

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
October 13, 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***
September 8, 2016
Action Requested: Approve/Disapprove/Modify
- 4. CDOT Region II TIP/STIP Policy Agenda Item(s)**
There are no Policy TIP Amendment Notifications for October.
- 5. Administration Modification to the TIP/STIP**

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: \$ **3,116,620**
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$7,560,120

This administrative modification increases the local participation funding for the project from \$2,516,620 to \$3,116,620.

- 6. CDOT Region II Updates**
- 7. 2021 State Transportation Improvement Program Schedule and Projects (STIP)**
- 8. RPP/FASTER Call for FY 2021 Projects- Discussion**
- 9. Highway Safety Improvement Program (HSIP) Call for FY 2021 Projects – Discussion***
- 10. Citizen Advisory Committee (CAC) 2 Expiring Terms- Discussion***
- 11. Updating of the Public Participation Plan - Discussion**

12. Staff Reports:

- **West Pueblo Connector – OPEN HOUSE – Thursday, October 20, 2016 at the Dolores Huerta Prep High School campus in their cafeteria, 4:00 pm – 6:00 pm**
- **Pueblo Area Wide Transit Feasibility Study - Update**
- **CDOT Region2 -2018-2020 TAP Applications Scoring**

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

14. Adjourn at or before 10:30 am

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION
September 8, 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: Scott Hobson

Time of Call: 8:37 a.m.

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

TAC Members Present: Alf Randall, Darrin Tangeman, Don Bruestle, Mike Castelluci, Michael Cuppy, Michael Snow, Pepper Whittlef, Wendy Pettit

CAC Members Present: Kristen Castor, Salvatore Piscitelli

Others Present:

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

Darrin Tangeman wanted to speak about the Pedestrian Fatal, Scott Hobson said this will become Agenda item number 8.

3. Approval of Minutes of the regular meeting held on September 8, 2016

Motion to Approve: Salvatore Piscitelli

Second: Pepper Whittlef

Unanimous

4. CDOT Region II TIP/STIP Regular Agenda Item(s)

There were no Policy Notifications for September.

5. CDOT Division of Transit and Rail TIP/STIP Administration Agenda Item(s) *

CDOT Division of Transit and Rail has Notification of four (4) 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. Attached spreadsheet for additional information.

Notification: No Action Required

Project Name: Senior Resource Development Agency (SRDA) 2015 Small Urban Operating

Agency WBS: CO-16-4049.SRDA

Name: PWBS-0098

Funding Source: FTA 5310

Grant Name: CO-16-X049 (Small UZA)

Project Location and Description: Operating assistance for Transportation Services for seniors
City/County wide.

Federal Program Funds: \$ 79,000

State Matching Funds: \$ -0-

Local Matching Funds: \$ 79,000

Other Project Funds: \$ -0-

TOTAL PROJECT FUND AMENDMENT: \$158,000

This request is to roll forward grant funds that were awarded in 2015 for Operating assistance.

Project Name: Senior Resource Development Agency (SRDA) 2016 Small Urban Operating
Agency WBS: CO-16-4049.SRDA
Name: PWBS-0215
Funding Source: FTA 5310
Grant Name: CO-16-X049 (Small UZA)
Project Location and Description: Operating assistance for Transportation Services for seniors and handicapped persons City/County wide.
Federal Program Funds: \$ 61,699
State Matching Funds: \$ -0-
Local Matching Funds: \$ 61,699
Other Project Funds: \$ -0-
TOTAL PROJECT FUND AMENDMENT: \$123,338
This request is to roll forward the 2016 grant funds that were awarded in 2016 for operating expenses.

Project Name: Senior Resource Development Agency (SRDA) FY 5310 Small Urban BOC replacement project.
Agency WBS: CO-16-4049.SRDA
Name: PWBS-0618
Funding Source: FTA 5310
Grant Name: CO-16-X049 (Small UZA)
Project Location and Description: Vehicle replacement for seniors and handicapped persons City/County wide.
Federal Program Funds: \$ 55,300
State Matching Funds: \$ -0-
Local Matching Funds: \$ 13,825
Other Project Funds: \$ -0-

TOTAL PROJECT FUND AMENDMENT: \$23,241 (Total awarded Grant was \$69,125 the amount for this project is \$18,592.8-FTA, and \$4,648.2-Local).

This request is to roll forward the 2016 awarded grant funds for one (1) small urban Body-on-Chassis vehicle replacement.

Project Name: Pueblo Transit Bus Replacement
Agency WBS: CO-34-0007.PUEB
Name: PWBS-0069
Funding Source: FTA 5339
Grant Name: CO-34-0007
Project Location and Description: Municipality – Replacement of one (1) bus
Federal Program Funds: \$ 308,000
State Matching Funds: \$ -0-
Local Matching Funds: \$ 77,000
Other Project Funds: \$ -0-
TOTAL PROJECT FUND AMENDMENT: \$ 385,000

This request is to roll forward the 5339 grant funds that were awarded in 2015 for one (1) transit bus replacement.

