



2017 – 2020 Transportation Improvement Program (TIP)



Adopted 04-28-2016
www.pacog.net



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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.

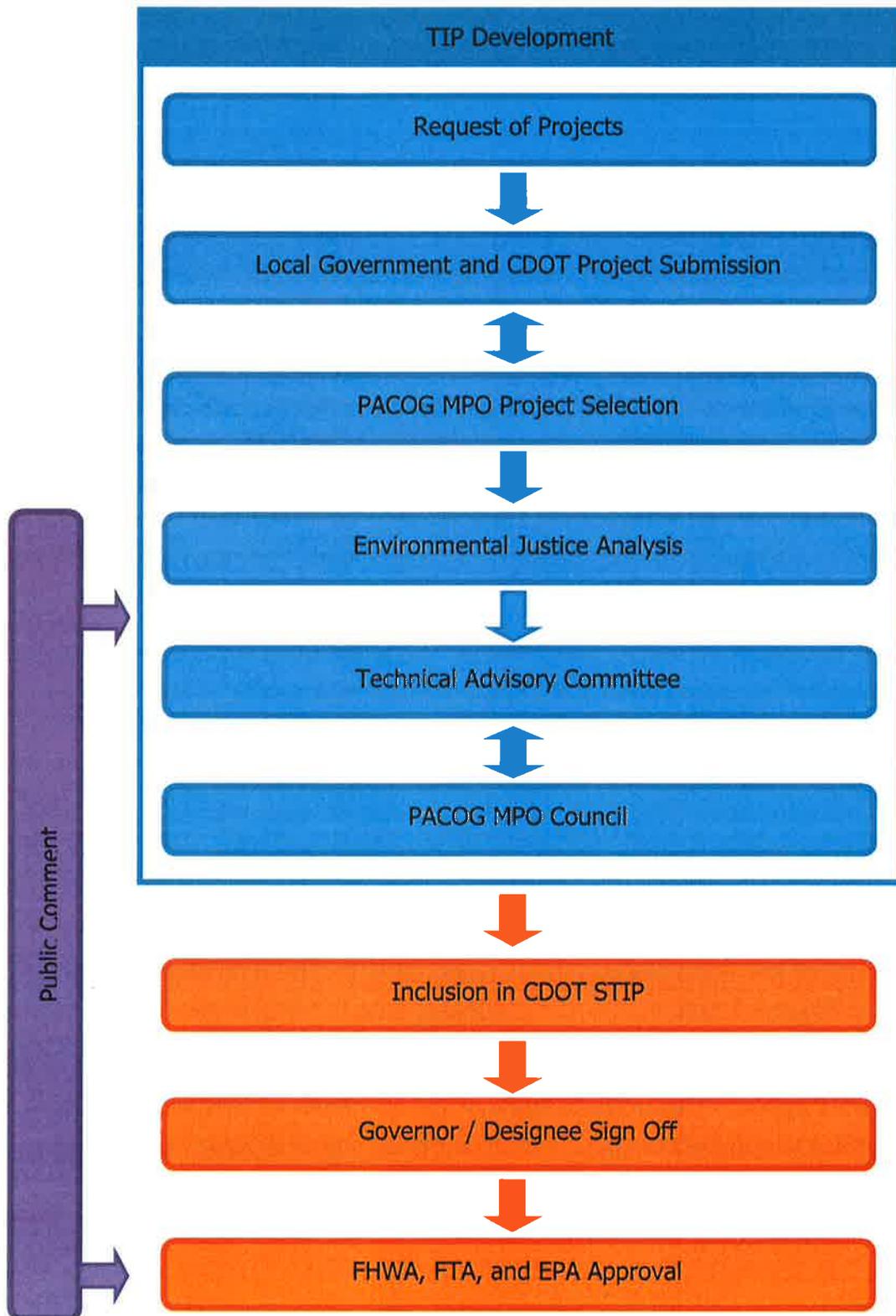
The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced 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



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 Moving Ahead for Progress in the 21st Century (MAP-21) legislation, adopted July 6, 2012, is the most recent, comprehensive federal legislation addressing surface transportation guides the long range planning process. MAP-21 contained eight factors addressed by the 3C metropolitan transportation planning process:

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.

