

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
July 14, 2016
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) 553-2244 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***
June 9, 2016
Action Requested: Approve/Disapprove/Modify
- 4. CDOT Region II TIP/STIP Policy Agenda Item(s)***
There are no Policy TIP Amendment Notification for July
- 5. CDOT Region II TIP/STIP Administration Agenda Item(s)***
CDOT Region II has Notification of Five (5) Administrative Amendments of Roll Forward Project Funding to the PACOG Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in the MPO/TPR area. Additional Information is Available in the Attached Letter and Spreadsheet.
Notification: No Action Required

Project Name: Greenhorn Bridge - Maintenance
STIP Number: SR250710.017
Project Location and Description: **Greenhorn Bridge - Maintenance**
Federal Program Funds: **\$ 1,333,350**
State Matching Funds: **\$ 0**
Local Matching Funds: **\$**
Other Project Funds: **\$ 333,340**
TOTAL PROJECT FUND AMENDMENT: \$1,666,700

Project Name: Arkansas River Trail – Phase 4
STIP Number: SR250790.058
Project Location and Description: **Arkansas River Trail – Phase 4**
Federal Program Funds: **\$ 616,494**
State Matching Funds: **\$**
Local Matching Funds: **\$**
Other Project Funds: **\$ 154,124**
TOTAL PROJECT FUND AMENDMENT: \$770,618

Project Name: Pueblo West – Trail
STIP Number: SR250790.061
Project Location and Description: **Pueblo West – Trail
Spaulding Ave – W McCulloch Blvd**
Federal Program Funds: \$ **457,107**
State Matching Funds: \$
Local Matching Funds: \$
Other Project Funds: \$ **114,277**
TOTAL PROJECT FUND AMENDMENT: \$571,384

Project Name: Pueblo West – Trail
STIP Number: SR250790.067
Project Location and Description: **Pueblo West – Trail
Industrial Blvd North – Platteville Blvd**
Federal Program Funds: \$ **400,000**
State Matching Funds: \$
Local Matching Funds: \$ **100,000**
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$500,000

Project Name: West 11th St Bridge Replacement
STIP Number:
Project Location and Description: **West 11th St Bridge Replacement**
Federal Program Funds: \$ **4,443,500**
State Matching Funds: \$
Local Matching Funds: \$ **2,516,620**
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$6,960,120

6. CDOT Updates*

- **Robert Frei – Environmental Manager - CDOT 10 Year Development Plan**

7. Review Draft 2017 UPWP Scope of Work*

8. US 50 East Draft Tier 1 Environmental Impact Statement*

9. West Pueblo Connector Review Update Alternatives*

10. Staff Reports:

- **Pueblo Area Wide Transit Feasibility Study**
- **Discussion of scheduling of TAC meetings**

11. Items from TAC Members or scheduling of future agenda items

- **City/School Regional Bus Transportation**

12. Adjourn at or before 10:30 am.

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION**

June 9, 2016

8:30 a.m.

Community Room of the Municipal Justice Center, 200 South Main Street
Agenda Items Marked with * indicate additional materials included in packet

1. Call Meeting to Order

Chairman: Scot Hobson

Time of Call: 9:06 a.m.

MPO Members Present: Scott Hobson, John Adams, Hannah Haurert

TAC Members Present: Alf Randall, Don Bruestle, Michael Snow, Pepper Whittlef, Wendy Pettit

CAC Members Present: Salvatore Piscitelli

Other Present:

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

CDOT was concerned about the quorum action from the TAC Committee. It was advised that the bylaws did not address the quorum for TAC.

3. Approval of Minutes of the regular meeting held on June 9, 2016.

Alf Randall did mention a typo that was found in Peppers Sauce Bottom. The word "soft" was unintentionally used and shall be corrected in the minutes.

Motion to Approve: Don Bruestle

Second: Salvatore Piscitelli

Unanimous:

4. PACOG MPO TIP/STIP Policy Agenda Item(s)*

There are Two (2) TIP/STIP Policy Amendments to the PACOG Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in the MPO/TPR area. Additional Information is Available in the Attached Information.

Project Name: **North Mesa Elementary Safe Routes Improvements, Phase I**

STIP Number:

Project Location and Description: **Gale Road, 29 1/2 Lane, and Windrow Road connecting from 30th Lane to North Mesa Elementary School.**

Federal Program Funds: \$ **200,000**

State Matching Funds: \$

Local Matching Funds: \$ **50,000**

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$250,000

Motion to Approve: Alf Randall

Second: Pepper Whittlef

Unanimous:

Project Name: **FY 2016 for SRDA**

STIP Number: **SST6729.005**

Project Location and Description: **Rural Area Formula Grants - TIP**

Federal Program Funds: \$ 67,600
State Matching Funds: \$
Local Matching Funds: \$ 52,900
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$120,500

This will become an Administration Notification.

5. PACOG MPO TIP/STIP Administration Agenda Item(s)*

Project Name: **FY 2016 for SRDA**

STIP Number: **SST6729.005**

Project Location and Description: **Rural Area Formula Grants - TIP**

Federal Program Funds: \$ -394,158

State Matching Funds: \$

Local Matching Funds: \$ -111,173

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ -505,331

It was decided not to take any action on this as an Administration Notification to the PACOG Board.

6. CDOT Updates

Michael Snow informed us about the Town Hall Meeting, he said about 2,600 people participated and about 240 people through the whole hour. He said that he does not have the actual numbers. Scott Hobson asked if there was a review. Michael said that he does not know when he will actually get the review from the consultant. The report will show all the questions that were asked and the results of the survey. There are different ways to report into the meeting with text to cell and the portal online. Scott Hobson said that this meeting was for all of Southeastern Colorado. Climate change Workshop is July 14, 2016 and is located in Denver.

7. Review Draft 2017 UPWP Scope of Work*

John Adams developed the Scope of Work for 2017 so CDOT can start on the agreements, this is provided in the packet. There were not a lot of changes but it was added in the Administration Category that we will be working with CDOT on how we will be doing our UPWP. He mentioned that a lot of categories can be compressed for better recording and tracking. John also informed us that he took out most of the Participation Involvement Plan (PIP) in their work elements because in the new 2017 UPWP it will be updated. Michael Snow asked if we will have an updated PIP by September. John said that we will. It will be in a Draft Form for the public to comment. Michael asked if we are going to have a discussion about this plan. John said that we would meet in September. Michael was concerned about it being an update rather than a conversation. He said he would plan on a discussion with TAC Members and the board to ask about our PIP to see what we can do, and what is or isn't working. Wendy Pettit asked if that has to be released for public review and Michael said it does. John said it would be 45 days for a new plan but if it is amending a plan it would be 30 days. Scott Hobson said that we can look and see if we want to keep it in the UPWP or Scope of Work. Pepper Whittlef asked about Transit and Passenger Rail under Infrastructure Condition, she mentioned that those aren't really infrastructures and that Transit is a facility, and it is a mode option, unless it is referring to the buses and the facility. Scott Hobson said that if we were to do that then that would include buses, bus stops, rails and vehicles. Pepper requested to have those in parenthesis after the condition. Wendy asked if it was the number of the assets, condition of inventory, and condition of asset. Scott said it might be the number of stops and what type of stops. Michael had a question about 1611 under Work Elements for "modifying the format of the UPWP", he said he would take out the "Coordinate with CDOT staff". John said he would like it to be added. It would be added in the UPWP and not Scope of Work.

John Adams said that in 1616, there are a lot of meetings that come through the web and we will send out a notice for Webinars for people to attend. Michael said that he is assuming that will be part of PIP. 1613 Work Elements were updated for more of a maintenance on activities for travel demand because we have adopted a new travel demand module for 2020. Under 1632, monitor the approved 2040 LRTP and make amendments where significant changes have been identified, the plan was put together under MAP 21. FAST ACT came out after we have already drafted the plan. There are several performance measures that have not been final ruled yet. A planning factor to improve travel and tourism. We will be having to do minor amendments to what our goals would be. Performance measures were identified in the LRTP. Performance Measures in 2015 will be compared to 2017 and base line would be developed. Wendy Pettit asked if CDOT will guide the smaller MPO's on what will need to be done. Michael Snow said he would think so. Wendy wants to know if John can be in contact with William Johnson for the rules. Scott Hobson said that CDOT gives us 18 months to amend and adjust our Performance Measures. John Adams said we are going to wait until the State's Performance Measures before we change ours. Wendy said it might be easier to adopt a new plan from TMA. Scott said we will look at other amendments and adjusts it in LRTP.

Pepper Whittlef had a concern about 1644 – Pavement Management Inventory and Maintenance Program, her questions were about the expectations from the City and the County, and what does it mean to us. Scott said it is about pavement's condition and would rely on CDOT's data of their highways. We will have a responsibility on the local roads. Michael Snow asked if there was a project. Scott said that it is already in a work program in 2016. Pepper Whittlef asked who was going to be doing the project. Scott said Reyna Quintana and Hannah Haunert but it will be MPO's staff. We are trying to get a certain criteria, rating or classification to identify the roads. This will include the ranking of the quality of pavement. Scott's concern was the drivability criteria, he is not sure on how we would rate that. Wendy informed us that we need to talk to Craig for more information. Alf Randall was concerned about it being a visual or a technical inspection, and that non-engineering technical people determining condition of the pavement might be a problem. Scott said that we could allocate resources for evaluation for pavement for more accurate identification. We will need to look at the system and the criteria/condition.

Michael said we should work on the wording for the work plan to say what we want to accomplish. Scott said that we need to develop the process of what we want to do. Michael would like an action to be added to the Work Elements and not just a product. Alf asked about a bridge inventory. Scott said that we will need to provide and maintain. Pepper said that we do not have any standardized.

The Scope of Work of the PACOG 2017 consolidated grant, our goal is that the Scope of Work be submitted to CDOT and FHA by July/August and incorporated into the CPG agreement approved in September. John Adams informed us that that will come to TAC and to PACOG policy. CDOT said that we are on track for October 1st for the contract. Michael said he needs January and February invoices for 2015 and then the offices will carry over. He said that we will have room to breathe with another 30 days. Wendy wanted to make sure if we can still skip our meeting in August. Michael said that we can, and do that in September. We will have time to change the Scope of Work if needed to add or remove another work element.

8. Staff Reports:

- **Pueblo Area Wide Transit Feasibility Study***

Scott Hobson said that the review committee conducted interviews and it was their recommendation to hire Nelson/Nygaard to be the consultant to complete the study. The company specializes in transit operation studies and numerous studies around the country. They gave us the best proposal for the best rates. Any of the 3 consultants could have done a good job. Wendy Pettit asked if the interviews were done in person and Scott said that they were and on Skype. Don Bruestle asked how much money was allocated for the study.

Scott said that it had \$120k, and the consultant's proposal is \$115,700. The approval will be on June 27 at the City Council Meeting and it will start a week after July 4, 2016. There were concerns from PACE at the PACOG meeting about expanding Transit Study into Pueblo West, the scope of work has allowed review of expansion of the outlined areas (St Charles Mesa, Airport, and Pueblo West). It would not be a full transit system. A Fixed Route Study would need to be conducted. Wendy Pettit asked if this would give a high level of feasibility of what it would take to get it to that point and to a step further with the community. Scott said if there is a fixed route it would be another study in itself. A short circulator route for a portion of Pueblo West would be possible. For a full Transit Study, it would be a different study. Wendy asked if Park-N-Ride would be compatible with that system. Scott Hobson said that it is possible and there might be a substation for feasibility and connection. If you want to ride on a route and connect to another route, you would need to go to the Transit Main Station. Another way is to get off a bus at a certain point where another bus route intersects. Don Bruestle asked if there are enough buses flowing to have that likely to happen. Scott said in the Bessemer or maybe the Eastside but potentially on the Northside. Don was concerned about another form of transportation besides these for the disabled population. Scott said that SRDA provides this service. Don asked if there is any other services for that. Wendy said that Mike Timlin talked about Bustang in the last meeting. They are trying to tie different services into one. Don asked what kind of publicity is there for these issues for the public. Michael said that the Telephone Town Hall Meeting did mention it. Scott said maybe the MPO's can do a press release. He said this is the first Transit Study in 15 years. Wendy said that as the process develops, we can make more presentations. Scott said that we will follow up on that.

- **West Pueblo Connector Study Update**

There was a meeting this week on this Study. The Stakehold committee came back with and will do further analysis with those alternatives and will have a public meeting. The meeting will be in July on the West side. Alf Randall provided another alternative and it will be included. Scott Hobson informed us that it will utilize the 18th St Bridge, connects with Hood Ave, and then connect to 11th St. This will have an north/south connection instead of east/west connection. Don Bruestle asked if Matrix would contact the State Hospital. Scott said yes, they are. Alf Randall said that this is better because you are staying on the north side of the railroad. Wendy Pettit asked how much ROW will be acquired. No-one knows. Scott mentioned that all alternatives have pros and cons. The bridge will need to be updated. Alf said that Pueblo West would connect to downtown Pueblo and the other alternatives would not to do that.

- **10 Year Capital Improvement Program Update**

Scott Hobson said that what we are hearing from CDOT and from the MPO meetings is that CDOT is giving us direction. PACOG adopted/approved a 10 year development program, this includes 4 years from STIP and 6 remaining years afterwards. The direction from CDOT is looking for a 10 year plan but does not include the 4 years from TIP. They want an additional 4 years from our 10 year plan. We need to evaluate and determine which projects need to be added. We have a current plan for 2025 but we will need 4 years after that, for 2029. We may expand the review process for the TAC committee. Wendy Pettit said that it will start at the TPR meeting later this month and then the information will be given to the planning partners and a formal meeting will be in July and August. They are hoping by the end of August they will have a finalized feted list. Scott asked if the bigger MPO's will be doing this. Wendy said that Pike's Peak has a list already. Scott said it is just a continuation rather than a new list. The draft will be due on June 27.

- **STAC Retreat – September 22nd**

Wendy Pettit asked who was going. Scott Hobson said it depends on who can go and how many can participate. Wendy said that they limited the amount people at the previous one. Michael Snow said that it will never extend beyond STAC Reps and STAC Alts. Don Bruestle would like to attend if it is possible. Scott said that it might not be beyond TAC Members but was not sure.

9. Items from TAC Members or scheduling of future agenda items

Don Bruestle would like to include the discussion of changing the day of the TAC meeting.

10. Adjournment

Chairman Scott Hobson adjourned the meeting at 10:26 am.