6. CDOT HQ Presentation "Together We Go" – Michael Snow

Together We Go is a program to help CDOT have regular and ongoing conversations with the TAC/CAC Staff to include statewide planning. Statewide Planning is wanting to know about safety issues, what plans indicate or what needs to improve. There are 3 phases and the first phase is through Telephone Town Hall meetings (TTH). TTH is conducted geographically through a call in from local residents regarding issues at hand including safety. Michael Snow informed us that safety is top priority along with pavement conditions and to reduce congestion. There was a TTH on June 7, 2016. TTH is a conversation with the Transportation Leaders. The participation reached 2300 people with 630 continuous users and did not drop below 400. The TTH could reach wider

geographical areas in Pueblo and south/southeast part of the State. Michael said the average time a person stays on the phone is 5 minutes but the people stayed connected on the phone at 11 minutes. He said that people were either interested or irritated. There were a total of 36 questions (some of them were duplicates) and 16 of those were answered. There was a survey with general questions about Transportation Tech, prioritization, and Road Construction Impact. Pueblo's Plan is integrated with the Statewide Plan and includes safety and to focus on areas with distracted driving, hotspots, car seats, and seatbelts. Michael said that CDOT's wants to invest more but the research has not caught up. There are efforts with signs but a lot more needs to be done. CDOT works with the State Patrol with Click It or Ticket campaign or the Heat is On program. CDOT recognizes that more preventative maintenance is better than to wait until the road is no longer in good condition. CDOT is doing a lot more preventive maintenance to lengthen the life of assets with minimum amount of investment, and to maximize funding. Operations shown to have a much more benefit cost for the amount of cost to invest in them. Michael informed us that there are currently no plans completed since the plan has been adopted. CDOT is wanting to become the DOT of the future with Roadway Technology. "Road X" focuses on using technology in the roadway. There are two projects that include Road X: I-70 and I-25 (Denver). This allows technology to talk to the roadway. In Michael's presentation, there is a timeline in the 1980's that showed things have not changed, one of them being ways to pay. The 2nd line is the population growth and the 3rd line is lane mileage. The same system that was used back in 1980's is the same system that we are currently using because it has not gotten larger but traffic has drastically increased. State funding comes from fuel tax which has stayed the same. It does not increase if gas increases. CDOT has about 30-35% buying power today since the 1990's. This helps maintain the roadways and does not help in improvements. Don Bruestle asked about the shortfall in salaries and if it affects the staff. Michael says that it sure does. Wendy Pettit said that there is \$1b source with \$200m for construction and \$800m for maintenance, snow removal, pavement surfaces, bridge decking, etc. had to be cut back. Pepper Whittlef said that The County and The City is also having issues with that problem along with traffic increasing. Kristen Castor said that the general public does not know this and to use a simple exercise with priorities.

Michael Snow said that Phase 2 is him talking to us and Phase 3 is everyone getting involved with their own entities. He said that other groups told him that they also deal with Local and County facilities. He said that we can use the presentation and change it for our own information. Wendy said that we would need to include FASTER. She also mentioned that it can't go out to the public unless we have that comprehensive look. Michael said that there are some graphics that is simple enough. He said that revenue did not change in many years. There is also another important question, is this important enough to invest in? Kristen Castor said that it needs to have meaning in order for the public to get involved. Michael asked for an example. Kristen said that, "I need to get from this point to that point and I can't because..." Or "I'm driving down a road and saying that it is in bad shape and what it takes to fix that." Michael said that the Economics Analysis cost the State to sit in traffic. Just the time out of our day we waste and the cost of sitting in traffic. Alf Randall said that people are willing to pay for a tax increase but when that money gets directed away from roads, that causes a problem. Pepper Whittlef said that the General Fund of the State does not put money towards the road. Michael said that there are strings attached to the programs and work at the Legislator. He said that they have a say in how much money is spent. Michael said that our roads are subsidizes. Darrin Tangeman said that the cost of roads increased. Michael asked what the construction percentage is and Wendy said that it is up by 40%. Kristen said that putting the amount of how much it would cost to repair a street and you would bring in the scale and for the state budget. She said that would be more meaningful to people and demonstrate what the problem is. Michael said in the TTH, the questions demonstrated the lack of understanding of the cost to do things. He said that the marijuana tax does not go towards to the roads. The Lottery revenues are tiny drops in the bucket. Alf suggested using the whole budget and then showing what percentage are for the roads. Michael informed everyone that CDOT cannot campaign. Pepper Whittlef would like to see a pie graph with state budget and transportation. Michael said that everything has been

severely underfunded and that is why things do not get fixed. Scott Hobson said the cumulative decisions over a 10-15 years have short changed infrastructure. CDOT gets about \$1.2b-\$1.3b a year. Michael said it is still shy \$1b for roadway projects.

Michael Snow asked about safety issues or if their plan is on track or which areas to focus on. Kristen Castor was concerned about I-25, she said that people are following too closely. Pepper Whittlef said that driving behavior has plummeted over time and its' direct result from no enforcement. There is photo enforcement, speed enforcement, work zone enforcement, or new technology. Photo enforcement works here in Pueblo. Michael Cuppy asked if the accidents decreased where there is a red light enforcement. Pepper said that it did decrease and so does the behavior. Scott Hobson said that everything must be approved by the Legislator. Alf Randall suggested to take a realistic look on Federal Highways, CDOT procedures and requirements due to the cost of the roadways.

Michael Snow asked about the road closures, would you rather be impacted more for a short period of time or less impacted but the construction project longer? Kristen Castor and Darrin Tangemin rather be faced with a shorter period of time. Michael Cuppy and Pepper Whittlef said it depends. Michael Cuppy said the impact on businesses for a short period of time will still impact them for a longer period of time. He also mentioned that the shorter period of time has a less of an overall impact than a longer construction period. Michael Snow said that every TTH wants longer project time. Scott Hobson pointed out the key word is lane closures, people do not want a closure. Pepper Whittlef said that with CDOT's roadway, it would be huge for a road closure. Kristen Castor asked if it was 10 miles a year allowed to be fixed. Pepper said that it's maybe half a mile.

