2019 -2022
Transportation Improvement Program (TIP)
April 26, 2018

Pueblo Area Council of Governments
# Table of Contents

## Section 1: TIP Narrative and Policy

- Introduction and Responsibilities ......................................................... 5
- Transportation Improvement Program Development ................................ 7
- Project Prioritization and Selection ....................................................... 8
- Public Participation ................................................................................. 9
- Funding Sources .................................................................................... 10
- TIP Amendment Process ....................................................................... 11
  - Policy Amendments ........................................................................... 11
  - Administrative Amendments ............................................................. 12
- Environmental Justice ........................................................................... 13
  - Executive Order 12898 - 1994 ......................................................... 13
  - DOT Order 5610.2(a) – May 2012 ....................................................... 13
  - PACOG MPO Environmental Justice Process .................................... 13

## Section 2: FY 2019 - 2022 Projects ....................................................... 17

## Appendix A: Resolution of Adoption .................................................... 22

## Appendix B: Public Notice Announcement ............................................. 24

## List of Figures

- Figure 1: PACOG TIP Process ............................................................... 6

## List of Tables

- Table 1: Funding Program Abbreviations .............................................. 10
- Table 2: PACOG 2019 – 2022 Transportation Improvement Program (TIP) 18
Figure 1: PACOG TIP Process

TIP Development

- Request of Projects
- Local Government and CDOT Project Submission
- PACOG MPO Project Selection
- Environmental Justice Analysis
- Technical Advisory Committee
- PACOG MPO Council

Public Comment

- Inclusion in CDOT STIP
- Governor / Designee Sign Off
- FHWA, FTA, and EPA Approval
TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

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

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

FAST ACT PLANNING FACTORS

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

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

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

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

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

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

7. Promote efficient system management and operation.

8. Emphasize the preservation of the existing transportation system.

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

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

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

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

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

**PROJECT PRIORITIZATION AND SELECTION**

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

2. FAST Act requires that the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.
- A financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the program, and identifies financing techniques to finance projects, programs, and strategies.
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 Abbreviations**

<table>
<thead>
<tr>
<th>State Funding Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA - Americans with Disabilities Act</td>
</tr>
<tr>
<td>AER - Aeronautics</td>
</tr>
<tr>
<td>BEC - FASTER Bridge Enterprise-Contingency</td>
</tr>
<tr>
<td>BEF - Bridge Enterprise</td>
</tr>
<tr>
<td>Transfers from CDOT</td>
</tr>
<tr>
<td>BRO - Bridge-Off System</td>
</tr>
<tr>
<td>CBP - Construction Bridge Program</td>
</tr>
<tr>
<td>CCP - Construction Culvert Program</td>
</tr>
<tr>
<td>COR - Congestion Relief</td>
</tr>
<tr>
<td>CRI - Civil Rights Initiatives</td>
</tr>
<tr>
<td>CWP - Construction Wall Program</td>
</tr>
<tr>
<td>DSB - Bridge Enterprise – Debt Service</td>
</tr>
<tr>
<td>FBB - FASTER Bridge Enterprise Bond Issues</td>
</tr>
<tr>
<td>FED - Federal Lands</td>
</tr>
<tr>
<td>FSA - FASTER Safety</td>
</tr>
<tr>
<td>FTA - Flexed to FTA</td>
</tr>
<tr>
<td>HAZ - Hazard Elimination</td>
</tr>
<tr>
<td>HIS - Hot Spots Illustrative</td>
</tr>
</tbody>
</table>
HOT-- Hot Spots
HQI Headquarters Initiatives

IAI -Interagency Initiatives
IBE- Bridge Enterprise
Illustrative
IBO- Bridge Off-System Illustrative
IBR -Bridge On-System Illustrative
IFS- FASTER Safety Allocation
Illustrative
IHE - Hazard Elimination (Illustrative)
IRM - Rockfall Mitigation (Illustrative)
IRP- Regional Priority Program (Illustrative)
ISE- Safety Enhancement (Illustrative)
IST- Surface Treatment Pool (Illustrative)
ITI -ITS Investments
ITM -ITS Maintenance
MPT- Metro Planning, FTA (5303)
MSQ- Maintenance System Quality
MTC -Maintenance (Traffic Operations)
MTS- Maintenance (S&I)
OPS- Operations

PRI- Planning & Research Initiatives
PWQ- Permanent Water Quality Program
RAG- Railroad Crossing – At Grade
RCT- Recreational Trails

RDP- Region Design Program
RFM- Rockfall Mitigation
RGS- Railroad Crossing – Grade Separated
RMP- RAMP RPP Funds
RPP- Regional Priority Program

