

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE**

April 16, 2015

8:30 a.m.

**Community Room of the Pueblo Municipal Justice Center, 200 South Main Street
(note change of location for this meeting)**

Agenda items marked with * indicate additional materials are included in the packet.

- 1. Call Meeting to Order**
- 2. Introductions and Public Comments (non-agenda items only).**
- 3. Approval of Minutes***
February 5, 2015 Meeting
March 5, 2015 Meeting
Action Requested: Approve/Disapprove/Modify
- 4. CDOT Region II TIP/STIP Policy Amendment Agenda Item(s)**
There are no Policy Amendment Notifications for April
- 5. CDOT Region II TIP/STIP Administrative Amendment Agenda Item(s)**
There are no Administrative Amendment Notifications for April
- 6. FY2016 – FY2019 PACOG Transportation Improvement Program***
Staff Report – Scott Hobson
Open opportunity for public comment on the draft FY2016 – FY2019 TIP
Action Requested: Approve/Disapprove/Modify
- 7. 2040 Regional Transportation Update – Process and Status***
Notification: No Action Required
- 8. Staff Report – Update on Pueblo County Safe Routes to Schools Planning***
- 9. Items from TAC members or scheduling of future agenda items.**
- 10. Adjourn at or before 10:30 am.**

TAC Minutes
TRANSPORTATION ADVISORY COMMITTEE
February 5, 2015
8:30 a.m.

City Council Chambers, 1 City Hall Place

Agenda items marked with * indicate additional materials are included in the packet.

1. Call Meeting to Order

Chairman: Scott Hobson

Time of Call: 8:43 AM

TAC Members Present: Pepper Whittlef, Wendy Pettit, Brenda Boyles, Mark Lovin, Joan Armstrong, Don Bruestle, Alf Randall, Ray Seybold, Wendy Pettit, and Michael Snow

CAC Members Present: Megan Murillo, , Kristin Castor, Salvatore Piscitelli

MPO Staff Present: Scott Hobson, Reyna Ehrman

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

Reyna Ehrman new Transportation Planner in Planning and Community Development.

Carol Martinez from Planning and Community Development assisting with minutes and agenda preparation.

3. Approval of Minutes of the regular meeting held on January 8 , 2015

Motion to Approve: Don Bruestle

Second: Kristin Castor

Unanimous

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

CDOT Region II Has Notification of Four (4) 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 Letters and Spreadsheets.

1. Project Name: Pueblo Transit

STIP Number: SST7047

Project Location and Description: Various small urban awards (see attached)

Fiscal Year(s) and Fund Source(s): **FY 2014-5339 FTA Funds**

Federal Program Funds: **\$ 235,177**

State Matching Funds: **\$**

Local Matching Funds: **\$ 58,795**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 293,972

New 2014 FTA 5339 award funding three (3) para-transit vans for replacement, heavy duty lift replacement (shop), tire small and bus tires) changer, service truck air compressor, two (2) support vehicles, and buses diagnostics software

This TIP amendment will be included into the Statewide Transportation Plan that allows for a contract to be issued to Pueblo Transit for expenditure of those funds.

2. Project Name: **Pueblo Transit**
STIP Number: SST7047
Project Location and Description: Various small urban awards (see attached)
Fiscal Year(s) and Fund Source(s): **FY 2015-5339 FTA Funds**
Federal Program Funds: **\$ 308,000**
State Matching Funds: **\$**
Local Matching Funds: **\$ 77,000**
Other Project Funds: **\$**
TOTAL PROJECT FUND AMENDMENT: \$ 385,000
New 2015 FTA 5339 award for a new bus

3. Project Name: **I-25 Through Pueblo**
STIP Number: SPB3865
Project Location and Description: Access management plan and Hazmat cleanup for Ilex project
Fiscal Year(s) and Fund Source(s): **FY 2015-Regional Priorities Program Funds**
Federal Program Funds: **\$ 1,448,825**
State Matching Funds: **\$ 301,175**
Local Matching Funds: **\$**
Other Project Funds: **\$**
TOTAL PROJECT FUND AMENDMENT: \$ 1,750,000

I-25 Corridor Management & Hazmat. The scope of work is to complete an access study for the next phase of the New Pueblo Freeway (the segment between the 29th Street Interchange and US50B (Belmont Interchange), and provide initial funding for hazmat cleanup within the project limits of the I-25/Ilex project.

This is being paid for out of fiscal year 2015 regional program fund. The access plan is primarily for US 50, the Belmont Interchange and 29th street. As funding becomes available we have to have the access plan in place for that phase of the project. We currently do not have funding. This is part of the preparation as we get ready for the funding.

4. Project Name: **SH 96/Chester Signal Improvements**
STIP Number: SR27002.042
Project Location and Description: Traffic Signal Upgrade
Fiscal Year(s) and Fund Source(s): **FY 2017 FASTER Safety funds**
Federal Program Funds: **\$**
State Matching Funds: **\$ 650,000**
Local Matching Funds: **\$**
Other Project Funds: **\$**
TOTAL PROJECT FUND AMENDMENT: \$ 650,000

SH 96A/Chester-Signal Improvements. The scope of work includes removing the existing signal, installing a new signal and improving ADA ramps.

Mr. Hobson reviewed the four TIP Policy Amendments including general project description, costs, and source of funding. Ms. Whittlef asked if the I-25 access study was going to be added to HDR Engineering's existing agreement with CDOT. Ms. Pettit indicated that CDOT would likely need to complete a separate procurement process for that project. Mr. Bruestle asked if the Local matching funds were budgeted for the Pueblo Transit matching funds by City Council. Ms Boyles said that the 20% Local matching funds will be provided from City of Pueblo General Funds and

the funds are already approved within the City's Transit budget. The funds will be budgeted and appropriated once the contracts are received from CDOT. Mr. Bruestle asked if something will be done on the 4th and 8th street bridges in regards to pedestrians' walking because there is not a lot of separation between traffic and pedestrians'. Mr. Hobson said he is not aware of any specific money programmed out of bridge funds for 4th street and Chester project. Ms. Whittlef indicated that the bridges would need to have sufficiency rating at a low enough level to qualify for bridge funds in order to have sidewalks included in a bridge renovation or replacement project. Mr. Bruestle asked about any volunteer efforts to improve the appearance of the railings on the bridges. Ms. Whittlef said that the City's street department provided paint for the railings a couple of years ago. Also, she indicated that CDOT and the City would welcome a volunteer effort to improve the appearance of the bridges. Mr. Bruestle indicated that residents from the east side had expressed concern of a lack of speed limit signs on east 4th Street. Mr. Seybold thought that there were some signs in place. Mr. Hobson said that he would check with CDOT staff on the signage along the corridor.

Motion to Approve: Kristin Castor
Second: Megan Murillo
Unanimous

5. CDOT Region II TIP/STIP Regular Agenda Item

CDOT Region II has Notification of One (1) Administrative Amendment 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.

