors addressed by the 3C metropolitan transportation planning process to include:

- improving transportation system resiliency and reliability;
- reducing (or mitigating) the storm water impacts of surface transportation; and
- enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]

FAST ACT PLANNING FACTORS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2. Increase the safety of the transportation system for motorized and non-motorized users.

3. Increase the security of the transportation system for motorized and non-motorized users.

4. Increase the accessibility and mobility of people and for freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.

7. Promote efficient system management and operation.

8. Emphasize the preservation of the existing transportation system.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

10. Enhance travel and tourism
The PACOG MPO’s 2040 Regional Transportation Plan Update (RTP), adopted by Resolution No. 2016-013 approved on May 26, 2016, includes consideration of these planning factors as required under the Fixing Americas Surface Transportation ACT (FAST ACT).

1. The 3C metropolitan transportation planning process requires the PACOG MPO to produce and maintain a multi-year TIP that is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects which use federal, state, and local funds. The period for this TIP is July 1, 2018 through June 30, 2022 (FY 2019 – FY 2022).

The TIP identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has a significant element of flexibility and projects may be moved administratively within the four years of the TIP if funds become available or if priorities change. In addition, amendments may be made as necessary, according to the adopted TIP amendment process described later in this document.

The TIP’s project list must be included without changes into the STIP developed by CDOT and approved by the Governor of the State of Colorado.

**PROJECT PRIORITIZATION AND SELECTION**

Projects in the TIP must come from an approved or consistent with the Goals of the Regional Transportation Plan (RTP) which are outlined in the 2040 RTP, updated in 2016. The TIP must be consistent with other transportation plans and programs within the region. The PACOG MPO must provide citizens, public agencies, and other interested parties an opportunity to review and comment on the projects identified in the TIP prior to its approval.

2. FAST ACT requires that the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the program, and identifies financing techniques to finance projects, programs, and strategies.
PACOG MPO and CDOT worked together to produce the financial plan for the TIP. On February 20, 2014, the Colorado Transportation Commission passed Resolution #TC-3139 approving Program Distribution for FY 2016-2040 which identifies federal sources anticipated to fund the various transportation programs. The PACOG MPO staff presented a table of Total Funding Allocation for the TAP Programs. The funding levels shown for these programs were considered by CDOT to be reasonable estimates of what will be available for the four years of the TIP.

Since the PACOG MPO competes on a statewide basis for funding of Transportation Alternative Projects, the PACOG MPO does not pre-rank project applications. The PACOG MPO will prioritize projects submitted for the Transportation Alternatives Program (TAP) of the FHWA used the FY 2012-2017 PACOG Project Scoring Criteria and Process and no new TAP were added to the FY 2022 TIP. Highway capacity projects to be programmed in the FY 2019 - 2022 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2040 RTP.

These allocations are subject to change. Any further changes that exceed the PACOG MPO TIP policies would prompt subsequent TIP amendments. Transit operators are responsible for many of the projects shown in the “Transit” programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from federal (FTA) formulas or projections from past trends. The total amount available for a program is based on funding authorized under FAST ACT and is apportioned according to population. Pueblo Transit is the only provider that receives FTA funds based on FTA Section 5307 urban formula for urban areas between 50,000-199,000 population within the PACOG defined census urbanized area. Pueblo Transit uses the FTA funds to cover operating and capital expenses for the City of Pueblo and one route that extends to the community of Blende in Pueblo County.

Pueblo Transit also operates the City Lift transit service qualifying senior and disabled populations within the City of Pueblo. The Senior Resource Development Agency operates transit services for seniors, disabled, and transit dependent populations within the rural areas of Pueblo County including Pueblo West, St. Charles Mesa, Colorado City, Boone, Rye and Beulah. The FTA requires all projects to be included in the TIP and the STIP before funds can be obligated.

PUBLIC PARTICIPATION

The PACOG MPO follows FHWA and FTA requirements for public participation for all planning projects. The PACOG MPO carries out a process that is open to all desiring to participate, so that the public and private sectors have reasonable opportunities to comment on the TIP during its development. To notify the public, the PACOG MPO makes copies of the document available for public review at the PACOG MPO office and on the website and holds at least two meetings to take public comments.
The Public Involvement Plan (PIP) is the document that guides the PACOG MPO's public participation activities for all plans and programs, including the TIP. The updated PIP was approved by the PACOG Board, Resolution No. 2017-019 on September 28, 2017.

**FUNDING SOURCES**

The project listings in Section 2 of the TIP are organized by project and further identified by corridor within the funding program, consistent with those found in the STIP. Federal/non-federal match ratios vary across the funding types. The abbreviations used in the TIP for specific funding types shown in the project tables labeled under “Funding Type/Program” are shown in **Table 1** below.

