

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION (TAC)**

May 14, 2024

9:00 a.m.

[211 E D Street, Pueblo, CO 81003](#)

Zoom - <https://pueblo.zoom.us/j/94613129536>

Meeting ID: 946 1312 9536

Password: 598875

Dial by your location

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

Agenda items marked with ** indicate additional materials will be sent out later.

Individuals requiring Special Accommodations should notify the City MPO's Office (719) 553-2242 by Noon on the Friday preceding the meeting.

- 1. Call Meeting to Order**
- 2. Self-Introductions and Public Comments (non-agenda items only)**
- 3. Approval of Minutes
April 9, 2024 Minutes***
Action Required: Approve/Disapprove
- 4. 2025-2028 Draft TIP***
Action Required: Approve/Disapprove
- 5. MMOF City of Pueblo Parks & Recreation Request: Trail Signs**
Action Requested: Presentation
- 6. Industrial and Purcell Intersection Design Update**
Action Requested: Informational
- 7. 2021 Top 25 High Crash Locations and Fatal Locations***
Action Requested: Informational
- 8. June Bike Month***
Action Requested: Informational
- 9. TAC ByLaws***
Action Required: Discussion

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E-mail: pueblo_mpo@pueblo.us**

FAX: [\(719\) 553-2359](#)

10. Other Local Agencies Updates

Action Requested: Informational

11. CDOT Updates

Action Requested: Informational

12. Next TAC – June 11, 2024 - Planning Conference Room, 211 E D St 81003

Action Requested: Informational

13. Items from TAC Members or scheduling of future Agenda Items

Roundtable Discussion

14. Adjourn at or before 11:00 am

**Meeting minutes of the
TRANSPORTATION ADVISORY COMMISSION (TAC)**

April 9, 2024

9:00 a.m.

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Individuals requiring Special Accommodations should notify the City MPO's Office (719) 553-2242 by Noon on the Friday preceding the meeting.

1. Call Meeting to Order

Chairwoman: Eva Cosyleon

Time of Call: 9:01 a.m.

MPO Members Present: Eva Cosyleon, Hannah Haurert, Dylan Goodman

TAC Members Present: Aaron Willis, Geoff Guthrie, Shawn Winters, Lindsey Jaquez, Lachelle Davis, Melanie Turner, Ben Valdez, Greg Pedroza, Scott Skinner

CAC Members Present: Don Bruestle, Richard Arko, Laura Leyba, Cheryl Spinuzzi

Others Present: Macario Torrez, Wendy Pettit, Isabel Rollins, Lachelle Davis, Sarah Skinner, Emma Belmont, Andrew Hayes, Chuck Lopez, Danell Ward, John Holsworth, Rob Frei, Scott Hobson

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

Judy Leonard is from the Pueblo County Planning and Zoning. Chuck Lopez is the Operation Supervisor for Pueblo Transit. John Holzwarth is from Bolton and Menk, INC.

3. Approval of Minutes

March 12, 2024 Minutes*

Motion to Approve: Don Bruestle

Second: Ben Valdez

Unanimous:

4. Updated Transit Routes* – Ben Valdez/Chuck Lopez

Action Requested: Presentation

Chuck Lopez said that they have been working on a North and South Shopping route. This will reduce time from 60 minutes to 15-20 minutes. In the presentation, Chuck included more information of the

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times and a map of both routes and stops. These new stops will have a wait time of 2-10 minutes, since the wait time is short, there will be no amenities at these locations. These will be released in the middle of next month. There will be a lot of learning and educating the drivers and the riders. There will be a double transfer route and will need a transfer ticket (\$1.25 at most) (request instead of a regular bus ticket). The transfer will work on all routes except Irving which Transit is currently working on. North route transfer will include eastside #1, Belmont #10, University #9, Mall #6, Hwy 50 #8, and Mall #6. South route transfer will include Bessemer #2, Berkley #4, Highland Park #7, Red Creek #10, and Lake #12. This route will also provide services to the surrounding schools and the Regency neighborhood. There will be 14 transfer points, currently there are 3. There will be a trial run of 12 months before the amenities will be added, most of these stop locations are ADA accessible. Transit is working on the ADA pads that are missing. Don Bruestle asked what brought on this thinking, Chuck said it was listening to the public. Ben Valdez said that it was based upon what you can provide without adding cost to your budgetary line. The Bessemer 2 and Berkley 2 were underperforming, these will be the new routes. Don also asked about a hard copy schedule, Ben said they have been sent to print. The educational piece for the public and riders will be rolled out next week. They have already worked with an external marketing organization. Melanie Turner asked if there will be QR codes on all the bus stops, Ben said not yet, they need the poles in the ground first. Don asked if there is any other information at the bus stops to give more information, Ben said not at the stop. Chuck said that the biggest part of the educational piece is for people to use the website. Laura Leyba asked about the return bus to CSU-Pueblo, Chuck said that is in phase 2. This means they will have to return to the Transit Center.

5. 2021 Top 25 High Crash Locations**

Action Requested: Presentation

Eva Cosyleon said that we are postponing till May, we got new software and has been tricky.

6. 2025-2028 Draft TIP*

Action Requested: Informational

The Transportation Improvement Program (TIP) is every 4 years; money/funding have been identified for these projects. This includes but not limited to Highway Safety Improvement Program (HSIP), Safe Streets for All (SS4A), Safe Routes to School (SRTS), Multimodal Transportation and Mitigation Option Funds (MMOF), and etc... This means that this is a living document, ever changing (funding, years). This is on our website pacog.net. There is a button at the top of the website that says TIP Tracker. It is a big file and a bit hard to read. The new TIP Tracker will be better to read. The TIP document is separated by corridors, off system is not on CDOT's corridors. Melanie Turner asked how often this document gets updated, Eva Cosyleon said every few years but could be amended every year. Wendy Pettit had a concern if the PACOG Board should release for public comment (chieftain), Aaron Willis said he will look into it. Laura Leyba asked if this would be in for 10 days or just once, Eva said it is just once, but comment period is open for 30 days.

7. Other Local Agencies Updates

Action Requested: Informational

Greg Pedroza said that the conversations are continuing and in a holding pattern, but the Air Races are going to come back and visit. There is some concern about the terrain (north and east) not being level if something were to happen and they needed to land quickly. They will be coming Friday to look at the land. They had a concern about the power lines running east/west to the north of the property. They want to make their decision by the end of April but not surprised if pushed back. Melanie Turner still had a concern about the international issues with the flights, Greg said to try again and let him know. He did say that they did fix it. Cheryl Spinuzzi asked if there were any improvements on the

connection flights, Greg said that there are still a lot of cancellations and needs a lot of work done. It is still bound to Denver and back twice a day. DOT is going to re-open the solicitation of bids in June/July.

Shawn Winters said that the TAP 4 and 5 (Joe Martinez Trail) is in the final design, construction in 3rd quarter. Purcell Trail and Civic Center is waiting on the IGA with CDOT. The Federal Land Access Program (FLAP) is the new pedestrian bridge over Nichols Rd and the Railroad. They set the bridge but still needs some work done for access.

Melanie Turner said that the W 18th Street Bridge doesn't have any updates. Adams and Jackson roundabout awarded bid to Beltramo. The Arkansas River Trail (Rapids Place) construction is completed, waiting on close out. Bessemer Commerce Revitalization is working on constructions, this is to put lights and artistic wraps on Northern Ave. SEH is working on the design of Dillon and Eagleridge roundabout. Grand and 13th roundabout – draft IGA with CDOT, should be approved on April 20th. Haaff Safe Routes to School (SRTS) – design Jerry Murphy and Chinook, Dibble held kickoff meeting April first, working on ROW plans, acquisitions and temporarily easements. Lake and Jones received draft IGA from CDOT, will be approved on April 20th at City Council. Lake and Orman roundabout kickoff meeting on April 1st, Dibble got awarded, surveys were done this week. Mel Harmon Bridge design is held up with Railroad, has approved plans. Northern Ave Trail Phase 3 (Cambridge and Prairie up to Mesa) plans complete but awaiting CDOT to sign off on top half of 128 form. Prairie Ave concrete improvements construction is 90% done. Prairie Ave to Minnequa Lake Trail awaiting for landscaping. E 8th Street Bridge rehab is for structural (\$100k). Geoff Guthrie asked how much would be needed and Melanie said around \$1m. There is a discussion with City and County for the Active Transportation Infrastructure Improvement Program (ATIIP) Grant. \$15m is the max. Safe Routes to School Rock and Roll Grant along Monument, approved on July 2023 by City Council. RAISE Grant – working with FHWA on direct recipient. This was put out to bid for data collection for 10 or so intersections. This will include red light runners, near misses, etc... Union and Main Streetscape, BHI is working on compiling a design package and working with CDOT on environmental. Union Ave Bridge Repair rehab for \$100k, this will need a new bridge eventually. Wendy Pettit asked if this was a WPA (Work Project Administration), Melanie didn't know. Wendy asked when the RAISE Grant expires, Melanie said she doesn't know. Wildhorse Trail, request for proposals for design (18th to 24th). Paving will include Alan Hamel (Union to Santa Fe Dr), and Northern Ave (Prairie Ave to I-25). Don Bruestle asked about new development along Dillon north of Eagleridge, Melanie said there were a few businesses interested. The new bridge over Fountain Creek will connect to Home of Heroes Blvd.

8. CDOT Updates

Action Requested: Informational

Aaron Willis said they will not have an April Statewide Transportation Advisory Commission (STAC). May will be in person and will have a full agenda. CDOT is beginning the process of the 2050 Long Range Transportation Plan (LRTP) and the 10 year plan. CDOT, FHWA, FTA will be awaiting the Mid-Year Report.

9. TAC ByLaws*

Action Required: Finalize

- a. Term of Membership – no term limit for At-Large Citizen
 - i. Consecutive terms
 - ii. Appointment – can be removed at the request of the organization or PACOG
- b. Absentee – miss 3 consecutive meetings or 4 meetings in a 12-month period
 - i. Add inexcusable absent

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- c. *Alternate – attend a meeting*
- d. *Officers – Chair/ViceChair*
 - i. *November yearly paper ballot*
 - ii. *Spell out Pueblo Area Council of Governments Board*
 - iii. *Runs TAC Meeting, attends PACOG meeting, approves TAC Agenda, Runs subcommittees, 3-4 hours additional per month?*
 - iv. *Voting member*
 - v. *Vice Chair responsible for sub committee*

10. Next TAC – May 14, 2024 - Planning Conference Room, 211 E D St 81003
Action Requested: Informational

11. Items from TAC Members or scheduling of future Agenda Items
Roundtable Discussion
Passenger Rail

12. Adjourn at or before 11:00 am
Adjournment was at 11:00 a.m.

A nighttime photograph of a city street scene. In the foreground, there is a large tree with dense foliage. To the right, a building with a blue awning and outdoor seating area is visible. The street is illuminated by warm streetlights, and several people are seated at outdoor tables. The overall atmosphere is urban and lively.

Pueblo Area Council of Governments

Transportation Improvement Program 2025-2028

This document has been funded in part by the Federal Highway Administration, Federal Transit Administration, under the Metropolitan Planning Program, Section 104 (f) of Title 23 U.S. Code. The contents of this document do not necessary reflect the views of the US Department of Transportation.

Adopted

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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.

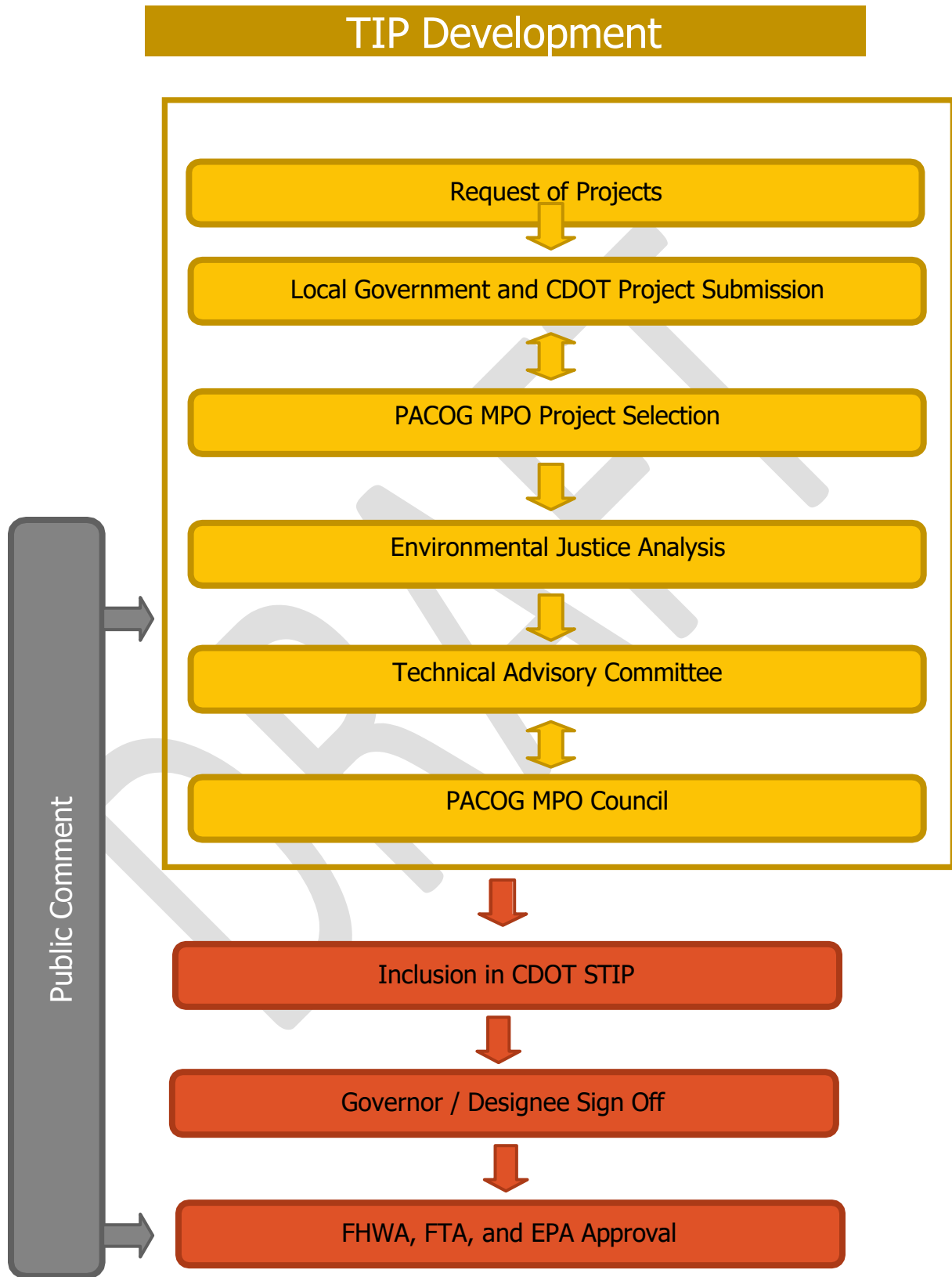
The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced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

A Technical Advisory Commission (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 2021 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 incorporated 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 Infrastructure Investment and Jobs Act (IIJA) legislation, adopted November 15, 2021, is the most recent, comprehensive federal legislation addressing surface transportation guides the long-range planning process. IIJA built on the MAP-21 eight planning factors addressed by the 3C metropolitan transportation planning process to include:

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

FAST ACT PLANNING FACTORS

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

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

10. Enhance travel and tourism.

The PACOG MPO's 2045 Regional Transportation Plan Update (RTP), adopted by Resolution No. 2021-010 on May 27, 2021, includes consideration of these planning factors as required under the Fixing Americas Surface Transportation Act (FAST Act).