STIP Number: SST7047

Project Location and Description: Various small urban awards (see attached)

Fiscal Year(s) and Fund Source(s): **FY 2014-5339**

Federal Program Funds: **\$ 230,821**

State Matching Funds: **\$**

Local Matching Funds: **\$ 57,705**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$288,526

FTA 2014 FTA 5339 award. The project funds need to have a contract executed and the funds need to be rolled forward to the current fiscal year for budgeting.

Mr. Hobson reviewed the Administrative Amendment that would roll the 2014 small urban award funds into the FY2015 TIP. Ms. Broyles outlined the items that would be acquired for Pueblo Transit with the grant funds. The list of specific uses of funds was included in the agenda packet. Mr. Bruestle asked if radio communication systems were provided on buses to communicate with the Pueblo Transit headquarters. Ms. Broyles indicated that all buses had radio communications with the Transit operations center, as well as they are tracked on a GIS system.

6. Update on CDOT Region 2 – December 19, 2014 Joint MPO and TPR Regional Priorities Program Funding for FY2016-19, FY20-FY25, and Beyond 2025 Projects*

The discussion relating to the regional project priorities and PACOG 2016-2040 projects covering agenda items #6 and #8 were covered together. Mr. Hobson reviewed the adjustments that were

made to the draft PACOG On-System Priority Projects. In the FY2016-FY2019 list the US50 West project had \$100,000 reduced from Regional Priorities Funds leaving a total of \$5.4 million. Also \$5,823,847 of FASTER Safety Funds was moved into the FY2020 – FY 2025 timeframe. This kept a total of \$12,176,153 of FASTER Safety Funds in the US50 West project for FY2016-FY2019. The list provided in January did not show the \$10,176,217 of FASTER Safety Funds that are being provided for the I-25 Ilex Project FY2016-FY2019. The addition of the I-25 Ilex project was the reason the amount of FASTER funds for US50 West being was moved into the FY2020 – FY 2025 timeframe. Also the US50C drainage project within FY2016-FY2019 was reduced by \$200,000 leaving \$1 million for the project. These changes resulted in an overall increase of on-system highway project funding of \$4,052,370 for the FY2016 – FY2040 time period. The revised total of planned project funding is \$135,602,370. Mr. Hobson indicated that the SB228 funds which are not likely to become available are still included within the future funding scenarios. The other MPOs are including projects with SB228 funding, so PACOG does not be left out in the event SB228 becomes available. Mr. Hobson said that Governor Hickenlooper is not in favor of utilizing the State excess revenues would be refunded to the residents. If the following four years have excess State revenues they are likely to be programmed for the replacement of the I-70 elevated section east of the I-70/I-25 interchange. Mr. Hobson expressed the concern of some of the members of STAC that the I-70 project will take a significant amount of funds away from other important projects throughout the state. Ms. Pettit indicated that the elevated section of I-70 project had severe structural deficiencies, as well as safety issues. Instead of just fixing the problems, CDOT is looking at replacing and upgrading this section of I-70. Mr. Snow talked about CDOT analysis of impacts to the transportation system if major failures occurred on this section of I-70.

The Pikes Peak MPO included a breakdown of the amount of funds each of the two MPOs and three TPRs are planned to receive over the FY2016-FY2019 and the FY2020-FY2025 time periods for Regional Priorities and FASTER Safety funds.

7. Review of Draft PACOG Funding Program Pools and Corridor Breakdown for FY 2015 to 2040*

Mr. Hobson briefly reviewed the PACOG Funding Program Pools and Corridor Breakdown spreadsheet for FY2016-FY2040. He indicated that the funding pool amounts for FY2016-FY2019 will be incorporated into the PACOG Transportation Improvement Plan (TIP) that is scheduled to be adopted by the PACOG Board at the end of April of this year. In the next few weeks, the staff will be receiving the allocation of the Asset Management Funds by project that will be incorporated into the final TIP. The Asset Management funds will be used on the more rural corridors that do not have specific projects identified in the TIP. Mr. Hobson identified program pool funding amounts for the Transportation Alternatives Program, Aeronautics, and Transit funds. Previously, PACOG has not specifically identified the federal and state funding for Pueblo Memorial Airport improvements and operations. Mr. Lovin reviewed the projects that have been completed in the past few years and plans for new improvements in the future. He also reviewed the City's general funds commitments to the airport operations. He indicated the key was to have 10,000 enplanements at the airport. The amount of funding dramatically increases once enplanements pass 10,000. Ms. Murillo asked what efforts were being undertaken to market the commercial airline services. Mr. Lovin reviewed the efforts that have been taken to increase ridership out of Pueblo. He indicated that based on the operational plane numbers created by DOSS Aviation, Pueblo is the third busiest airport in Colorado.

8. Review of Region 2 RPP/FASTER Safety Plan*

Mr. Hobson said that this item was covered in the discussion of the FY2016-FY2019 TIP and funding program through 2040.

9. Follow up – PACOG Rural Transportation Authority Presentation

Mr. Hobson reported on Rob Mc Donald, Executive Director of the Pikes Peak Area Council of Governments and Manager of the Pikes Peak Rural Transportation Authority's presentation to the PACOG Board on January 22, 2015. He indicated that there was some interest expressed and questions asked regarding the potential of having a voter established authority to provide funding for roadway projects, maintenance, and transit. The Board of County Commissioners has expressed interest in an effort to establish an authority. Ms. Castor indicated that the students at CSU-Pueblo are interested in developing and administering a survey on the communities willing to pay additional taxes for a transportation authority. Mr. Bruestle asked if there was any discussion on whether a group or entity was interested in spearheading this effort. Mr. Hobson indicated that the discussion at PACOG did not extend to that level. There was discussion amongst the Committee members on the potential uses of the funds related to transit and roadways. Mr. Hobson suggested that for now the Committee might consider taking a formal action supporting the development of an initiative to establish an RTA and forwarding that to the PACOG Board.

10. Adjournment

Chairman Scott Hobson adjourned the meeting at 10:23 am.

TAC Minutes
TRANSPORTATION ADVISORY COMMITTEE
March 5, 2015
8:30 a.m.

City Council Chambers, 1 City Hall Place

Agenda items marked with * indicate additional materials are included in the packet.

1. Call Meeting to Order

Chairman – Scott Hobson

Time of Call: 8:42 AM

TAC Members Present: Wendy Pettit, Brenda Boyles

CAC Members Present: Alf Randall, Don Bruestle, Joan Armstrong, Kirstin Castor, Megan Murillo, Michael Snow, Salvatore Piscitelli, Jeffrey Woeber, Mark Lovin, Leslie Feuerborn

MPO Staff Present: Scott Hobson, Reyna Ehrman

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

Leslie Feuerborn - CDOT

3. Approval of Minutes

February 5, 2015 minutes deferred to the April 2nd Meeting

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

CDOT Region II Has Notification of Eight (8) 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 Letters and Spreadsheets.