Pueblo Area Council of Governments PACOG

FY 2017 Roll Forward TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS

CDOT		Document										
Region	STIP ID	STIP ID Description	STIP WBS ID	Funding	Type	Year	Sponsor	2017	2018	2019	2020	Total Project
2	SR27001	Greenhorn Bridge - Maintenance Roll Forward FY 2014 Bridge Off System to FY 2017					Federal State	\$1,333,360 \$0				
			SR25071 0.017	Maintenance	BRO	2014	Local	\$333,340				\$1,666,700
2	SR25079	Arkansas River Trail - Phase 4 Roll Forward FY 2014 Transportation Enhancement Program Funds to FY 2017 Transportation Alternatives Program					Federal State	\$616,494 \$0				
			SR25079 0.058	Transportation Alternative Program	TAP	2015	C. of Pueblo	\$154,124				\$770,618
2	SR 25079	Pueblo West - Trail Spaulding - W. McColloch Roll Forward FY 2015 Transportation Alternatives Program Funds to FY 2017					Federal State	\$457,107 \$0				
			SR 25079 0.061	Transportation Alternative Program	TAP	2015	Local	\$114,277				\$571,384
2	SR 25079	Pueblo West - Trail Industrial North - Platteville Roll Forward FY 2016 Transportation Alternatives Program Funds to FY 2017					Federal State	\$400,000 \$0				
			SR 25079 0.067	Transportation Alternative Program	TAP	2016	Local	\$100,000				\$500,000



COLORADO
Department of Transportation

Region Transportation Director
905 N Erie Ave
Pueblo CO 81001-2915

June 28, 2016

Mr. John Adams
PPACG
15 S. 7th Street
Colorado Springs, Co 80905

Dear Mr. Adams,

CDOT Region 2 requests a TIP amendment to the PPACG 2017-2020 Transportation Improvement Program (TIP). The amendment encompasses the following actions from PACOG. The CDOT and FHWA procedures for funding and billing projects requires action from PACOG for projects that were not totally obligated in the prior fiscal year. A procedural change to budgeting projects was implemented last fiscal year with the update of FEMIS, the FHWA software that funds federal aid projects. All CDOT regions have been asked to roll forward the funding for the unobligated projects in our system and to roll forward the projects that were funded and not started in fiscal year 2016. To budget federal funding for awarded projects the funding must be in the current TIP if the project is in an MPO area and all projects are referenced in the STIP.

The projects started but not obligated are from fiscal years 2014 to 2015. These projects will need to be rolled forward in the current fiscal year of the STIP and TIP for future rebudgeting and obligation. At the time the project is within 90 days of needing to have the funds back in the project, the CDOT project manager will send a budget action request to the CDOT Region 2 Business Office for that process to be completed so that FHWA can obligate the funding for the project needs. All local agency projects at the end of the state fiscal year that still have unobligated balances or that have funding that has not been budgeted will need to be rolled forward in the STIP and TIP to the next fiscal year.

PACOG has 2 started but not obligated projects and 2 projects that did not go to construction in fiscal year 2016. They are as follows:

Not Obligated:

Greenhorn Bridge	Federal Bridge off \$1,333,360	Local Match \$333,340
Arkansas River Trail 4	Federal TAP \$616,494	Local Match \$154,124

Did not go to construction:

Pueblo West - Industrial to Platteville	Federal TAP \$400,000	Local Match \$100,000
Pueblo West - Spaulding to west McCulloch	Federal TAP \$457,107	Local Match \$114,277

Program Development:

CDOT is in the process of creating a Program Development plan.

The Development Program is an inventory of major investment needs based on input from CDOT Regions and planning partners. The Development Program captures the priorities identified through the transportation planning process to support the identification and prioritization of major investment needs for future planning. The major investment needs in the Development Program are identified through a statewide inventory of needs documented in planning and development studies, including Regional Transportation Plans and Metropolitan Planning Organization (MPO) Transportation Plans, and through additional input from CDOT staff and planning partners.

What does the Development Program include?



The Development Program currently includes over 100 major highway projects totaling approximately \$8.5 billion statewide. This includes the projects previously identified as candidate Senate Bill (SB) 228 projects. Additional major investment needs are also being identified for transit, bike/ped, and operations. The Development Program is not intended to capture every potential project identified to date. It is intended to capture highway projects defined as “major” by each CDOT Region, and major investment needs for transit, bike/ped, and operations. Typically these “major” investment needs are projects that are unlikely to be funded to completion through traditional funding sources, and will require some other funding sources, such as SB 228, discretionary grant funding, etc. to make significant progress towards completion. The focus on “major” investment needs means that a large number of smaller projects are not included. While some of these smaller projects can be funded through existing funding sources, many others cannot. As such, the Development Program is only a partial picture of significant unmet transportation needs. Additionally, the Development Program only includes projects that would be funded with revenues flowing through CDOT, if sufficient revenue were available. It does not include projects that are anticipated to be funded primarily with local, regional (i.e. MPO or transit agency directed) or private funding.

What is the 10-Year Development Program?

The 10-Year Development Program is a smaller subset of the Development Program, identifying those major investment needs that are a higher priority over the next 10 years. Priorities for the 10-Year Development Program will be identified with the CDOT Regions in the summer/fall of 2016 based on Region and planning partner input. The 10-Year Development Program will total closer to \$2.5 billion statewide.

While extensive investment needs are identified through the transportation planning process, the STIP captures only those project needs that can be funded with expected revenues over the next four years. The purpose of the Development Program is to bridge the gap between the 4-year STIP and the 20+ year SWP, by capturing the major investment needs and priorities identified in the planning processes over a longer timeframe. This effort is being undertaken for a number of reasons, including:

- To consolidate multiple projects lists maintained in different parts of the Department, and in different documents such as RTPs;
- To “fill in the gaps” in areas where priorities have not been clearly documented and provide an opportunity for planning partners to provide additional input and reaffirm existing priorities through a clear and transparent process;
- To look at priorities outside of funding silos, and across programs;
- To “get ahead of the curve” and create a resource that can be used as a starting point for different project selection efforts including additional Senate Bill (SB) 228 revenue, discretionary grants, and new revenue sources, as well as TIP, STIP, and RTP development, and other project selection, design, or development decisions;
- To provide an aid in quantifying identified transportation needs to support planning and programming processes.

What is the process, criteria, and timeline for creating the Development Program?

The Development Program process includes three phases. The first is the inventory of major investment needs. This phase is complete, although it is a “living” inventory and can be updated as needed by the CDOT Regions to reflect updates to projects, or new projects. The second phase will involve identifying the higher priority projects from the inventory, based on RTPs, and planning partner input. This process will occur in the summer of 2016 and will include outreach to MPOs and TPRs, in addition to discussion at Statewide Transportation Advisory Committee (STAC) meetings. It is anticipated that this phase will conclude in the fall of 2016 with a final “10-Year Development Program.” A third phase will follow, and includes next steps in project selection processes associated with specific funding opportunities. With the next long-range plan cycle, the 10-Year Development Program will be updated/developed in tandem with the traditional planning process, including the development of the Statewide and Regional Transportation Plans and STIP.

CDOT Region 2 is now beginning phase 2 of the process. We are looking for your input to prioritize the inventory identified for your MPO area. Mr. Robert Frei will be presenting this information to you for your recommendation to the PACOG Board of directors at the July 14 Technical Advisory Committee and Citizens Advisory meeting.

Please let me know if you have any additional questions about the proposed TIP modification action. You may reach me at 719-546-5748.



Sincerely,

Wendy Pettit
CDOT Region 2 Planning

Cc:

Karen Rowe (R2 RTD)
Jason Ahrens (R2 BO)
Michael Snow (DTD)
Ajin Hu (R2 SPE)
Julia Spiker (OFMB)



Earl Wilkinson, P.E.
Director of Public Works

Mickey Beyer, P.E.
Assistant Director of Public Works



211 East D Street
Pueblo, CO 81003

Phone (719) 553-2295
Fax (719) 553-2294

Department of Public Works

DRAFT

June 21, 2016 (Revised: June 23, 2016)

Donald Scanga
Region 2 Finals Engineer
South Program Local Agency Coordinator
902 Erie Avenue
Pueblo, CO 81001

Re: **Project No. 16 – 001 (BRO M086 – 055 Subaccount No. 17055)**
W. 11th Street Bridge Replacement
Project Financial Statement

Don:

Follows is an abbreviated summary of estimated costs and funding sources for the construction phase of the W. 11th Street Bridge Replacement project.

Estimated Construction Costs

Engineer's Estimate (dated May 3, 2016) *	\$ 4,292,765
Construction Contingencies (10% w/ MCR)	\$ 379,276
Misc. Costs (BHE – Street Lighting, etc.)	\$ 99,079
Misc. Costs (BoWW – Water Main Relocation, etc.)	\$ 150,000
Misc. Costs (CDOT Oversight)	\$ 0
Construction Management **	\$ 630,000
Total Estimated Construction Costs	\$ 5,551,120

* (includes \$50,000 for MCR)

**(\$630K see AECOM proposal dated 2/16/16 – includes Kleinfelder's Material Testing proposal)

Funding Sources

Federal/Local Agency Funding	
FHWA Grant No. 1 80%	\$ 2,580,000
Local Match 20%	\$ 645,000
Total FHWA Grant No. 1	\$ 3,225,000
Federal/Local Agency Funding	
FHWA Grant No. 2 80%	\$ 975,600
Local Match 20%	\$ 243,900
Total FHWA Grant No. 2	\$ 1,219,500
Total Federal / Local Agency Funding	\$ 4,444,500

11 Street Bridge Replacement

Year	Action	Amount	Fed 08	Local 08
April 2008	Original Award	\$3,225,000	2,580,000	645,000
June 2008	Reduction by CDOT	-\$728,000	-728,000	
November 2009	Amendment/Modification to TIP	\$728,000	728,000	
November 2011	Amendment/Modification to TIP	\$1,218,500	974,800	243,700
	Total Federal Funding	<u>\$4,443,500</u>	\$3,554,800	\$888,700
CITY FASTER 2010-2016	Local Matching Funds - Pueblo FASTER Funds	2,516,620		2,516,620
	Total	\$6,960,120	\$3,554,800	\$3,405,320

REGION 1 - DRAFT 10-YEAR DEVELOPMENT PROGRAM
5/18/2016

Project Summary					Project Funding							Priority	Statewide Plan Goal Areas				Key Project/Corridor Attributes											
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I \$ Funding Need	Tier I \$ Total	Tier II \$ Funding Need	Tier II \$ Total	Tier I/II \$ Funding Need	Tier I/II \$ Total	Other Funding Sources	TPR / Region Priority	Maintain the System	Mobility	Safety	Economic Vitality	NHS Corridor	Freight Corridor	Con-gressional Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Innovative Financing	SB 228 Project		
1	1	1	Greater Denver Area, Pikes Peak Area	I-25: Monument to Castle Rock	Expand capacity with Managed Lanes from Monument to Castle Rock as outlined in the PEL currently underway. Could be expanded north based on PEL outcomes.	\$ 270.00	\$ 270.00	\$ -	\$ -	\$ 270.00	\$ 270.00				X		X	X	X	X							X	
2	2	1	Greater Denver Area	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	\$ 3.00	\$ 30.00	\$ -	\$ -	\$ 3.00	\$ 30.00			X	X			X	X	X							X	
3	3	1	Greater Denver Area	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	\$ 60.00	\$ 60.00	\$ -	\$ -	\$ 60.00	\$ 60.00			X	X			X	X	X							X*	
4	4	1	Greater Denver Area	I-25 North: US 36 to 120th	Improvements on I-25 between US36 and 120th Potential improvements include: I-25/ Thornton Parkway Ramp, Aux lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge.	\$ 35.00	\$ 55.00	\$ 15.00	\$ 40.00	\$ 50.00	\$ 95.00			X	X			X	X	X	X						X	
5	5	1	Greater Denver Area	I-25 North: TEL Expansion	Expansion of Tolle Express Lanes (TELS) from current planned end at E-470 to SH 7. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	\$ 30.00	\$ 70.00	\$ -	\$ -	\$ 30.00	\$ 70.00			X	X			X	X	X	X						X	
7	7	1	Greater Denver Area	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	\$ 140.00	\$ 190.00	\$ 60.00	\$ 60.00	\$ 200.00	\$ 250.00			X	X			X	X					X			X	
9	9	1	Greater Denver Area	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Boulevard to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Boulevard to Tower Road with two tolled Express Lanes in each direction. The total project cost includes only the first phase project.	\$ 180.00	\$ 1,117.00	\$ -	\$ -	\$ 180.00	\$ 1,117.00			X	X	X	X	X	X	X							X	
10	10	1	Greater Denver Area	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	\$ 60.00	\$ 60.00	\$ -	\$ -	\$ 60.00	\$ 60.00			X	X			X	X								X*	
11	11	1	Greater Denver Area	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Addition of one tolled Express Lane in each direction, replacement of bridges, and reconstruction of concrete pavement.	\$ 250.00	\$ 250.00	\$ -	\$ -	\$ 250.00	\$ 250.00			X	X			X	X									
13	13	1	Greater Denver Area	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	\$ 60.00	\$ 60.00	\$ -	\$ -	\$ 60.00	\$ 60.00			X	X			X	X								X	
14	14	1	Greater Denver Area	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/deceleration lanes. Includes a 10 foot trail.	\$ 20.00	\$ 20.00	\$ 35.00	\$ 35.00	\$ 55.00	\$ 55.00			X	X			X	X									
15	15	1	Greater Denver Area	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	\$ 35.00	\$ 35.00	\$ -	\$ -	\$ 35.00	\$ 35.00			X	X	X	X	X	X								X	
6	6	1	Greater Denver Area	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to Twin Tunnels.	\$ -	\$ -	\$ 170.00	\$ 170.00	\$ 170.00	\$ 170.00			X	X			X	X				X				X	
8	8	1	Greater Denver Area	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	\$ -	\$ -	\$ 60.00	\$ 60.00	\$ 60.00	\$ 60.00			X	X	X		X	X									
12	12	1	Greater Denver Area	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	\$ -	\$ -	\$ 334.00	\$ 334.00	\$ 334.00	\$ 334.00			X	X			X	X									X
16	16	1	Greater Denver Area	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with median and construction of grade separated interchange at King's Valley.	\$ -	\$ -	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00			X	X			X	X									
TOTAL						\$ 1,143.00	\$ 2,217.00	\$ 714.00	\$ 739.00	\$ 1,857.00	\$ 2,956.00			X	X			X	X									
PLANNING TARGET						\$ 953.35																						