1. The 3C metropolitan transportation planning process requires the PACOG MPO to produce and maintain a multi-year TIP that is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects which use federal, state, and local funds. The period for this TIP is May 23, 2024 through June 30, 2028 (FY 2025-FY2028)

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

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

PROJECT PRIORITIZATION AND SELECTION

Projects in the TIP must come from an approved or consistent with the Goals of the Regional Transportation Plan (RTP) which are outlined in the 2045 RTP, updated in 2021. The TIP must be consistent with other transportation plans and programs within the region. The PACOG MPO must provide citizens, public agencies, and other interested parties an opportunity to review and comment on the projects identified in the TIP prior to its approval.

2. FAST Act requires that the TIP include:

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

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.

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

Transit operators are responsible for many of the projects shown in the "Transit" programs of the TIP. Funding levels shown for these programs are based on the anticipated allocations from federal (FTA) formulas or projections from past trends. The total amount available for a program is based on funding authorized under FAST ACT and is apportioned according to population. Pueblo Transit is the only provider that receives FTA funds based on FTA Section 5307 urban formula for urban areas between 50,000-199,000 population within the PACOG defined census urbanized area. Pueblo Transit uses the FTA funds to cover operating and capital expenses for the City of Pueblo and one route that extends to the community of Blende in Pueblo County.

Pueblo Transit also operates the City Lift transit service qualifying senior and disabled populations within the City of Pueblo. The Senior Resource Development Agency operates transit services for seniors, disabled, and transit dependent populations within the rural areas of Pueblo County including Pueblo West, St. Charles Mesa, Colorado City, Boone, Rye and Beulah. The FTA requires all projects to be included in the TIP and the STIP before funds can be obligated.

Since the PACOG MPO competes on a CDOT Region 2 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). The PACOG Project Scoring Criteria and Process follows the FHWA guidelines, new TAP projects were added to the FY 2025-2028 TIP. Highway capacity projects to be programmed in the FY 2025 - 2028 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2045 RTP.

In 2024 the MPO adopted CDOT's performance measures and targets for Safety, Infrastructure Condition, System Performance, and Transit Asset Management. In 2024, the MPO by resolution again adopted the 2024 Safety Targets developed by CDOT. The MPO will continue to partner with CDOT on project selection to work toward achieving those targets and believe projects contained in this TIP once implemented, will positively impact the transportation system to reach for safety, system condition, and system reliability.

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 Participation Plan (PPP) is the document that guides the PACOG MPO's public participation activities for all plans and programs, including the TIP. The updated PPP was approved by the PACOG Board on October 28, 2021.

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 on the following page.

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

DRAFT

Table 1: Funding Program Abbreviation (Commonly used Acronyms)

Definitions of Acronyms	
ADA	Americans with Disabilities Act
BE	Bridge Enterprise
CR	County Road
FAST Act	Fixing America's Surface Transportation Act
FASTER	Funding Advancements for Surface Transportation and Economic Recovery
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HUTF	Highway Users Tax Fund (State Gasoline Tax - Primary Funding Source for CDOT)
HTF	Highway Trust Fund (Federal Funding Source)
IGA	Intergovernmental Agreement
IJA	Infrastructure Investment and Jobs Act - Federal Authorization Act 2021
MAP-21	Moving Ahead for Progress in the 21 st Century
MP	Mile Post
MPO	Metropolitan Planning Organization
MTC	Maintenance
RMS	Revitalizing Main Streets program
RPP	Regional Priority Program
RTP	Regional Transportation Plan
SH	State Highway
SMS	Safer Main Streets program
SP	Strategic Projects
STAC	Statewide Transportation Advisory Committee
STBG	Surface Transportation Block Grants (includes the former STP-Metro program)
STIP	State Transportation Improvement Program
SUR	Surface Treatment Pool
TABOR	Taxpayer's Bill of Rights
TAC	Technical Advisory Committee
TPR	Transportation Planning Region
NEPA	National Environmental Policy Act
Cat Ex	Categorical Exclusion
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of no Significant Impact
ROD	Record of Decision

Funding Programs- Various Federal and State programs utilized by the COOT to track specific funding

262	Senate Bill 262 Funds
7PT	Senate Bill 267 -Transit
7PX	Senate Bills 228 and 267 Funds
10C	10 Year Capital Investment Program
6PU	IIJA Transportation Alternatives - PACOG
ADA	Curb ramp upgrades to ADA compliance
BBP	Bridge Inspections
BCP	Culvert Inspections
BEC	Bridge Enterprise - Contingency
BEF	BE Transfer from CDOT
BFP	IIJA Bridge Formula
BIO	Bridge Inspection Off-System
BRO	Bridge Off Systems
BTE	Bridge Tunnel Enterprise Program
BUS	Bustang
BWP	Wall Inspections
CBP	Construction Bridge Program
CCP	Construction Culvert Program
CRI	Civil Rights Initiatives
CWP	Construction Wall Program
EMR	Emergency Relief
FSA	FASTER - Safety Projects
FTA	Flexed to FT A
GRN	Grants
HAZ	Highway Safety Improvement Program (HSIP)
HLZ	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots
HOT	Hot Spots
HPE	High Performance Transportation Enterprise Projects (Outdated)
HPS	High Performance Transportation Enterprise Projects (Outdated)
IFT	FASTER transit Staging Program
IGN	Signal Illustrative
IGS	Railroad Crossing - Grade Separated Staging Program
LOC	Earmarks (Local Match)
LOM	Local
MD9	Safer Main Streets
MDF	Local and Urban Transit OTO - Multi Modal Options Fund
MDT	Local DTR - Multi Modal Options Fund (Outdated)
MMO	Multi Modal Options Fund
MPU	IIJA STBG-Urban PACOG
MTF	Multi Modal Options
MTT	Multi Modal Options Strategic Transit
OIM	Office of Innovative Mobility
OPN	Operations (Projects via Regional Pools) Operations including maintenance support)
PAN	COVID Relief
PTP	Permanent Recovery

PWQ	Permanent Water Quality Mitigation
RCT	Recreation Trails
RFM	Geohazards Mitigation
RPP	Regional Priority Program
RRC	Railway-Highway Crossings Program
SAE	Safety Surface Treatment
SAR	Safe Routes to Schools
SB1	SB18-001 Senate Bill 1 Sales & Use Tax
SBT	Strategic Projects (SB228) -Transit
SBY	Scenic Byways
SGA	Signal Asset Management
SGN	Traffic Signals
SPR	State Planning and Research
SRI	Safe Routes to School Staging Program
SSR	Bridge Enterprise -- Projects
STF	Transit Bus Replacement Program - Settlement Fund
STL	Transit and Rail Statewide Grants (FASTER)
SUR	Surface Treatment
TAP	TAP - Region
TCC	TC Contingency
TCI	Transportation Commission Legacy Fund
TPU	IIJA Transportation Alternatives - PACOG
TRG	FASTER Transit and Rail Local Grants
TRN	Federal Transit Program
TSV	Transportation Services for Vulnerable Populations & Seniors

Fund Types - a device utilized by the CDOT to track specific funds within a funding source

228	Colorado SB228 Funds
262	Colorado SB262 Funds
267	Colorado 58267 Funds
5303	USC 5303 Planning Funds (part of CPG Grant)
5304	USC 5304 Planning Funds
5307	Urbanized Area Formula Grants
5309	USC5309 Urban Transit Capital
5310	USC5310 Elderly & Disabled
5311	USC5311 Nonurbanized Areas
5312	National Research & Technology Program
5316	JARC
5337	State of Good Repair Transit Funding
5339	FTA – Bus and Bus Facilities Funds
AQC	Congestion Mitigation/Air Quality
ARPA	American Rescue Plan Act
BRO	Bridge Off-System
ER	Emergency Relief
FAS	FASTER
GENF	General Fund dollars - State Legislated

HPTE	High Priority Transportation Enterprise
HSIP	Highway Safety Improvement Program
L	Local
LO	Local Overmatch
MISC	Miscellaneous
MPL	Metropolitan Planning (includes FHWA and FTA)
MTF	Multi-Modal Options Fund
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity Grant
SHF	State Highway Fund (HUTF)
SIB	State Infrastructure Bank
SPR	Statewide Planning & Research
STBG	Surface Transportation Block Grants
TAP	Transportation Alternatives Program
TIGER	Transportation Investment Generating Economic Recovery (TIGER) Grant Program

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.

FISCALLY CONSTRAINT

All projects included in this document have funding identified for implementation. As costs are adjusted the new cost will be evaluated to determine if the program is still fiscally constraint.

Figure 2 below shows the amount of MPO managed funding which has been distributed, and is still available by funding category.

Fund		2024	2025	2026	2027	2028
CRP	Available Funding	\$ 255,801.00	\$ 287,783.00	\$ -	\$ -	\$ -
	Programmed	\$ 255,801.00	\$ 69,199.00	\$ -	\$ -	\$ -
	Difference/Amount Available	\$ -	\$ 218,584.00	\$ -	\$ -	\$ -
MMOF	Available Funding	\$ 381,764.00	\$ 387,826.00	\$ 400,131.00	\$ -	\$ -
	Programmed	\$ 381,764.00	\$ 262,441.00	\$ -	\$ -	\$ -
	Difference/Amount Available	\$ -	\$ 125,385.00	\$ 400,131.00	\$ -	\$ -
TAP	Available Funding	\$ 1,522,283.00	\$ 512,380.00	\$ 842,106.00	\$ -	\$ -
	Programmed	\$ 1,522,283.00	\$ 512,380.00	\$ 842,106.00	\$ -	\$ -
	Difference/Amount Available	\$ -	\$ -	\$ -	\$ -	\$ -
CDOT estimate subject to change						

TIP AMENDMENT PROCESS

The PACOG TIP is a living document which must be amended from time to time as new projects are identified or other project changes occur such as modifications to project scope or funding. TIP amendments may be categorized as one of two types – Policy Amendments or Administrative Amendments.

Policy Amendments are made to reflect significant project changes or for the addition of new projects of regional significance to the TIP. Policy Amendments require public notice and a public comment period. They must also be recommended for approval by the TAC and be approved by a Resolution of Adoption passed by the PACOG Board of Directors before being forwarded to CDOT for inclusion in the Statewide Transportation Improvement Program (STIP).

Administrative Amendments may be administratively approved by the PACOG MPO Director without formal action by the TAC or the PACOG Board.

TIP Amendments may be requested in writing by any PACOG member organization and submitted to the MPO Manager in writing. The MPO Manager will review the request and determine whether the proposed amendment can be approved administratively or if it requires formal approval under the Policy Amendment process. MPO Staff may also initiate TIP amendment requests.

Note: Regionally Significant is internally defined as a project that drastically¹ changes or modifies regional connectivity and may affect baseline Greenhouse Gas (GHG) levels.

I. Policy Amendments

The following amendments are examples of significant TIP amendments that require formal approval under the Policy Amendment Process:

- A modification in a project's activity, location, or schedule that results in a formal evaluation of the National Environmental Policy Act (NEPA) document.
- Removal of all federal funding from a project or the deletion of a project from the TIP
- Addition of a federally funded project.
- Addition of a regionally significant state or locally funded project.
- Significant changes to the scope of any project. Significant scope changes include changing the roadway classification(s) designated by the jurisdiction, changing the amount of traffic through lanes, changing termini, addition or removal of multi-modal features which modify existing lane capacity.

II. Administrative Amendments

The following amendments are examples of TIP amendments for which approval authority has been delegated to the MPO Manager under the Administrative Amendment Process:

¹ What is considered a drastic change is at the discretion of the MPO

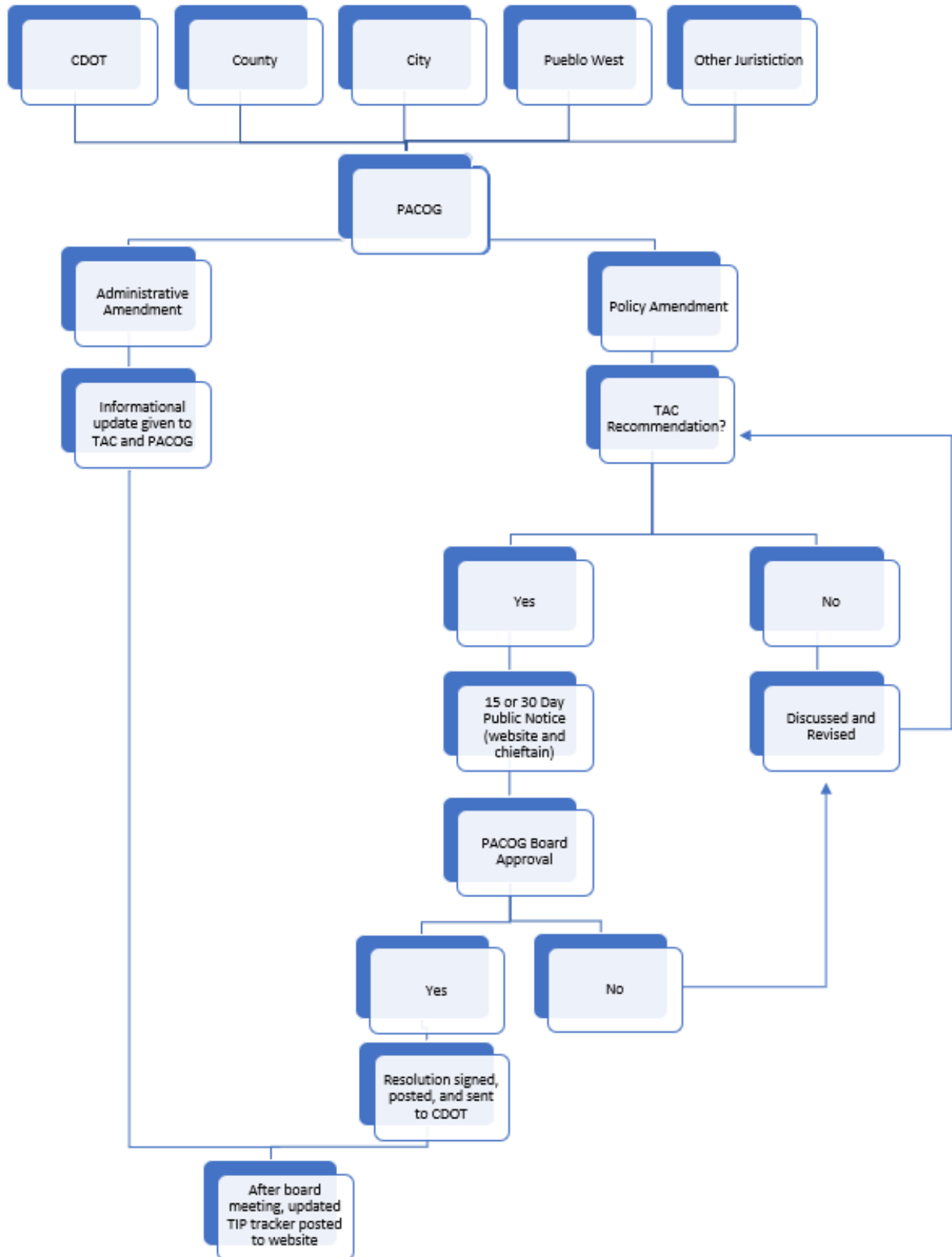
- Addition or removal of funding which does not result in a scope change.
- Adding or modifying Emergency Relief-funded projects.
- Addition of any non-regionally significant projects unless federally funded.
- Adding or modifying state or local regionally significant projects that have already been through their own public involvement and approval process.
- Swapping funding sources (I.e. Federal, State, or Local).
- Changes in funding program.
- Changes to the allocation of funding between categories of work on a project or the creation of new work categories on a project that do not result in an increase to the overall project budget.
- Project Roll forwards if:
 - Unable to obligate in current year of TIP
 - The obligation authority² or appointment has not lapsed, and funding is still available

Should an amendment not meet any of the above criteria then its classification as either a Policy or Administrative amendment is at the discretion of the MPO.