Action Requested: Approve/Disapprove/Modify

Project Name: **SRDA**

STIP Number: SST6729

Project Location and Description: **Administration and Operations- SRDA**

Fund Source(s): **FY 2015- 5311**

Federal Program Funds: \$ 68,200

State Matching Funds: \$

Local Matching Funds: \$ 53,500

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 121,700

New 2015 FTA 5311 award

Project Name: **SRDA**

STIP Number: SST6727

Project Location and Description: **Vehicle replacement**

Fund Source(s): **FY 2014- 5310**

Federal Program Funds: \$ 52,100

State Matching Funds: \$

Local Matching Funds: \$ 13,025

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 65,125

New 2014 FTA 5310 award for a new vehicle

Project Name: **SRDA**
STIP Number: SST6727
Project Location and Description: **Operations**
Fund Source(s): **FY 2015- 5310**

| | | |
|--------------------------------------|-----------|----------------|
| Federal Program Funds: | \$ | 79,000 |
| State Matching Funds: | \$ | |
| Local Matching Funds: | \$ | 79,000 |
| Other Project Funds: | \$ | |
| TOTAL PROJECT FUND AMENDMENT: | \$ | 158,000 |

New 2015 To maintain the transportation mobility options available to persons with disabilities beyond the requirements of ADA for the small urbanized areas of Pueblo West, Blende, and Vineland.

Project Name: **SH231 Bridge repair K-19-A over the Arkansas MP 1.445**
STIP Number: SR26710.018
Project Location and Description: **deck replacement of bridge**
Fund Source(s): **FY 2017- Bridge asset management**

| | | |
|--------------------------------------|-----------|------------------|
| Federal Program Funds: | \$ | 1,920,000 |
| State Matching Funds: | \$ | 480,000 |
| Local Matching Funds: | \$ | |
| Other Project Funds: | \$ | |
| TOTAL PROJECT FUND AMENDMENT: | \$ | 2,400,000 |

Complete deck replacement of bridge roadway surface

Project Name: **Bridge maintenance of structure K-18-U –I-25 MP111.9**
STIP Number: SR26710.022

Project Location and Description: **Bridge maintenance – Girder repairs**
Fund Source(s): **FY 2018- Bridge asset management**

| | | |
|--------------------------------------|-----------|---------------|
| Federal Program Funds: | \$ | 40,000 |
| State Matching Funds: | \$ | 10,000 |
| Local Matching Funds: | \$ | |
| Other Project Funds: | \$ | |
| TOTAL PROJECT FUND AMENDMENT: | \$ | 50,000 |

Project Name: **Bridge maintenance of structure K-18-FB –I-25 at Eagleridge**
STIP Number: SR26710.005

Project Location and Description: **Bridge maintenance – Deck repairs**
Fund Source(s): **FY 2017- Bridge asset management**

| | | |
|--------------------------------------|-----------|----------------|
| Federal Program Funds: | \$ | 128,000 |
| State Matching Funds: | \$ | 32,000 |
| Local Matching Funds: | \$ | |
| Other Project Funds: | \$ | |
| TOTAL PROJECT FUND AMENDMENT: | \$ | 160,000 |

Project Name: **Bridge maintenance of structure K-18-FF –US 50 Overlay project MP 0 to 7.39**

STIP Number: SR25216.113

Project Location and Description: **Bridge maintenance – joint repairs**

Fund Source(s): **FY 2018- Bridge asset management**

Federal Program Funds: \$ 210,400

State Matching Funds: \$ 52,600

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 263,000

Three (3) TIP/STIP Policy Amendments were reviewed by Mr. Hobson and Four (4) Bridge Project amendments were reviewed by Ms. Wendy Pettit

Motion to Approve: Ms Megan Murillo

2nd: Ms Kristen Castro

Approved Unanimous

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

CDOT Region II has Notification of One (1) Administrative Amendment of Additional 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.

Project Name: US50B: 32ND LANE TO 36TH LANE INTERSECTION IMPROVEMENTS – RAMP OPERATIONS

STIP Number: SR26867.054

Project Location and Description: **Intersection Improvements**

Federal Program Funds: \$ 1,490,220

State Matching Funds: \$ 309,780

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$1,800,000

This project is in need of additional funding to meet the engineering estimates to go to ad.

Notification: No Action Required

6. Pueblo Memorial Airport Presentation – Mark Lovin, Director of Aviation

Presentation included an Oversight of the Airport, Philosophy, What they have been working on, money invested in the airport and How they see themselves intergrading in the community and into Pueblo's economic development.

7. Staff Report:

A. 2016 -2019 Transportation Improvement Plan Draft – Scott Hobson

Will be provided to the TAC Committee at the next meeting. The Aztec Management Project breakout was just received last Friday there are some annual funds for specific projects those will need to be incorporated into the list that we have been showing over the last few months. Following next month's meeting an open house will be held for the public to review the transportation improvement plan. The plan will then be presented for approval to the PACOG Board meeting in April.

B. PACOG Rural Transportation Authority*

Discussion last month regarding if there are any entities or organizations that want to move this forward as a proposal in the future. The Rural Transportation Authority was included as a discussion at City Council retreat. Council directed to continue to pursue framework and makeup of what the rural transportation authority would be. Potentially what types of projects would be funded. What percentage would be looked at on a maintenance stand point and what percentage and what type of improvements might be generated for transit. Council also discussed which entities would be interested in looking at the possibility of participation in the RTA.

C. 2040 Long Range Transportation Plan Update* (Mounted Printout Shown at Meeting)

The project schedule from HDR was shown in the packet and a larger printout was made available at the meeting. Discussion was made on the progress of the 2040 LRTP. Scott mentioned the continuing work on the bike routes and trails which will be included as part of that plan as well as the proposed schedule to finalize the plan. The regional priorities and transportation plan draft was completed in January. It will be presented to the TAC committee at the April meeting. Scott also mentioned that we were doing dollar comparisons for the roadway projects in the plan which should be completed in three weeks from the meeting date. It was stated that reviews will be done and public meetings held so citizens can have a say in the final outcome of the 2040 LRTP. Drafts of the chapters are being worked on and the goal is to have them completed in April. The goal is to have a completed LRTP in July of 2015.

D. PACOG Transportation Special Plans

• West Pueblo Connector – 24th/Tuxedo Blvd from SH45 to Downtown

An update was given from the staff report for the west Pueblo connector. We are working on a scope of work for a planning study from pueblo blvd into downtown. Will be coordinated with Urban Renewal.

• Pueblo Transit Operation Study*

We currently have \$140,000.00 in our work program budget. A copy of the sheet regarding transit from the work program was provided in the packet. The plan is to re-write the work program so as to allow for a separate study to be done on the overall Transit system to see if the current system is adequate or needs to be changed. This would be done prior to the study which is currently in the work program to evaluate stops for ADA compatibility at the bus stops. Don Bruestle reminded that Urban Renewal will assist in the cost of installing benches and shelters at bus stops and Kristin Castor stated that she felt this was a good plan – to narrow down where the bus routes and stops will be so that no confusion arises from changing these items in the future.

• Pueblo County Safe Routes to Schools Planning*

A discussion on safe routes to school was done after the meeting with City MPO staff, CDOT staff and other appropriate members. A recording of the meeting was not held.