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 Moving Ahead for Progress in the 21st Century (MAP-21).

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 time period for this TIP is October 1, 2016 through September 30, 2019 (FY 2017 – FY 2020).

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 RTP which is 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.

MAP-21 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 using the FY 2012-2017 PACOG Project Scoring Criteria

and Process. Highway capacity projects to be programmed in the FY 2017 - 2020 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2035 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 MAP-21 and is apportioned according to population. Pueblo Transit is the only provider that receives FTA funds based on population within the PACOG MPO. Pueblo Transit receives funds based on an urbanized area formula program for areas with population between 50,000 and 199,999. Pueblo Transit uses the FTA funds to cover 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.

Pueblo Transit develops a program of projects each fiscal year based on FTA apportionments as published annually in the federal register. The program includes projects to be carried out using funds made available based on the urbanized area formulas. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operation. The program of projects is amended into the TIP as it is received. 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. 2014-002 on February 27, 2014.

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

HIGHWAY	
BR	Bridge-On State System
BO	Bridge-Off State System
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) FASTER Safety FASTER Bridge Enterprise
RPP	Regional Priorities Program
SRTS GRNT	Grants: Safe Routes to School
STS	Surface Transportation Program
TAP	Transportation Alternatives Program
[Various]	Surface Treatment (CDOT)
TRANSIT	
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery (State) TRG-FASTER (State) transit funding for regional or State focused projects STL-FASTER (State) transit funding for locally focused projects
FTA5307	Transit 5307: Urbanized Area Formula Program (FTA funds allocated on a formula basis to urban areas larger than 50,000)
FTA5310	Transit 5310: Transportation for Elderly Persons & Persons with Disabilities

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:	
CDC	Capital Development Committee (State)
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
L	Local
LO	Local Overmatch
NHS	National Highway System
NHD	National Highway System – Discretionary
RAG	Railroad Crossing Program – At Grade
SHF	State Highway Funding
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
STF	Surface Transportation Program – Flexible
TCC	Transportation Commission Contingency (CDOT)

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 in order 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 Agency (urbanized areas over 200,000 in population) through the MAP-21 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 below lists the benefits and burdens of an EJ or Non-EJ project.

Table 2: Environmental Justice Benefits and Burdens

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

SECTION 2: FY 2017 – 2020 PROJECTS

PROJECT TABLES

The FY 2017 - 2020 TIP Projects are shown in **Table 3** 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.

PACOG 2017 - 2020 Transportation Improvement Program (TIP)									
Number	Project Name/Description	Funding Program	Funding Source	2017	2018	2019	2020	4-Year Total	
1	I-25 through Pueblo, Illex (RAMP)	FASTER - Safety Projects	State	-	-	-	-	\$0	\$5,433,000
		RAMP - Ops and Partnerships	State	\$5,433,000	-	-	-	\$0	
			State	-	-	-	-	\$0	
				Project Total:				\$5,433,000	
2	I-25 Corridor	RPP	Federal	-	-	-	\$206,975	\$206,975	\$43,025
			State	-	-	-	\$43,025	\$43,025	
				Project Total:				\$250,000	
3	I-25 - ITS Traffic Cameras (Mp 109, 111.5, and 114.8)	HSIP	Federal	\$16,000	-	-	-	\$16,000	\$2,000
			State	\$2,000	-	-	-	\$2,000	
				Project Total:				\$18,000	
4	I-25 Bridge Deck Repair at Eagleridge Blvd. (K-15-FB)	Bridge - On-System*	Federal	\$128,000	-	-	-	\$128,000	\$32,000
			State	\$32,000	-	-	-	\$32,000	
				Project Total:				\$160,000	
5	US 50A West from Wills to McCulloch (EB) - Add the third lane and trail facilities, improve pedestrian crossings at signalized intersections (RAMP)	FASTER - Safety Projects	State	\$5,000,000	-	-	\$6,000,000	\$11,000,000	\$0
			State	-	-	-	-	\$0	
		Surface Treatment *	Federal	-	-	-	-	\$0	
			State	-	-	-	-	\$0	
				Project Total:				\$11,000,000	
6	US 50A West from Wills to McCulloch Blvd. (WB) - Complete the EA from Wills to McCulloch Blvd., Add the third lane from Wills to the hill just West of Pueblo Blvd., Realign to be Parallel to the EB alignment, Construct a New Bridge, and Rebuild the Signal at USSO/Pueblo Blvd to Accomodate the new WB alignment and traffic flow, as well as improve pedestrian crossings at signalized intersections	FASTER - Safety Projects	State	-	\$7,400,000	-	-	\$7,400,000	\$4,506,000
			Federal	-	\$2,566,000	\$1,940,000	-	\$4,506,000	
		RPP	State	-	\$534,000	\$396,000	-	\$930,000	
				Project Total:				\$12,836,000	
7	US 50C Drainage Improvements	RPP	Federal	-	\$828,000	-	-	\$828,000	\$172,000
			State	-	\$172,000	-	-	\$172,000	
				Project Total:				\$1,000,000	
8	US 50C from 4th St. to Baxter Rd. (Mp 0.0 to 7.4)	Surface Treatment *	Federal	-	\$6,218,000	-	-	\$6,218,000	\$1,292,000
			State	-	\$1,292,000	-	-	\$1,292,000	
				Project Total:				\$7,510,000	