Michael informed everyone that this presentation can be used with our entities, who do not normally have a conversation with CDOT about Statewide Transportation Planning, how CDOT is doing, safety issues, etc.... Darrin Tangemin asked how it would work and Michael said that he can work together to figure something out. Kristen Castor said that the ballot would be too late. She recommended having it on the ballot and ask for help from the public with a graph to show the cost, the budget, and condition with sidewalks/roadways. She said that this will cause some creative solutions to come out.

7. CDOT Region II Updates

Wendy Pettit informed us that we would need to work on a new STIP for 2018-2022. The new STIP would be in September 2018, it should be done from TAC/CAC board by November and PACOG Board in December.

Pepper Whittlef asked about the schedule for the TAP applications. Wendy Pettit said the TAP awards are at the end of September, and that the announcement for statewide will be beginning of October.

Michael Snow asked Wendy Pettit if she got a hold of Lesley. Wendy said that she forwarded that information (Safe Routes) to Dan Centa.

Wendy Pettit said that the Freight draft has been finished and will go forward and how to allocate that funding. There is 2 years funding available. The 10 years program development list has finally gone to DTD and will be going to STAC. Scott Hobson asked about funding through Region 2 to put a FAST ACT application together for freight funding. Wendy said that we will have to talk to Ajin. Scott said that there might be some funding from Region 2 to hire a consultant to put together a FAST ACT application for another phase of I-25. Wendy said that it is probably the NPS (Non-Project Specific) contracts and they have now been renewed. Scott said the next FAST ACT will be due at the end of the year or January 2017. He said he does not know if the I-25 freight fits in with CDOT and if it does then to get moving on it.

8. McCulloch & Purcell – Discussion on Safety (Pedestrian Fatally)

Darrin Tengeman informed us there was a Fatal Pedestrian accident that occurred on Purcell and McCulloch. The individual came from Safeway and did not cross at the crosswalk but used a shortcut. He was clipped by a mirror, went to pick up his groceries and then dragged 90 feet. It happened about 300 feet east of the intersection and around 9p.m. There were comments made from the resident's that they do not use the crosswalk because they do not feel safe with all the turning vehicles. Don Bruestle asked if there is a pedestrian crosswalk option to stop the traffic at the light. Pepper Whittlef said that there is a Pedestrian button for north/south traffic. Sal Piscitelli asked about a yield signs for pedestrians. Wendy Pettit said that it will once it is fully constructed. Darrin asked the group if there is a solution. Don suggested a PED overpass or underpass. Michael asked how it would be in the process since the intersection is being improved. He asked what the benefit ratio would be. Wendy said that area has already had a cost benefit ratio. There was already a PEL and an EA done. Darrin said that a PED overpass and underpass has already been looked at and the cost is high. Wendy said that there is an opportunity to change something. Darrin asked about the FLAP money being used for another project. Wendy said that it can as long as the money is going towards federally owned property. Darrin asked McCulloch to Pueblo Blvd might be feasible for the FLAP money. Scott Hobson asked Wendy if CDOT Operations can be involved with this issue. Wendy said that Matt Jago and Dan Dalkey. Alf Randall suggested to look at all the pedestrian fatalities on State Highways. Wendy said that Canon City is looking at their fatality. Scott Hobson asked how to move forward with authorization and Wendy said to call Karen. Wendy said that if the plan changes, there might need to be another environmental view and might delay the project. Scott asked if there might be more HSIP money and Wendy said yes. She said to talk to Matt about this project. Pepper Whittlef said that they may not even use the PED underpass because it is still farther away.

9. Staff Reports:

- **FY 2017 Unified Planning Work Program***

John Adams said that the majority of the FY 2016-2017 has not changed. The minor adjustments were the funding allocation. The UPWP will go to PACOC next month and then go to the State then a resolution afterwards.

Michael Snow had a question about page 17 in the packet. His concern was that in 1623, the ridership is blank. John Adams said that number is random. Scott Hobson said it should be "Assist with planning and coordination of randomly selected surveys..."

Michael Snow had a concern about the 1632 section, and did not understand the 2040 LRTP Implementation. Scott Hobson said it's the strategies in the plan. John Adams said that it will include the Performance Measures.

- **Urban Critical / Multi-Modal Freight Corridor Designations Update**

John Adams said that we can add segments to the study area. The deadline is at the end of this month. It will be going to STAC September 23rd. It is 5 years' worth of funding and we currently have 2 years. It's another funding source.

Wendy Pettit said that there are 3 specific areas; 2 are urban and 1 is rural. US 50 W is one of the projects. US 50 improvements are on the east side of town by the Airport and the other is the bridge at the Chemical Depot. Scott Hobson asked if PACOG or TAC can endorse and Wendy said that there is when they finish. Scott asked if I-25 will still be added and Wendy said that it will be. Scott asked how many miles can be added. Michael Snow said that it is 80 urban and 160 rural. US 50 W to Pueblo West is urban, Paul Harvey is urban, and Chemical Depot is rural. Wendy said that 17 miles were added. Alf Randall asked if I-25

would be included, Wendy said that all of I-25 is included. Darrin Tangemin asked if Dillon Dr. can be added. Wendy said that it is not a state facility. Scott Hobson said that the list can be changed when a project is completed, then you can readjust to new areas for eligible funding. He asked how PACOG plays into this. Wendy said that the MPO board should come up with a list for PACOG. Scott said that PACOG would support it. He asked if this is the last month for STAC to look at. Wendy said that it is just the additions and not the projects. Scott asked if there is time to do so and Michael said there is not.