DRAFT

² As shown in TIP and STIP

Figure 3: TIP Amendment Process



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.

Justice40

Justice 40 is a federal initiative, built on Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, and Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All, which aims to have 40 percent of the overall benefits of select Federal investments go towards disadvantaged communities. This goal forms a key part of the MPOs decision making process.

DOT Order 5610.2(a) – May 2012

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

PACOG MPO Environmental Justice Process

Since the PACOG MPO is not classified as a Transportation Management Area (TMA), which are urbanized areas over 200,000 in population designated through the federal legislation, CDOT completes the EJ analysis for projects considered and/or included within the TIP.

Figure 4 below shows the location of projects included in the PACOG MPO TIP and shows the areas that are classified as EJ - Minority Populations and Low-Income Populations.

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

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

Under DOT order, an adverse effect means:

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

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

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

SECTION 2: FY 2025 – 2028 PROJECTS

PROJECT TABLES AND MAPPED LOCATIONS

The FY 2025 - 2028 TIP Projects are shown on the following page. Each project is broken down by funding source and by funding per year. A total of each project is shown on the furthest right column and a total sum of all projects is found at the bottom. In addition, projects are broken down by fund program. The table of project listings is updated as necessary with each approved amendment.

DRAFT

Table 2: Funding by Projects

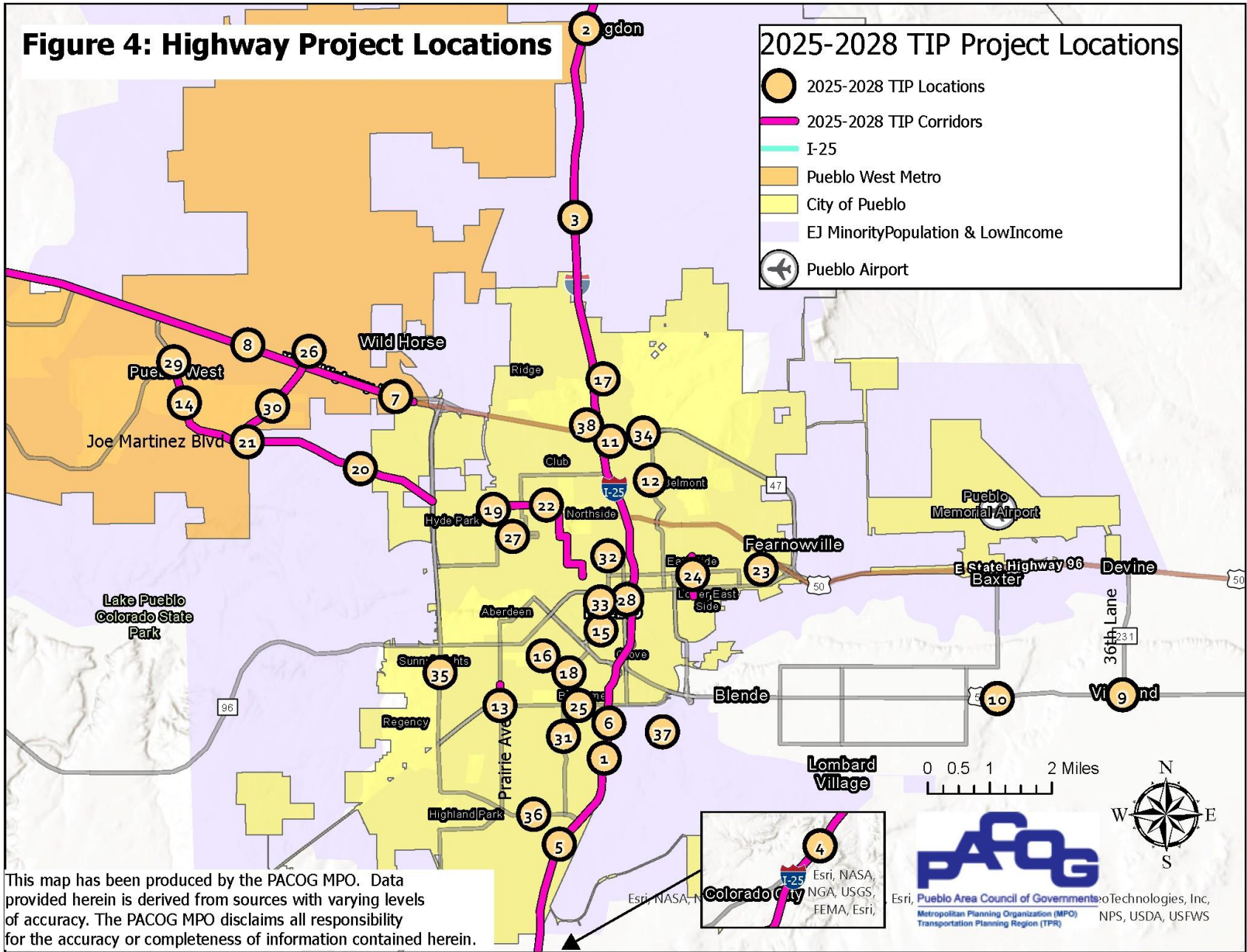
ID#	Funding Program	Project	2024	2025	2026	2027	2028	5-Year Total
Corridor-Interstate 25								
1	National Highway Freight Program (NHFP), Surface Treatment (SUR), Highway Safety Improvement Program (HAZ), Permanent Water Quality Mitigation (PWQ), Senate Bills 228 and 267 Funds (7PX), IIJA Bridge Formula (BFP), Bridge Tunnel Enterprise Program (BTE)	I-25 through Pueblo	\$124,550,000.00	\$4,942,500.00	\$9,269,532.00	\$2,322,637.00	\$0.00	\$141,084,669.00
2	Regional Priority Program (RPP), 10 Year Capital Investment Program (10C), Senate Bills 228 and 267 Funds (7PX)	I-25 Exit 108 Box Culvert	\$2,000,000.00	\$0.00	\$500,000.00	\$0.00	\$0.00	\$2,500,000.00
3	FASTER-Safety Projects (FSA), Construction Bridge Program (CBP)	I-25 Media Barrier Phase V (MP 105-112)	\$6,000.00	\$400,000.00	\$0.00	\$0.00	\$0.00	\$406,000.00
4	Surface Treatment (SUR), Construction Bridge Program (CBP)	I-25 Resurfacing (MP 69-80)	\$13,991,307.00	\$21,185,000.00	\$3,345,907.00	\$0.00	\$0.00	\$38,522,214.00
5	Surface Treatment (SUR)	I-25 Pavement Rehab MP 92-102.8	\$92,279.00	\$21,292,655.00	\$0.00	\$0.00	\$0.00	\$21,384,934.00
6	Regional Priority Program (RPP)	I-25 Pueblo Safety Improvements	\$0.00	\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00
Corridor-Highway 50								
7	Permanent Water Quality Mitigation (PWQ)	US 50 West	\$659,110.00	\$155,000.00	\$162,000.00	\$0.00	\$0.00	\$976,110.00
8	Surface Treatment Pool (SUR), On System Bridge Repair (CBP)	US 50A Pueblo County Line to West of Purcell Blvd (MP 296-310)	\$0.00	\$0.00	\$15,700,000.00	\$0.00	\$0.00	\$15,700,000.00
9	Regional Priority Program (RPP)	US 50C Drainage	\$0.00	\$0.00	\$300,000.00	\$1,700,000.00	\$0.00	\$2,000,000.00
10	Traffic Signals (SGN)	ISC/Baxter RD	\$0.00	\$245,250.00	\$0.00	\$0.00	\$0.00	\$245,250.00
Off Corridor								
11	Bridge Off Systems (BRO)	Pueblo-PURHar-0.1 FRNT, Mel Harmon Bridge	\$523,376.00	\$0.00	\$0.00	\$0.00	\$0.00	\$523,376.00
12	Safe Routes to School (SAR)	HAFF Elementary School	\$149,816.00	\$0.00	\$0.00	\$0.00	\$0.00	\$149,816.00
13	Multi Modal Options Fund (MMO), TAP-Region (TAP)	City of Pueblo Northern Ave. Phase 3	\$1,132,549.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,132,549.00
14	Multi Modal Options Fund (MMO), TAP-Region (TAP)	Joe Martinez Trail in Pueblo West	\$1,442,028.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,442,028.00
15	Reviatalizing Main Streets Program (RMS)	Pueblo Downtown Multimodal Safety Improvement Project	\$1,819,109.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,819,109.00
16	Highway Safety Improvement Program (HLZ)	Adams Ave & Jackson St	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00

Table 2: Funding by Projects continued

ID#	Funding Program	Project	2024	2025	2026	2027	2028	5-Year Total
Off Corridor								
17	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ)	Eagleridge Blvd & Dillon Dr Roundabout	\$1,770,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,770,700.00
18	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ) - Local (LOM)	lake Ave & Orman Ave Roundabout	\$17,939.00	\$1,320,614.00	\$0.00	\$0.00	\$0.00	\$1,338,553.00
19	Multi Modal Options Fund (MMO)	Wildhorse Trail Project	\$850,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$850,000.00
20	Multimodal Options Fund (MMO), IDA Transportation Alternatives - PACOG (GPU)	Bldv Ext. Trail	\$5,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,500,000.00
21	OTHER	Joe Martinez Boulevard Expansion	\$17,000,000.00	\$17,000,000.00	\$1,000,000.00	\$0.00	\$0.00	\$35,000,000.00
22	Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE)	Pueblo Westside Connector	\$16,834,725.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,834,725.00
23	Bridge Off Systems (BRO)	E. 8th Street Bridge Repairs	\$131,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$131,250.00
24	Safe Routes to School (SAR)	Walk and Roll	\$482,977.18	\$0.00	\$0.00	\$0.00	\$0.00	\$482,977.18
25	Revitalizing Main Streets Program (RMS)	Bessemer Commerce Revitalization	\$245,025.00	\$0.00	\$0.00	\$0.00	\$0.00	\$245,025.00
26	Multi Modal Options fund (MMO)	Industrial Blvd and Purcell Blvd Design	\$161,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$161,500.00
27	Bridge Off Systems (BRO)	18th Street Bridge	\$560,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$560,000.00
28	Multi Modal Options Fund and Carbon Reduction Program (MMO&CRP)	Pueblo County EVSE Expansion	\$305,113.19	\$87,485.81	\$0.00	\$0.00	\$0.00	\$392,599.00
29	Multi Modal Options Fund (MMO)	Pueblo West Civic Center Trail Phase 1	\$251,365.00	\$262,441.00	\$0.00	\$0.00	\$0.00	\$513,806.00
30	TAP - Region (TAP)	Purcell Trail	\$0.00	\$512,380.00	\$842,106.00	\$0.00	\$0.00	\$1,354,486.00
31	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ)	Lake Ave & Jones Street Roundabout	\$0.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00
32	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ)	Grand Ave & 13th Street Roundabout	\$0.00	\$0.00	\$1,650,000.00	\$0.00	\$0.00	\$1,650,000.00
33	Revitalizing Main Streets Program (RMS)	Pueblo Asphalt Art & Gateway	\$275,889.00	\$0.00	\$0.00	\$0.00	\$0.00	\$275,889.00
State Highway 47								
34	Surface Treatment Pool (SUR)	SH 47A Preventative Maintenance	\$1,372,500.00	\$1,086,436.00	\$0.00	\$0.00	\$0.00	\$2,458,936.00
State Highway 45								
35	FASTER-Safety Projects (FSA)	Address Existing Line Configuration	\$250,000.00	\$249,000.00	\$0.00	\$0.00	\$0.00	\$499,000.00
36	Highway Safety Improvement Program (HAZ)	SH45 & Mirror Ave Safety Improvements	\$232,120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$232,120.00
REGIONAL								
37	Highway Safety Improvement Program (HAZ)	Region 2 VRU Safety Study	\$400,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$400,000.00
38	Safe Streets For All (SS4A)	Safe Streets For All	\$852,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$852,000.00

Source: Data from CDOT Region 2 Regional Planning Manager, email communications, March 2024

Figure 4: Highway Project Locations



This map has been produced by the PACOG MPO. Data provided herein is derived from sources with varying levels of accuracy. The PACOG MPO disclaims all responsibility for the accuracy or completeness of information contained herein.