REGION 3 - DRAFT 10-YEAR DEVELOPMENT PROGRAM
5/18/2016

Line	Project Summary					Project Funding						Priority	Statewide Plan Goal Areas				Key Project/Corridor Attributes													
	Project ID	Region	TPR	Project Name	Project Description	Tier I \$ Funding Need	Tier I \$ Total	Tier II \$ Funding Need	Tier II \$ Total	Tier I/II \$ Funding Need	Tier I/II \$ Total		Other Funding Sources	TPR / Region Priority	Maintain the System	Mobility	Safety	Economic Vitality	NHS Corridor	Freight Corridor	gressional Corridor	Energy Corridor	Congested Corridor	Lands Access	Multi-Modal	Innovative Financing	SB 228 Project			
8	30	3	Grand Valley	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	\$ 16.00	\$ 20.00	\$ -	\$ -	\$ 16.00	\$ 20.00		#1 Regional Priority Project	X	X	X	X	X	X								X			
6	31	3	Grand Valley	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	\$ 20.00	\$ 20.00	\$ 25.00	\$ 25.00	\$ 45.00	\$ 45.00		RPP, FASTER, and MPP Priority Project List	X		X	X	X	X	X		X		X			X*			
3	33	3	Intermountain	I-70: Edwards Spur Rd.	Improvements to southern half of the Edwards Spur Rd. starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	\$ 25.00	\$ 35.00	\$ -	\$ -	\$ 25.00	\$ 35.00		Not Listed as a Priority	X	X	X										X				
5	34	3	Intermountain	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	\$ 22.00	\$ 22.00	\$ -	\$ -	\$ 22.00	\$ 22.00		#15 of 16 on the RPP Project Priorities List	X	X	X	X	X	X	X				X			X			
13	35	3	Intermountain	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	\$ 5.00	\$ 7.50	\$ 67.50	\$ 67.50	\$ 72.50	\$ 75.00		#13 of 16 on the RPP Project Priorities List	X	X	X	X	X	X	X				X			X			
12	36	3	Intermountain	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	\$ 6.20	\$ 6.20	\$ -	\$ -	\$ 6.20	\$ 6.20		Segment of Top Priority Corridor	X	X	X	X	X	X	X				X			X			
10	37	3	Intermountain	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	\$ 10.00	\$ 11.20	\$ -	\$ -	\$ 10.00	\$ 11.20		Segment of Top Priority Corridor	X	X	X	X	X	X	X				X			X			
7	38	3	Intermountain	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	\$ 19.00	\$ 20.00	\$ -	\$ -	\$ 19.00	\$ 20.00		#10 of 16 on the RPP Project Priorities List Segment of Top Priority Corridor	X	X		X	X	X	X				X			X			
14	39	3	Grand Valley	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	\$ 5.00	\$ 8.00	\$ 52.00	\$ 52.00	\$ 57.00	\$ 60.00		Various segments of this project appear on the Regional Priority Projects List		X	X	X	X	X	X		X		X						
2	43	3	Gunnison Valley	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	\$ 35.00	\$ 42.50	\$ -	\$ -	\$ 35.00	\$ 42.50			X	X	X	X	X	X	X				X						
11	44	3	Intermountain	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	\$ 9.00	\$ 10.00	\$ -	\$ -	\$ 9.00	\$ 10.00		#4 of 16 on the RPP Project Priorities List Segment of Top Priority Corridor	X	X				X					X			X*			
1	45	3	Intermountain	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	\$ 52.00	\$ 60.00	\$ -	\$ -	\$ 52.00	\$ 60.00		Not Listed as a Priority	X	X	X	X	X	X	X		X		X			X			
9	46	3	Northwest	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	\$ 14.00	\$ 30.00	\$ -	\$ -	\$ 14.00	\$ 30.00		#1 of 6 High Priority Corridor for RPP Funding		X	X	X	X	X		X		X							
4	47	3	Northwest	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	\$ 25.00	\$ 35.00	\$ -	\$ -	\$ 25.00	\$ 35.00		#1 of 6 High Priority Corridor for RPP Funding	X	X	X	X	X	X		X		X							
15	32	3	Intermountain	I-70: Garfield County Interchange Improvements	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	\$ -	\$ -	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00		Segment of Top Priority Corridor	X	X	X	X	X	X	X		X		X						
16	40	3	Intermountain	US 24: Minturn	Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.	\$ -	\$ -	\$ 13.00	\$ 13.00	\$ 13.00	\$ 13.00		#11 of 16 on the RPP Project Priorities List	X	X	X								X						
17	41	3	Northwest	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	\$ -	\$ -	\$ 11.00	\$ 11.00	\$ 11.00	\$ 11.00		#2 of 6 High Priority Corridor for RPP Funding		X		X	X	X		X						X			
18	42	3	Northwest	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	\$ -	\$ -	\$ 28.00	\$ 28.00	\$ 28.00	\$ 28.00		#2 of 6 High Priority Corridor for RPP Funding		X		X	X	X		X									
19	48	3	Intermountain	SH 82: Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.	\$ -	\$ -	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00		# 2 of 3 High Priority Corridor		X	X			X			X		X						
20	49	3	Gunnison Valley	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	\$ -	\$ -	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00			X	X	X					X			X			X			
21	50	3	Northwest	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.	\$ -	\$ -	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00		#6 of 6 High Priority Corridor for RPP Funding	X	X	X					X			X						
22	51	3	Grand Valley	SH 340: Safety and Capacity Improvements	Construction of a roundabout and other safety improvements.	\$ -	\$ -	\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00		Fiscally Constrained Corridor Projects List	X	X	X								X						
23	117	3	Grand Valley	SH 340: Monument Loop South Broadway to South Camp	Upgrade roadway templates to include bike lanes on SH 340 (from ~ MP 0.5) in Fruita to the west entrance of Colorado National Monument and eastbound to ~MP 5.8, then on Mesa County and City of Grand Junction roadways connecting to the east entrance of Colorado National Monument.	\$ -	\$ -	\$ 14.00	\$ 14.00	\$ 14.00	\$ 14.00		#2 on the Federally Funded Fiscally Constrained Corridor Projects List			X	X													
TOTAL						\$ 263.20	\$ 327.40	\$ 425.50	\$ 425.50	\$ 688.70	\$ 752.90																			
PLANNING TARGET						\$ 345.60																								

REGION 4 - DRAFT 10-YEAR DEVELOPMENT PROGRAM
5/18/2016

Project Summary					Project Funding							Priority	Statewide Plan Goal Areas				Key Project/Corridor Attributes									
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I \$ Funding Need	Tier I \$ Total	Tier II \$ Funding Need	Tier II \$ Total	Tier I/II \$ Funding Need	Tier I/II \$ Total	Other Funding Sources	TPR / Region Priority	Maintain the System	Mobility	Safety	Economic Vitality	NHS Corridor	Freight Corridor	Con-gressional Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Innovative Financing	SB 228 Project
1	52	4	North Front Range, Greater Denver Area	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	\$ 350.00	\$ 350.00	\$ 1,150.00	\$ 1,150.00	\$ 1,500.00	\$ 1,500.00		NFR Regionally Significant Project	X	X	X		X	X	X	X					X
7	53	4	Eastern	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	\$ -	\$ 3.48	\$ 55.52	\$ 55.52	\$ 55.52	\$ 59.00		High Priority	X		X		X	X							X*
2	58	4	North Front Range	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as	\$ 33.00	\$ 34.00	\$ 66.00	\$ 66.00	\$ 99.00	\$ 100.00		NFR Regionally Significant Project / Corridor		X	X		X	X		X					X
4	66	4	Eastern	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem	Intersection, shoulders, and other safety improvements at problem locations.	\$ 16.70	\$ 20.24	\$ 944.76	\$ 944.76	\$ 961.46	\$ 965.00		High Priority		X	X		X	X		X					
3	69	4	Upper Front Range	SH 52 Interchange in Hudson	Reconstruction of interchange.	\$ 20.03	\$ 25.00	\$ -	\$ -	\$ 20.03	\$ 25.00		Ranked #1 of 70	X				X	X	X	X					
5	72	4	Upper Front Range, Eastern, Southeast	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	\$ 16.70	\$ 17.49	\$ 82.51	\$ 82.51	\$ 99.21	\$ 100.00		High Priority in Eastern; Not on UFR Priority Project List		X			X	X				X			X
6	74	4	Greater Denver Area	SH 119: Managed Lanes	Construction of managed lanes.	\$ 9.65	\$ 9.65	\$ 65.35	\$ 65.35	\$ 75.00	\$ 75.00							X	X							
8	54	4	Upper Front Range	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	\$ -	\$ -	\$ 41.50	\$ 41.50	\$ 41.50	\$ 41.50		Ranked #2 of 70	X				X	X	X	X					X*
9	55	4	Upper Front Range	US 34/US 36 Intersection in Estes Park	Intersection improvements.	\$ -	\$ -	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00		Ranked #12 of 70		X			X								
10	56	4	North Front Range	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	\$ -	\$ -	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00		NFR Regionally Significant Project / Corridor		X			X	X		X					
11	57	4	North Front Range	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	\$ -	\$ -	\$ 170.00	\$ 170.00	\$ 170.00	\$ 170.00		NFR Regionally Significant Project / Corridor		X			X	X		X					
12	59	4	Upper Front Range	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullouts.	\$ -	\$ -	\$ 8.00	\$ 8.00	\$ 8.00	\$ 8.00		Ranked #6 of 70		X	X		X								
13	60	4	Upper Front Range, North Front Range, Greater Denver Area	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	\$ -	\$ 2.75	\$ 197.25	\$ 197.25	\$ 197.25	\$ 200.00		US85 Relocation/Realignment Improvements are Ranked #4 of 70 in UFR; NFR Regionally Significant Corridor		X	X		X	X		X		X			
14	61	4	North Front Range	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	\$ -	\$ -	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00		Regionally Significant Project / Corridor		X			X	X							
15	62	4	North Front Range	US 287: SH 14—Ted's Place	Intersection improvements.	\$ -	\$ -	\$ 1.60	\$ 1.60	\$ 1.60	\$ 1.60		NFR Regionally Significant Project / Corridor		X			X	X							
16	63	4	Upper Front Range, North Front Range	US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety improvements.	\$ -	\$ -	\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00		Ranked #3 of 70 in UFR; NFR Regionally Significant Project / Corridor		X	X		X	X							
17	64	4	Upper Front Range	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.	\$ -	\$ -	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00		Ranked #8 of 70		X			X	X							
18	65	4	Upper Front Range	US 287: LCR 80C (West)	Intersection improvements.	\$ -	\$ -	\$ 0.60	\$ 0.60	\$ 0.60	\$ 0.60		Ranked #14 of 70		X			X	X							
19	67	4	North Front Range	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	\$ -	\$ -	\$ 30.00	\$ 30.00	\$ 30.00	\$ 30.00		NFR Regionally Significant Corridor		X			X	X							
20	68	4	Upper Front Range, Greater Denver Area	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	\$ -	\$ -	\$ 80.00	\$ 80.00	\$ 80.00	\$ 80.00		SH 52 & WCR 19 Intersection Improvements Ranked #53 of 70 in UFR		X	X		X	X		X					
21	70	4	Greater Denver Area	SH 66: Corridor Improvements West	Widening, safety, and intersection improvements.	\$ -	\$ 1.50	\$ 98.50	\$ 98.50	\$ 98.50	\$ 100.00				X	X		X								
22	71	4	Upper Front Range, Greater Denver Area	SH 66: Corridor Improvements East	Safety and intersection improvements.	\$ -	\$ -	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00		Ranked #63 of 70 in UFR		X	X		X			X			X		
23	73	4	Greater Denver Area, Eastern	SH 86: I-25 Castle Rock east to I-70	Surface treatment and intersection improvements.	\$ -	\$ -	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00		Eastern Regional Priority Corridor	X	X			X								
24	75	4	Greater Denver Area	SH 119 / SH 52 Interchange	Construction of new interchange.	\$ -	\$ -	\$ 30.00	\$ 30.00	\$ 30.00	\$ 30.00							X	X							
25	76	4	Upper Front Range, North Front Range	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	\$ -	\$ -	\$ 110.00	\$ 110.00	\$ 110.00	\$ 110.00		Intersections Ranked #10, #53 & 56 in UFR; NFR Regionally Significant Project / Corridor		X	X							X			
26	77	4	North Front Range	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	\$ -	\$ -	\$ 45.00	\$ 45.00	\$ 45.00	\$ 45.00		NFR Regionally Significant Project / Corridor		X	X										
27	109	4	Eastern	I-70: East Spot Repairs-Flagler East and Cedar Point West	Replacement of distressed concrete pavement for 3 miles (Cedar Point West) and 5 miles (Flagler to Kansas State Line).	\$ -	\$ -	\$ 30.00	\$ 30.00	\$ 30.00	\$ 30.00			X				X	X							X*
28	110	4	Eastern	I-70: Genoa-East and West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 11.3 miles.	\$ -	\$ -	\$ 42.50	\$ 42.50	\$ 42.50	\$ 42.50			X				X	X							X*
29	111	4	Eastern	I-70: Arriba-East and West HMA Failure	Overlay/reconstruction of failing Hot Mix Asphalt (HMA) pavement for 15.1 miles.	\$ -	\$ -	\$ 56.50	\$ 56.50	\$ 56.50	\$ 56.50			X				X	X							X*
30	112	4	Eastern	I-70: Seibert-West ASR Replacement	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	\$ -	\$ -	\$ 17.50	\$ 17.50	\$ 17.50	\$ 17.50			X		X		X	X							X*
31	113	4	Eastern	I-70: Burlington-West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 8.9 miles.	\$ -	\$ -	\$ 33.50	\$ 33.50	\$ 33.50	\$ 33.50			X				X	X							X*
32	114	4	Upper Front Range	I-76: Fort Morgan to Brush: Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	\$ -	\$ -	\$ 58.50	\$ 58.50	\$ 58.50	\$ 58.50		Ranked #2 of 70	X				X	X	X	X					X*
33	115	4	Upper Front Range	I-76: Fort Morgan to Brush: Phase 6	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	\$ -	\$ -	\$ 300.00	\$ 300.00	\$ 300.00	\$ 300.00		Ranked #2 of 70	X				X	X	X	X					X*
TOTAL						\$ 446.08	\$ 464.11	\$ 3,874.09	\$ 3,874.09	\$ 4,320.17	\$ 4,338.20															