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

Don Bruestle asked who is going to the next STAC meeting on September 22. Scott Hobson said that John Adams and Buffie McFadyen are attending.

11. Adjournment

Chairman Scott Hobson adjourned the meeting at 10:42 a.m.



COLORADO
Department of Transportation

Transportation Systems
Management & Operations

Traffic & Safety Engineering Branch
4201 East Arkansas Avenue, 3rd Floor
Denver, CO 80222
Phone: 303.757.9654



MOVING TOWARDS
ZERO
DEATHS

DATE: September 28, 2016

TO: City and County Transportation Officials

RE: Federal Highway Safety Improvement Program (HSIP) Funds

As transportation providers, we all know how important it is to provide the safest and most efficient system as possible to enable our citizens and visitors the freedom to follow their pursuits. As Colorado becomes an ever more popular place to live and visit - and drive, ride, or walk - unfortunately our transportation systems are becoming ever more congested and experiencing more crashes, and sadly, deaths.

It is with this challenge, that I am eager to announce that CDOT is once again soliciting applications for federal Highway Safety Improvement Program (HSIP) project funds for fiscal years (FY) 2018-2021.

The goal of this federally funded program is to achieve significant reductions in all crashes on all public roads, especially crashes involving traffic fatalities and serious injuries. The program provides federal funds for projects that improve highway safety at locations where there is highest potential for crash reduction. We encourage you to consider locations where crash history exists and also locations where engineering analysis shows roadway safety risk factors exist, albeit not yet a crash history. Colorado's [Strategic Highway Safety Plan \(SHSP\)](#) provides information on Colorado's history of fatalities and priorities to reduce them. When considering projects, there are numerous proven, researched, and documented mitigation strategies ([NCHRP Report 500](#) is an excellent resource), while there are also emerging technologies and innovative strategies to propose.

To request HSIP funding assistance for a traffic safety improvement project in your jurisdiction, please review the attached program requirements and guidelines and complete an application for each project to be considered. Mail or email the completed application(s) to your local CDOT Region Traffic Engineer shown below. They will review the applications and forward to this office for further evaluation and prioritization. Local agency applications along with CDOT applications will be considered and selected to make up the FY2018-2021 HSIP program. Applications must be received by your Region Traffic Engineer no later than November 30, 2016.

Thank you for your partnership in improving safety on Colorado's roadways. If you have any further questions, please contact me, Dave Swenka, CDOT's HSIP Manager, or your local Traffic Engineer.

Sincerely in transportation safety,

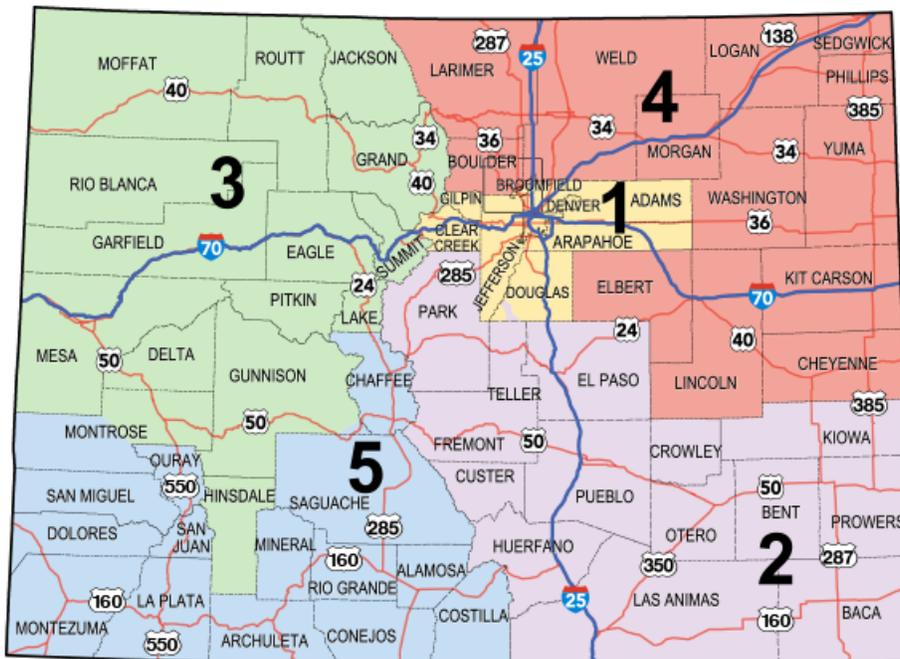
Charles E. Meyer, PE, PTOE
State Traffic Engineer
Colorado Department of Transportation