8. Adjourn 10:18 AM



2016 – 2019 Transportation Improvement Program (TIP)



Adopted ??-??-2015
www.pacog.net



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SECTION 1: TIP NARRATIVE AND POLICY

INTRODUCTION and RESPONSIBILITIES

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

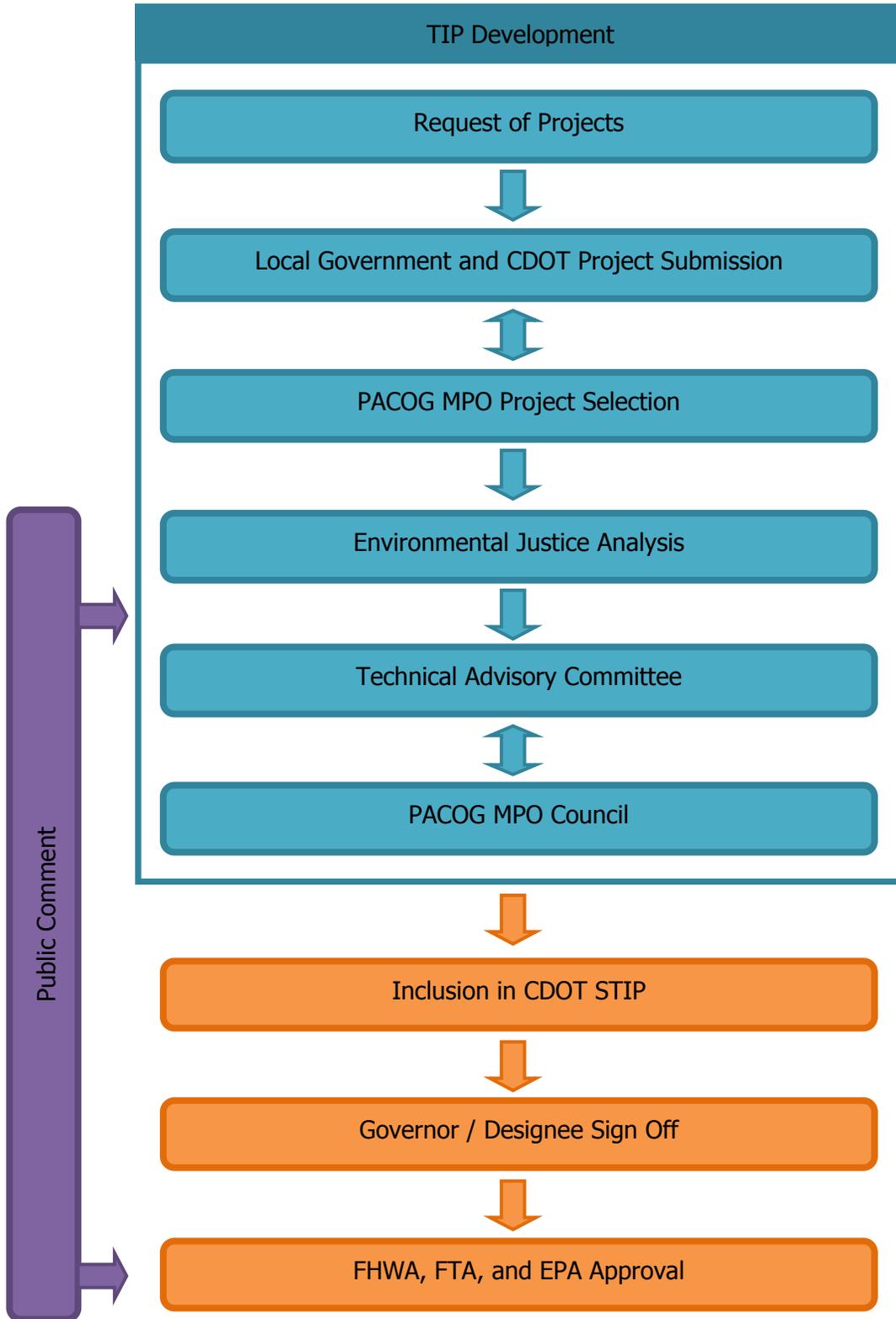
The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced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

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

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

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

Figure 1: PACOG TIP Process



TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

The PACOG MPO, develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by FHWA 223 CFR § 450.306 and FTA in 23 CFR § 613.100. The Moving Ahead for Progress in the 21st Century (MAP-21) legislation, adopted July 6, 2012, is the most recent, comprehensive federal legislation addressing surface transportation guides the long range planning process. MAP-21 contains eight factors addressed by the 3C metropolitan transportation planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The PACOG MPO’s Amended 2035 Regional Transportation Plan Update (RTP), adopted by Resolution No. 2011-007 approved on April 28, 2011, includes consideration of these planning factors as required under the Safe, Accountable, Flexible, and Efficient Transportation Equity Acts: A Legacy for Users (SAFETEA-LU). The 2040 RTP, currently in development, considers the factors included MAP-21.

The 3C metropolitan transportation planning process requires the PACOG MPO to produce and maintain a multi-year TIP that is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects which use federal, state, and local funds. The time period for this TIP is October 1, 2016 through September 30, 2019 (FY 2016 – FY 2019).

The TIP identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has a significant element of flexibility and projects may be moved administratively within the four years of the TIP if funds become available or if priorities change. In addition, amendments may be made

as necessary, according to the adopted TIP amendment process described later in this document.

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

PROJECT PRIORITIZATION AND SELECTION

Projects in the TIP must come from an approved RTP which is outlined in the 2035 RTP, updated in 2011. The TIP must be consistent with other transportation plans and programs within the region. The PACOG MPO must provide citizens, public agencies, and other interested parties an opportunity to review and comment on the projects identified in the TIP prior to its approval.

MAP-21 requires that the TIP include:

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

PACOG MPO and CDOT worked together to produce the financial plan for the TIP. On February 20, 2014, the Colorado Transportation Commission passed Resolution #TC-3139 approving Program Distribution for FY 2016-2040 which identifies federal sources anticipated to fund the various transportation programs. The PACOG MPO staff presented a table of Total Funding Allocation for the TAP Programs. The funding levels shown for these programs were considered by CDOT to be reasonable estimates of what will be available for the four years of the TIP.

Since the PACOG MPO competes on a statewide basis for funding of Transportation Alternative Projects, the PACOG MPO does not pre-rank project applications. The PACOG MPO will prioritize projects submitted for the Transportation Alternatives Program (TAP) of the FHWA using the FY 2012-2017 PACOG Project Scoring Criteria and Process. Highway capacity projects to be programmed in the FY 2016-2019 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2035 RTP.

These allocations are subject to change. Any further changes that exceed the PACOG MPO TIP policies would prompt subsequent TIP amendments.

Transit operators are responsible for many of the projects shown in the "Transit" programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from federal (FTA) formulas or projections from past trends. The total amount available for a program is based on funding authorized under MAP-21 and is apportioned according to population. Pueblo Transit is the only provider that receives FTA funds based on population within the PACOG MPO. Pueblo Transit receives funds based on an urbanized area formula program for areas with population between 50,000 and 199,999. Pueblo Transit uses the FTA funds to cover the City of Pueblo and one route that extends to the community of Blende in Pueblo County.