PLANNING TARGET \$ 548.29

REGION 5 - DRAFT 10-YEAR DEVELOPMENT PROGRAM
5/18/2016

Line	Project Summary				Project Funding							Priority	Statewide Plan Goal Areas				Key Project/Corridor Attributes									
	Project ID	Region	TPR	Project Name	Project Description	Tier I \$ Funding Need	Tier I \$ Total	Tier II \$ Funding Need	Tier II \$ Total	Tier I/II \$ Funding Need	Tier I/II \$ Total		Other Funding Sources	TPR / Region Priority	Maintain the System	Mobility	Safety	Economic Vitality	NHS Corridor	Freight Corridor	Con-gressional Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Innovative Financing
7	79	5	Central Front Range, San Luis Valley	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	\$ 4.60	\$ 6.60	\$ -	\$ -	\$ 4.60	\$ 6.60		Baseline RPP 2016-2025		X	X		X	X				X			
4	88	5	San Luis Valley	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	\$ 7.00	\$ 7.00	\$ -	\$ -	\$ 7.00	\$ 7.00		Baseline RPP 2016-2025			X		X	X				X			
8	89	5	San Luis Valley	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	\$ 0.05	\$ 5.00	\$ -	\$ -	\$ 0.05	\$ 5.00		Baseline RPP 2016-2025			X	X	X	X				X			
2	91	5	Southwest	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	\$ 27.30	\$ 30.00	\$ -	\$ -	\$ 27.30	\$ 30.00		Additional Revenue RPP	X	X		X	X	X		X		X			X
1	92	5	Southwest	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 (\$71 M) provides 2 lane configuration. Phase 2 (\$20 M) provides for additional 2 lanes.	\$ 70.00	\$ 71.00	\$ 20.00	\$ 20.00	\$ 90.00	\$ 91.00		Top Region 5 Priority	X	X			X	X		X		X			X
3	94	5	Gunnison Valley	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	\$ 27.00	\$ 27.00	\$ -	\$ -	\$ 27.00	\$ 27.00		Baseline RPP 2016-2025			X	X	X	X				X			
5	95	5	San Luis Valley	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	\$ 6.00	\$ 7.00	\$ -	\$ -	\$ 6.00	\$ 7.00		Baseline RPP 2016-2025			X		X	X				X			
6	97	5	Gunnison Valley	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	\$ 5.80	\$ 9.70	\$ -	\$ -	\$ 5.80	\$ 9.70		Baseline RPP 2016-2025			X		X	X				X			
9	78	5	San Luis Valley, Central Front Range	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	\$ -	\$ -	\$ 7.80	\$ 8.00	\$ 7.80	\$ 8.00		Baseline RPP 2016-2025		X	X		X	X				X			
10	80	5	Southwest	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	\$ -	\$ -	\$ 16.00	\$ 16.00	\$ 16.00	\$ 16.00		None Found	X		X		X	X		X		X			
11	81	5	Southwest	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	\$ -	\$ -	\$ 9.10	\$ 9.10	\$ 9.10	\$ 9.10		Passing Lanes & Pullouts Study Tier 1		X	X		X	X		X		X			
12	82	5	Southwest	US 160: Wildlife Mitigation	Wildlife mitigation from Mancos to Pagosa Springs.	\$ -	\$ -	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00		Additional Revenue RPP			X	X	X	X		X		X			
13	83	5	Southwest	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	\$ -	\$ -	\$ 21.50	\$ 21.50	\$ 21.50	\$ 21.50		None Found		X	X		X	X		X		X			X
14	84	5	Southwest	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	\$ -	\$ -	\$ 22.00	\$ 22.00	\$ 22.00	\$ 22.00		None Found	X	X	X		X	X		X		X			
15	85	5	San Luis Valley	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	\$ -	\$ -	\$ 45.30	\$ 45.30	\$ 45.30	\$ 45.30		None Found		X	X		X	X				X			X
16	86	5	San Luis Valley	US 160: Alamosa	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	\$ -	\$ -	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00		Baseline RPP 2026-2040	X	X	X		X	X							
17	87	5	San Luis Valley	US 160: Signal and Intersection Improvements at SH 17	Addition of signal and intersection improvements at SH 17.	\$ -	\$ -	\$ 2.40	\$ 5.00	\$ 2.40	\$ 5.00		Baseline RPP 2026-2040		X			X	X							
18	90	5	Southwest	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	\$ -	\$ -	\$ 26.60	\$ 26.60	\$ 26.60	\$ 26.60		Additional Revenue RPP	X	X		X	X	X		X		X			
19	93	5	Gunnison Valley	US 550: Ridgeway to Ouray Shoulder Widening	Shoulder widening between Ridgeway and Ouray.	\$ -	\$ -	\$ 11.45	\$ 15.00	\$ 11.45	\$ 15.00		Passing Lanes & Pullouts Study Tier 2			X		X	X				X			
20	96	5	Southwest	SH 140 NM State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	\$ -	\$ -	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00		Additional Revenue RPP	X		X					X		X			
TOTAL						\$ 147.75	\$ 163.30	\$ 212.15	\$ 218.50	\$ 359.90	\$ 381.80															
PLANNING TARGET						\$ 175.32																				

UNIFIED PLANNING WORK PROGRAM

Federal Fiscal Years 2016 & 2017

Pueblo Area Council of Governments

Metropolitan Planning Organization

Pueblo Transportation Planning Region

Adopted August 27, 2015

Amended December 3, 2015



Pueblo Area Council of Governments

Metropolitan Planning Organization (MPO)

Transportation Planning Region (TPR)

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Unified Planning
Work
Program

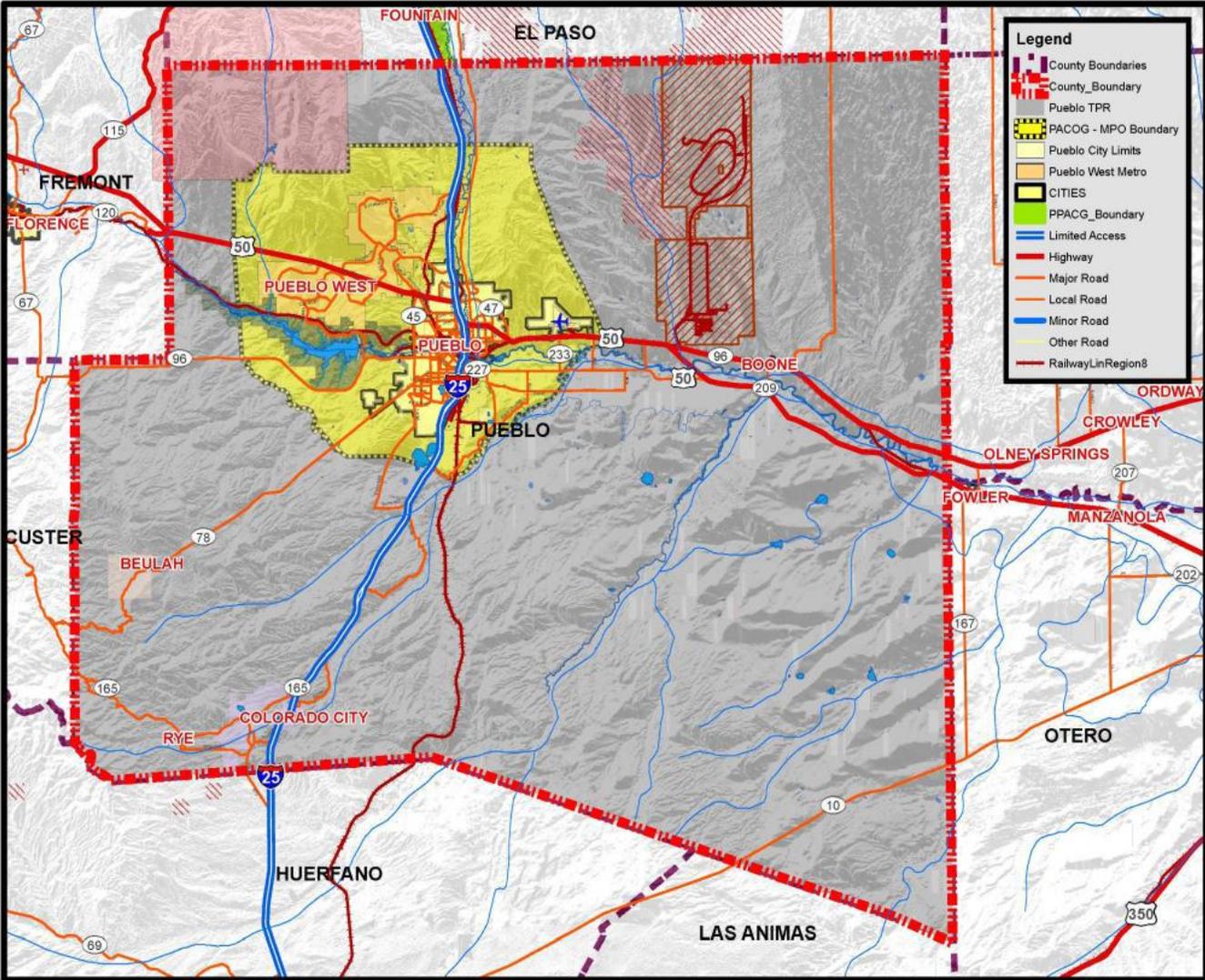
FY 2016

FY 2017

Goals and Objectives

<p>Goal #1 Safety</p> <ul style="list-style-type: none"> • Improve safety by providing a multi-modal transportation system that focuses on the reduction of the frequency and severity of crashes <p>Goal #2 Infrastructure Condition</p> <ul style="list-style-type: none"> • Improve and sustain the surface conditions of the State highway system • Maintain Bridges • Transit vehicles, signs, structures, etc. • Passenger Rail <p>Goal #3 Congestion Relief</p> <ul style="list-style-type: none"> • Bring all interstate, NHS, U.S. and other state highways up to current AASHTO standards that improve the flow of motor vehicles and transit • Relieve existing heavy congestion on U.S. highways, NHS highways by implementing alternative transportation corridors (i.e. bypass facilities) <p>Goal #4 Freight Movement & Economic Vitality</p> <ul style="list-style-type: none"> • Provide a safe and efficient interstate and NHS, and other State highway system for the movement of freight • Encourage corridor preservation and expansion efforts for both passenger and freight rail, and railroads • Provide a transportation system that encourages new business, economic development and industry expansion that is integrated with future land use plans and policies <p>Goal #5 System Reliability</p> <ul style="list-style-type: none"> • Provide transportation facilities that optimize system performance and safety, and preserves and enhances the present and future mobility needs of the Pueblo region 	<p>Goal #6 Environmental Sustainability</p> <ul style="list-style-type: none"> • Reduce fossil fuel consumption and reduce greenhouse gas and other emissions • Improve and support transportation system improvements that address needs for citizens with disabilities, low incomes, and other special needs residents in the region • Reduce transportation-related adverse impacts to communities, neighborhoods, natural environments, and areas identified for cultural and/or historical preservation • Protect and/or avoid areas containing critical habitat for threatened and endangered species, and wildlife travel corridors • Minimize the amount of stormwater runoff and transportation associated pollutants that enter the region's streams <p>Goal #7 Reduce Project Delivery Delays</p> <ul style="list-style-type: none"> • Accelerate the timeframe for the completion of Projects <p>Goal #8 Support Multi-Modal Transportation</p> <ul style="list-style-type: none"> • Increase the Bicycling and Walking activity in Pueblo County for people of all ages • Improve the quality of life through an increase in attractive multimodal facilities accessible for pedestrians and cyclists and improve connectivity • Increase non-motorized transportation usage in Pueblo by integrating multimodal improvements as part of upgrades to the existing roadway system • Maximize transportation investments with bike and pedestrian enhancements • Increase public & governmental support for bicycling in Pueblo • Improve Public Health with alternative forms of transportation
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PACOG STUDY AREA



Work Elements

1610 Administration & Coordination - \$181,420 (2017)

1611 - Agreements and Bylaws

Products/Actions:

- Complete and execute planning partner memorandum of understandings, as needed, to implement the transportation planning process.
- Review and modify as necessary the FY 2016-2017 Metropolitan Planning Agreement.
- Assist in updating bylaws as necessary resulting in changes as approved by the PACOG Board.
- Maintain required materials as necessary.

Products/Actions:

- Update FY 2017 UPWP as necessary.
- CDOT Mid-Year progress report.
- Complete CDOT year-end report for FY2016.
- Develop and adoption of FY2018-2019 UPWP.
- Review and modify the format of the UPWP as needed.

1613 - MPO Committee Meetings

Products/Actions:

- 10-12 PACOG Board meetings.
- 10-12 CAC/TAC Committee meetings.
- 6 Multi-agency meetings.
- 6 Pueblo Transit Board meetings.

1614 - Budget and Financial Management

Products/Actions:

- CDOT monthly Metropolitan Transportation Planning reimbursement reports.
- Prepare MPO Budget for PACOG Board adoption.
- Prepare Sub-Delegation Budget and Appropriation Ordinances for City of Pueblo
- Prepare for and participate in PACOG audit(s) if required under Single Audit Requirements.

1615 - Staff and Professional Development

Products/Actions:

- Actively participate in Statewide training and educational meetings hosted by CDOT/FHWA/FTA and other organizations.
- Make applicable transportation planning training available to staff, committee members, and member agency partners.

- Develop a transition plan for staffing of the MPO during the next 2-3 year period.
- Develop, implement and conduct an orientation program for new committee members.

1616 - Public Involvement Activities

- Products/Actions:
- Project specific public involvement.
- Review and update the Public Participation Plan (PPP)
- Develop a Title VI Policy, Complaint, and Investigation Procedures
- Issue press release and advisories related to transportation planning and projects in the region.
- Develop and expand a stakeholder's contact list for notification of planning activities.
- Maintain MPO website.

1617 - Miscellaneous Administrative Activities

Products/Actions:

- In conjunction with the amendment and update of the FY2017-2020 Transportation Improvement Program (TIP), MPO Annual Certification of the Planning Process (23 CFR 450.334 & CFR 613.100).
- Annual Review with FHWA and FTA.
- Perform the routine administrative, personnel, contractual and management activities and tasks necessary to maintain and support a viable long-range transportation planning process.
- Procure, upgrade and/or maintain computer systems, software and equipment required to carry out an efficient and effective transportation planning process.
- Work collaboratively with local, state and federal officials and agencies to help achieve established transportation goals and objectives.
- Actively participate in meetings and planning sessions of various public and private stakeholder groups that have direct or indirect involvement in land use planning, economic development, community development, infrastructure development, or transportation planning.