Colorado Department of Transportation Region & State Traffic Engineers

<p>Clark Roberts - Region 1 Traffic Engineer 18500 E. Colfax Ave., Rm 105 Aurora, CO 80011 clark.roberts@state.co.us (303) 365-7330</p>	<p>Sasan Delshad - Region 2 Traffic Engineer 10 Monarch Lane Pueblo, CO 81004 sasan.delshad@state.co.us (719) 546-5494</p>
<p>Zane Znamenacek - Region 3 Traffic Engineer 222 S. 6th St., Rm 100 Grand Jct., CO 81501 zane.znamenacek@state.co.us (970) 683-6275</p>	<p>Long Nguyen - Region 4 Traffic Engineer 10601 W. 10th St. Greeley, CO 80634 long.nguyen@state.co.us (970) 350-2121</p>
<p>Thomas Humphrey - Region 5 Acting Traffic Engineer 3803 N. Main Ave., Ste.108 Durango, CO 81301 thomas.humphrey@state.co.us (970) 385-3637</p>	<p>Charles Meyer - State Traffic Engineer 4201 E. Arkansas Ave., 3rd Floor Denver, CO 80222 charles.e.meyer@state.co.us (303) 757-9879</p>

CDOT Region Boundary Map



Federal Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The program provides federal funds (90% federal, 10% state/local) for projects that improve highway safety at locations where there is potential for crash reduction. The criteria in evaluating applications is the crash history and the cost of the entire project.

Safety improvements along all public roadways (local streets and roads or state highways) within your jurisdiction are eligible for HSIP funding. If there is a safety improvement desired on a state highway, please coordinate with your local CDOT Region Traffic Engineer about CDOT applying for the funds or making a joint application. Although it is always encouraged that local agencies submit safety improvement projects that are not along state highways.

As in the past, projects should cost no less than \$50,000. Only projects of \$50,000 and over will be funded because the overhead is about the same for any size project and the cost effectiveness of the federal dollar diminishes below this amount. Smaller projects can be combined to meet this \$50,000 threshold. Additionally, projects that include costs for right-of-way are allowed but not recommended because of the long lead time often required for right-of-way acquisition.

Any project selected for funding under the HSIP must be included in or added to the Statewide Transportation Improvement Program (STIP) and, if in an urban area, in the appropriate Transportation Improvement Program (TIP) of the respective Metropolitan Planning Organization (MPO). Local governments within an MPO should also send a copy of the application to their respective MPO. For example, City of Denver, send a copy to DRCOG, City of Colorado Springs to PPACG, City of Fort Collins to North Front Range Metropolitan Planning Organization, City of Pueblo to PACOG, City of Grand Junction to Grand Valley MPO, etc.

This program is administered by CDOT for which there may be an indirect cost or overhead charge of approximately 1%. This indirect cost is not eligible for federal funding.

Please complete the attached application form for each project of interest and submit with any supporting documents desired. All requests will be for the construction fiscal years of 2018-2021. Note that funding is contingent on the continuation of this federal safety program. The application process, final analysis, and notification of approval or denial are expected to be completed by January 31, 2017. Your participation in this program is greatly appreciated.

Only candidate projects that have a potential for crash reduction will be considered for funding prioritization. The approved method of project evaluation is based on determining the Level of Service of Safety (LOSS) through the appropriate Safety Performance Function model (SPF), or the observed cumulative Binomial Probability (BP) of a crash type or related crash characteristic. An observed crash frequency above the expected, statewide average or a cumulative Binomial Probability of 90% or greater suggests the presence of a crash pattern and susceptibility to correction. CDOT will calculate the level of service of safety and/or cumulative BP and Benefit-Cost ratio (B/C) in accordance with the HSIP procedural manual available at: <https://www.codot.gov/library/traffic/hsip/docs> or the link below. Candidate projects that exhibit a potential for crash reduction upon evaluation will then be prioritized for funding assistance using the B/C as we have done in the past.

Please be conservative in anticipating project advertisement/construction dates when selecting the fiscal year funding for your project. Funding can be advanced if your project is ready earlier than expected. If, however, the project is delayed beyond the fiscal year requested, funding may not be guaranteed.

Questions regarding the application process and evaluation criteria can be directed to:

David Swenka, PE, PTOE, CDOT HQ Traffic and Safety Engineering Branch,
david.swenka@state.co.us, (303) 512-5103

Distribution: City/County/Local/MPO/TPR Transportation Officials, CDOT Region Traffic Engineers and Transportation Planners

Electronic Versions of the forms are available at:
<https://www.codot.gov/library/traffic/hsip/docs>

Federal Highway Safety Improvement Program (HSIP) Application

Requesting Agency:

Submitted By:

E-Mail:

Title:

Phone:

Date:

(All fields required unless otherwise noted)

- 1) Location** (Road Number, Street, Milepost, etc.):

- 2) Documented crash history** (3-year span, up to 5 yrs., attach documentation. If not available, CDOT can assist with accident history):

- 3) Traffic volume counts** (All directions/approaches, if available):

- 4) Description/Illustration of existing safety concern** (Photos Recommended):

- 5) Description/Illustration of proposed improvement and the extent to which it addresses the crash problem:**

- 6) **CDOT Project #** (CDOT only, if already setup):

- 7) **Amount of HSIP funding requested for proposed improvement**

- 8) **Total estimated proposed improvement cost** (Cost estimate recommended):
 - *
 - *Benefit/Cost evaluation will be based off of this amount

- 9) **Planned construction advertise date**

- 10) **Planned construction completion date**

- 11) **Estimated Project Cost Schedule**
 (Based on state fiscal year. FY2018 starts in July 2017 and ends in June 2018)

Fiscal Year	Amount	Project Phase (Design, Construction, etc.)
FY 2018		
FY 2019		
FY 2020		
FY 2021		

Additional comments or notes regarding funding:

CDOT Traffic Engineers

Colorado Department of Transportation Region & State Traffic Engineers

<p>Clark Roberts - Region 1 Traffic Engineer 18500 E Colfax Ave, Room 105 Aurora, CO 80011 clark.roberts@state.co.us (303) 365-7330</p>	<p>Sasan Delshad - Region 2 Traffic Engineer 10 Monarch Lane Pueblo, CO 81004 sasan.delshad@state.co.us (719) 546-5411</p>
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<p>Thomas Humphrey - Region 5 Acting Traffic Engineer 3803 N Main Ave, Suite 100 Durango, CO 81301 thomas.humphrey@state.co.us (970) 385-8360</p>	<p>Charles Meyer - State Traffic Engineer 4201 E Arkansas Ave, 3rd Floor Denver, CO 80222 charles.e.meyer@state.co.us (303) 757-9879</p>
<p>Ref: Highway Safety Improvement Program</p>	

Procedure for Calculating the Level of Safety (For reference only - CDOT will complete the calculations)

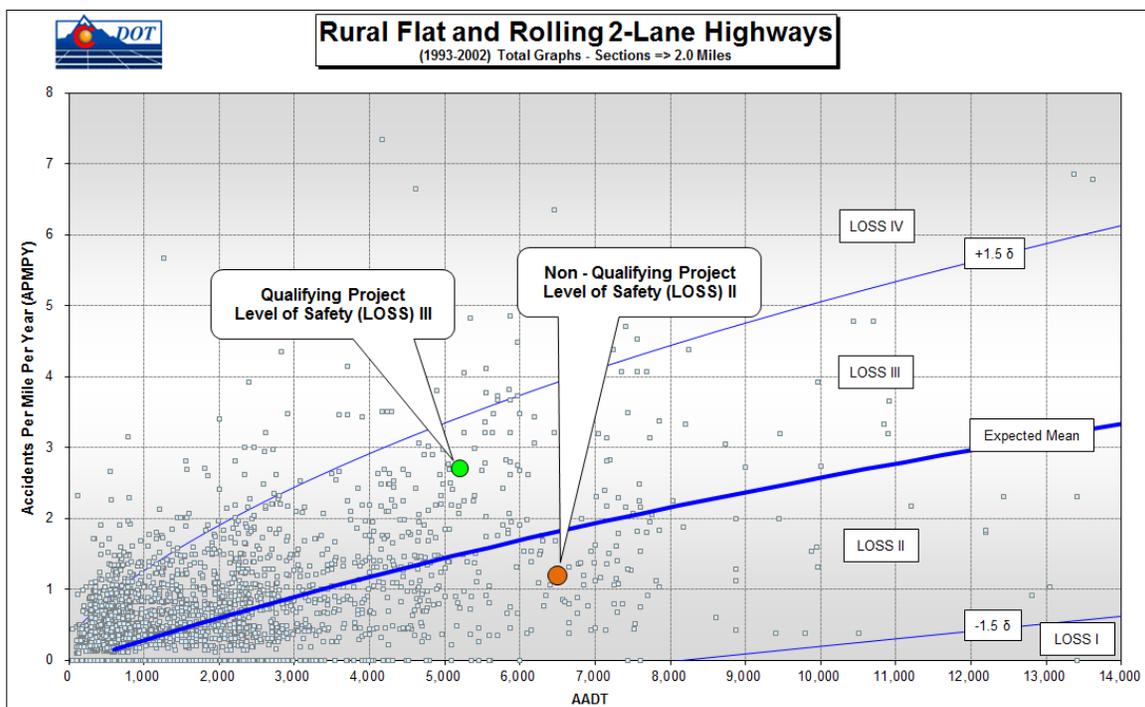
The Level of Safety of a potential HSIP project is determined from the crash history at the project location, the exposure or traffic volume and the Safety Performance Function (SPF) model that best matches the project's characteristics. This evaluation is performed for roadway segments and intersections. For example, on a roadway segment:

A county is applying for funding assistance for a project extending over 1.48 miles on a rural, 2-lane highway segment on generally flat terrain. Their application includes the following: 18 property damage only (PDO) crashes, 1 injury (INJ) crash and 1 fatal (FAT) crash reported over a 5 year period along the project segment. The county estimates the average traffic volume to be 5,200 vehicles per day (vpd) on the facility.

CDOT's evaluation typically determines: $\text{Accidents per Mile per Year (APMPY)} = (20 \text{ crashes total}) / (1.48 \text{ mi} * 5 \text{ yrs}) = 2.7 \text{ APMPY}$ at 5,200 vpd. This project location qualifies initially because the observed crash frequency exceeds the expected mean or average for the roadway type, as shown on the SPF model below.

Another potential project location on a similar highway may exhibit the following traffic data:

10 PDO, 2 INJ and 0 FAT crashes over a 5 year period and a 2 mile long project length where the traffic volume is 6,500 vpd. This project does not qualify since the observed crash frequency (1.2 APMPY) at a traffic volume of 6,500 vpd falls below the expected mean crash frequency boundary as shown below.



Evaluation of an intersection location is similar, however, a segment length is not involved and the traffic volumes for both minor and major road approaches are required in the analysis.