Funding types are subject to change. This list is current as of the publication of this policy document. New funding sources may emerge, or funding categories may change as new legislation is adopted and may be used for future projects in the TIP.

**Table 1: Funding Program Abbreviations**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>BR</th>
<th>Bridge-On State System</th>
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</thead>
<tbody>
<tr>
<td>BR</td>
<td>BO</td>
<td>Bridge-Off State System</td>
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<tr>
<td>FAS</td>
<td>FASTER – Funding Advancement for Surface Transportation &amp; Economic Recovery (State)</td>
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<td></td>
<td>FASTER Safety</td>
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<td></td>
<td>FASTER Bridge Enterprise</td>
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<tr>
<td>RPP</td>
<td>Regional Priorities Program</td>
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<tr>
<td>SRTS GRNT</td>
<td>Grants: Safe Routes to School</td>
<td></td>
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<tr>
<td>STS</td>
<td>Surface Transportation Program</td>
<td></td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
<td></td>
</tr>
<tr>
<td>[Various]</td>
<td>Surface Treatment (CDOT)</td>
<td></td>
</tr>
<tr>
<td>TRANSIT</td>
<td>FASTER – Funding Advancement for Surface Transportation &amp; Economic Recovery (State)</td>
<td></td>
</tr>
<tr>
<td>FAS</td>
<td>TRG-FASTER (State) transit funding for regional or State focused projects STL-FASTER (State) transit funding for locally focused projects</td>
<td></td>
</tr>
<tr>
<td>FTA5307</td>
<td>Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)</td>
<td></td>
</tr>
<tr>
<td>FTA5310</td>
<td>Transit 5310: Transportation for Elderly Persons &amp; Persons with Disabilities</td>
<td></td>
</tr>
</tbody>
</table>
FTA5311  Transit 5311: Rural & Small Urban Areas (Non-Urbanized Areas)
FTA5339  Transit 5339: Bus and Bus Facilities Program

ADDITIONAL ABBREVIATIONS: the following may also appear in project-specific entries:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDC</td>
<td>Capital Development Committee (State)</td>
</tr>
<tr>
<td>HSIP</td>
<td>Highway Safety Improvement Program</td>
</tr>
<tr>
<td>IM</td>
<td>Interstate Maintenance</td>
</tr>
<tr>
<td>IMD</td>
<td>Interstate Maintenance Discretionary</td>
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<tr>
<td>L</td>
<td>Local</td>
</tr>
<tr>
<td>LO</td>
<td>Local Overmatch</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
</tr>
<tr>
<td>NHD</td>
<td>National Highway System – Discretionary</td>
</tr>
<tr>
<td>RAG</td>
<td>Railroad Crossing Program – At Grade</td>
</tr>
<tr>
<td>SHF</td>
<td>State Highway Funding</td>
</tr>
<tr>
<td>STA</td>
<td>Surface Transportation Program – Any Area</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>STF</td>
<td>Surface Transportation Program – Flexible</td>
</tr>
<tr>
<td>TCC</td>
<td>Transportation Commission Contingency (CDOT)</td>
</tr>
</tbody>
</table>

Note: CDOT is updating and using abbreviations associated with various funding programs. As those are assigned to specific projects and would replace the abbreviations used initially in the TIP, the TIP will be administratively amended to reflect the changes as needed.

TIP AMENDMENT PROCESS

Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add or delete projects. The PACOG MPO forwards TIP amendments to CDOT upon approval at the appropriate organizational level, as described below. Amendments approved by PACOG are accompanied by a Resolution of Adoption. Subsequently, each administrative modification will be provided for informational purposes to both the TAC and the PACOG Board. Any member may request the Board review of any action taken by the PACOG MPO staff or the TAC. The two types of amendments are described below.

I. Policy Amendments

An amendment to the STIP is defined as a policy amendment when:

1. A project is added to or deleted from the first three years of the STIP, except projects listed in a pool.
   a) Projects that are listed in 23 CFR 771.117 (c) & (d) are pool eligible.
2. There is a major scope change to a regionally significant project. A major
scope change is described as:
   a) Adding a travel lane at least one centerline mile in length;
   b) Adding a new intersection or a major improvement to existing
      intersections (excluding turn lanes, auxiliary lanes, or median
      improvements);
   c) Adding new interchanges and grade separated intersections;
   d) Major improvements to existing interchanges excluding drainage
      improvements and ramp widening;
   e) A modification to a project that result in a re-evaluation of a NEPA
      document. (NOTE: STIP amendments documented during NEPA re-
      evaluation public involvement do not require further public involvement
      during STIP process.)
   f) Adding projects that require air quality conformity determinations, if
      applicable

3. Adding a new pool or changes in pool totals due to resource allocation action
   by the Transportation Commission.

4. Other amendments determined by CDOT (such as non-regionally significant
   individual projects)

II. Administrative Amendments

STIP Administrative Actions include any projects that:
1. Do not meet the above STIP policy amendment criteria, or
2. Result from voter initiatives, or
3. Are declared an emergency as defined by the Emergency Relief Program
   §668.105 or by the Governor or by the Executive Director (based on an
   event), or
4. Require an expedited action for special circumstances agreed to by CDOT
   Executive Director and FHWA Colorado Division Administrator or the FTA
   Regional Administrator that will go through an abbreviated public
   involvement process concluding with Transportation Commission action.