Pueblo Transit also operates the City Lift transit service qualifying senior and disabled populations within the City of Pueblo. The Senior Resource Development Agency operates transit services for seniors, disabled, and transit dependent populations within the rural areas of Pueblo County including Pueblo West, St. Charles Mesa, Colorado City, Boone, Rye and Beulah.

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

PUBLIC PARTICIPATION

The PACOG MPO follows FHWA and FTA requirements for public participation for all planning projects. The PACOG MPO carries out a process that is open to all desiring to participate, so that the public and private sectors have reasonable opportunities to comment on the TIP during its development. To notify the public, the PACOG MPO makes copies of the document available for public review at the PACOG MPO office and on the website, and holds at least two meetings to take public comments.

The Public Involvement Plan (PIP) is the document that guides the PACOG MPO's public participation activities for all plans and programs, including the TIP. The updated PIP was approved by the PACOG Board, Resolution No. 2014-002 on February 27, 2014.

FUNDING SOURCES

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

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

Table 1: Funding Program Abbreviations

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

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

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

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

TIP AMENDMENT PROCESS

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

I. Policy Amendments

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

1. A project is added to or deleted from the first three years of the STIP, except projects listed in a pool.
 - a) Projects that are listed in 23 CFR 771.117 (c) & (d) are pool eligible.
2. There is a major scope change to a regionally significant project. A major scope change is described as:
 - a) Adding a travel lane at least one centerline mile in length;

- b) Adding a new intersection or a major improvement to existing intersections (excluding turn lanes, auxiliary lanes or median improvements);
 - c) Adding new interchanges and grade separated intersections;
 - d) Major improvements to existing interchanges excluding drainage improvements and ramp widening;
 - e) A modification to a project that result in a re-evaluation of a NEPA document. (NOTE: STIP amendments *documented* during NEPA re-evaluation public involvement do not require further public involvement during STIP process.)
 - f) Adding projects that require air quality conformity determinations, if applicable
3. Adding a new pool or changes in pool totals due to resource allocation action by the Transportation Commission.
 4. Other amendments determined by CDOT (such as non-regionally significant individual projects)

II. Administrative Amendments

STIP Administrative Actions include any projects that:

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

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

ENVIRONMENTAL JUSTICE

Executive Order 12898 – 1994

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

DOT Order 5610.2(a) – May 2012

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

PACOG MPO Environmental Justice Process

Since the PACOG MPO is not classified as a Transportation Management Agency (urbanized areas over 200,000 in population) through the MAP-21 federal legislation, CDOT completes the EJ analysis for projects considered and/or included within the TIP. **Figure 2** below shows the location of projects included in the PACOG MPO TIP, and shows the areas that are classified as EJ - Minority Populations and Low-Income Populations. **Figure 2** shows a number for each of the projects included in the PACOG MPO TIP. The number shown corresponds to the project number for the projects listed and described in Section 2: FY 2016-2019 TIP Projects, and shown in **Table 3**.

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

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under DOT order, an adverse effect means:

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

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

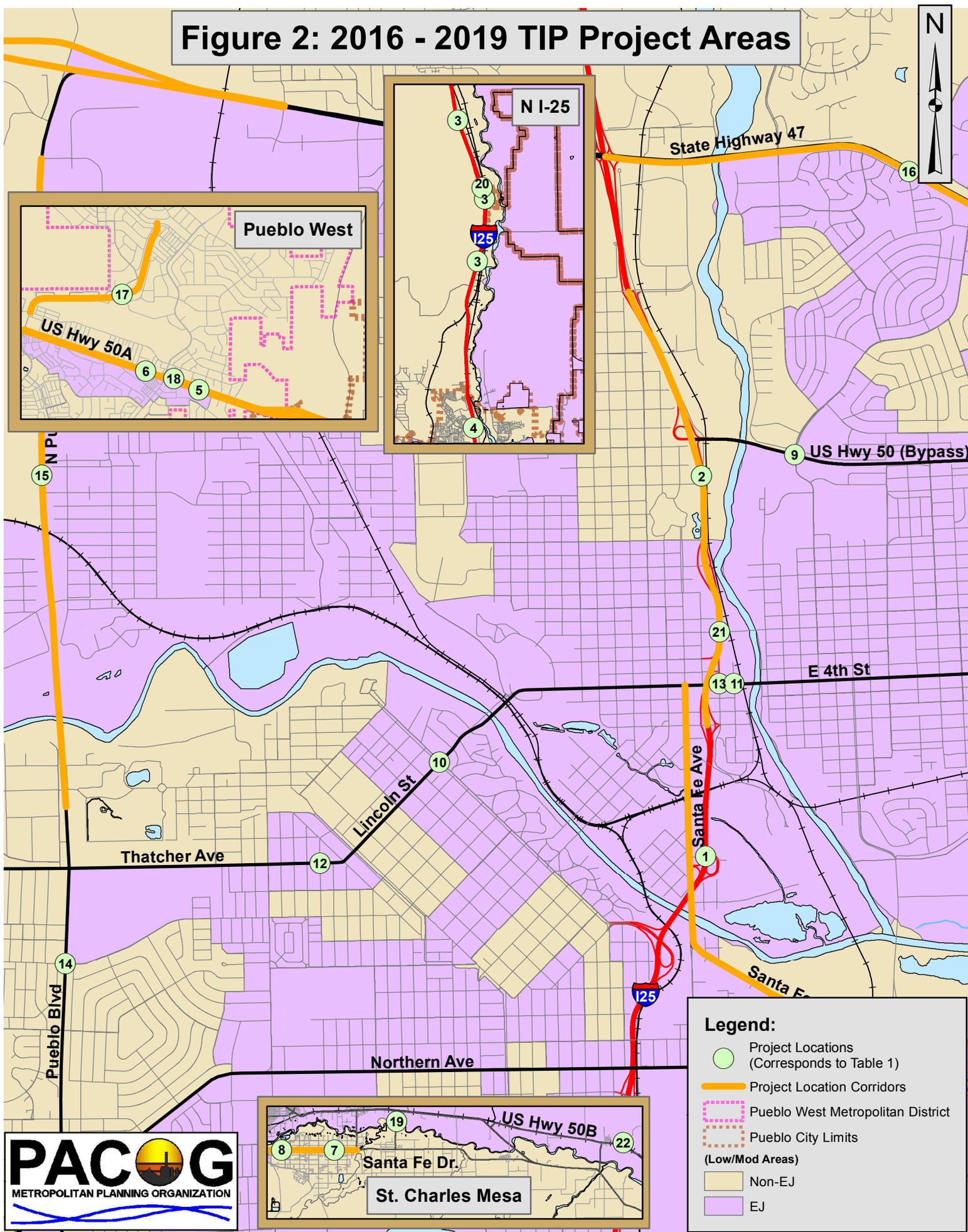
- Being predominately borne by a minority population and/or low-income population, or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income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

Table 2 below lists the benefits and burdens of an EJ or Non-EJ project.