Table 3: Pueblo Transit Funding (2025-2028)

Funding Program	Project Description	Fund Source	Rolled	SFY 2025	SFY 2026	SFY 2027	SFY 2028	4-Year Funding Total
Small Urban Transit								
FTA 5307 Small Urban Transit	Pueblo Transit Operating	FTA	\$2,862,000	\$3,090,000	\$3,152,000	\$3,215,000	\$3,279,000	\$15,598,000
		City of Pueblo	\$2,350,000	\$2,450,000	\$2,550,000	\$2,650,000	\$2,750,000	\$12,750,000
Sub-totals			\$5,212,000	\$5,540,000	\$5,702,000	\$5,865,000	\$6,029,000	\$28,348,000
Small Urban Transit Totals			\$5,212,000	\$5,540,000	\$5,702,000	\$5,865,000	\$6,029,000	\$28,348,000
Multimodal Transportation and Mitigation Options Fund (MTF)								
Multimodal Transportation and Mitigation Options Fund (MTF)	Pueblo Transit - Subsidized Van Pool	MTF- Federal	\$249,800					\$249,800
		State	\$150,200	\$0	\$0	\$0	\$0	\$150,200
		Local	\$0	\$0	\$0	\$0	\$0	\$0
Multimodal Transportation and Mitigation Options Fund (MTF) Total			\$400,000	\$0	\$0	\$0	\$0	\$400,000
Multimodal Transportation and Mitigation Options Fund (MTF)								
Multimodal Transportation and Mitigation Options Fund (MTF)	Installation of solar lights at 33 bus stops	FTA						\$0
		State	\$130,399	\$0	\$0	\$0	\$0	\$130,399
		Local		\$0	\$0	\$0	\$0	\$0
Multimodal Transportation and Mitigation Options Fund (MTF) Total			\$130,399	\$0	\$0	\$0	\$0	\$130,399
Areas of Persistent Poverty								
Areas of Persistent Poverty	Pueblo Transit Planning Grant-Eastside of Pueblo, CO	FTA	\$180,000					\$180,000
		Local	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Areas of Persistent Poverty Total			\$200,000	\$0	\$0	\$0	\$0	\$200,000
Transit ZEV Transition Planning								
CTE, Colorado Career Transportation Education	Pueblo Transit ZEV Transition Planning	FTA						\$0
		State	\$99,000	\$0	\$0	\$0	\$0	\$99,000
		Local	\$11,000	\$0	\$0	\$0	\$0	\$11,000
ZEV Transition Planning Total			\$110,000	\$0	\$0	\$0	\$0	\$110,000
5310 Small Urbanize								
FTA 5310 SRDA Operating	FTA 5310-SRDA Admin & Operating	FTA		\$85,000	\$85,000	\$85,000	\$85,000	\$340,000
		Local		\$85,000	\$85,000	\$85,000	\$85,000	\$340,000
Sub-totals			\$0	\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
Small Urban Transit Totals			\$0	\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
Total Funding (2025-2028)			\$6,052,399	\$5,540,000	\$5,702,000	\$5,865,000	\$6,029,000	\$29,188,399

Source: Data from FTA regional liaison and Pueblo Transit operations manager, email communications, March 26,2024

APPENDIX A: RESOLUTION OF ADOPTION – Final Approval

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE STATE FISCAL YEAR 2025-2028 PUEBLO AREA COUNCIL OF GOVERNMENTS' REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE PUEBLO METROPOLITAN PLANNING ORGANIZATION (MPO) AND THE PUEBLO TRANSPORTATION PLANNING REGION (TPR); COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

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

WHEREAS, through a process of public involvement and professional planning and review from April 9, 2024, to May 9, 2024, a TIP was developed for the Pueblo Area Council of Governments (PACOG) MPO and TPR in cooperation with its member governments, CDOT Region 2, the Pueblo Transit System, and other affected transportation entities within the Pueblo Study Area; and

WHEREAS, the TIP has been developed to meet the fiscal constraints provided for the region by CDOT in correspondence with the PACOG 2045 Long Range Transportation Plan, and the TIP has been reviewed and unanimously recommended for approval by the agencies involved and the PACOG Transportation Advisory Commission (TAC).

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

SECTION 1:

The Pueblo Area Council of Governments hereby approves and adopts the attached Pueblo Regional Transportation Improvement Program (TIP) for State Fiscal Years (SFY) 2025-2028.

SECTION 2:

The Pueblo Area Council of Governments hereby amends any related parts and overlapping years of the previously adopted PACOG FY 2023-2027 TIP, as amended to date, to correspond to the SFY 2025-2028 TIP adopted in Section 1, above.

SECTION 3:

The Pueblo Area Council of Governments hereby directs the Urban Transportation Planning Division to submit the adopted SFY 2025-2028 TIP to the Colorado Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP).

SECTION 4:

The Pueblo Area Council of Governments hereby directs and authorizes the Urban Transportation Planning Division to take such actions as may be necessary for administration and implementation of the 2025-2028 TIP and to submit to the PACOG Board and CDOT such TIP and STIP amendments as may be required from time-to-time while the adopted 2025-2028 TIP and STIP are in effect.

SECTION 5:

This resolution shall become effective immediately upon passage and approval.

PASSED AND ADOPTED this _____ day of _____, 2024
by the PACOG Board.

Chairperson, Pueblo Area Council of Governments

ATTEST:

PACOG Recording Secretary

APPENDIX B: PUBLIC NOTICE ANNOUNCEMENT-Final Approval



Pueblo Area Council of Governments Colorado Department of Transportation

NOTICE OF COMMENT PERIOD FOR THE FISCAL YEAR 2025-2028 PACOG TRANSPORTATION IMPROVEMENT PROGRAM

Public input and comments are being solicited for the draft FY 2025-2028 PACOG Transportation Improvement Program (TIP). The proposed draft list of projects is available on the PACOG website:

www.PACOG.net.

In accordance with Title 23 USC, Section 134(h), the draft 2025-2028 TIP has been developed cooperatively by CDOT Region 2 and PACOG which identifies projects in the region that are being planned for design or construction with the assistance and expenditure of Federal Transportation Funds:

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

Comments will be accepted by phone at 719-553-2259 or email at pueblo_mpo@pueblo.us until May 9, 2024.

The draft TIP is scheduled for consideration and discussion at the PACOG Board meeting on Thursday, May 23, 2024 on the 1st Floor Conf. Room of the Pueblo County Department of Emergency Management, 101 West 10th Street, Pueblo, CO at 12:15 pm. Seating may be limited and must be scheduled prior to May 16, 2024. Please contact the MPO Manager for any questions.

Eva Cosyleon, MPO Manager
(719) 553-2259

APPENDIX C: Certifications of the MPO Planning Process

MPO Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

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

- 1) 23 U.S.C. 134 and 49 U.S.C. 5303;

PACOG collaborates with local, State, and public transportation agencies to carry out a continuing, cooperative, and comprehensive (3C) metropolitan planning process through its Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.

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

PACOG adopted our updated Title VI Plan in September of 2021. This update included new methods to outreach, serve and involve protected classes under Title VI of the Civil Rights Act of 1964.

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

PACOG's 2021 Public Participation Plan (PPP) guides the PACOG's outreach efforts to ensure that no person is discriminated against on the basis of race, color, creed, national origin, sex, or age in the transportation planning process. This applies to the PACOG's RTP, TIP, UPWP, and other transportation planning activities.

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

PACOG does not let construction contracts; however, the PACOG does hold calls for projects for various Federal Funds for member agencies. It is the responsibility of those agencies to ensure the implementation of DBE requirements through their construction contracting process.

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

PACOG does not let construction contracts; however, the PACOG does hold calls for projects for various Federal Funds for member agencies. It is the responsibility of those agencies to ensure the implementation of equal opportunities through their construction contracting process.

- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;

- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

The PACOG and City of Pueblo delegation agreement provides that services, activities, and project execution required of PACOG under the aforesaid agreements through the City of Pueblo Urban Transportation Planning Division (UTPD). These employees fall under the City of Pueblo Equal Employment Opportunity which states; no applicant, candidate, or employee shall be discriminated against or denied equal employment opportunity in the service of the City on the basis of race, color, religion, political affiliation, sex (including pregnancy), sexual orientation, national origin, ancestry, genetic information, age, disability, except as may be provided by law.

Pueblo Area Council of Governments
 Eva Cosyleon
 MPO Manager

Colorado Department of Transportation
 Shoshana M. Lew
 Executive Director

 Signature

 Signature

 Date

 Date

From: [Dylan Goodman](#)
To: [Laura Leyba \(ADA\)](#)
Cc: [Eva Cosyleon](#); [Hannah Haurert](#)
Subject: Questions
Date: Monday, April 8, 2024 3:29:53 PM

Hi Laura,

Hannah forwarded me some questions you had, so I wanted to go through and answer them for you.

[page 23: SRDA services the St. Charles Mesa except or including Salt Creek?](#)

SRDA services do include Salt Creek, I believe they service the whole county.

[page 25 \(Table 1, page 8\): TAC stands for Technical?](#)

TAC, within Pueblo, does stand for Transportation Advisory Committee, but this list largely comes from Colorado Department of Transportations list of acronyms, where TAC stands for the Technical Advisory Committee. Pueblo's TAC (transportation) is technically a combination of our TAC(technical) and our CAC (Citizens Advisory Committee).

[page 26 \(Table 1, page 9\): What's the difference between HPE and HPS? Under MDT, what does DTR stand for?](#)

MDT is the old funding acronym for MMO funds. DTR stands for "Division of Transit and Rail". Similarly HPE and HPS are both old acronyms that, when researching this question, I learned are no longer in use. They would now be folded into a single acronym "HPTE" or "High Performance Transportation Enterprise". Lindsey and Geoff would be able to explain more at the TAC meeting tomorrow.

[page 28 \(Table 1, page 11\): What does TIGER stand for?](#)

TIGER stands for "Transportation Investment Generating Economic Recovery".

[page 29 TIP Amendment Process: What does GHG stand for?](#)

GHG stands for "Green House Gasses".

[page 41 Appendix C, 4\): What does "let" mean? 5\): same question. 9\): Is that a typo and should be "provided" by law?](#)

"Let" in this case is legal jargon (in the same vein as "whereas") that roughly translates into "hold". So PACOG does not hold or maintain any construction contracts. And yes, that is a typo, thank you for pointing that out!

[page 45 \(Bylaws page 3\) Article V, Sect. 1: PACOG/MPO staff non-voting, But Article VI, Sect. 1: officers are Chair & Vice and Sect. 2 "only voting members are eligible officers." This seems](#)

like a contradiction to me.

I'm not sure what contradiction you're referring to? PACOG/MPO staff are non-voting members and therefore are ineligible to serve as officers in TAC. We no longer have a secretary officer position because secretarial duties are already fulfilled by PACOG per the bylaws.

[page 49 \(Bylaws page 7\) Article X: Is 2/3 membership different from quorum?](#)

This 2/3 membership is separate from quorum. Quorum is what's necessary to make decisions during a normal meeting, but a change to the bylaws will require a vote by the full membership.

[page 51: What does PPACG stand for?](#)

PPACG refers to the Pikes Peak Area Council of Government, which is the MPO for Colorado Springs.

If you have any questions you would like me to answer further, or want to talk more about any questions you asked, I'm free to do so after tomorrow's TAC meeting.

Hope this helped,

Dylan Goodman | Transportation Planner | PACOG MPO

Office: (719)-553-2246

211 E D St, Pueblo, CO 81003

Dylan Goodman



COLORADO

Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

TO: PACOG
211 E. D Street
Pueblo, CO 81003
719-553-2244 FAX 719-549-2359
Attn: Eva Cosyleon

April 26, 2024

FY 2024-2027 PACOG Transportation Improvement Program **Administrative notifications of TIP/STIP amendments in the MPO and TPR area**

CDOT Region 2 requests the following administrative amendments to projects in the FY 2024 - 2027 Pueblo Area Council of Governments Transportation Improvement Program:

Administrative Action:

Project Name: US 50 West
STIP Number: SPB7004.999
Project Location and Description: US 50A Purcell and Industrial Blvd Interchange
Fund Source(s): FY26 Region 2 Permanent Water Quality (PWQ)
Federal Program Funds: \$ 134,120
State Matching Funds: \$ 27,880
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 162,000

- This administrative action adds FY26 funds to the construction phase of this project.

Administrative Action:

Project Name: US 50B Drainage Improvements
STIP Number: SR26867.065
Project Location and Description: US50 Las Animas Resurfacing, ADA & Drainage
Fund Source(s): FY27 Region 2 Regional Priorities Program (RPP)
Federal Program Funds: \$ (1,407,000)
State Matching Funds: \$ (293,000)
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ (1,700,000)

- Reconciliation: This administrative action removes this project from the TIP; The project limits are entirely in SE TPR.





COLORADO

Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

Administrative Action:

Project Name: US 50A Pueblo County Line to West of Purcell Blvd

STIP Number: SR25216.160

Project Location and Description: Surface treatment MP 296-310

Fund Source(s): FY24 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ (9,389,700)

State Matching Funds: \$ (1,951,000)

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (11,340,700)

- Reconciliation: This administrative action removes FY24 funds for the construction phase of this project.

Administrative Action:

Project Name: US 50A Pueblo County Line to West of Purcell Blvd

STIP Number: SR25216.160

Project Location and Description: Surface treatment MP 296-310

Fund Source(s): FY25 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ (5,505,535)

State Matching Funds: \$ (1,144,465)

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (6,650,000)

- Reconciliation: This administrative action removes FY25 funds for the construction phase of this project.

Administrative Action:

Project Name: US 50A MP 296-310

STIP Number: SR25216.170

Project Location and Description: Surface treatment west of McCulloch in Pueblo County

Fund Source(s): FY26 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 12,170,130

State Matching Funds: \$ 2,529,870

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 14,700,000

- Reconciliation: This administrative action adds FY26 funds for the construction phase of this project.





COLORADO

Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

Administrative Action:

Project Name: US 50A Pueblo County Line to West of Purcell Blvd

STIP Number: SR25216.160

Project Location and Description: Surface treatment MP 296-310

Fund Source(s): FY24 Region 2 Critical Bridge Program (CBP)

Federal Program Funds: \$ (397,392)

State Matching Funds: \$ (82,608)

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (480,000)

- Reconciliation: This administrative action removes FY24 funds for the construction phase of this project.

Administrative Action:

Project Name: US 50A Pueblo County Line to West of Purcell Blvd

STIP Number: SR25216.160

Project Location and Description: Surface treatment MP 296-310

Fund Source(s): FY25 Region 2 Critical Bridge Program (CBP)

Federal Program Funds: \$ (82,790)

State Matching Funds: \$ (17,210)

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (100,000)

- Reconciliation: This administrative action removes FY25 funds for the construction phase of this project.





COLORADO

Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

Administrative Action:

Project Name: US 50A MP 296-310

STIP Number: SR25216.170

Project Location and Description: Surface treatment west of McCulloch in Pueblo County

Fund Source(s): FY26 Region 2 Critical Bridge Program (CBP)

Federal Program Funds: \$ 827,900

State Matching Funds: \$ 172,100

Local Matching Funds: \$

Other Project Funds: \$

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

- Reconciliation: This administrative action adds FY26 funds for the construction phase of this project.

Administrative Action:

Project Name: SH 47A Preventative Maintenance

STIP Number: SR25216.161

Project Location and Description: Micro surfacing pavement treatment east of I25 near MP 0-3

Fund Source(s): FY25 Region 2 Critical Bridge Program (CBP)

Federal Program Funds: \$

State Matching Funds: \$ (99,348)

Local Matching Funds: \$ (20,652)

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (120,000)

- This administrative action removes FY25 funds for the construction phase of this project.

Administrative Action:

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

Project Location and Description: Construction of a new interchange on I25 and US Hwy 50B

Fund Source(s): FY24 Region 2 Faster Safety Program (FSA)

Federal Program Funds: \$

State Matching Funds: \$ (200,000)

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (200,000)

- This administrative action removes FY24 funds for the construction phase of this project.