1620 Data Collection - \$70,700 (2017)

1621 - Population and Land Use Data Collection

Products/Actions:

- Update MPO Databases and GIS layers as information becomes available.
- Review local plans for consistency with the LRTP.
- Prepare and maintain maps, records, booklets, etc. that summarize or depict the PACOG MPO census data.
- Conduct other census related work and activities necessary to support transportation planning.

1622 - Traffic Counting Program/Traffic Crash Data and Highway Safety

Products/Actions:

- Continue count cycle to be included in five year counts included in the base data for the MS2 software.

- Contract counts outside of City to include in five year count database
- Develop and distribute 2016 Traffic Flow Maps
- Provide traffic count reports to CDOT in format compatible with the national HPMS Database.
- Continue count cycle for Pueblo Regional Trail System and the Pueblo West Trail System.
- Download and maintenance of State of Colorado crash data and as time permits, review, verify, and attempt to resolve data discrepancies to improve accuracy.
- Merge crash data into the MS2 crash data software which will allow for the development of summary reports and maps with crash data to assist planning partners in identifying potential safety improvement projects.

1623 - Transit Ridership Surveys

Products/Actions:

- Assist in the planning and coordination of a minimum of randomly selected surveys to comply with FTA Circular UMTA C 2710.1A requirements.
- Assist Pueblo Transit in determining actual and estimated number of rides provided annually for individuals with disabilities and older adults under the Public Mass Transit Fund (PMTF).

1630 Long Range Transportation Plans and Studies \$138,042 (2017)

1631 – Travel Demand Forecasting

Products/Actions:

- Continue to run project scenarios based on projects identified in the 2040 LRTP.
- Continue to refine the TDM developed in 2015 as new social/economic data becomes available.

1632 – Metropolitan Transportation Plan

Products/Actions:

- 2040 LRTP Implementation
- Develop, updating and maintenance of a 10-year capital plan of projects for inclusion into the TIP.
- Monitor the approved 2040 LRTP and make amendments where significant changes have been identified.
- Develop baseline performance measures identified in the 2040 LRTP.
- Coordinate with CDOT's implementation of performance measures as final rule making is completed.
- Amend performance measures as needed to be consistent with state-wide measures.

1633 – Area Wide Transit Functionality Study

Products/Actions:

- Plan that identifies proposed changes to bus routes and other transit improvements to better serve the public. To be finalized December 2016.
- Project prioritization and advancement.

1636 – General Consultant Fees

This element is developed as a placeholder for funding for consultants fees to assist with planning activities, which provides flexibility to the MPO to use a portion of additional PL funds at a later time. General consultant fees could be used for Long Range Transportation Plan activities, traffic count program or planning studies. Planning studies under consideration will be approved by the PACOG Board by specific Resolution.

1640 Programs & Short Range Planning \$42,600 (2017)

1641 – Transportation Improvement Program

Products/Actions:

- Prepare, coordinate, and distribute required administrative modifications and amendments to the adopted TIP following a review of compliance/progress verification, along with submittal of corresponding request for inclusion in the State Transportation Improvement Program (STIP).
- Implement and manage a Tracking Program to facilitate on-time delivery of locally programmed projects.
- Produce and distribute an annual comparative analysis that shows the number of projects scheduled or obligated for construction letting in the TIP versus the number of projects actually awarded.
- Plan, organize and facilitate the updating of the TIP on an annual basis and apply fiscal constraint to a proposed projects list. Validate or modify the list of programmed projects to be executed in subsequent years of the adopted TIP.

1642 – Transit Planning and Coordination

Products/Actions:d

- Assist with Environmental Justice reviews
- Maintain and publish inventory of the transit system (public and private) in the Pueblo MPO.
- Assist Pueblo Transit with the Public Transit-Human Services Transportation Plan.
- Assist transit operators in preparing FTA and CDOT grant applications.

1643 – Pueblo Transit Planning Support

Products/Actions:

- Assist, as needed, with required transit reports and plans.
- Assist with conducting and documenting fixed route transit ridership surveys in compliance with FTA Circular UMTA C 2710.1A if needed.
- Assist with the preparation and submittal of Public Mass Transit Fund (PMTF) reports to CDOT.
- Assist with collecting and submittal of information for the National Transit Database Report.
- Transit Accessibility Plan analyzing all Pueblo Transit bus stops. The plan will identify the ADA deficiencies associated with each individual bus stop, so that specific design and construction work can be identified to be completed in future projects in an order to become ADA compliant. - \$120,000 Consultant Study Plan

1644 – Pavement Management Inventory and Maintenance Program

Products/Actions:

Develop and coordinate a pavement rating system consistent throughout the study area.

1645 – Bridge Management Program

Products/Actions:

- Compile and maintain a listing of bridges and structural classification within the MPO area.
- Integrate the bridge data collected into the GIS.

Program Funding

This program budget is based on execution of a two-year (October 1, 2015 – September 30, 2017) Planning Agreement between CDOT and the MPO. The MPO has the flexibility to adjust funding for individual work elements as long as total expenses do not exceed total programmed funding.

	<u>FY2016</u>	<u>FY2017</u>	<u>Total</u>
Federal Program Funding			
PL Funds			
Fiscal Year PL Distribution	289,765	289,765	579,530
PL Carryover	402,070	267,729	669,799
Total Federal PL Funding	\$691,835	557,474	1,249,329
Local Matching Funds			
Fiscal Year Local Matching Funds	49,869	49,869	99,738
Carryover Local Matching Funds	83,969	55,654	122,413
Total Local Matching Funds	\$133,838	105,523	239,361
Total Program Funding	\$825,673	662,997	1,488,670

Work Element Programmed Expenses

1610 – Administration & Coordination	37%	30%	33%
Salaries	116,020	111,420	227,440
Indirect	30,000	30,000	60,000
Other	22,500	34,000	56,500
Consultant Services	30,000	6,000	36,000
Sub-Total	198,520	181,420	379,940
1620 – Data Collection	13%	12%	12%
Salaries	33,960	34,700	68,660
Indirect	10,000	10,000	20,000
Other	10,000	6,000	16,000
Consultant Services	15,000	20,000	35,000
Sub-Total	68,960	70,700	139,660
1630 – Long Range Transportation Plans & Studies	10%	43%	23%
Salaries	50,690	49,550	100,240
Other	6,000	6,000	12,000
Consultant Services	0	82,492	82,492
Sub-Total	56,690	138,042	194,732
1640 – Programs & Short Range Planning	40%	7%	8%
Salaries	36,120	36,600	72,720
Other	6,000	6,000	12,000
Consultant Services	175,000	120,000	295,000
Sub-Total	\$217,120	162,600	379,720
1650 – Reserved for Future Use		50,000	50,000
Total Programmed Expenses	541,290	\$602,762	\$1,144,052

Note: The estimated carryover from FY2015 is \$485,651 which is comprised of \$402,070 in FHWA Planning funds and \$83,969 in Local Matching funds. It is anticipated that \$201,656 of carryover funds will be expended in FY2016 and \$ 263,128 of remaining carryover funds will be expended in FY2017. The remaining carryover balance of \$ 344,618 will be available for the new two-year program budget starting October 1, 2017.

Expense Summary	FY2016	FY2017	
Salaries	\$236,790	\$232,270	\$469,060
Fringe			
Indirect	40,000	40,000	80,000
Other	44,500	52,000	96,500
Consultant Services	220,000	252,492	472,492
Reserved for FY2018 UPWP	0	50,000	50,000
Total	541,290	\$602,762	\$1,144,052

Financing, 2016 & 2017 Estimated Budgets

Funding for the FY 2016 & FY 2017 UPWP is projected as follows:

Funds Source	Federal	Local Match-Cash	Local Match-In-Kind	Total Funds
<i>FY 2016-2017 CPG Contract</i>				
<u>FY 2016 CPG</u>	\$289,765	\$60,235	\$0	\$350,000
Contract Total				\$350,000
<i>FY 2016-2017 CPG Contract Amendment 1</i>				
Carry-over from FY 2016 CPG (Estimated)	\$402,070	\$83,581	\$0	\$485,651
Contract Amendment Total	\$402,070	\$83,581		\$485,651
<i>FY 2016-2017 CPG Contract Amendment 2</i>				
FY 2017 CPG	\$289,765	\$60,235	\$0	\$350,000
Contract Amendment Total				\$350,000
Total Contracted Funds	\$981,600	\$204,051	\$0	\$1,185,651

Table 5 - 2016 MPO Staff Position Expenses by Program

MPO Staff	Agree & Bylaws	UPWP	MPO Comm Meetings	Budget & Finance	Staff & Profess Dev	Pub Inform.	Prog. & Admin Misc.	Pop & Land Use Data	Traffic Count & Crash	Transit Survey	Travel Demand	Metro Plannig	Contr. Proj. Coord	TIP	Transit Planning & Coord	Transit Planning Supp	Paving Man.	Bridge Man.	Total
	TP1611	TP1612	TP1613	TP1614	TP1615	TP1616	TP1617	TP1621	TP1622	TP1623	TP1631	TP1632	TP1633-6	TP1641	TP1642	TP1643	TP1644	TP1645	
Administrator	8,660		10,400	8,660	2,530		4,330						1,800						36,380
Program Manager		17,150	17,150		3,000	4,280	4,280					18,440	12,850	8,600					85,750
Planner			6,880		3,000			6,880		6,880	17,600				6,880	6,880	6,880	6,880	68,760
Transportation Tech			11,100		2,000	11,100			20,200										44,400
Administrive Tech				1,500															1,500
Total	8,660	17,150	45,530	10,160	10,530	15,380	8,610	6,880	20,200	6,880	17,600	18,440	14,650	8,600	6,880	6,880	6,880	6,880	236,790

Table 6 - 2017 MPO Staff Position Expenses by Program

MPO Staff	Agree & Bylaws	UPWP	MPO Comm Meetings	Budget & Finance	Staff & Profess Dev	Pub Inform.	Prog. & Admin Misc.	Pop & Land Use Data	Traffic Count & Crash	Transit Survey	Travel Demand	Metro Plannig	Contr. Proj. Coord	TIP	Transit Planning & Coord	Transit Planning Supp	Paving Man.	Bridge Man.	Total
	TP1611	TP1612	TP1613	TP1614	TP1615	TP1616	TP1617	TP1621	TP1622	TP1623	TP1631	TP1632	TP1633-6	TP1641	TP1642	TP1643	TP1644	TP1645	
Administrator	4,330		5,200	4,330															13,860
Program Manager	5,000	17,150	17,150	5,000	3,000	4,280	9,280					18,440	12,850	8,600					100,750
Planner			7,000		3,000			7,000		7,000	18,260				7,000	7,000	7,000	7,000	70,260
Transportation Tech			11,600		2,000	11,600			20,700										45,900
Administrive Tech				1,500															1,500
Total	9,330	17,150	40,950	10,830	8,000	15,880	9,280	7,000	20,700	7,000	18,260	18,440	12,850	8,600	7,000	7,000	7,000	7,000	232,270

Section 1: Pueblo

Because U.S. 50 is already a four-lane expressway within Pueblo, an around-town Build Alternative was not developed. However, three Build Alternatives within Pueblo are under consideration:

- Alternative 1: Pueblo Airport North
- Alternative 2: Pueblo Existing Alignment
- Alternative 3: Pueblo SH 47 Connection

Figure 3-14 reflects these alternatives.

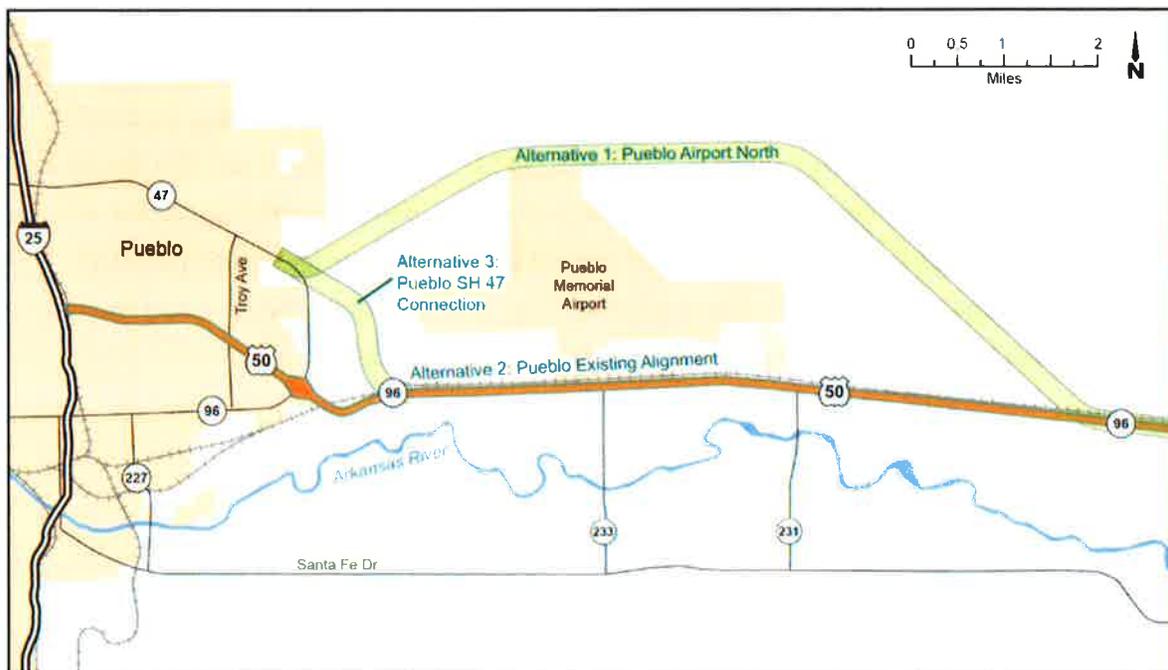


Figure 3-14. Pueblo Build Alternatives

Alternative 1: Pueblo Airport North consists of relocating U.S. 50 around the north side of the Pueblo Memorial Airport. This alternative was proposed by PACOG and is included in the Region's 2040 Long-Range Transportation Plan. The 7.9-mile corridor would tie into SH 47 approximately 1.5 miles north of U.S. 50 and 4.5 miles east of I-25. As part of this Build Alternative, a portion of SH 47 would be re-designated as U.S. 50. Also, the existing U.S. 50 would remain in use under its secondary designation of SH 96.