23	Pueblo West Trail from Industrial Blvd. to Platteville Blvd.	TA - Region	Federal		Project Total:	\$0
			Local			
24	Pueblo West Trail - SDS Trail and Park	TA - Region	Federal	\$450,000		\$450,000
			Local	\$193,000		\$193,000
						\$643,000
25	Arkansas River Bridge Maintenance on SH 231 (Mp 1.445) (K-19-A)	Bridge - On-System*	Federal	\$1,920,000	\$253,000	\$2,670,000
			State	\$480,000	\$53,000	\$636,000
						\$3,306,000
26	Pueblo City Bridge Repair on I-25 (Mp 111.9) (K-18-U)	Bridge - On-System*	Federal		\$40,000	\$40,000
			State		\$10,000	\$10,000
						\$50,000
27	Pueblo City Bridge on 8th St. Over I-25 (PUE8th0.0ALB)	Bridge - Off System	Federal		\$280,000	\$280,000
			Local		\$70,000	\$70,000
						\$350,000
28	Colorado Canal Bridge at CR611 and Boone Rd. (PUCO601A)	Bridge - Off System	Federal		\$915,001	\$915,001
			Local		\$228,001	\$228,001
						\$1,143,002
29	Small Urban Transit	FTA - 5307	Federal	\$1,002,773	\$1,002,773	\$3,008,318
			Local	\$1,002,773	\$1,002,773	\$3,008,318
						\$6,016,635
30	Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Admin and Operating	Federal	\$81,388	\$82,609	\$83,848
			Local	\$81,388	\$82,609	\$83,848
						\$247,844
31	Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Capital Projects - SRDA	Federal	\$51,818	\$53,373	\$160,165
			Local	\$17,273	\$18,325	\$53,388
						\$213,554
32	Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Capital Projects - Transit	Federal			\$0
			Local			\$0
						\$0
33	Rural Area Formula Grants	FTA - 5311	Federal	\$97,795	\$99,262	\$297,808
			Local	\$27,583	\$28,417	\$83,997
						\$381,806
34	2015 Emergency and Permanent Repair Funding - North Creek - North	Flood Relief	Federal			\$0
			Local			\$0
						\$0
35	2015 Emergency and Permanent Repair Funding - North Creek - South	Flood Relief	Federal			\$0
			Local			\$0
						\$0
36	2015 Emergency and Permanent Repair Funding - Overton Road	Flood Relief	Federal			\$0
			Local			\$0
						\$0
						\$74,482,684

*NOTE: These represent all Maintenance Funds

PACOG 2017 - 2020 Transportation Improvement Program (TIP) - Totals By Fund Program					
Program	2017	2018	2019	2020	4-Year Total
FASTER Safety RPP	\$11,683,000	\$7,400,000	-	\$6,000,000	\$25,083,000
HSIP	\$1,118,000	\$900,000	\$750,000	\$250,000	\$6,686,000
					\$2,768,000