COLORADO

Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

Administrative Action:

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

Project Location and Description: Construction of a new interchange on I25 and US Hwy 50B

Fund Source(s): FY25 Region 2 Faster Safety Program (FSA)

Federal Program Funds:	\$
State Matching Funds:	\$ (200,000)
Local Matching Funds:	\$
Other Project Funds:	\$

TOTAL PROJECT FUND AMENDMENT: \$ (200,000)

- This administrative action removes FY25 funds for the construction phase of this project.

Administrative Action:

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

Project Location and Description: Construction of a new interchange on I25 and US Hwy 50B

Fund Source(s): FY24 Region 2 Hazard Elimination Pool (HAZ)

Federal Program Funds:	\$ 180,000
State Matching Funds:	\$ 20,000
Local Matching Funds:	\$
Other Project Funds:	\$

TOTAL PROJECT FUND AMENDMENT: \$ 200,000

- This administrative action adds FY24 funds to the construction phase of this project.

Administrative Action:

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

Project Location and Description: Construction of a new interchange on I25 and US Hwy 50B

Fund Source(s): FY25 Region 2 Hazard Elimination Pool (HAZ)

Federal Program Funds:	\$ 180,000
State Matching Funds:	\$ 20,000
Local Matching Funds:	\$
Other Project Funds:	\$

TOTAL PROJECT FUND AMENDMENT: \$ 200,000

- This administrative action adds FY25 funds to the construction phase of this project.





COLORADO

Department of Transportation

Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

Administrative Action:

Project Name: Region 2 VRU Safety Study

STIP Number: SR26644.110

Project Location and Description: Region wide study regarding Vulnerable Road Users (VRU)

Fund Source(s): FY24 Region 2 Hazard Elimination Pool (HAZ)

Federal Program Funds: \$ 360,000

State Matching Funds: \$ 40,000

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 400,000

- This administrative action adds FY24 funds to the design phase of this project.

Administrative Action:

Project Name: Pueblo Asphalt Art & Gateways

STIP Number: SST7087.XXX (TBD)

Project Location and Description: Installation of public street art and gateway signage

Fund Source(s): FY24 Revitalizing Main Streets (RMA)

Federal Program Funds: \$

State Matching Funds: \$ 248,300

Local Matching Funds: \$ 27,589

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 275,889

- This administrative action adds this new project to the PACOG TIP

Please let me know if you have any additional questions about these proposed Administrative Notifications.

Sincerely,

Geoff Guthrie
CDOT Region 2 Transportation Planning Supervisor



LOCAL MMOF PROJECT APPLICATION - 2023

Planning Region:

Complete and submit this fillable-form application ELECTRONICALLY ONLY! Do NOT submit any printed, scanned or converted files!
Send to pueblo_mpo@pueblo.us and lachelle.davis@state.co.us

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY TYPE – indicate ONE Municipality County Transit Agency School Dist. Other_____			
2. AGENCY NAME		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON	TITLE	PHONE	
5. AGENCY MAILING ADDRESS	CITY	STATE	ZIP
PROJECT DESCRIPTION			
6. PROJECT NAME			
7. PROJECT LOCATION (route, address, service area, etc.)		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc., if applicable)	
9. COUNTY(ies)	10. MUNICIPALITY(ies)	11. REQUIRED MATCH RATE: 50% (default) 25% 0%	
11a. MATCH RATE EXPLANATION - Provide a brief description of your agency service area to justify the match rate above (not required of Counties or Municipalities)			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; do NOT include why it'll be done)			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE Bicycle & pedestrian facilities - construction Bicycle & pedestrian facilities - design Projects providing safe, non-motorized routes for school-aged children Planning or Study for non-motorized transportation		TRANSIT (CDOT-DTR consultation required) NEW Transit Service (also submit Attachment J) EXISTING Transit Service (Operating Costs) Transit planning, feasibility, or other study Transit Revenue Service Vehicle Replacement Transit Revenue Service Vehicle Expansion Transit Non-Revenue Service Vehicle Transit Facility Design Transit Facility Construction Transit Equipment Purchase	

OTHER

- Transportation Demand Management Project
- Multimodal Mobility Technology
- Multimodal Transportation Study
- Greenhouse Gas Mitigation - reduces VMT or increases multimodal use
- Transportation/Travel Modeling

PLAN INTEGRATION

14. Is your project defined in a regional plan? YES NO
 If yes, please identify the plan:
15. Is your project defined in a local plan? YES NO
 If yes, please identify the plan:

Note: Projects are not required to be identified specifically in a 10-Year Plan, Regional Plan or Statewide Plan

FUNDING

PROJECT FUNDS - provide all related funding sources and amounts!!	TYPE	AMOUNT (\$)
16. MMOF FUNDS REQUESTED: (select preference for STATE, FEDERAL or EITHER type of funding)		
17. OTHER FUNDING SOURCE(S) - also indicate TYPE of funding source		
17a.		
17b.		
17c.		
17d.		
17e.		

18. TOTAL PROJECT COST*

--	--

***Transit Service Expansion projects:** Include total combined funds for all project components above and provide Attachment J below detailing the separate funding plans for long-term capital, operating and/or planning components.

SUPPLEMENTAL ATTACHMENTS REQUIRED - please label attachments accordingly

19. FOR ALL PROJECTS:
- Attachment A – Description, Needs & Benefits of proposed project
 - Attachment B – Cost estimate and project implementation schedule
 - Attachment C – Resolutions of local financial support and letters of approval
 - Attachment D – Evidence of project eligibility (if necessary or requested)
- INFRASTRUCTURE PROJECTS:
- Attachment E – Maps, plans and photographs
 - Attachment F – Environmental Review
 - Attachment G – Proposed maintenance plans, agreements, covenants
 - Attachment H – Right-of-way or legal property description
- TRANSIT:
- Attachment J - Transit Service Expansion funding plan (Required for all NEW transit service projects)
 - Attachment K - Transit Facility Equity Analysis (Required of all FTA-funded agencies for all FACILITY projects)

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE	TITLE	
	DATE	

**Multimodal Transportation and Mitigation Options Fund (MMOF)
Pueblo Transit, Applicant**

Submit application draft to:

Lachelle Davis Lachelle.davis@state.co.us
Lindsey Jaquez lindsey.jaquez@state.co.us
Eva Cosyleon ecosyleon@pueblo.us

Contents

Attachment A: Description, Needs and Benefits of the Proposed Project 1

Project Description:..... 1

Project Benefits 4

Project Needs 6

Attachment B: Cost Estimate and Project Implementation Schedule 7

Construction Cost Estimates 7

Timeline 7

Attachment C: Maps, Plans and Photographs 8

Attachment A: Description, Needs and Benefits of the Proposed Project

Project Description:

Pueblo has over 30 miles of separated bike paths that walkers, runners and cyclists can follow west along the Arkansas River to Lake Pueblo State Park, or north along Fountain Creek to the campus of Colorado State University Pueblo. Combined, it provides more than 30 miles of easy trail access and picturesque water views at the rivers, Runyon Lake, the Riverwalk, the Whitewater Park, Pueblo Mural Levee, One can ride 19 miles from the north entrance of Lake Pueblo by Pueblo West all the way to Colorado State University Pueblo without crossing a city street.

There are many access points to trails throughout the city, used year-round to access recreational opportunities (biking, exploring nature, fly fishing, hiking, trail running) and navigate to places to shop, work, learn, and worship without using city streets.

Installing signage and surface markings along a trail can help ensure the safety of trail users. Signs are also helpful in pointing out trail features and landmarks to make the experience more enjoyable to users. Signage and surface markings should be clear, concise and consistent, and easily read by all trail users.

The Pueblo Area Council of Governments, the regional MPO, Trails Master Plan is used to identify both existing and future bikeway and trail improvements. The bikeway alignments included in the PACOG Trails Master Plan include facilities drawn from the current City of Pueblo, Pueblo County, and Pueblo West trails plans, the future roadway plan, facility spacing, and connectivity considerations. Collaborative planning has also identified trail development priorities for the City of Pueblo and Pueblo West, as well as for the remainder of unincorporated Pueblo County. As an extension of the Trails Master Plan visioning, the Arkansas Conservancy District and collaborative planning has identified signage improvements as a trail priority for the City of Pueblo.

Signs make spaces interactive, convey information, create safer environments, and help users find their way. The City of Pueblo Transit Department requests \$106,200 to add/replace signage on the Arkansas River and Fountain Creek walking and cycling trails. Signs will identify trail head locations, provide wayfinding maps, explain trail etiquette, and give mid-trail reminders to remove (human and animal-produced) litter.

- Urban wayfinding systems do far more than tell vehicles and pedestrians, ‘You are here.’ They enhance every city’s urban brand by improving the legibility, navigation, understanding, and accessibility of the environment, and serve to reinforce the history, architecture, and landmarks that define it. Wayfinding signs will help trail users stay safely on track and find their way. They may include more detailed information such as mileage to other trails, attractions and restrooms alongside or not far from the trail, and public transportation stops. Examples below:



- Trailhead location sign greet users and introduce them to the trail, and may include a trail map; warnings about poisonous plants, wild animals, or other hazards; information about the trail’s ecology and environment, with tips to minimize environmental impacts; historical information that adds to the user experience; and a point of contact for trail maintenance issues. Because maps tend to become out of date before a sign is at its useful life, a simple map will be printed with a QR code that directs users to accurate, detailed maps. Examples below:



- Etiquette signs help users share multiuse corridors. Examples below:



- Mid-trail reminders serve as quick reminders to be



Signage will comply with guidelines in the Manual on Uniform Traffic Control Devices (MUTCD) produced by the Federal Highway Administration (FHWA). The comprehensive guide lists federal rules, regulations and recommendations for the construction and placement of safety signs and markings that trail builders should follow. Signs will be created using overall size and text size guidelines in the MUTCD and placed throughout the trail system in appropriate locations. Since excessive signage can cause trail users to feel restricted or overwhelmed with information, signs will be placed only where necessary.

Project Benefits

Prioritizes Safety for All Investments and Projects for All Road Users.

Safety is the City's highest priority for trail users. The purpose of signage is to help people be easily oriented to new spaces, find their destination with minimum stress and without getting lost, locate points of interest such as restrooms, and discover information in an easy to digest way. Signs community regulatory and safety information other support information that help maintain user safety, cut down on user conflict, and enhance the experience for visitors and residents while they travel the trail.

Signage will provide different elements of physical and emotional safety for all road users: orientation (figuring out where one is relative to their destination or other known areas); route decision (deciding how one will get from one point to another); route monitoring (determining if one is still on the right path and headed the right direction); and destination recognition (recognizing when one has reached their destination). Signs will be made with a reflective finish to ensure visibility in the day and at night.

Signage will help attract users to new facilities, or help them discover new ways of getting around town. They will help users understand individual routes as part of a broader network of trails and spaces. This knowledge can motivate more people to choose active forms of transportation like walking and cycling.

It is notable that Pueblo Police Department has an employee dedicated to Crime Prevention through Environmental Design (CPTED), a concept that takes a multidisciplinary approach to deterring criminal behavior in the design process of all kinds of spaces. While its roots are in the 1960s, CPTED is being embraced by more and more park and recreation agencies. Officer Roger Schneider, CPTED trained and certified, is assessing the very trails under consideration of this signage project, to mitigate the occurrence of crime and the perception of danger and maximize safety and enjoyment of bicyclists, walkers and other recreational users.

Enhances mobility for people with disabilities

It will be important to create signs for users who will speak different languages, and have different levels of vision, hearing, and mobility. Major communications may be printed in Spanish, which is spoken by many residents and visitors to Pueblo. Icons or Visual symbols may be more universally accessible, including for people with limited literacy skills. For those with limited vision, signage is much more challenging; the City may use interventions like using tactile pavers as a non-visual cue at wayfinding points. All Improvements will comply with 28 CFR 35.149 to ensure the accessibility of pedestrian facilities in the public right-of-way, which include transit stops.

Equity & Public involvement

The project considers the unique circumstances affecting community members' mobility needs and allocates resources consistently with those needs, to improve the transportation network to provide more access and

flexible public transportation in Qualifying Census Tracts and Disproportionately Impacted Communities. Sitings are located primarily in Pueblo's Y-Zone, which encompasses historically disadvantaged communities in Bessemer, the East Side and West Side neighborhoods, all in Qualifying Census Tracts, and the unincorporated neighborhood of Salt Creek. Project sites are described in more detail in Attachment E.

Many segments of the city's trail system were borne from a public outreach process comprised of stakeholder meetings and public open houses which ultimately informed and influenced the design direction of master plans. More generally, the vocabulary of trail location identifiers, maps, and wayfinding stitch together neighborhoods across the city, encouraging use by the entire population and supporting neighborhood improvement. The signs also serve as support for outdoor recreation initiatives in underserved communities.

Climate Change and Sustainability

Today's material technologies are capable of a long life with minimal maintenance. Aluminum with powdercoated wood grain and durable embedded printing create signs, kiosks, and architectural elements that can last years with minimal maintenance. These materials come at a higher cost, both in the materials themselves and the labor for fabrication and installation. The City has chose this type of signage over less expensive materials like wood and direct digital printing, which are much cheaper but need frequent maintenance and review. The City of Pueblo is the landowner for all proposed sites and commits to on-going maintenance of the trails and its signage.

Aging in Place

Pueblo has approximately 24.7% of residents over 60 years of age. Improved access to public trails from all parts of the city will benefit Seniors who, as a generalization, have decreased mobility. Trail use can be a first choice form of transportation for Seniors to connect to restaurants, churches, medial offices, schools, grocery stores, convenience stores, banks, and more.

Engagement

Puebloans are looking for elements that are unique and special to highlight – including its year-round recreation opportunities. Trail signs – as if they are high-level placemaking projects – allow for a high degree of creativity in developing elements that fit the architectural and cultural context of the community. Signage from this project, directed with community input, may define an architectural approach that will be a touchstone for future development projects.

It is notable that this project aligns with results of a yearlong Innovation Training attended by an eleven-member team of City leaders in 2022. Training was provided by the Bloomberg Center for Public Innovation at Johns Hopkins University, a global leader in public sector innovation that

works to transform the culture and impact of government by marrying cutting-edge practice with world class research. The program provided training, coaching, and consulting, and extensive civic engagement that vetted placemaking solutions, including improved access to public transportation (like Wayfinding signage) is well documented in the results of the project.

Project Needs

This project will require coordination with the Department of Public Works and Parks & Recreation to coordinate sign construction and installation.

Attachment B: Cost Estimate and Project Implementation Schedule

Construction Cost Estimates

Cost estimates are based on prior sign making for various city projects.