Alternative 2: Pueblo Existing Alignment is under consideration because U.S. 50 in the area of Pueblo is currently a divided, four-lane expressway. This Build Alternative would stay on the existing alignment, but would include some safety improvements to meet current design standards.

Alternative 3: Pueblo SH 47 Connection would include safety improvements like those under Alternative 2, but instead of staying on the existing alignment until the western terminus of the project, it would construct a new segment of highway to connect U.S. 50 to SH 47 west of the airport. This also was a local proposal considered in the CDOT 2003 planning study for U.S. 50.

It should be noted that Alternatives 1 and 3 would move the alignment to be consistent with U.S. 50 west of I-25.

Section 2: Pueblo to Fowler

Between Pueblo and Fowler, two Build Alternatives are under consideration (see Figure 3-15).

Alternative 1: Fort Reynolds Existing Alignment consists of a 1,000-foot-wide corridor centered on the existing alignment.

Alternative 2: Fort Reynolds Realignment is generally a 1,000-foot-wide corridor centered on the existing alignment, except between milepost 333 and milepost 339 near Fort Reynolds.

Alternative 2 realigns the highway to the south in this area to minimize the potential acquisition of homes in the Fort Reynolds area. It also has the potential to avoid adverse effects to the historic Huerfano Bridge.

The existing U.S. 50 could remain as a frontage road in this alternative, which would require the bridge to be left in place. This will be evaluated further during Tier 2 studies.

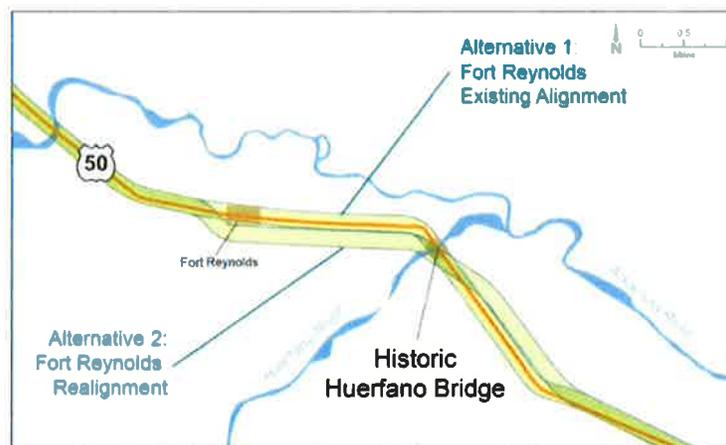


Figure 3-15. Pueblo to Fowler Build Alternatives

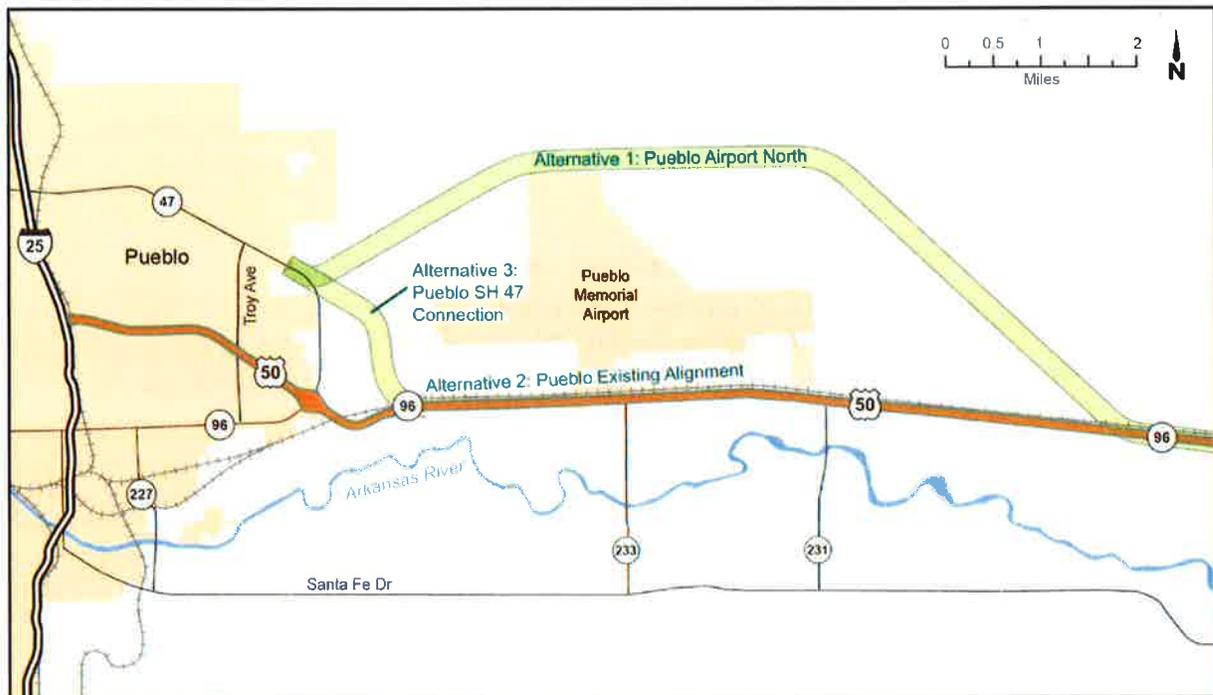


Figure 6-1. Pueblo Build Alternatives

A relocation of U.S. 50 around the north side of the Pueblo Memorial Airport (Alternative 1: Pueblo Airport North in Figure 6-1) was proposed by local officials and included in the region's 2035 Long-Range Transportation Plan. This approximately 12-mile corridor would tie into SH 47 approximately 1.5 miles north of U.S. 50 and 4.5 miles east of I-25. This local proposal would redesignate a portion of SH 47 as U.S. 50. Also, as part of the proposal, U.S. 50 would remain in use under its secondary designation of SH 96.

Another corridor location that could be completed without building a new road was identified by using the existing U.S. 50 corridor (Alternative 2: Pueblo Existing Alignment), which is already a divided, four-lane expressway.

Alternative 1: Pueblo Airport North and a shorter new roadway that would connect U.S. 50 to SH 47 west of the airport (Alternative 3: Pueblo SH 47 Connection) were considered in the CDOT 2003 planning study for U.S. 50. Alternative 3 comprises about two miles of new roadway to tie into SH 47, with the remaining roughly nine miles consisting of minor safety improvements along the existing U.S. 50 alignment.

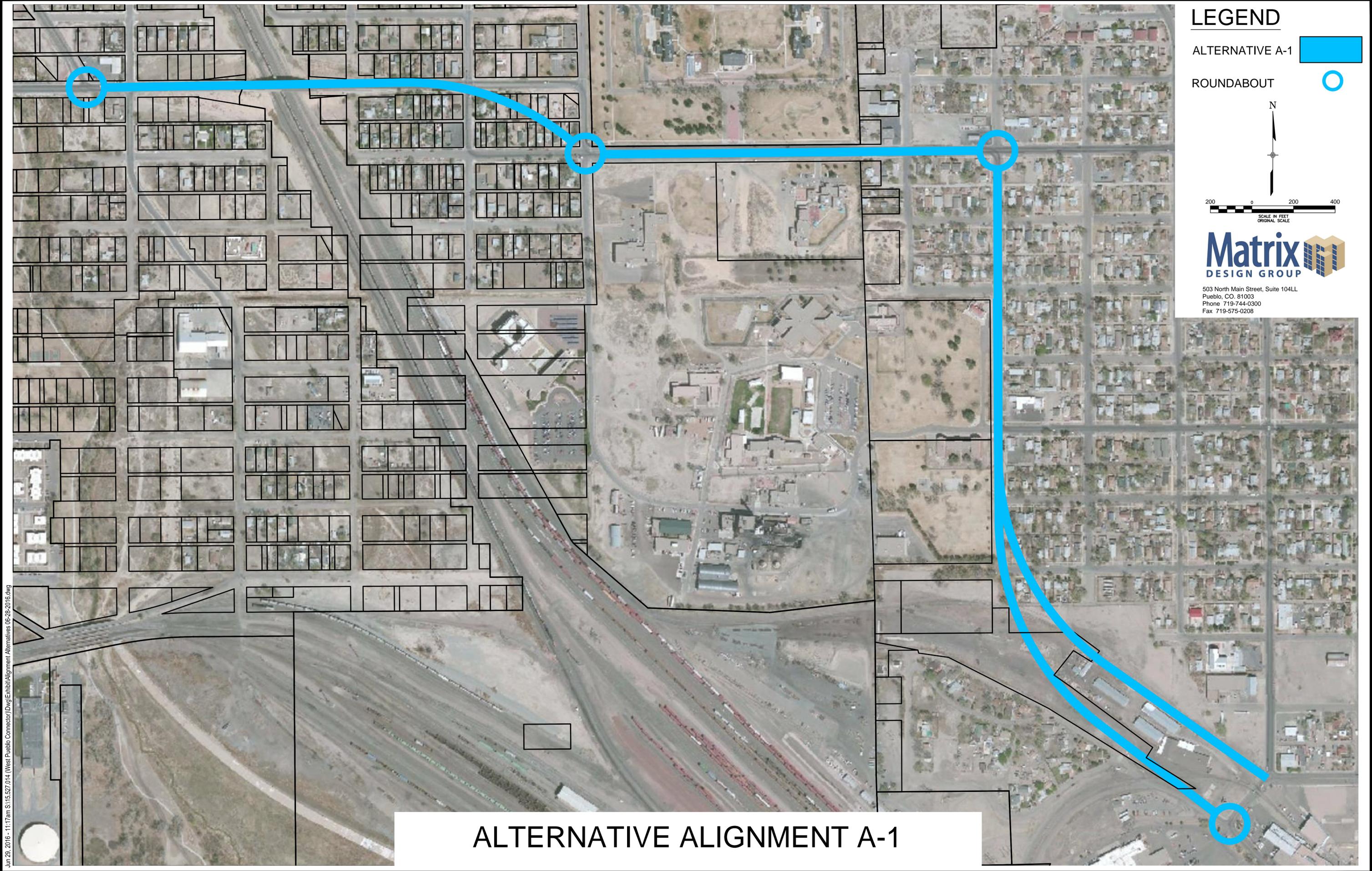


Evaluation of the resources and issues associated with the Build Alternatives in Pueblo resulted in the findings summarized in Table 6-4. For a detailed analysis, which steps through the resources and/or considerations that make up the criteria category in the table, please refer to Appendix B, Range of Alternatives Technical Memorandum.

Table 6-4. Pueblo Build Alternatives Comparison

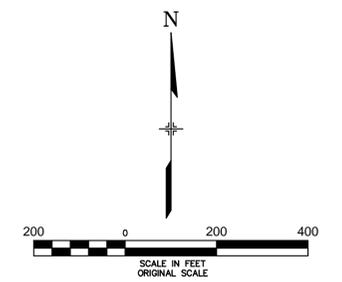
Criteria Category	Build Alternative(s) with Fewer Potential Impacts (indicated by checkmark)			Key Differences
	Alternative 1: Pueblo Airport North	Alternative 2: Pueblo Existing Alignment	Alternative 3: Pueblo SH 47 Connection	
Rural and Agricultural Environment		✓	✓	Alternative 2 and Alternative 3 would take less farmland and ranch lands (131 and 103 acres for Alternative 2 and Alternative 3, respectively, compared with 352 acres for Alternative 1) or alter fewer agricultural operations as compared to Alternative 1, which would fragment existing grazing land.
Natural Environment		✓		The existing U.S. 50 (Alternative 2) is already a developed transportation corridor. The other corridors would consume and fragment prairie habitat, with two to nine miles of new roadway.
Community and Built Environment		✓		The existing U.S. 50 corridor (Alternative 2) is already fully integrated with the Pueblo area road network. The other corridors would increase traffic, noise, and vehicular emissions in existing neighborhoods by diverting U.S. 50 traffic onto SH 47. Alternative 1 is the preferred corridor in the 2035 long-range plan, but it is not funded and is anticipated to have a notable impact on existing land use by converting agricultural land to a transportation use.

Alternative 2: Pueblo Existing Alignment has the fewest potential environmental effects to the natural environment and community and built environment because it would not construct new roadway segments, which reduces the potential for effects. In addition, since it is already a divided, four-lane expressway, Alternative 2 would need minimal improvements. For these reasons, it is identified as the Preferred Alternative in Pueblo. The two other Build Alternatives are not preferred because of greater environmental effects resulting from construction of new roadway to connect U.S. 50 and SH 47. In addition, Alternative 1 would result in greater out-of-direction travel for local and regional users, which would not improve mobility to the same extent that Alternatives 2 or 3 would.