SAD- Safety Education
SAR- Safe Routes to School
SBY- Scenic Byways
SGA- Signal Asset Management
SGN - Signals
SPR - State Planning and Research
SSR - FASTER Bridge Enterprise
SUR - Surface Treatment Pool
TAP - Transportation Alternatives Program
TCC - TC Contingency
TRN - FTA Transit Programs

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

TIP AMENDMENT PROCESS

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

I. Policy Amendments

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

3. Adding a new pool or changes in pool totals due to resource allocation action by the Transportation Commission.
4. Other amendments determined by CDOT (such as non-regionally significant individual projects)

**II. Administrative Amendments**

STIP Administrative Actions include any projects that:

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

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

**ENVIRONMENTAL JUSTICE**

**Executive Order 12898 – 1994**

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income Populations, requires the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA), to make EJ part of the MPO’s transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively “EJ populations”). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.
**DOT Order 5610.2(a) – May 2012**

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

**PACOG MPO Environmental Justice Process**

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

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

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

Under DOT order, an adverse effect means:

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

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

• Being predominately borne by a minority population and/or low-income population, or
• Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations.
SECTION 2: FY 2019 – 2022 PROJECTS

PROJECT TABLES

The FY 2019 - 2022 TIP Projects are shown on the following pages below. Each project is broken down by funding source and by funding per year. A total of each project is shown on the furthest right column and a total sum of all projects is found at the bottom. In addition, projects are broken down by fund program. The table of project listings is updated as necessary with each approved amendment.
<table>
<thead>
<tr>
<th>STIP_ID</th>
<th>Project Description</th>
<th>Funding Source</th>
<th>Fund Source</th>
<th>Phase</th>
<th>SFY 2019</th>
<th>SFY 2020</th>
<th>SFY 2021</th>
<th>Cost to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>300716A.120</td>
<td>Surfacing treatment</td>
<td>Federal</td>
<td>STA</td>
<td>C</td>
<td>$1,603,000</td>
<td>$1,603,000</td>
<td>$1,603,000</td>
<td>$1,603,000</td>
</tr>
<tr>
<td>300716A.125</td>
<td>Surfacing treatment</td>
<td>State</td>
<td>STA</td>
<td>C</td>
<td>$274,000</td>
<td>$274,000</td>
<td>$274,000</td>
<td>$274,000</td>
</tr>
<tr>
<td>300716A.130</td>
<td>Surfacing treatment</td>
<td>Federal</td>
<td>STA</td>
<td>E</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
</tr>
<tr>
<td>300716A.135</td>
<td>Surfacing treatment</td>
<td>State</td>
<td>STA</td>
<td>C</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
</tr>
<tr>
<td>300716A.140</td>
<td>Surfacing treatment</td>
<td>State</td>
<td>STA</td>
<td>C</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
<td>$1,188,000</td>
</tr>
</tbody>
</table>

**Bridge & Maintenance & Repair Sub-total:**
- STIP 701.811
  - Bridge structure repair
- STIP 701.820
  - Bridge repair on intersection (US 40 & CR 125)

**Bridge & Maintenance Sub-total:**
- STIP 701.800
  - STIP 701.811
  - STIP 701.820

**Regional Priority Roadway Programs:**
- STIP 704
- STIP 705

**Roadway Safety Program:**
- STIP 800

**STIP 805.800:**
- Widening two lanes to three lanes with two roundabouts.

**Bridge Enterprise Funds:**
- STIP 801
- STIP 802

**Projects Sub-total:**
- STIP 803

---

**Pueblo Area Council of Governments (PACOG) SFY 2019-2022**
**Transportation Improvement Program (TIP)**

---

- **STIP 801.811:** Bridge structure repair
- **STIP 801.820:** Bridge repair on intersection (US 40 & CR 125)

---

**Regional Priority Roadway Programs:**
- **STIP 704:**
  - AR-30 project
  - AR-31 project

---

**Roadway Safety Program:**
- **STIP 800:**
  - Section 291 widening
  - Intersection improvements.

---

**Bridge Enterprise Funds:**
- **STIP 801:**
  - Bridge replacement on US 40 near Rusk Creek
  - Bridge replacement on US 40 near KREM

---

**Projects Sub-total:**
- **STIP 803:**
  - Bridge replacement on US 40 near KREM
### Pueblo Area Council of Governments (PACOG) SFY 2019-2022 Transportation Improvement Program (TIP)