Bridge On-System	\$3,960,000	\$913,000	\$306,000	-	\$5,179,000
Surface Treatment	\$14,368,000	\$7,510,000	\$3,645,000	-	\$25,523,000
Bridge Off-System	-	\$1,493,002	-	-	\$1,493,002
TA-Region RAMP	\$643,000	-	-	-	\$643,000
Transit (FTA)	\$2,362,790	\$2,369,185	\$2,375,707	-	\$7,107,682
Flood Relief	-	-	-	-	\$0

PACOG 2017 - 2020 Transportation Improvement Program (TIP) - Totals By Corridor

Corridor	2017	2018	2019	4-Year Total
I-25	\$5,611,000	\$50,000	-	\$5,911,000
US 50	\$6,050,000	\$19,273,000	\$5,981,000	\$37,304,000
SH 96	\$2,735,000	-	\$750,000	\$3,485,000
SH 45	\$14,333,000	\$900,000	-	\$15,233,000
SH 47	-	-	-	\$0
SH 78	-	-	-	\$0
SH 231	\$2,400,000	\$600,000	\$306,000	\$3,306,000
Off-Corridor	\$3,005,790	\$3,862,187	\$2,375,707	\$9,243,684

APPENDIX A: RESOLUTION OF ADOPTION

RESOLUTION NO. 2016-010

A RESOLUTION ADOPTING THE STATE FISCAL YEAR (SFY) 2017-2020 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); AMENDING THE FISCAL YEAR 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM TO CORRESPOND WITH THE PROVISIONS OF THE SFY 2017-2020 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 January 2015 through April 2016, 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 (SFY) 2017-2020.

SECTION 2:

The Pueblo Area Council of Governments hereby amends any related parts and overlapping years of the previously adopted PACOG FY 2016-19 TIP, as amended to date, to correspond to the SFY 2017-2020 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 2017-2020 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 2017-2020 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 2017-2020 TIP and STIP are in effect.

SECTION 5:

This resolution shall become effective immediately upon passage and approval.

PASSED AND ADOPTED this 28th day of April, 2016 by the PACOG Board.



Chairperson, Pueblo Area Council of Governments

ATTEST:


PACOG Recording Secretary

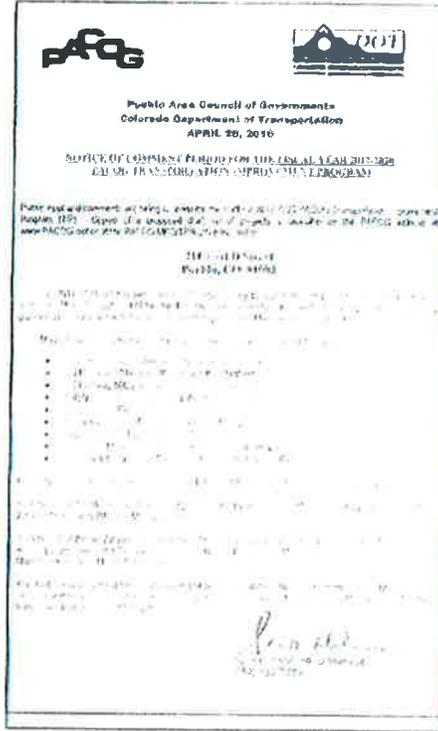
APPENDIX B: PUBLIC NOTICE ANNOUNCEMENT

PROOF OF PUBLICATION AFFIDAVIT

THE PUEBLO CHIEFTAIN

STATE OF COLORADO,)
) s.s.
County of Pueblo,)

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: 4/12

In witness whereof, I have hereunto set my hand
this 18th day of April A.D. 2016.

[Handwritten signature]



Subscribed and sworn to before me, a Notary Public
in and for the County of Pueblo, State of Colorado,
this 18 day of April A.D. 2016.

[Handwritten signature: Lynda K Connors]
Notary Public