Table 2: Environmental Justice Benefits and Burdens

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

Figure 2: 2016 - 2019 TIP Project Areas



Legend:

- Project Locations (Corresponds to Table 1)
- Project Location Corridors
- Pueblo West Metropolitan District
- Pueblo City Limits (Low/Mod Areas)
- Non-EJ
- EJ

SECTION 2: FY 2016 – 2019 PROJECTS

PROJECT TABLES

The FY 2016-2019 TIP Projects are shown in **Table 3** below. Each project is broken down by funding source and by funding per year. A total of each project is shown on the furthest right column and a total sum of all projects is found at the bottom. In addition, projects are broken down by corridor and fund program. The table of project listings is updated as necessary with each approved amendment.

Table 3: PACOG 2016 - 2019 Transportation Improvement Program (TIP)

| <u>Number</u> | <u>Project Name/Description</u> | <u>Funding Program</u> | <u>Funding Source</u> | <u>2016</u> | <u>2017</u> | <u>2018</u> | <u>2019</u> | <u>4-Year Total</u> |
|---------------|---|-----------------------------|-----------------------|--------------|-------------|-------------|-------------|---------------------|
| 1 | I-25 through Pueblo, Illex (RAMP) | FASTER - Safety Projects | State | \$11,550,000 | - | - | - | \$11,550,000 |
| | | | State | \$4,744,000 | \$5,433,000 | - | - | \$10,177,000 |
| | | RAMP - Ops and Partnerships | Federal | \$7,412,000 | - | - | - | \$7,412,000 |
| | | | State | \$1,541,000 | - | - | - | \$1,541,000 |
| | | Project Total: | | | | | | |
| 2 | I-25 Corridor | RPP | Federal | \$1,200,000 | - | - | - | \$1,200,000 |
| | | | State | \$250,000 | - | - | - | \$250,000 |
| | | Project Total: | | | | | | |
| 3 | I-25 - ITS Traffic Cameras (Mp 109, 111.5, and 114.8) | HSIP | Federal | - | \$16,000 | - | - | \$16,000 |
| | | | State | - | \$2,000 | - | - | \$2,000 |
| | | Project Total: | | | | | | |
| 4 | I-25 Bridge Deck Repair at Eagleridge Blvd. (K-15-FB) | Bridge - On-System* | Federal | - | \$128,000 | - | - | \$128,000 |
| | | | State | - | \$32,000 | - | - | \$32,000 |
| | | Project Total: | | | | | | |
| 5 | US 50A West from Wills to McCulloch (EB) - Add the third lane and trail facilities, improve pedestrian crossings at signalized intersections (RAMP) | FASTER - Safety Projects | State | - | \$5,000,000 | - | - | \$5,000,000 |
| | | | State | \$4,775,000 | - | - | - | \$4,775,000 |
| | | Surface Treatment * | Federal | \$1,325,000 | - | - | - | \$1,325,000 |
| | | | State | \$275,000 | - | - | - | \$275,000 |
| | | Project Total: | | | | | | |
| 6 | US 50A West from Wills to McCulloch (WB) - Improve pedestrian crossings at signalized intersections | FASTER - Safety Projects | State | \$4,676,000 | - | \$7,400,000 | - | \$12,076,000 |
| | | | RPP | Federal | - | - | \$2,566,000 | \$1,940,000 |
| | | RPP | State | - | - | \$534,000 | \$396,000 | \$930,000 |
| | | Project Total: | | | | | | |
| 7 | US 50C Drainage Improvements | RPP | Federal | - | - | \$828,000 | - | \$828,000 |
| | | | State | - | - | \$172,000 | - | \$172,000 |
| | | Project Total: | | | | | | |

| | | | | | | | | |
|-----------------------|---|--------------------------|---------|-------------|-------------|-------------|--------------------|-------------|
| 8 | US 50C from 4th St. to Baxter Rd. (Mp 0.0 to 7.4) | Surface Treatment * | Federal | - | - | \$6,218,000 | - | \$6,218,000 |
| | | | State | - | - | \$1,292,000 | - | \$1,292,000 |
| | | Project Total: | | | | | | |
| 9 | US 50/Bonforte Blvd./Hudson Ave. | HSIP | Federal | - | \$405,000 | - | - | \$405,000 |
| | | | State | - | \$45,000 | - | - | \$45,000 |
| | | Project Total: | | | | | | |
| 10 | SH 96A at Abriendo Ave. - Intersection Improvements (Signal update, ADA Ramps and Pedestrian Crossing Improvements) | HSIP | Federal | \$675,000 | - | - | - | \$675,000 |
| | | | State | \$75,000 | - | - | - | \$75,000 |
| | | Project Total: | | | | | | |
| 11 | SH 96A at Chester Ave. - Add a left-Turn Lane and Replace the Signal | FASTER - Safety Projects | State | - | \$650,000 | - | - | \$650,000 |
| Project Total: | | | | | | | \$650,000 | |
| 12 | SH 96 at Acero Ave. | HSIP | Federal | - | \$180,000 | - | - | \$180,000 |
| | | | State | - | \$20,000 | - | - | \$20,000 |
| | | Project Total: | | | | | | |
| 13 | SH 96 at Bradford Ave. | HSIP | Federal | - | \$405,000 | - | - | \$405,000 |
| | | | State | - | \$45,000 | - | - | \$45,000 |
| | | Project Total: | | | | | | |
| 14 | SH 45 at Hollywood Dr. and at Lehigh Ave. - Signal Replacement and Pedestrian Crossing Improvements | HSIP | Federal | - | \$810,000 | - | - | \$810,000 |
| | | | State | - | \$90,000 | - | - | \$90,000 |
| | | Project Total: | | | | | | |
| 15 | SH 45 from City Park to E. Spaulding Ave. (Mp 4.9 to 8.7) | Surface Treatment * | Federal | - | \$6,466,000 | - | - | \$6,466,000 |
| | | | State | - | \$1,344,000 | - | - | \$1,344,000 |
| | | Project Total: | | | | | | |
| 16 | SH 47 Junction I-25/US 50 to East of Troy (Mp 0.035 to 0.29) | Bridge - On-System* | Federal | \$420,000 | - | - | - | \$420,000 |
| | | | State | \$105,000 | - | - | - | \$105,000 |
| | | Surface Treatment * | Federal | \$5,974,000 | - | - | - | \$5,974,000 |
| | | | State | \$1,242,000 | - | - | - | \$1,242,000 |
| Project Total: | | | | | | | \$7,741,000 | |
| 17 | Pueblo West Trail from Industrial Blvd. to Platteville Blvd. | TA - Region | Federal | \$457,000 | - | - | - | \$457,000 |
| | | | Local | \$196,000 | - | - | - | \$196,000 |
| | | Project Total: | | | | | | |