#### Region 3 Transportation Alternative Program

<table>
<thead>
<tr>
<th>STIP ID</th>
<th>Project Description</th>
<th>Funding Source</th>
<th>Fund Year</th>
<th>STIP Total</th>
<th>Program Year</th>
<th>Cost This TIP Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>5205870-012</td>
<td>City of Pueblo: Northern Ave. Phase III</td>
<td>Federal</td>
<td>2019</td>
<td>$260,040</td>
<td>$260,040</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>9318070-044</td>
<td>Southeastern Area Transportation Alternatives</td>
<td>Federal</td>
<td>2019</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$225,000</td>
</tr>
</tbody>
</table>

#### Transit Projects

<table>
<thead>
<tr>
<th>STIP ID</th>
<th>Project Description</th>
<th>Funding Source</th>
<th>Fund Year</th>
<th>STIP Total</th>
<th>Program Year</th>
<th>Cost This TIP Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>669-0407</td>
<td>Pueblo Transit</td>
<td>FTA</td>
<td>2019</td>
<td>$1,000,180</td>
<td>$1,000,180</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>669-1518</td>
<td>Enhanced Mobility of Seniors and Individually with Disabilities</td>
<td>FTA</td>
<td>2019</td>
<td>$92,455</td>
<td>$92,455</td>
<td>$571,455</td>
</tr>
<tr>
<td>669-1793</td>
<td>Capital Projects</td>
<td>FTA</td>
<td>2019</td>
<td>$28,114</td>
<td>$28,114</td>
<td>$304,114</td>
</tr>
<tr>
<td>669-2112</td>
<td>Regional Transportation Planning</td>
<td>FTA</td>
<td>2019</td>
<td>$341,076</td>
<td>$341,076</td>
<td>$1,023,076</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Program</th>
<th>2019</th>
<th>2021</th>
<th>2022</th>
<th>4 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$1,095,120</td>
<td>$1,095,120</td>
<td>$1,095,120</td>
<td>$3,285,360</td>
</tr>
<tr>
<td>State</td>
<td>$227,100</td>
<td>$227,100</td>
<td>$227,100</td>
<td>$681,300</td>
</tr>
<tr>
<td>Local</td>
<td>$2,192,620</td>
<td>$2,192,620</td>
<td>$2,192,620</td>
<td>$6,677,860</td>
</tr>
<tr>
<td>Total Federal</td>
<td>$3,414,840</td>
<td>$3,414,840</td>
<td>$3,414,840</td>
<td>$10,444,520</td>
</tr>
<tr>
<td>Total Highway</td>
<td>$2,402,260</td>
<td>$2,402,260</td>
<td>$2,402,260</td>
<td>$7,206,780</td>
</tr>
<tr>
<td>Total Regional</td>
<td>$3,414,840</td>
<td>$3,414,840</td>
<td>$3,414,840</td>
<td>$10,444,520</td>
</tr>
<tr>
<td>Total</td>
<td>$9,232,240</td>
<td>$9,232,240</td>
<td>$9,232,240</td>
<td>$27,726,720</td>
</tr>
</tbody>
</table>

**Total Funding by Year**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>$3,414,840</td>
</tr>
<tr>
<td>2020</td>
<td>$3,414,840</td>
</tr>
<tr>
<td>2021</td>
<td>$3,414,840</td>
</tr>
<tr>
<td>2022</td>
<td>$3,414,840</td>
</tr>
<tr>
<td>4 Year Total</td>
<td>$13,664,320</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 2018-018

A RESOLUTION ADOPTING THE STATE FISCAL YEAR (SFY) 2019-2022 PUEBLO AREA COUNCIL OF GOVERNMENTS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE PUEBLO METROPOLITAN PLANNING ORGANIZATION (MPO) AND THE PUEBLO TRANSPORTATION PLANNING REGION (TPR); DIRECTING THE URBAN TRANSPORTATION PLANNING DIVISION TO SUBMIT THE TRANSPORTATION IMPROVEMENT PROGRAM TO THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT); PROGRAM ADOPTED HEREIN; AND PROVIDING FOR IMPLEMENTATION OF THE PROGRAM BY THE URBAN TRANSPORTATION PLANNING DIVISION

WHEREAS, local recipients of federal planning, operating, and capital assistance for highways, public transportation and transit programs pursuant to USC 23 and USC 49 are required periodically to develop a regional Transportation Improvement Plan (TIP) within each Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) for submission to the Colorado Department of Transportation (CDOT) as part of the Statewide Transportation Improvement Program (STIP); and

WHEREAS, through a process of public involvement and professional planning and review from February 2018 through April 2018, a TIP was developed for the Pueblo Area Council of Governments (PACOG) MPO and TPR in cooperation with its member governments, CDOT Region 2, the Pueblo Transit System, and other affected transportation entities within the Pueblo Area; and

WHEREAS, the TIP has been developed to meet the fiscal constraints provided for the region by CDOT in correspondence with the PACOG 2040 Long Range Transportation Plan, and the TIP has been reviewed and unanimously recommended for approval by the agencies involved and the PACOG Transportation Advisory Commission (TAC).