LEGEND

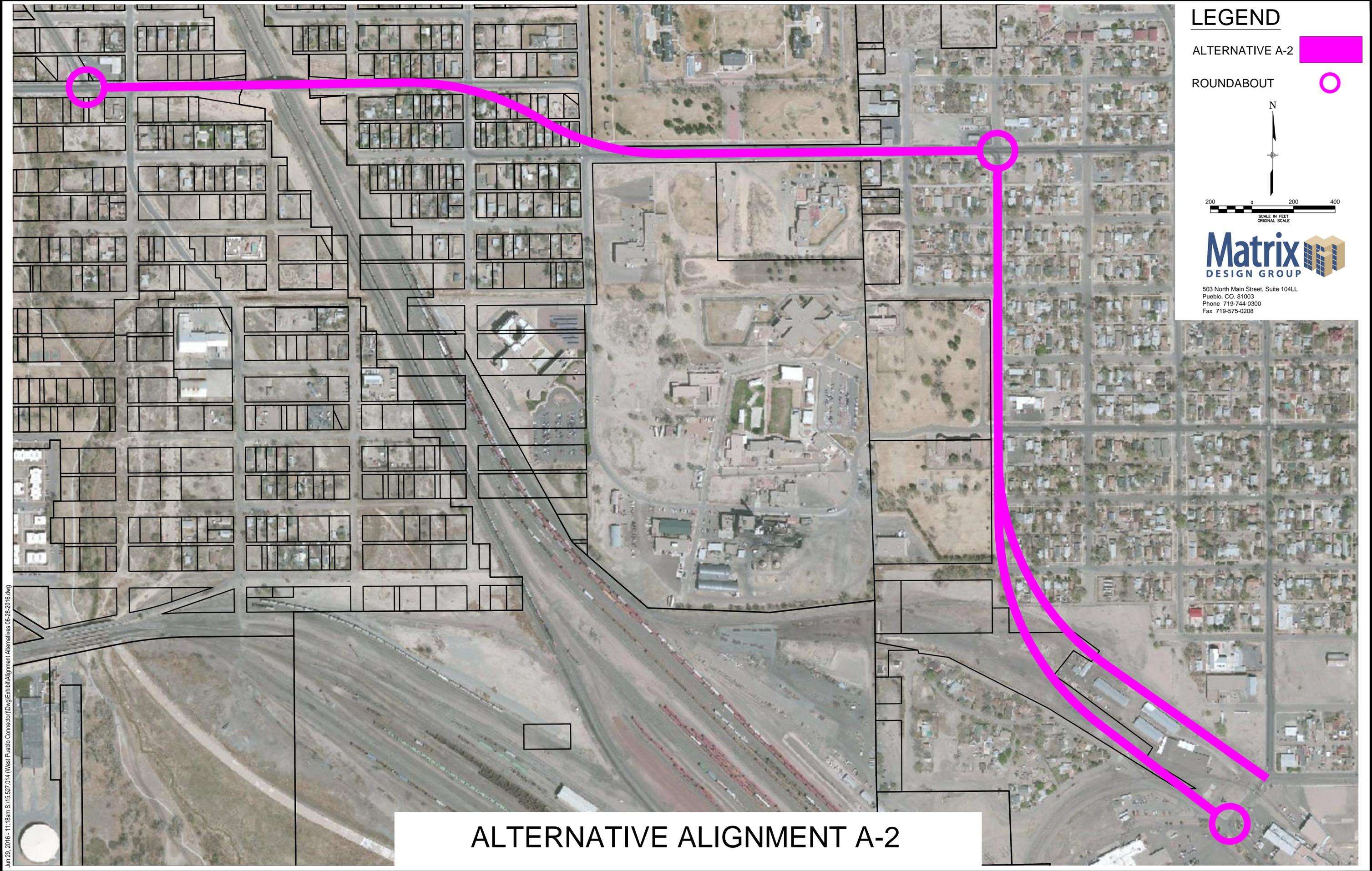
- ALTERNATIVE A-1 
- ROUNDBABOUT 



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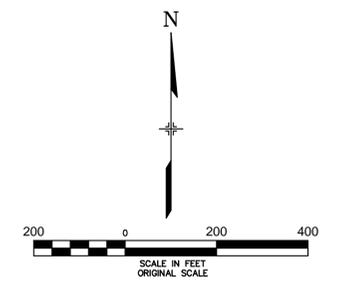
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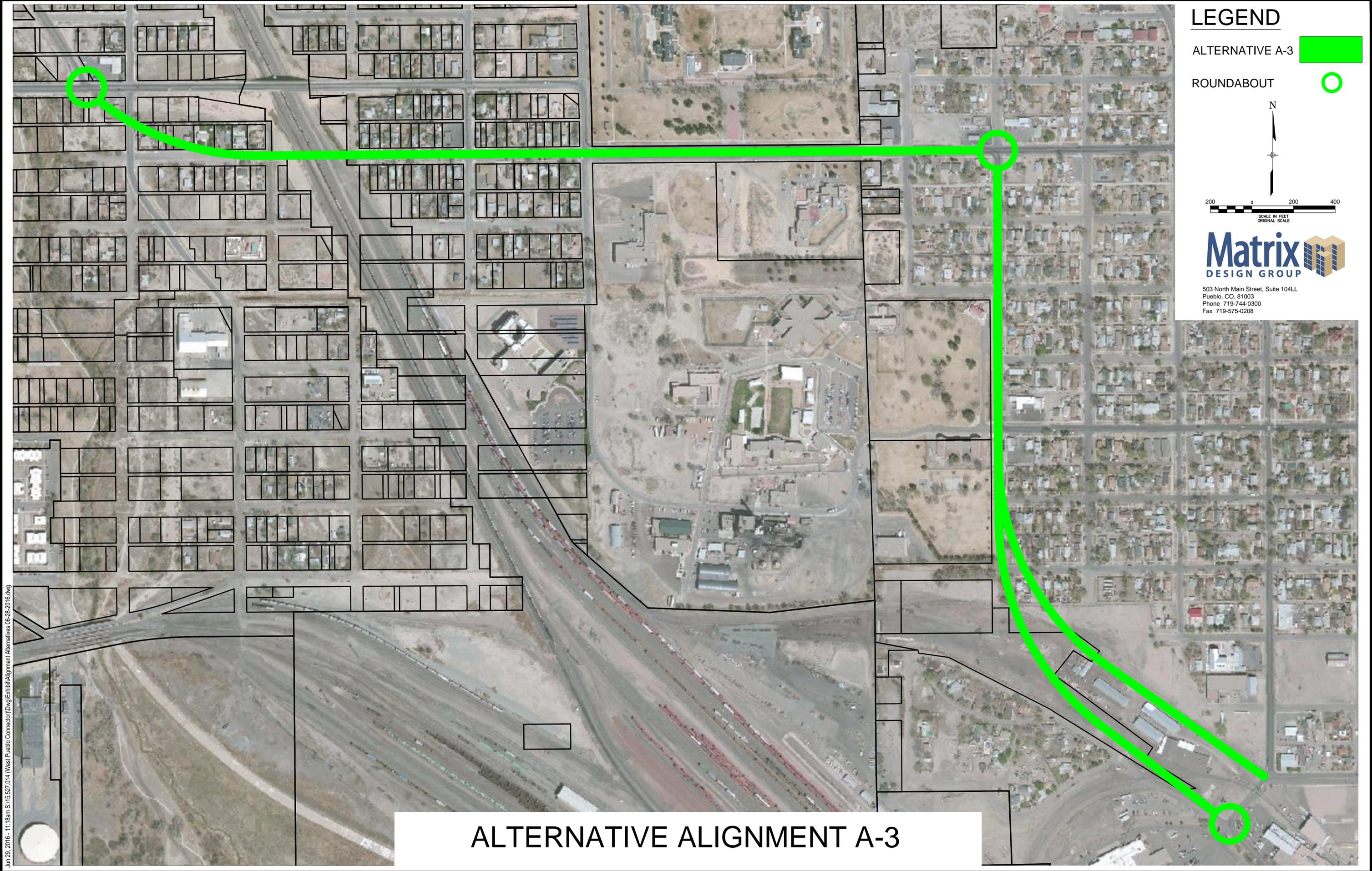
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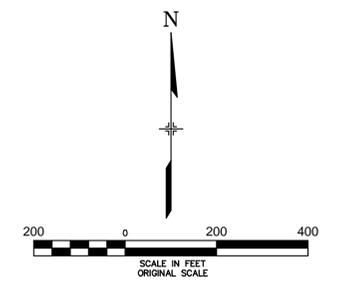
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LEGEND

- ALTERNATIVE A-3 
- ROUNDBOUNT 



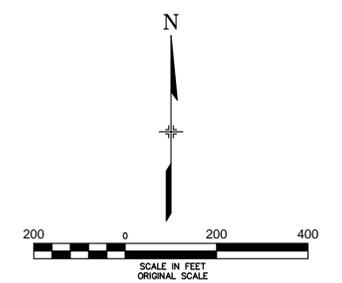
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ALTERNATIVE ALIGNMENT A-3

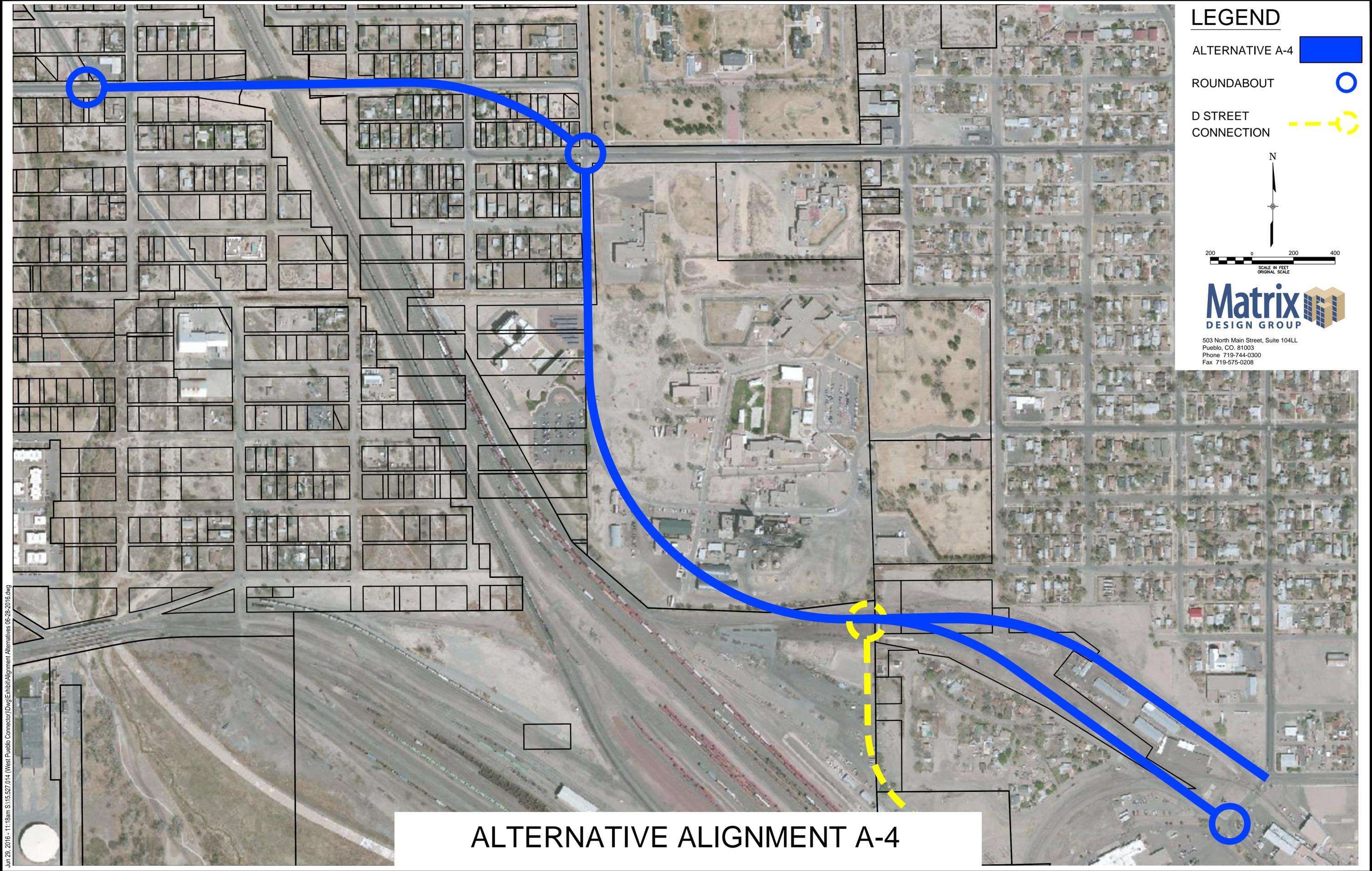
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LEGEND

- ALTERNATIVE A-4 
- ROUNDBABOUT 
- D STREET CONNECTION 



Matrix
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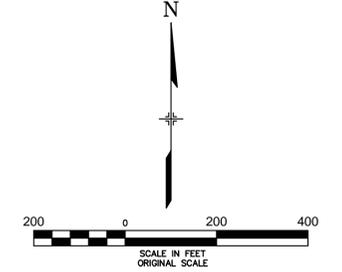
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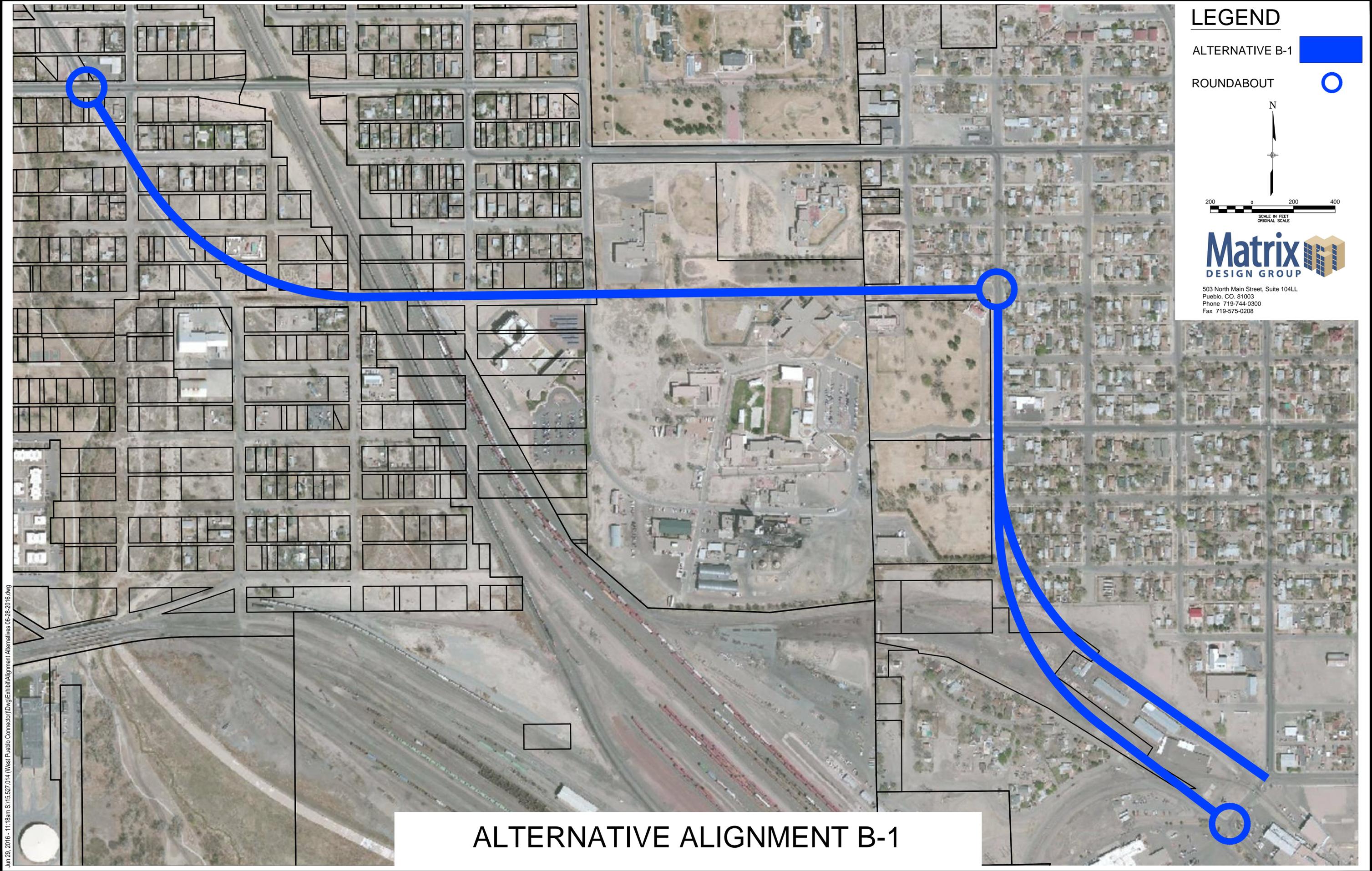
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ALTERNATIVE B-1 