Item	Unit	Each	Qty	Extended
Mounting pole and parts	EA	\$25	96	\$2,400
Trail access identification location signs (external production)	EA	\$200	24	\$4,800
Wayfinding at trail heads (internal production)	EA	\$1,000	15	\$15,000
Trail etiquette signs (external production)	EA	\$2,500	36	\$90,000
Trail informational signs (internal production, average)	EA	\$50	36	\$1,800
Installation (site work, traffic control, equipment install, inspection)	EA	\$100	33	\$33,000
Subtotal				\$147,000
Environmental Review				\$2,000
ROW Acquisition				\$0
Total				\$149,000

Timeline

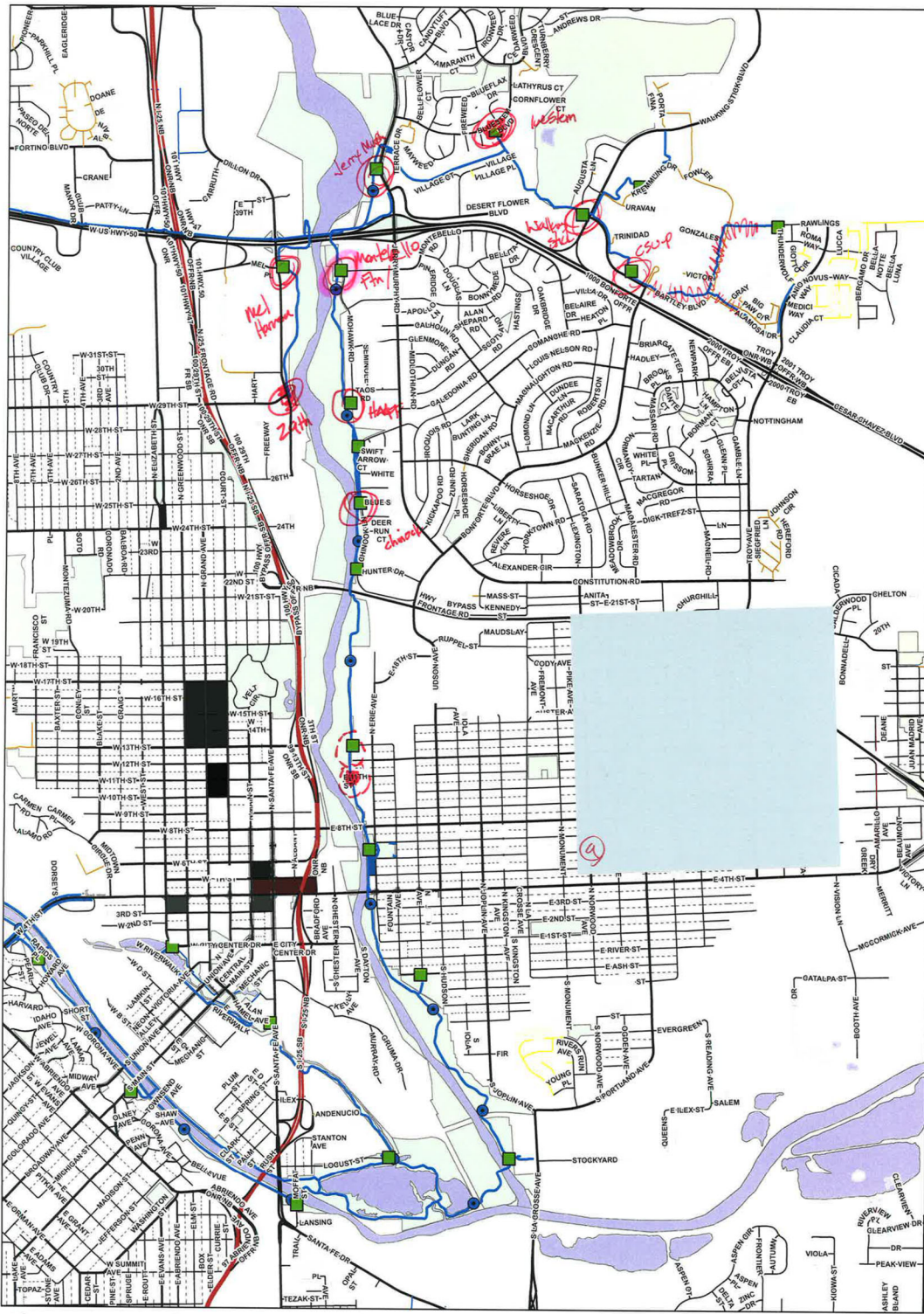
May 2024	Notice of Award
June 2024	Budgeting and appropriations through City Council Environmental review (minimal)
August 2024	Development of RFP for supplies (in house production) and signs (external production); bid process; supplies ordered for in-house production
September 2024	Contracts awarded; production begins
November 2025	Production complete, all signs are installed
December 2025	Final reporting/Project close

Attachment C: Maps, Plans and Photographs

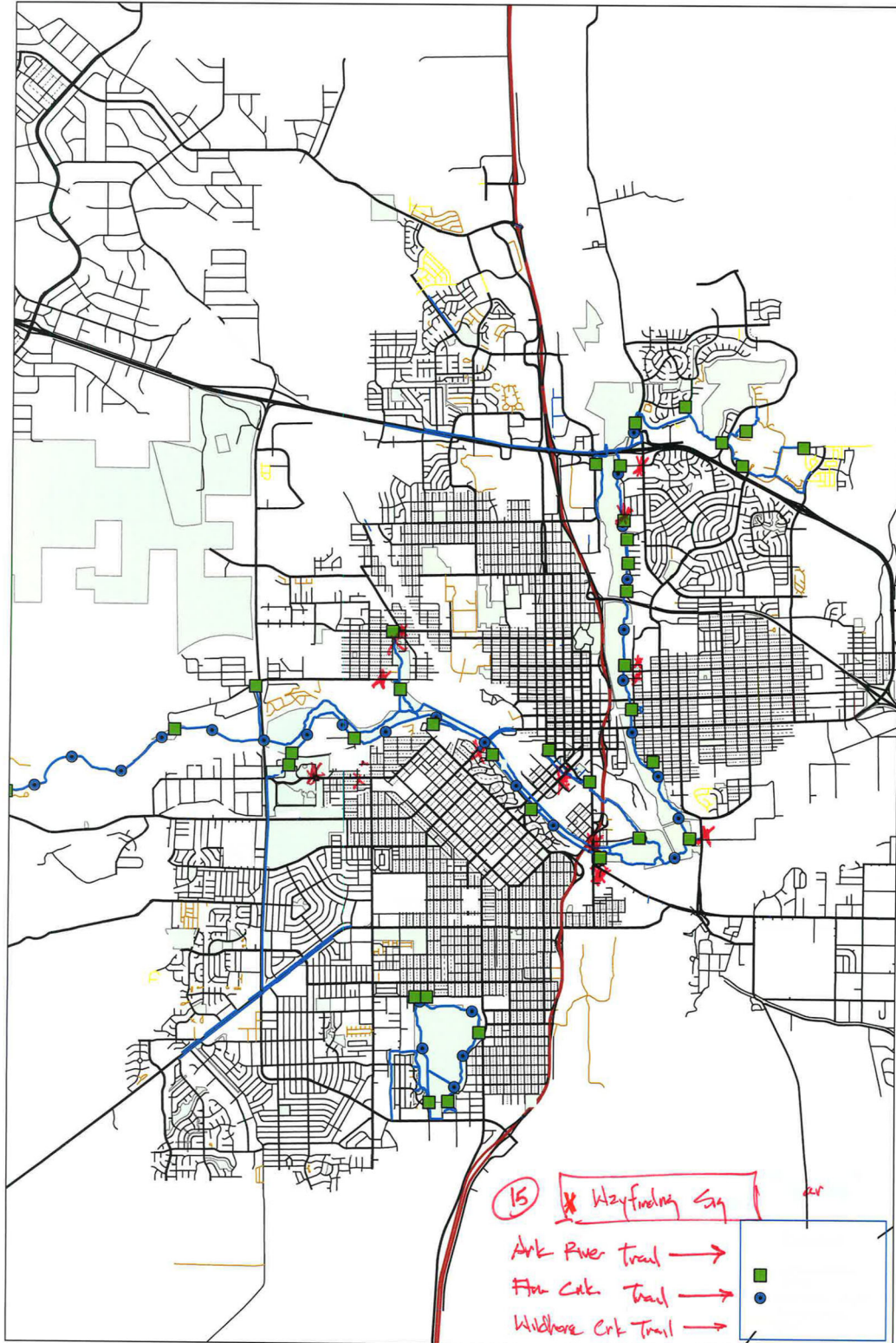
Attachment C1: A map of the multiuse trail system can be found at

<https://www.pueblo.us/DocumentCenter/View/669/Pueblo-Multi-Use-Trail-System-Map?bidId=>

Attachment C2.b: Map of Fountain Creek sign locations



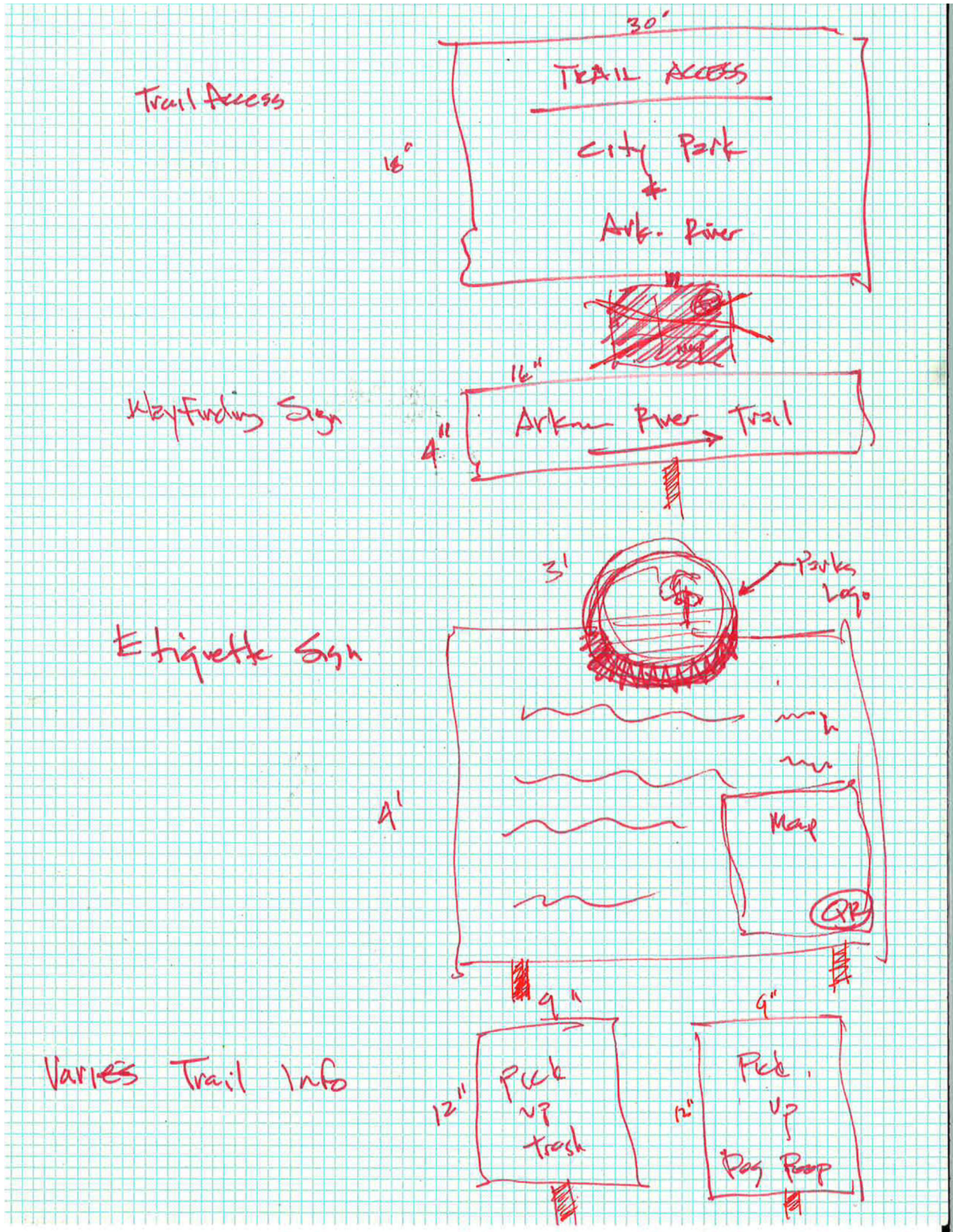
Attachment C2.c: Map of Wayfinding sign placement



C ty of Pueb o Parks Trai Map



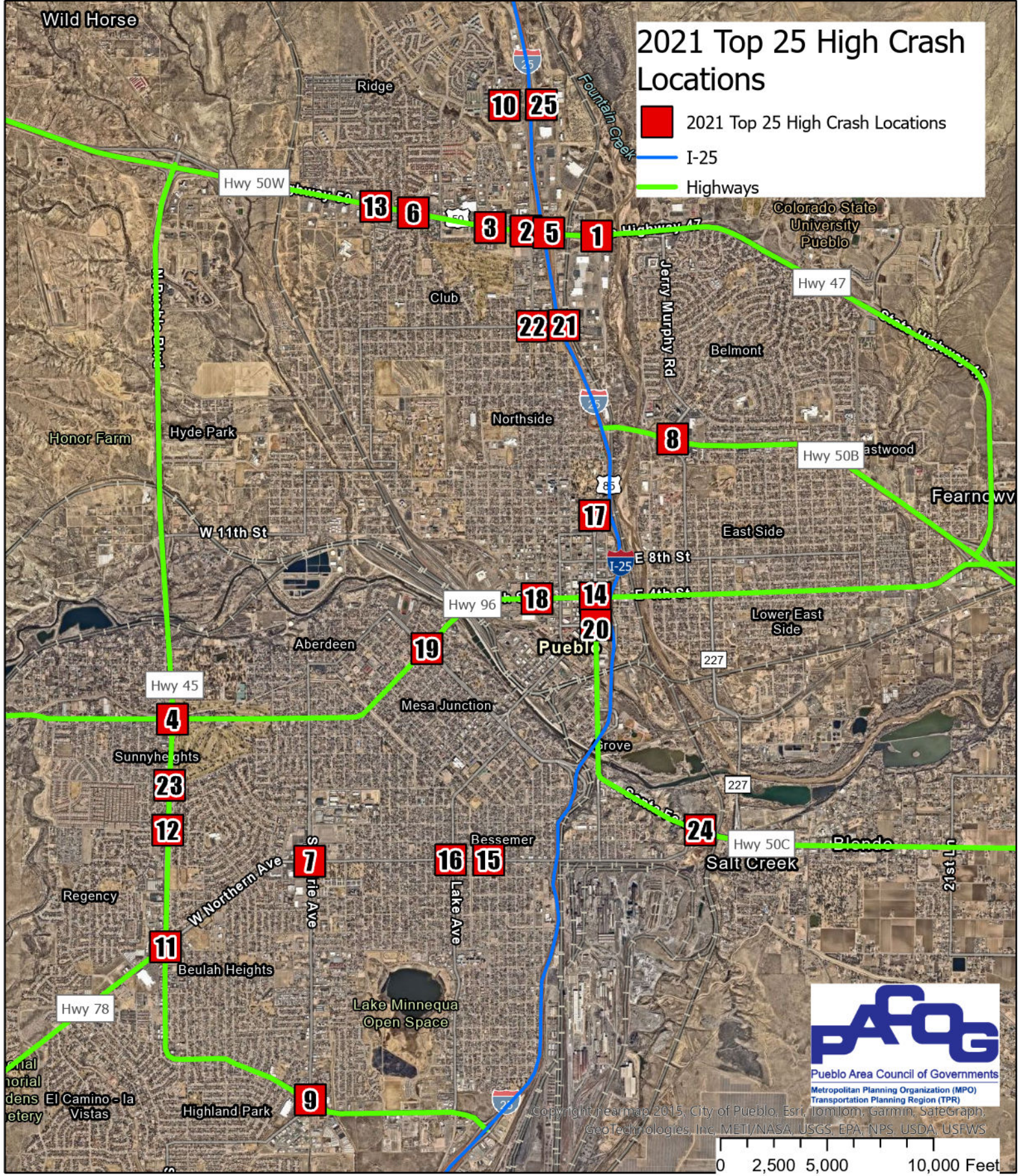
Attachment C3: Sketches of sign sizes by type