NOW, THEREFORE, BE IT RESOLVED BY THE PUEBLO AREA COUNCIL OF GOVERNMENTS that:

SECTION 1:

The Pueblo Area Council of Governments hereby approves and adopts the attached Pueblo Regional Transportation Improvement Program (TIP) for State Fiscal Years (SFYs) 2019-2022.

SECTION 2:

The Pueblo Area Council of Governments hereby amends any related parts and overlapping years of the previously adopted PACOG FY 2018-21 TIP, as amended to date, to correspond to the SFY 2019-2022 TIP adopted in Section 1, above.

SECTION 3:

The Pueblo Area Council of Governments hereby directs the Urban Transportation Planning Division to submit the adopted SFY 2019-2022 TIP to the Colorado Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP).
SECTION 4:

The Pueblo Area Council of Governments hereby directs and authorizes the Urban Transportation Planning Division to take such actions as may be necessary for administration and implementation of the SFY 2019-2022 TIP and to submit to the PACOG Board and CDOT such TIP and STIP amendments as may be required from time-to-time while the adopted SFY 2019-2022 TIP and STIP are in effect.

SECTION 5:

This resolution shall become effective immediately upon passage and approval.

PASSED AND ADOPTED this 26th day of April, 2018 by the PACOG Board.

[Signature]
Chairperson, Pueblo Area Council of Governments

ATTEST:

[Signature]
PACOG Recording Secretary
I, Therese Musso, do solemnly swear that I am an employee of THE PUEBLO CHIEFTAIN; that the same is a daily newspaper printed, in whole or in part and published in the County of Pueblo, State of Colorado, and has a general circulation therein; that said newspaper has been published continuously and uninterruptedly in said County of Pueblo for a period of 365 days a year next prior to the first publication of the annexed legal notice or advertisement; that said newspaper has been admitted to the United States Mail as a second class matter under the provisions of the act of March 3rd, 1987, or any amendment thereof duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado of which is attached a true copy from said newspaper and was published on the following dates:

PUBLISHED: 4/11

In witness whereof, I have hereunto set my hand this 18th day of April A.D. 2018.

Subscribed and sworn to before me, a Notary Public in and for the County of Pueblo, State of Colorado, this 18th day of April A.D. 2018.
2019-2022 TIP Outreach Report

ADA [3/01/18] 1:00pm - 3:00pm
- Attended meeting session; explained the TIP Process
- Received 1 Comment: Increase Print Size & Color Contrast [Done]

Pillars of Unity [4/11/18] 12:00pm – 2:00pm
- Attended work session; explained the TIP Process
- Received 2 Comments (Exhibit 1)

The Pueblo Mall [04/20/18] 1:00pm - 4:00pm
- Set-up one booth w/ maps, comment forms, and the draft TIP (Exhibit 2)
- Received 2 Comments (Exhibit 3)

Drop-off Spots
- Dropped off Draft TIP and Comment Forms at Designated Locations
  - Rawlings Library
  - Pueblo County Courthouse
    - Planning & Community Development Office
- Retrieved Packets on 4/25/18
- Received 0 Comments

Facebook [3/26/18-4/20/18]
- Purchased an “Ad Boost” for The TIP Announcement with $20.00 Budget (Exhibit 4)
- Ad Reached 32 users
- Was engaged by 1 user
- Received 0 Comments

The Pueblo Chieftain [3/25/18 & 4/12/18]
- Published 2 Notices of Comment Period (Exhibit 5)
  - Received 0 Inquires

Internal Review
- Addressed comments made by Director of Transit, Pepper Whittlef
- Addressed comment made by CDOT Region 2 Planning Manager, Wendy Petit
Comment Form

If you wish to submit comments, please feel free to use this form or other correspondence and hand it in at a public meeting or mail it to the following address:

c/o
Attr: Bart Miekowicz
Planning & Community Development
211 E. "D" Street
Pueblo, CO 81003

To submit comments via email: bmiekowicz@pueblo.co.us

Name: Steve P. Pineda  Date: 4/11/18
Title: Senior Planner  Organization That You Represent: Pillars of Unity  Self
Mailing Address: 2847 Akerst St  City: Pueblo  State: CO  Zip: 81005
Telephone: 719-385-1489  Email: StevePineda@Gmail.com

Comments: (Please use back if additional space is needed)

Presentation was very appreciated. A new vision of how things get approved is very helpful in understanding the process. Would like to make an appointment to discuss further. Thank you.