SPF models can be viewed at:

<https://www.codot.gov/library/traffic/safety-crash-data/safety-analysis-information>

Procedure for Calculating the Cumulative Binomial Probability (For reference only - CDOT will complete the calculations)

For a spot location (intersection, etc.) or Segment of Roadway:

Compute the cumulative Binomial Probability (BP) of an accident type or related accident characteristics using the formula below:

$$Cum\ BP = \sum_{i=0}^{Nai-1} \frac{Nti!}{(Nti - i)!i!} P_i^i (1 - P_i)^{Nti-i}$$

Where:

Cum BP = Binomial Probability in Percent

Nai = Number of Crashes of that Type or Related Characteristic Observed at the Location

Nti = Total Number of Crashes at the Location

P = Statewide Average Percent of Specific Crash Type or Related Characteristic for the Type of Facility

An observed cumulative Binomial Probability of 90% or greater suggests a presence of a crash pattern and a susceptibility to correction.

Procedure for Calculating the Benefit Cost Ratio

(For reference only - CDOT will complete the calculations)

The benefit/cost ratio (B/C) is the annual expected benefit divided by the estimated annual average project cost. The B/C formula used is:

$$BC = \frac{B}{C} = \frac{\text{Expected Benefit}}{\text{Estimated Cost}} = \frac{\text{Equivalent Uniform Annual Benefits}}{\text{Equivalent Uniform Annual Costs}}$$

$$B = [(PDO)(a) + (INJ)(b) + (FAT)(c)](ARF)$$

Where: PDO is the Number of Property Damage Only Accidents
 INJ is the number of persons injured
 FAT is the number of persons killed
 a is cost per PDO accident (\$9,300)
 b is cost per INJ accident (\$80,700)
 c is cost per FAT accident (\$1,500,000)
 ARF is the Accident Reduction Factor for the type of proposed improvement(s)

and: $C = (PCE)(CRF) + AMC$
 PCE is the Project Cost Estimate
 CRF is the Capital Recovery Factor
 AMC is the Annual Maintenance Cost

The following sources provide the information required to prepare the benefit/cost ratios:

1. The HSIP Program Application submitted by the requesting agency identifies the location by street names or by milepoints, describes the existing safety issue and proposed improvement, and provides a project cost estimate.
2. Documented crash history is verified and/or provided by CDOT Safety and Traffic Engineering Branch. A minimum crash history of two years is required (three to five years is preferred). Property damage only, injury, and fatal crashes are then expressed as the number of crashes per year.
3. Crash costs are based on nationally established figures (National Safety Council).
4. Crash Reduction Factors (or forecasts) are based on the specific type of improvement proposed and are compiled from the National Cooperative Highway Research Program (NCHRP) Report 162 and the Crash Modification Factors Clearinghouse.
www.cmfclearinghouse.org
5. The Project Cost Estimate is obtained from the application submitted by the requesting agency (after being evaluated and approved by the CDOT Region offices). This amount should include estimates for materials, construction, mobilization, engineering, and contingency costs.

6. Capital Recovery Factors (CRF) are based on the estimated service life of the type of improvement proposed and an assumed rate of return (interest rate). A table of Capital Recovery Factors is also available in NCHRP Report 162.
7. Annual Maintenance Costs are included in the analysis only when they are expected to be greater than the maintenance costs incurred if no improvements were made. The specific costs can be obtained from CDOT Staff Maintenance.



Pueblo Area Council of Governments
 Metropolitan Planning Organization (MPO)
 Transportation Planning Region (TPR)



Urban Transportation Planning Division
www.PACOG.net

APPLICATION FOR MEMBERSHIP: Citizens Advisory Committee (CAC) of the Transportation Advisory Commission (TAC), Sec VI of the PACOG Bylaws

DATE: _____

DEADLINE TO SUBMIT: **November 17, 2016, 5:00pm**

NOTE: TO APPLY YOU MUST BE A RESIDENT OF THE CITY OR COUNTY OF PUEBLO.
Please type or clearly print the following information.

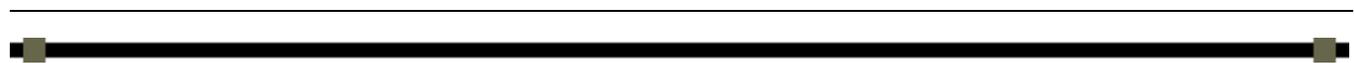
TYPE OF APPLICATION (please check one): Appointment Reappointment

NAME: _____

HOME ADDRESS: _____

OFFICE ADDRESS: _____

DAYTIME PHONE, FAX, & E-MAIL: _____



Please type or clearly print answers to the following questions.
Feel free to use additional paper, but please limit responses to one page per question.

1. Please list your areas of accomplishments that you feel would contribute to the Transportation Citizens Advisory Committee.

2. Why are you interested in being appointed to the CAC?

3. What goals would you like to see the CAC accomplish in 2016 & 2017?

4. List any other items that might be useful to the PACOG Board in considering your application to serve on this Committee.