| | | | | | | | | |
|-----------------------|---|--------------------------------|---------|-------------|-------------|-------------|-------------|----------------------|
| 18 | Pueblo West Trail - SDS Trail and Park | TA - Region | Federal | - | \$450,000 | - | - | \$450,000 |
| | | | Local | - | \$193,000 | - | - | \$193,000 |
| Project Total: | | | | | | | | \$643,000 |
| 19 | Arkansas River Bridge Maintenance on SH 231 (Mp 1.445) (K-19-A) | Bridge - On-System* | Federal | - | \$1,920,000 | - | - | \$1,920,000 |
| | | | State | - | \$480,000 | - | - | \$480,000 |
| Project Total: | | | | | | | | \$2,400,000 |
| 20 | Pueblo City Bridge Repair on I-25 (Mp 111.9) (K-18-U) | Bridge - On-System* | Federal | - | - | \$40,000 | - | \$40,000 |
| | | | State | - | - | \$10,000 | - | \$10,000 |
| Project Total: | | | | | | | | \$50,000 |
| 21 | Pueblo City Bridge on 8th St. Over I-25 (PUE8th0.0ALB) | Bridge - Off System | Federal | - | - | \$280,000 | - | \$280,000 |
| | | | Local | - | - | \$70,000 | - | \$70,000 |
| Project Total: | | | | | | | | \$350,000 |
| 22 | Colorado Canal Bride at CR611 and Boone Rd. (PUCO601A) | Bridge - Off System | Federal | - | - | \$915,001 | - | \$915,001 |
| | | | Local | - | - | \$228,001 | - | \$228,001 |
| Project Total: | | | | | | | | \$1,143,002 |
| 23 | Small Urban Transit | FTA - 5307 | Federal | \$1,002,773 | \$1,002,773 | \$1,002,773 | \$1,002,773 | \$4,011,090 |
| | | | Local | \$1,002,773 | \$1,002,773 | \$1,002,773 | \$1,002,773 | \$4,011,090 |
| Project Total: | | | | | | | | \$8,022,180 |
| 24 | Enhanced Mobility of Seniors and Individuals with Disabilites | FTA - 5310 Admin and Operating | Federal | \$80,185 | \$81,388 | \$82,609 | \$83,848 | \$328,029 |
| | | | Local | \$80,185 | \$81,388 | \$82,609 | \$83,848 | \$328,029 |
| Project Total: | | | | | | | | \$656,058 |
| 25 | Enhanced Mobility of Seniors and Individuals with Disabilites | FTA - 5310 Capital Projects | Federal | \$50,309 | \$51,818 | \$53,373 | \$54,974 | \$210,474 |
| | | | Local | \$16,770 | \$17,273 | \$17,791 | \$18,325 | \$70,158 |
| Project Total: | | | | | | | | \$280,632 |
| 26 | Rural Area Formula Grants | FTA - 5311 | Federal | \$96,350 | \$97,795 | \$99,262 | \$100,751 | \$394,158 |
| | | | Local | \$27,176 | \$27,583 | \$27,997 | \$28,417 | \$111,173 |
| Project Total: | | | | | | | | \$505,331 |
| Grand Total: | | | | | | | | \$103,359,203 |

*NOTE: These represent all Maintenance Funds

| PACOG 2016 - 2019 Transportation Improvement Program (TIP) - Totals By Fund Program | | | | | |
|--|--------------|--------------|-------------|-------------|---------------------|
| <u>Program</u> | <u>2016</u> | <u>2017</u> | <u>2018</u> | <u>2019</u> | <u>4-Year Total</u> |
| FASTER Safety | \$25,745,000 | \$11,083,000 | \$7,400,000 | - | \$44,228,000 |
| RPP | \$1,450,000 | - | \$4,100,000 | \$2,336,000 | \$7,886,000 |
| HSIP | \$750,000 | \$2,018,000 | - | - | \$2,768,000 |
| Bridge On-System | \$525,000 | \$2,560,000 | \$50,000 | - | \$3,135,000 |
| Surface Treatment | \$8,816,000 | \$7,810,000 | \$7,510,000 | - | \$24,136,000 |
| Bridge Off-System | - | - | \$1,493,002 | - | \$1,493,002 |
| TA-Region | \$653,000 | \$643,000 | - | - | \$1,296,000 |
| RAMP | \$8,953,000 | - | - | - | \$8,953,000 |
| Transit (FTA) | \$2,356,519 | \$2,362,790 | \$2,369,185 | \$2,375,707 | \$9,464,202 |

| PACOG 2016 - 2019 Transportation Improvement Program (TIP) - Totals By Corridor | | | | | |
|--|--------------|-------------|--------------|-------------|---------------------|
| <u>Corridor</u> | <u>2016</u> | <u>2017</u> | <u>2018</u> | <u>2019</u> | <u>4-Year Total</u> |
| I-25 | \$26,697,000 | \$5,611,000 | \$50,000 | - | \$32,358,000 |
| US 50 | \$11,051,000 | \$5,450,000 | \$19,010,000 | \$2,336,000 | \$37,847,000 |
| SH 96 | \$750,000 | \$1,300,000 | - | - | \$2,050,000 |
| SH 45 | - | \$8,710,000 | - | - | \$8,710,000 |
| SH 47 | \$7,741,000 | - | - | - | \$7,741,000 |
| SH 78 | - | - | - | - | \$0 |
| SH 231 | - | \$2,400,000 | - | - | \$2,400,000 |
| Off-Corridor | \$3,009,519 | \$3,005,790 | \$3,862,187 | \$2,375,707 | \$12,253,203 |

APPENDIX A: RESOLUTION OF ADOPTION

Memorandum

FROM: Maureen Paz de Araujo, HDR, Inc.

TO: Scott Hobson, Assistant City Manager for Community Investment, City of Pueblo

DATE: April 9, 2015

RE: PACOG 2040 Regional Transportation Update – Process and Status

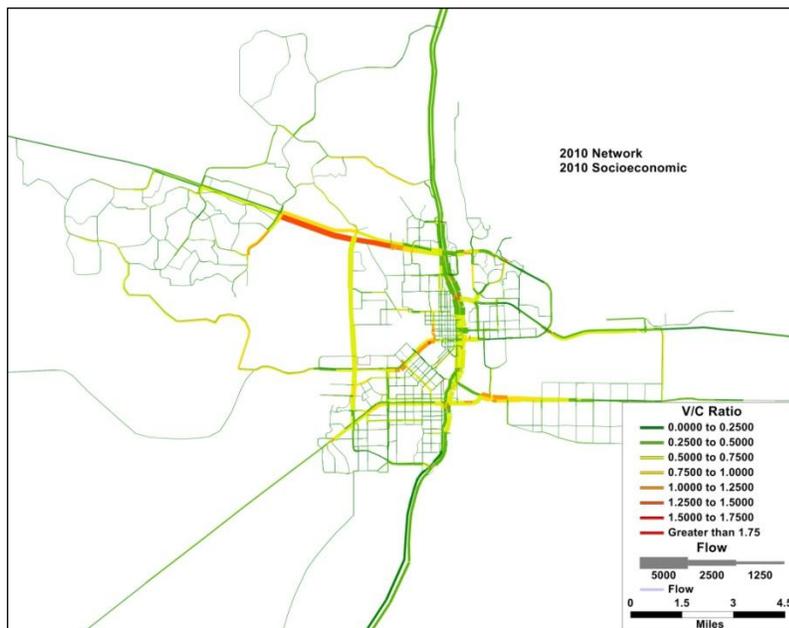
The following memo will serve as an update on the activities underway at the Pueblo Area Council of Governments (PACOG) with respect to the travel demand model and the Long Range Plan (LRP).