2021 Top 25 High Crash Locations

Rank	Location	Total Crashes	Broadside	Approach	Rearend	Other	Ped	Fatalities	Serious Injury	Comments
1	Hwy 47 & Dillon Dr	33	3	3	20	7	0	0	0	
2	Hwy 50A & Elizabeth St	33	7	3	15	8	0	0	1	
3	Hwy 50A & Club Manor Dr	30	2	4	16	8	1	0	0	
4	Hwy 45 Pueblo Blvd & Hwy 96 (Thatcher Ave)	27	3	6	13	5	0	0	1	
5	Exit 101 Hwy 50A & Hwy 50A/Hwy 47 (Cesar Chavez Blvd)	24	2	2	15	5	0	0	0	
6	Hwy 50A & Fortino Blvd/Morris Ave	23	4	1	13	5	0	0	2	
7	Northern Ave & Prairie Ave	22	5	3	7	7	1	1	0	
8	Hwy 50B & Bonforte Blvd/Hudson Ave	17	1	2	11	3	1	0	2	
9	Hwy 45 Pueblo Blvd & Prairie Ave	17	2	5	8	2	1	0	1	
10	Eagleridge Blvd & Elizabeth St	15	4	4	3	4	0	0	0	
11	Hwy 45 Pueblo Blvd & Northern Ave/Hwy78	12	3	3	5	1	0	0	0	
12	Hwy 45 Pueblo Blvd & Red Creek Springs Rd/Rutgers Ave	11	2	5	3	1	1	0	0	
13	Hwy 50A & Baltimore Ave	11	2	2	4	3	1	0	0	
14	Hwy 96 & Santa Fe Ave	9	1	2	5	1	0	0	0	
15	Northern Ave & Orman Ave	9	4	2	2	1	0	2	2	
16	Northern Ave & Lake Ave	9	1	0	5	3	0	0	0	
17	Santa Fe Ave & 13th St	9	7	2	0	0	0	0	0	
18	Hwy 96 & Elizabeth St	9	1	0	5	3	1	0	0	
19	Hwy 96 (Lincoln St, 4th St) & Abriendo Ave	8	1	1	4	2	0	0	0	
20	Santa Fe Ave & City Center Dr	7	0	4	2	1	0	0	1	
21	Exit 100B 29th St (NB offramp - Frontage Rd) & 29th St	7	3	2	1	1	0	0	0	
22	Elizabeth St & 29th St	7	0	2	5	0	0	0	0	
23	Hwy 45 Pueblo Blvd & St Clair Ave	4	1	0	3	0	0	0	0	
24	Santa Fe Dr & Northern Ave	3	1	0	1	1	0	0	0	
25	Exit 102 Eagleridge Blvd (NB offramp) & Eagleridge Blvd	2	0	2	0	0	0	0	0	

Crash data provided by DiExSys



2021 Top 25 High Crash Locations

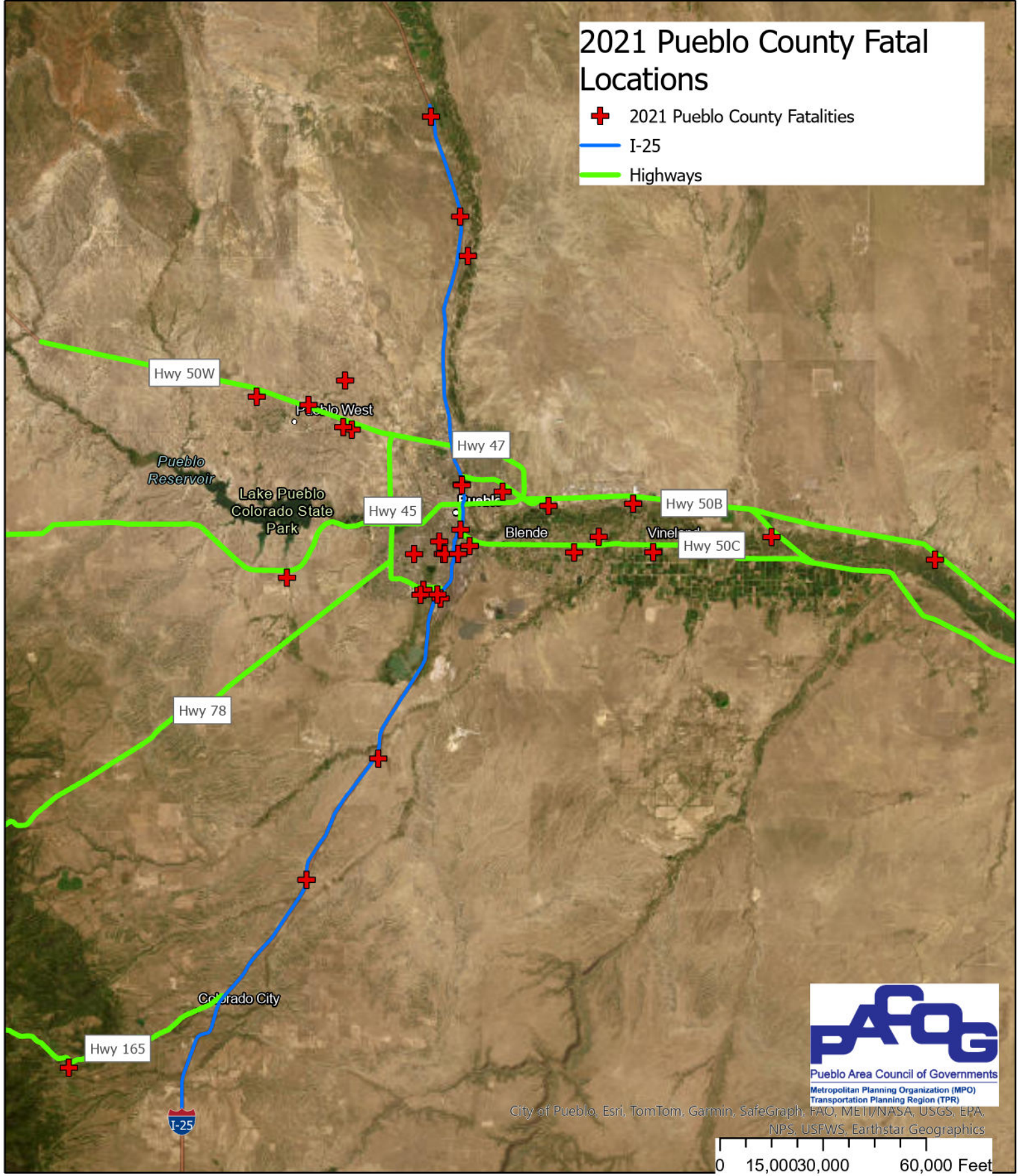
This map has been produced by the PACOG MPO. Data provided herein is derived from sources with varying levels of accuracy. The PACOG MPO disclaims all responsibility for the accuracy or completeness of information contained herein.



of crashes per location

2021 Pueblo County Fatal Locations

- + 2021 Pueblo County Fatalities
- I-25
- Highways



City of Pueblo, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, Earthstar Geographics

2021 Pueblo County Fatality Locations

This map has been produced by the PACOG MPO. Data provided herein is derived from sources with varying levels of accuracy. The PACOG MPO disclaims all responsibility for the accuracy or completeness of information contained herein.



+ Fatal locations



PUEBLO BIKE MONTH BINGO

JUNE
2024

Let's get rolling! Ride, commute, & more this June. Check each box & take a photo for each activity, then join us for awards on June 29th! Scan QR on the back or visit ActivePueblo.net for full info!

<input type="checkbox"/> <p>Joined a Cruisin' Pueblo ride</p> 	<input type="checkbox"/> <p>Rode to a coffee shop</p> 	<input type="checkbox"/> <p>Invited a friend on a ride</p> 	<input type="checkbox"/> <p>Used the Pueblo Bike Map</p> 	<input type="checkbox"/> <p>Wore a bike helmet</p> 
<input type="checkbox"/> <p>Joined a Red Creek Rally ride</p> 	<input type="checkbox"/> <p>Locked your bike at a rack</p> 	<input type="checkbox"/> <p>Rode on the river trail</p> 	<input type="checkbox"/> <p>Rode on a Pueblo West trail</p> 	<input type="checkbox"/> <p>Joined a volunteer event</p> 
<input type="checkbox"/> <p>Rode your bike into downtown</p> 	<input type="checkbox"/> <p>Rode to a mural or gallery</p> 	<input type="checkbox"/> <p>See rules & prizes:</p> 	<input type="checkbox"/> <p>Replaced a car trip with a ride</p> 	<input type="checkbox"/> <p>Rode in a bike lane</p> 
<input type="checkbox"/> <p>Rode to a Fuel & Iron bike event</p> 	<input type="checkbox"/> <p>Rode to a farm</p> 	<input type="checkbox"/> <p>Watched a bike safety video</p> 	<input type="checkbox"/> <p>Read a book about biking</p> 	<input type="checkbox"/> <p>Post about your ride #ridepueblo #visitpueblo</p>
<input type="checkbox"/> <p>Rode on CO Bike to Work Day</p> 	<input type="checkbox"/> <p>Rode to a viewpoint</p> 	<input type="checkbox"/> <p>Took a selfie at a repair station</p> 	<input type="checkbox"/> <p>Rode at Lake Pueblo</p> 	<input type="checkbox"/> <p>Rode over a bridge</p> 

Name

Phone

Zip code

Rules and prize eligibility are listed at the event web page. Participation is voluntary and at your own risk. By participating, you agree to the waiver terms listed at: ActivePueblo.net/bingoterms

PUEBLO BIKE MONTH BINGO



JUNE 2024

Learn about Bike Month BINGO, photo contest, awards & more at ActivePueblo.net or at the QR link below! Participation is voluntary & at your own risk.

BIKE MONTH EVENTS

SCAN FOR FULL BIKE MONTH INFO AND EVENT DETAILS



Mark a tally here for each day you bike commute in June!

Saturday, June 1 - AMR Safety Jam

Community event @ Lake Minnequa Park

Every Tuesday 5:30pm - Red Creek Rally

Gravel group ride - rough roads, more miles

Every Thursday 6:00pm - Cruisin' Pueblo

Mellow all-abilities in-town group ride

Friday, June 7 - First Friday Art Walk

Community event @ numerous art galleries in town

Wednesday June 26 - CO Bike to Work Day

Bike to Work Day with breakfast stops

Wednesday June 26 - Bike FROM Work Happy Hour

4-6pm New Belgium happy hour @ Fuel & Iron

Saturday June 29 - SoCO Art Ride & Scavenger hunt

Community ride & event, Bike Month awards @ Fuel & Iron





Bike Month Events: *get your bingo card completed at these events for prizes....*

Event: [AMR Safety Jam](#)

Date, time, & location: Saturday June 1, 2024, 9am-4pm, Lake Minnequa

What to expect: Ride your bike and get your bingo card here. Bike rodeo available for children to learn bicycle safety, and other safety skills.

Event: [Red Creek Rally](#)

Date, time, & location: Every Tuesday in June and beyond. 5:30-7pm @ the intersection of Red Creek Springs Road and Pueblo Boulevard.

What to expect: Gravel roads. No-drop ride (no one will get ditched) travel at your own pace. Must sign [waiver here](#).

Event: [Cruisin' Pueblo](#)

Date, time, & location: Every Thursday in June and beyond. 6-8, Walters Brewery and Taproom 126 Oneida Street.

What to expect: Community bike ride. All ages and skill levels, no-drop ride (no one will get ditched)

Event: [Fuel & Iron Events](#)

Date, time, & location: Multiple days at Fuel & Iron Food Hall

What to expect: **June 5**, 5-7pm – Sip N’ Paint,
June 15, 1-5pm - Chucks Bike Art,
June 19, 7-9pm Bike Themed Trivia Night

Event: [First Friday](#)

Date, time, & location: June 7, 4-9pm, multiple locations

What to expect: Sangre de Cristo Arts & Conference Center, Pueblo Arts Alliance, Pueblo Art Guild, Loading Dock Art Gallery @ Fuel & Iron, Radeaux Art Gallery, Steel City Art Works, Pueblo Heritage Museum, The Ethos, and Blo Back Gallery.

Event: [Movies in the Park](#)

Date, time, & location: Saturday June 15, 6:30pm, Near the Rides at City Park

What to expect: Teenage Mutant Ninja Turtles: Mutant Mayhem

Event: [Pueblo West Summer Concert Series: Blues, Brews, and BBQ](#)

Date, time, & location: Saturday June 15, 4pm-6pm, Civic Center Park Pueblo West

What to expect: Local barbecue, brews, and music from “The Blue Dogs”

Event: [Bike-to-Work Day Breakfast stop and Happy hour](#)

Date, time, & location: June 26 6:30am-8:30am, SRDA Breakfast stop. Happy hour 4-6pm Fuel & Iron

What to expect: Come grab a breakfast snack in the a.m. and enjoy happy hour at Fuel & Iron

Event: [SoCo Art & Ride \(Bingo Awards!!\)](#)

Date, time, & location: June 29, 2pm-9pm, Fuel and Iron Food Hall

What to expect: Bike/helmet decoration, bike parade and valet, awards presentation.

Other events in June to bike to:

- Bike Themed Art at Steel City Art Coop.. All of June
- Reading in the Park: Mondays at Fulton Heights Community Center (10:30 am) and Fridays at McHarg (10:30am)
- Municipal Band Concerts: free, at PCC, Sundays: June 9,16,23,30 at 7pm.
- Food Truck Union at City Park– Sundays: June 9, 16,23,30 (11am-9pm)
- Food Truck Union at Mineral Palace Park—Fridays: June 7,14, 21, 28 (8am-7pm)

BIKE TO BUSINESS DEALS: Show your bingo card for these discounts!!

- 10% off at any Solar Roast location and Nick’s Dairy Crème
- 10% off at Bingo Burger and Diavolo.

A BIG THANKS TO ALL OF OUR SPONSORS!!!!!!