5. List other Civic or Community Committees or Boards that you currently serve on.

**SEND COMPLETED APPLICATIONS TO: PACOG MPO/TPR
211 East D Street
Pueblo, CO 81003**

**FAX: (719) 553-2359
E-Mail: johnadams@pueblo.us**

For additional information, please call the MPO offices at: (719) 553-2242

Applicants for 2018 to 2020 R2 TAP call for projects	Scores	2018	2019	2020		
		Year applied for				
City of Pueblo						
City of Pueblo Northern Ave Phase 3	81	\$500,000				
Arkansas River Levee planning	71	\$200,000				
Arkansas River Phase 1	71		\$600,000			
West 4th street Ped/ Walkability	65			\$1,040,000		
Pueblo County						
State Park trail extension-Project awarded FLAP grant-Withdrawn		\$264,693				
Liberty Point trail	68	\$606,843	\$618,969			
Joe Martinez Trail-Pueblo West	78			\$537,035		
River Trail Extension Study-Pueblo County	78	\$132,800				
Cripple Creek						
Sidewalk and trail Improvements City of Cripple Creek	74	\$113,304	\$505,404	\$168,465		
El Paso County						
Ute Pass Pedestrian project-El Paso County	74	\$340,000	\$340,000			
City of Lamar						
City of Lamar street scaping project	78	\$400,000				
City of Colorado Springs						
Gold Hill Mesa Phase 1	66		\$500,000			
Las Animas and Huerfano County						
Southern Mountain Loop Bike Trail Huerfano-Las Animas Cty	84	\$300,000				
Mountain Merto Transit						
MMT Route 6 Accessibility Improvements		\$120,800				
MMT routes 16 and 4 Section 3 Accessibility enhancements				\$263,669		
MMT routes 16 and 4 Section 2 Accessibility enhancements			\$352,876			
MMT routes 16 and 4 Section 1 Accessibility enhancements		\$176,417				
MMT Route 4 Accessibility Improvements North Side			\$340,692			
MMT Route 4 Accessibility Improvements South Side				\$310,885		
Total By Year		\$3,154,857	\$3,257,941	\$2,320,054	\$8,732,852	
TAP federal funds available		\$1,303,260	\$1,303,318	\$1,303,382	\$3,909,960	amount tap avail
Net		-\$1,851,597	-\$1,954,623	-\$1,016,672	over	
Awards	Scores	2018	2019	2020	Year Awarded	
Southern Mountain Loop Bike Trail Huerfano-Las Animas Cty	84	\$300,000				
City of Pueblo Northern Ave Phase 3	81			\$500,000		
City of Lamar street scaping project	78	\$400,000				
Joe Martinez Trail-Pueblo West	78			\$537,035		
River Trail Extension Study-Pueblo County	78	\$132,800				
Ute Pass Pedestrian project-El Paso County	74	\$0	\$680,000			
Sidewalk and trail Improvements City of Cripple Creek	74	\$162,299	\$624,874	\$0		
Arkansas River Levee planning	71	\$200,000				
		\$1,195,099	\$1,304,874	\$1,037,035	\$3,537,008	Total awarded

Pedestrian & Bicycle / Non-Motorized Transportation Projects

Scoring Criteria	Points Possible	Score
Enhance Safety		
Provides a shared use path or enhanced separation from motorized vehicles	9	
Provides safe crossing at railroad, roadway or waterway	5	
Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.)	5	
Project is in a high pedestrian and/or bike crash area (Three or more incidents in last five years; "Area" is defined as an intersection or corridor segment not exceeding a quarter mile in length)	5	
Maximize Transportation Investment / Network Connectivity Improvement		
Closes gap between two existing facilities or extends existing facility	3	
Project will include installation of bike/ped counting device	3	
Increases access to school, or existing activity center such as parks, library, transit station, park and ride, etc.	3	
Enhances wayfinding; i.e. signage or systems used to convey location and directions to non-motorized transportation users	3	
Improve State & Regional Economy		
Provides better access to employment locations	3	
Supports tourism activities	3	
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health		
Provides access to public lands (land owned by a government entity) and/or is located on or connects to a Scenic Byway	2	
Project is located in defined downtown or "Main Street" area (preserves or enhances downtown character)	2	
Project is located in a county with a high obesity rate according to Overweight and Obese Population in Colorado map in Appendix D. (See #9 of application for project location.) <ul style="list-style-type: none"> • 2 Points: Project is located in county in the Highest Quartile (64.6-79.4%) • 1 Point: Project is located in county in Third Quartile (57.2-64.5%) (Zero points awarded if outside these thresholds.)	2	

Provide Transportation Equity		
<p>Project is located in a county with a median household income below \$50,000 according to Median Household Income map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • 2 Points: Project is located in county with a median household income of < \$40,000. • 1 Point: Project is located in county with a median household income of \$40,000 to \$50,000. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in an area that contains a high minority, or non-white population, according to the Non-White Population map in Appendix D. (See #9 and #10 of application for project location.)</p> <ul style="list-style-type: none"> • 2 Points: Project is located in an area with a non-white population of 76% and greater. • 1 Point: Project is located in an area with a non-white population of 51 – 75%. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in a county where a high share of the population is age 65 years and older, according to map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • 2 Points: Project is located in a county with > 20% of population 65 years and older. • 1 Point: Project is located in a county with 15 to 20% of population 65 years and older. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>This project would bring an existing facility within CDOT Right of Way into compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).</p>	2	
Project Readiness		
<p>Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget. (See #21 of application, Attachment F)</p>	10	
<p>Risk Assessment complete with CDOT Local Agency Coordinator</p> <ul style="list-style-type: none"> • 10 Points: Project is low risk • 5 Points: Project is medium risk • 0 Points: Project is high risk 	10	
Integration With Plans, Initiatives, and Documented Community Support		
<p>Project is defined in a regional plan. (See #14 of application)</p>	10	
<p>Project is in a local plan. (See #15 of application)</p>	6	
<p>Project is part of a Governor’s Initiative for the State of Colorado. (See #16 of Application.)</p>	2	
<p>Project has documented community financial support of 20% or more of the total project cost. (See #17 and #18 of application)</p>	6	
Total:	100	