Please Note:

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment -- including your personal identifying information -- may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Exhibit 1
Comment Form

If you wish to submit comments, please feel free to use this form or other correspondence and hand it in at a public meeting or mail it to the following address:

c/o
Attn: Bart Mikiłowicz
Planning & Community Development:
211 F. "3" Street
Pueblo, CO 81003

To submit comments via email: bmkiklowicz@pueblo.us

Name: Irene Grisso
Title: 
Organization that You Represent: 
Mailing Address: 1628 Cahu Ave. City: Pueblo State: CO Zip: 81001
Telephone: Email:

Please Print Clearly
Comments: (Please use back if additional space is needed)

Cash in front of my house needs help people pull up to my house and pay fines.

Please Note:
Comments are due by 4/26/18

Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment — including your personal identifying information — may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Exhibit 3
You targeted men and women, ages 18-65+, who live in 1 location, and have 10 interests.

**Location - Living In:**
United States: Pueblo Colorado

**Age:**
18-65+

**People Who Match:**
- Fishing, Community issues, Mountain biking
- Sustainability, Camping, Trailblaze, Golf, Politics, Horseback riding or Environment and income: 1. $40,000 - $49,999,
  4. $100,000 - $124,999 or 6. $150,000 - $249,999

Hide full summary

This promotion ran for 20 days.

Your total budget for this promotion was $20.00 USD

<table>
<thead>
<tr>
<th>25</th>
<th>1</th>
<th>$0.36</th>
</tr>
</thead>
</table>

**Actions**

<table>
<thead>
<tr>
<th>People Reached</th>
<th>Engagements</th>
<th>Total Spend</th>
<th>Cost Per Engagement</th>
</tr>
</thead>
</table>

Exhibit 4
Pueblo Area Council of Governments (PACOG)  
Colorado Department of Transportation  
March 26, 2018 - April 26, 2018

NOTICE OF COMMENT PERIOD FOR THE FISCAL YEAR 2019-2022  
PACOG TRANSPORTATION IMPROVEMENT PROGRAM

Public input and comments are being solicited for the draft FY 2019-2022 PACOG Transportation Improvement Program (TIP). Copies of a proposed draft list of projects is available on the PACOG website at www.pacog.net or at the PACOG MPO/TPR office located at:

211 East D Street  
Pueblo, CO 81003

The draft 2019-2022 TIP has been developed cooperatively by CDOT Region 2 and PACOG. In accordance with Title 23 USC, Section 234(h), the TIP identifies transportation projects in the region which are being planned for construction with the assistance and expenditure of federal transportation funds:

Major Projects Proposed within the Improvement Program include the following:

- I-25 Reconstruction Between City Center (s 115) to Ilex  
- US Highway 50 between Pueblo and Pueblo West  
- US Highway 50C (Blende) Drainage Improvements  
- Urban, Rural, Regional and Intercity Transit Service  
- Pedestrian/Bike Trails in Pueblo West  
- Dillon Drive East Frontage Road

Public input, comments, or questions about the PACOG TIP may be submitted in the following ways:

1. In person at the MPO/TPR offices until April 26, 2018, by telephone to 719-553-2359; by FAX to 719-553-2359; or by e-mail to PACOG_MPO@pueblo.us.

2. In person at the regular joint meeting of the PACOG Transportation Technical Committee and Citizens Advisory Committee in the First Floor Community Room of the Pueblo Municipal Justice Center, 200 South Main Street, on April 12, 2018 at 8:30am.

The draft TIP is scheduled for consideration and discussion at the PACOG Board meeting on Thursday, April 26, 2018 in the 1st Floor Conf. Room of the Pueblo County Department of Emergency Management, 201 West 10th Street, Pueblo, CO at 12:15 pm.

John Adams, MPO Program Manager  
(719) 553-2259
MPO Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Colorado Department of Transportation (CDOT) and Pueblo Area Council of Governments (PACOG) hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:


2) Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;


7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;

9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

Pueblo Area Council of Governments
John T Adams
Transportation Program Manager

[Signature]
5/1/2018

Colorado Department of Transportation
Michael Lewis
Executive Director

[Signature]

Date