- **Travel Demand Model** – PACOG staff and the consultant group as a “blended team” have completed a 2010 demand model for the Pueblo MPO which is calibrated to a base year of 2010. A 2040 model scenario has been completed as well. Socioeconomic data has been prepared for both study years. A Caliper Corporation TransCAD Version 6.0 Graphical User Interface (GUI) has been built to hold the model with PACOG staff receiving two rounds of training on the model. Full documentation has been provided in “2010 Model Update/Validation, Pueblo Planning Model Methodology Report”, March 18, 2015. A draft User Guide for the model is in the hands of PACOG staff. The 2040 scenario has been used to identify congestion locations expected in the future so that long range planning can take place. A set of these congestion plots is shown in Figure 1 through Figure 3.
- **Long Range Plan** – PACOG staff and the consultant group as a “blended team” have outlined and prepared a task-based approach to writing the Long Range Plan for the MPO. Several chapters of the report including the one on socioeconomic data and on freight have been drafted. Others are underway.

2040 CONGESTION ANALYSIS

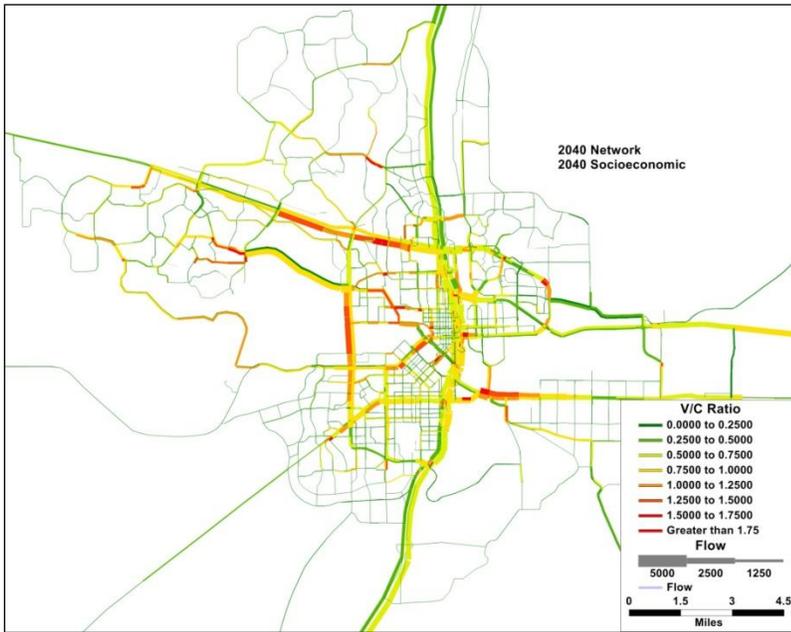
Spatial analysis is conducted using the Volume/Capacity ratio. This measure is used in peak period spatial analysis for the AM peak. V/C ratio is defined as total vehicle volume on a road segment divided by the capacity of the road. The input is measured in vehicles per hour.

Figure 1: AM Peak 2010 Network and 2010 Population/Employment



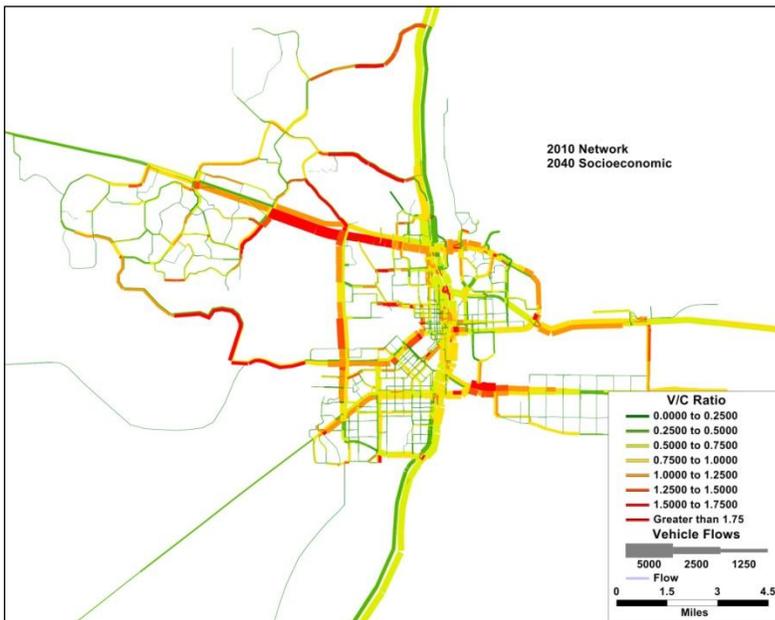
The AM Peak in the 2010 base shows heavy congestion eastbound on US 50 west of I-25. There are a few hot spots throughout the region. I-25 generally looks uncongested with some access point congestion.

Figure 2: AM Peak 2040 Network and 2040 Population/Employment



The 2040 network scenario added over 600 link segments to the 2010 base. Thus there is ample capacity for future traffic to use in the morning peak hour. There is still congestion eastbound on US 50 west of town and US 50 westbound east of town. There are a few hot spots throughout the region. There is light congestion on I-25 in the urban area though most traffic is running below the 1.00 V/C threshold.

Figure 3: AM Peak 2010 Network and 2040 Population/Employment



Adding many thousands of households and workers to the region without roadway capacity enhancements results in high levels of congestion on all the major roadways in the region in the AM peak.

Pueblo County Safe Routes to Schools Study

A. Objective

The objective of the study is to develop a recommended concept design for multi-use trails and bike routes connecting neighborhood areas within the St. Charles Mesa of Pueblo County to elementary and middle schools.

B. Background

The concept design study represents the logical next step toward implementing these important neighborhood connections to schools and linkages to community trail routes that could also be developed in the future.

C. Tasks

Study tasks include:

1. Provide an estimate of staff members, staff time, personnel expenses, and other expenses to complete the project.
2. Establish a project advisory committee (PAC) comprised of residents from the neighborhoods, school representatives, and county staff.
3. Develop a program statement.
4. Examine alternative routes for trails and/or bike routes and recommend preferred routes that connect directly to schools and in appropriate cases provide linkages to community trail routes that could also be developed in the future.
5. Develop implementation and phasing strategies for trails and/or bike routes.
6. Identify potential project partners and funding sources.
7. Produce concept design drawings, project cost estimates, and a final report which documents the project planning process and recommendations.

D. Products

Products shall include the following:

1. Summaries of PAC meetings.
2. Maps in a GIS format showing locations of elementary and middle schools, opportunities and constraints, existing physical conditions including utility and irrigation ditch corridors, widths of existing public rights-of-way, alternative trail and bike route locations.
3. Evaluation criteria used to evaluate alternatives.
4. A draft copies of the final report (six copies in digital format).
5. Final copies of the report (six copies in digital format).

E. Schedule

The project will begin in April 2015 and work is expected to end in October 2015 with all products completed by October 30, 2015.