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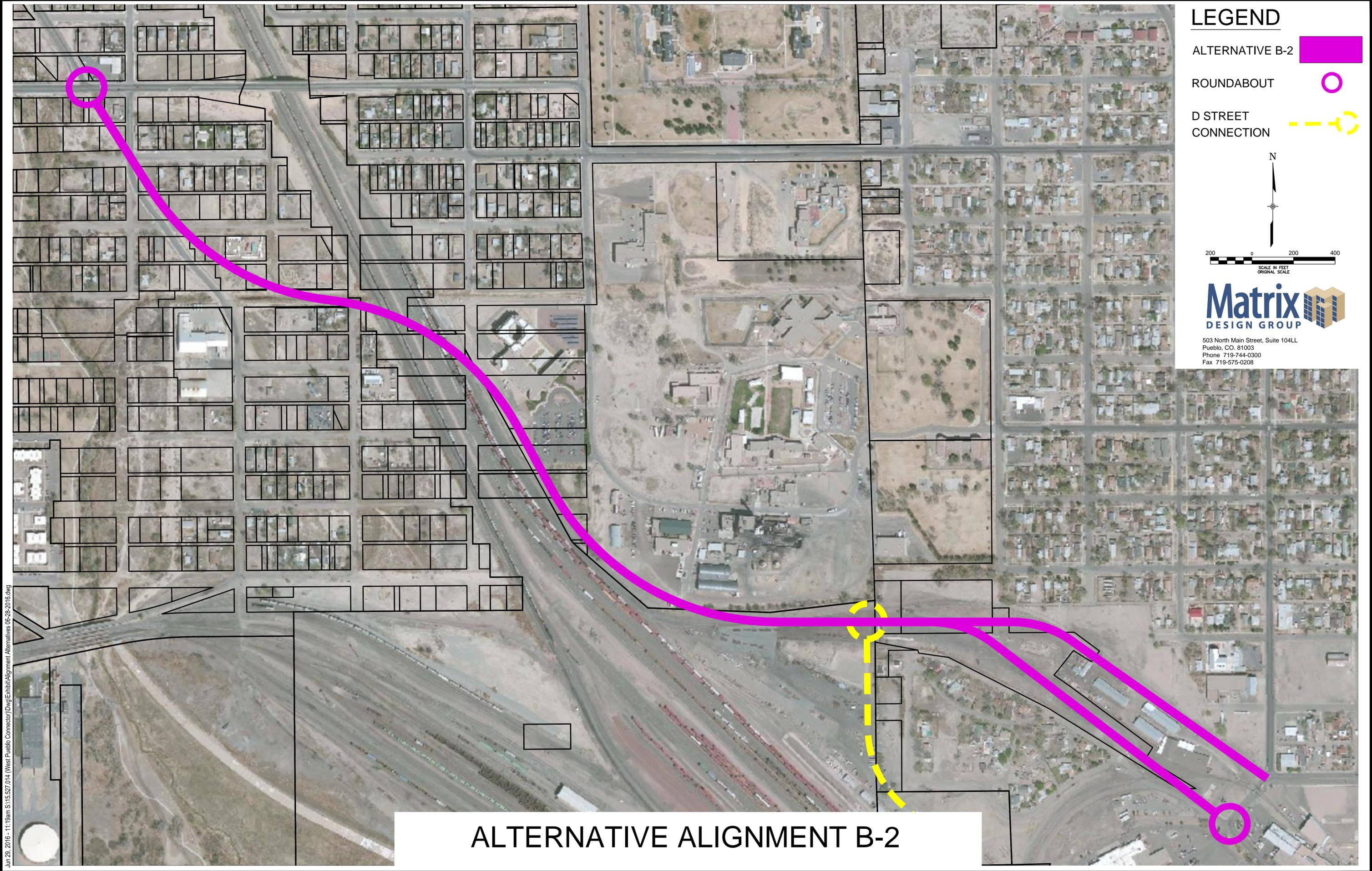


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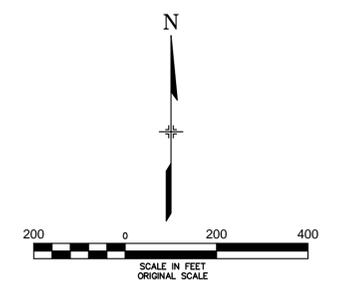
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ALTERNATIVE ALIGNMENT B-1



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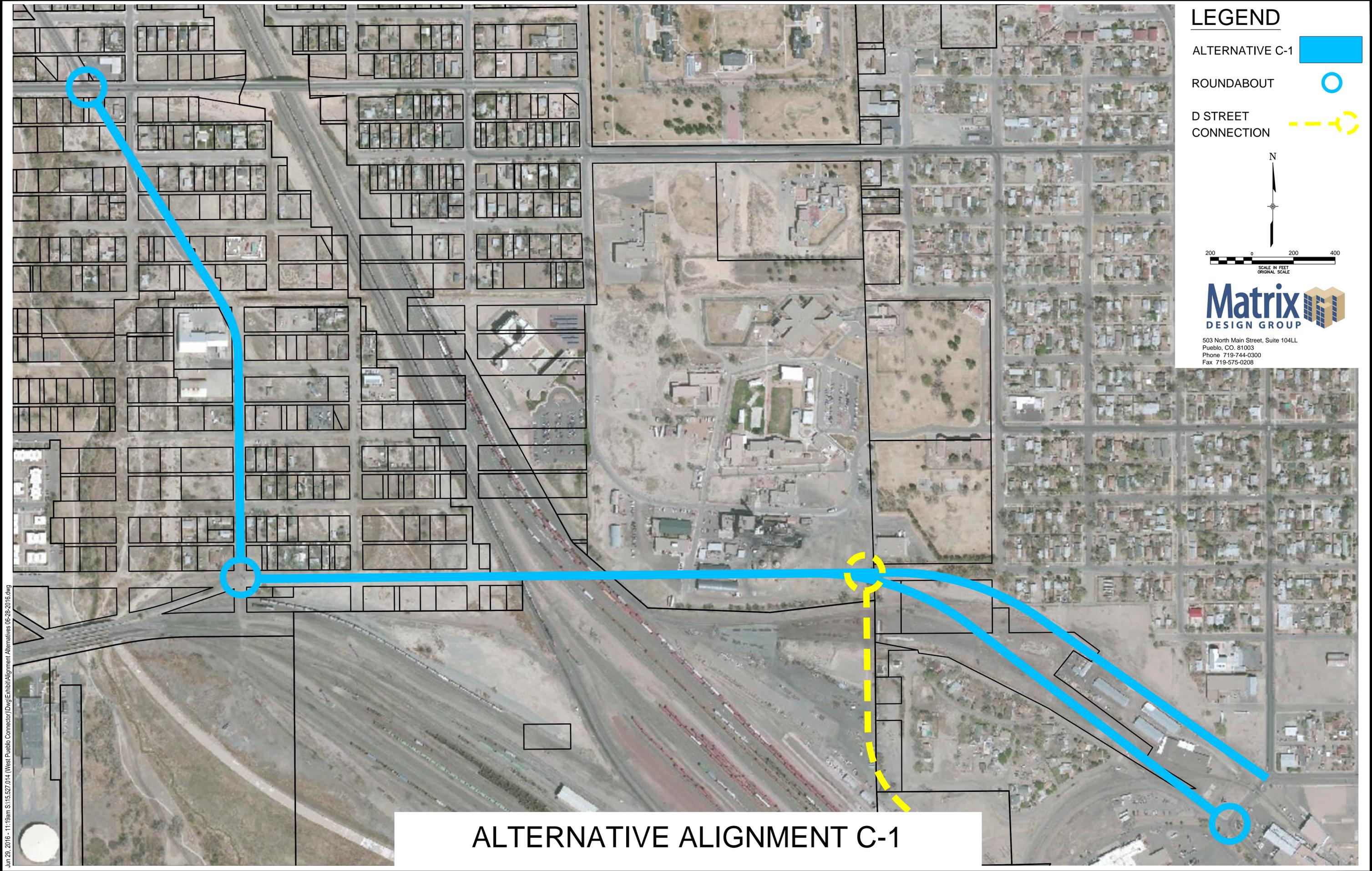
- ALTERNATIVE B-2 
- ROUNDBABOUT 
- D STREET CONNECTION 



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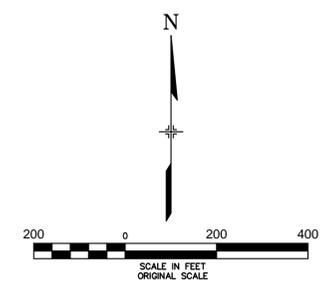
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ALTERNATIVE ALIGNMENT B-2



LEGEND

- ALTERNATIVE C-1
- ROUNDBOUNT
- D STREET CONNECTION

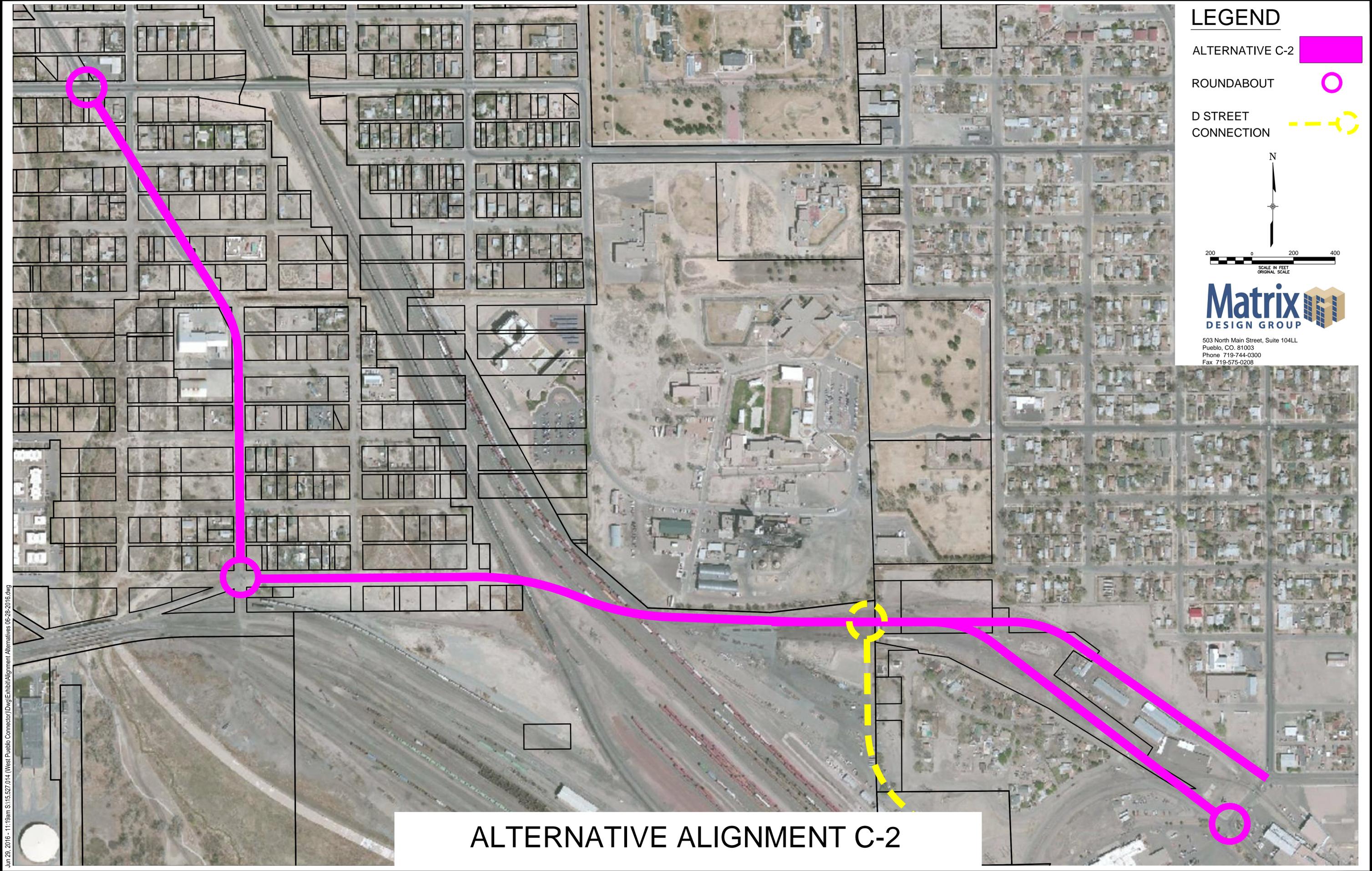


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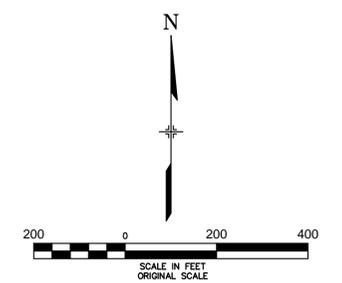
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ALTERNATIVE ALIGNMENT C-1



LEGEND

- ALTERNATIVE C-2 
- ROUNDBABOUT 
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ALTERNATIVE ALIGNMENT C-2

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