For the CDOT managed pools, the PACOG MPO TIP shows pool totals by year. CDOT
will provide a list of the projects that comprise the pool. The PACOG MPO TIP table
refers readers to the CDOT Daily STIP Report for the most up-to-date project-by-project
funding within the CDOT-managed pools.

ENVIRONMENTAL JUSTICE

Executive Order 12898 – 1994

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority
and low-income Populations, requires the U.S. Department of Transportation (DOT) and
the Federal Transit Administration (FTA), to make EJ part of the MPO’s transportation
planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively "EJ populations"). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

**DOT Order 5610.2(a) – May 2012**

In May 2012, DOT issued an updated internal Order, Actions to Address EJ in Minority Populations and Low-Income Populations (DOT Order). The DOT Order updates the Department’s original EJ Order, which was published April 15, 1997. The DOT Order continues to be a key component of their strategy to promote the principles of EJ in all DOT programs, policies, and activities.

**PACOG MPO Environmental Justice Process**

Since the PACOG MPO is not classified as a Transportation Management Area (TMA) are urbanized areas over 200,000 in population designated through the federal legislation, CDOT completes the EJ analysis for projects considered and/or included within the TIP. **Figure 2** below shows the location of projects included in the PACOG MPO TIP and shows the areas that are classified as EJ - Minority Populations and Low-Income Populations.

If a project included in an amendment lies within ¼ mile of, or adjacent to, an EJ population, an EJ analysis must be completed on the project individually. If it does not, it is considered Non-EJ. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. An overall analysis on projects in the TIP determines if it meets EJ requirements. The analysis process follows three guiding principles outlined in DOT Order 5610.2(a):

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under DOT order, an adverse effect means:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
• Destruction or disruption of man-made or natural resources;
• Destruction or diminution of aesthetic values;
• Destruction or disruption of community cohesion or a community’s economic vitality;
• Destruction or disruption of the availability of public and private facilities and services;
• Vibration;
• Adverse employment effects;
• Displacement of persons, businesses, farms, or non-profit organizations;
• Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community;
• Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities.

An EJ analysis also includes a determination of whether the activity will result in a “disproportionately high and adverse effect on human health or the environment” as defined in DOT Order 5610.2(a) as:

• Being predominately borne by a minority population and/or low-income population, or
• Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations.

Table 2: Environmental Justice Benefits and Burdens

<table>
<thead>
<tr>
<th>Benefit</th>
<th>Burden</th>
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<tr>
<td>Decrease in travel time</td>
<td>Air and water pollution</td>
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<tr>
<td>Improved air quality</td>
<td>Soil contamination</td>
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<td>Expanded employment opportunities</td>
<td>Destruction or disruption of man-made or natural resources</td>
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<tr>
<td>Better access to transit options and alternative modes of transportation (walking and bicycling)</td>
<td>Adverse impacts on community cohesion or economic vitality</td>
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<tr>
<td>Improved quality of transit</td>
<td>Noise and vibration</td>
</tr>
<tr>
<td>Increased property values</td>
<td>Decrease in property value</td>
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</tbody>
</table>
PROJECT TABLES

The FY 2019 - 2022 TIP Projects are shown on following page below. Each project is broken down by funding source and by funding per year. A total of each project is shown on the furthest right column and a total sum of all projects is found at the bottom. In addition, projects are broken down by corridor and fund program. The table of project listings is updated as necessary with each approved amendment.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>State</th>
<th>County</th>
<th>Category</th>
<th>Type</th>
<th>Funding Source</th>
<th>Estimated Cost</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>Total Cost</th>
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**Transportation Improvement Program (TIP)**

FY 2019-2022

Puget Area Council of Governments (PACCOR)
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### Transportation Improvement Program (TIP)
**SF 2019-2022**
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*Transportation Improvement Program (TIP) - Total by Fund Program*
APPENDIX A: RESOLUTION OF ADOPTION – Final Approval
APPENDIX B: PUBLIC NOTICE ANNOUNCEMENT-Final Approval
APPENDIX C: Will Be Inserted at Time of Approval