BYLAWS OF THE TRANSPORTATION ADVISORY COMMISSION (TAC) OF THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG)

ARTICLE 1: NAME

The name of this Commission shall be the Transportation Advisory Commission of the Pueblo Area Council of Governments.

ARTICLE II: ORGANIZATION

Section 1. AUTHORITY

The Commission shall be governed by the policies and guidelines set forth by the Pueblo Area Council of Governments or as amended.

Section 2. AREA

The area to be served by the Commission is the County of Pueblo.

Section 3. NONDISCRIMINATION

No person or organization shall, on the grounds of race, color, national origin, religion, creed, sexual orientation, gender identity, or handicap, be excluded from participating in, be denied the benefits of, or be subject to discrimination from the Commission.

ARTICLE III: PURPOSE

Section 1. PURPOSE

The purpose of this Commission is to provide technical advice and to recommend appropriate courses of action to the Pueblo Area Council of Governments Board of Directors and PACOG/MPO staff on current and emerging transportation issues, goals, plans, and programs affecting Planning and Management to the PACOG region. The advice and recommendations will address at least the Transportation Improvement Program, Unified Planning Work Program, and the Long-Range Transportation Plan.

ARTICLE IV: MEETINGS, VOTING & QUORUM

Section 1. PUBLIC MEETING

All meetings of the Commission and its sub-committees are open to the public. Citizens are welcome to attend meetings and may express their opinions at such times as designated by the agenda or when recognized by the Chairperson.

Section 2. REGULAR MEETINGS

There shall be a regular monthly meeting of the Commission or as needed. PACOG/MPO staff shall fix the time, date, and location for the meeting.

If neither the Chairperson nor the Vice-Chairperson are in attendance, then the meeting will be cancelled or postponed.

Section 3. SPECIAL MEETINGS

Special meetings of the Commission may be called at the discretion of the PACOG/MPO staff in consultation with the Chairperson or by written petition by any three (3) Commission members emailed, mailed, or delivered personally to the Chairperson with a copy to the PACOG/MPO staff liaison. The PACOG/MPO staff shall fix the time, date, and location for holding any special meeting. Public notice shall specify the nature of all business to be conducted at such meetings. Business transacted at all special meetings shall be confined to the purposes stated in the notice of the meeting. Once the special meeting is posted, the agenda item cannot be changed.

Online/Zoom voting is allowed.

Section 4. PLACE OF MEETING

Meetings may be held virtually, in-person or in combination. The Commission may designate any place as the place for any regular, or special meeting called by the Commission. Unless so designated, the Commission shall meet at the offices of PACOG/MPO at 211 E. D Street, Pueblo, CO 81003.

Section 5. NOTICE OF MEETING

Written or printed notice stating the place, day, and hour of the meeting and in case of special meeting, the purpose for which the meeting is called, shall be delivered not less than 24 hours before the date of the meeting, either personally, by electronic notification or by mail, to each member of the Commission entitled to vote at such meeting. Notice shall be placed in the front foyer bulletin of the Pueblo City Hall, Rawlins Library, and Pueblo County Courthouse.

Section 6. VOTING

Voting members of the Commission shall be entitled to one (1) vote on all matters brought before a regular or special meeting of the Commission. No anonymous votes. Proxy voting is only allowed if the voting member is absent. They can designate a representative to vote on their behalf, but must notify staff in writing, 24 hours prior to the meeting if they have not previously designated their representative. All issues shall be settled by a majority vote.

Voting by email or by mail is not allowed. Voting will be done only in regular meetings or when a special meeting is called. Anonymous voting can be held if decided on by the TAC.

Section 7. QUORUM

A meeting shall be considered in quorum if five voting members of the commission are in attendance. A quorum shall be necessary for the transaction of any official business at any meeting of the Commission. A representative may participate and vote via phone, internet, or in-person.

Membership will be updated, identified, and culled, if necessary, to clearly show who can vote.

Section 8. PROCEDURE

The latest version of Robert’s Rules of Order shall govern the conduct of business at all meetings of the Commission and its sub-committees except when such Rules conflict with these bylaws.

Section 9. SECRETARIAL DUTIES

The PACOG/MPO staff will meet the secretarial needs of the Commission and shall keep the bylaws as amended, minutes of all meetings of the Commission, a current membership list containing the names, addresses and telephone numbers of all Commission members, and all other official documents of the Commission.

ARTICLE V: MEMBERSHIP

Section 1. COMPOSITION AND REPRESENTATION

All PACOG member entities in the Pueblo County area are eligible for voting membership on the Commission. Entities will be members upon submittal of a request for membership and identification of a representative, subject to approval by the PACOG Board of Directors.

City of Pueblo Voting Members:

- Director of Public Works
- Traffic Engineer

Transit and Aviation Voting Members:

- Pueblo Transit Director
- Director of Aviation

Pueblo County Voting Members:

- Director of Public Works
- Deputy Director of Architecture, Engineering and Sustainability

Pueblo West Metropolitan District Voting Members:

- Engineering Manager

Colorado City:

- Representative that resides in Colorado City or Rye

Citizens Advisory Committee (CAC) 5 members:

- Pueblo City Planning and Zoning Commission Voting Member:
 - One member from the Pueblo City Planning and Zoning Commission

- Pueblo County Planning Commission Voting Member:
 - One member from the Pueblo County Planning Commission
- Pueblo ADA Advisory Committee Voting Members:
 - One member from the Pueblo ADA Advisory Committee
- Pueblo Active Community Environments (P.A.C.E) Voting Member:
 - One member from the Pueblo Active Community Environments
- Pueblo Plex Representative:
 - One member from the Pueblo Plex
- One At Large Citizen

PACOG/MPO staff and Colorado Department of Transportation (CDOT) personnel are non-voting members of this Commission and all sub-committees. All members shall be entitled to an alternate who shall be selected in the same manner as the regular member.

PACOG/MPO staff advise that TAC members bring their alternates to at least one (1) TAC meeting a year.

Section 2. ADDITIONAL CRITERIA

Members must meet the following additional criteria to be selected:

- A. Must demonstrate technical background and/or understanding of transportation issues in Pueblo County.
- B. Must be able to attend Commission meetings and to assist in data-gathering, analysis and other activities of the Commission when requested by the Commission to so do.

Section 3. SELECTION

The PACOG Board of Directors shall approve all applications for membership and nominations for primary and alternate representatives from member entities. It reserves the right to review and approve/disapprove or withdraw that approval at any time.

Section 4. TERM OF MEMBERSHIP

A full term of membership is three (3) years, which shall run from January 1 of the first year through December 31 of the third year. An individual appointed to fill a vacancy, the duration of which is longer than one and a half years, shall be considered to be appointed to a full term. There is no limit to consecutively served terms.

PACOG member entities, PACOG/MPO staff, and CDOT are exempt from the limitation on consecutive terms.

Section 5. ABSENTEEISM

Individuals missing three (3) consecutive, regularly scheduled meetings, or a total of four (4) regular meetings, without prior notification and approval by Staff, during a twelve-month period shall be automatically reviewed by the PACOG/MPO Staff for possible termination. When a representative has been absent, unexcused, for the second consecutive time or has been absent, unexcused, for the third time in any twelve-month period, the Chairperson shall send, or cause to be sent, in reasonable time a

letter to such member at their address as entered on the Commissions books, informing such person that another absence shall result in their membership being reviewed. If attendance at meetings does not improve, removal from Commission will be performed by PACOG/MPO staff.

Section 6: VACANCIES AND APPOINTMENTS

All vacancies shall be filled by the process outlined in Article V Section 1-5.

Section 7: RESIGNATIONS

Members and representatives are encouraged to send written notice of intent to resign to the PACOG/MPO Staff and a copy to the Commission Chairperson as soon as possible but at least one (1) month before the termination date.

ARTICLE VI: OFFICERS

Section 1. Officers

Officers of the Commission shall consist of a Chairperson and Vice-Chairperson.

Section 2. Selection of Officers

Only voting members of the Commission are eligible to be officers. Officers may be self-nominated or nominated by other TAC voting members. Nominees shall be presented to the membership for election at the November meeting each year. Election shall be by paper ballot with a majority vote electing the officers.

Section 3. Duties of Officers.

The Chairperson shall preside at all meetings of the Commission, assure effective, efficient and timely conduct of the Commission's meetings, work closely and coordinate with the assigned PACOG/MPO staff liaison person on developing annual objectives of the Commission to be communicated to and approved by the PACOG Board of Directors, perform such other duties as may be assigned from time to time by the Commission or requested by the PACOG staff assigned to the Commission and attend Board of Directors meetings when possible and/or if requested by the PACOG Board's Chairperson. The Vice-Chairperson shall serve as an ex-officio non-voting member of all sub-committees created by the Commission, be responsible to the PACOG Board of Directors to assure that all sub-committees are accomplishing their objectives, and keep the Chairperson updated on subcommittees. The Vice-Chairperson and Chairperson shall be responsible for selecting and appointing all Chairpersons of sub-committees. In the event of an absence of the Chairperson or in the event of their inability to act or if the office is vacant, the Vice-Chairperson shall perform all duties of the Chairperson, and when so acting shall have all the powers and be subject to all restrictions of the Chairperson.

Section 4. Term of Office:

Elected officers shall serve for a term of one (1) year in accordance beginning January 1 following election. Such officers shall hold office until they resign, are removed, are otherwise disqualified to serve, or until their successors shall be elected, whichever occurs first. Officers may be re-elected but may not serve more than two (2) consecutive terms.

Section 5. Vacancies:

A vacancy in any office shall be filled for the unexpired portion of the term by the immediate subordinate officer (e.g., if the Chairperson is vacant, the Vice Chairperson will serve in that position until the next regular election). In the event of a vacancy in the office of the Vice-Chairperson, the Chairperson may temporarily appoint the new Vice-Chairperson until such time as an individual is elected to fill that unexpired term.

When required, an election for Vice-Chairperson shall be held at a regularly scheduled meeting within sixty (60) days after the vacancy occurs. The election shall follow the nominating/voting process established in Article V, Section 2.

Section 6. Removal and Resignations:

Any request for removal of an officer will be submitted to the PACOG Board of Directors. The Board of Directors, after investigation, may remove the officer and call for a special election for a new officer. If an officer is removed by the Board of Directors, they will no longer be considered in good standing with TAC.

Any officer may resign their position as an officer at any time by giving written notice to the Chairperson of the Commission and the PACOG Executive Directors. Any such resignation shall take effect on the date of the receipt of such notice or at any later date specified therein, not to exceed the expiration date of the regular term of the office. The acceptance of such resignation shall not be necessary to make it effective.

ARTICLE VII: SUB-COMMITTEES

Section 1. NEW SUB-COMMITTEES

When a need arises for a new sub-committee, a request will be made which identifies the purpose, charge, objectives, relationships, membership, officers, requirement for minutes, and term of the sub-committee will be submitted to TAC.

Section 2. SUB-COMMITTEE APPOINTMENTS

The Commission Chairperson shall appoint the Chairperson of each sub-committee. If warranted, the Commission shall request experts from outside the Commission be appointed voting members of the sub-committee. Members of all sub-committees shall be recommended by a majority vote of the full Commission.

Section 3. SUB-COMMITTEE VACANCIES

Vacancies on any sub-committee may be filled for the unexpired portion of the term in the same manner as provided in the case of original appointments.

Section 4. SUB-COMMITTEE QUOROM

A simple majority of the members of a sub-committee shall constitute a quorum of such sub-committee, and the action of a majority of the members at meeting at which a quorum is present shall be the action of the sub-committee.

ARTICLE VIII: CONFLICT OF INTEREST

Section 1: ANNOUNCING CONFLICT

Whenever a Commission or sub-committee member has cause to believe that a matter to be voted upon would involve them in a potential conflict of interest, s/he shall announce a potential conflict of interest and shall either abstain from the vote, or request a ruling by the Commission on voting on such matters.

Section 2: ABSTENTION FROM VOTING

No member shall vote on any matter which would involve a conflict of interest.

ARTICLE IX: AMENDMENT OF BYLAWS

Action may be initiated at any duly constituted meeting of the Commission to alter, amend, or repeal these bylaws and have new bylaws adopted. Notice of any proposed amendments to, or repeal of, these bylaws shall be presented at a duly constituted meeting of the Commission and shall then be voted on at the next duly constituted meeting of the Commission. A copy of the current bylaws with proposed changes shall be distributed to all Commission members at least one month in advance of the meeting at which the amendment will be presented for approval. An affirmative vote by the majority of the Commission members is necessary for amendment adoption. The Commission's recommendation to amend these bylaws is then subject to approval by the PACOG Board of Directors.

The PACOG Board of Directors may from time to time amend its bylaws, or change its policies, necessitating revisions in the bylaws of this Commission. Should such a case occur, the PACOG Chairperson shall notify or cause to notify the Chairperson of the Commission to implement such changes.

ARTICLE X: ENACTMENT

These Bylaws shall be effective following their review and approval by a two thirds (2/3) vote of the membership and review and final approval by the PACOG Board of Directors.

PACOG CDOT Project Updates May 2024

PCN	Description	Scope	Phase	Schedule/Status Update	Approx. Budget
Engineering					
24395	I-25 Pueblo Roundabout Drew Dix MP 103.9	I-25 Exit 104 interchange improvements - roundabout and east frontage road construction	Construction	Ribbon cutting was held April 30th. Repair work on Dillon and punchlist items are being completed. Interchange anticipated to be fully operational in May 2024. Construction completion Spring 2024.	\$14M
25859	I-25A Pueblo Minor Rehab/PCCP Rehab MP 92-102.6	Surface treatment and concrete pavement repair through Pueblo with striping and guardrail replacement	Construction	Project was awarded to Martin Marietta. Construction started on April 15, 2024 and completion anticipated in Fall 2024. Construction south of Pueblo Blvd. will be daytime operations and construction north of Pueblo Blvd. will be nighttime operations.	\$24.5M
25093	I25A Pueblo Resurfacing MP 64-79.6	Surface treatment near Colorado City with striping, guardrail replacement, and minor structure repairs.	Construction	Project was awarded to Martin Marietta. Construction March-November 2024	\$31.5M
25541	SH47A Preventative Maintenance MP 0-3	Microsurfacing pavement treatment east of I25	Construction	Project was awarded to Intermountain Slurry Seal, Inc. Construction will commence in late June 2024 and has 35 working days. Work will be done during nighttime operations.	\$2M
23535	I-25 at US50B Reconstruction	Reconstruction of the interchange at Exit 100A and bridges over I-25, RR, and Fountain Creek	Design	Final design, environmental, RR etc. clearances and approvals in progress. Advertisement Summer 2024 Construction Fall 2024 - Early 2027	\$156M
24846	US50A Overlay MP 296 to 309, Pueblo County	Surface treatment west of McCulloch in Pueblo County	Design	Advertisement Winter 2024. Construction Spring-Summer 2025	\$15.5M
24569	US50C Drainage Improvements	Drainage improvements on US50 Business near 36th Lane	Plan	CDOT/Pueblo County continue to coordinate design. Bi-monthly meetings scheduled between County and CDOT. County looking at ROW easement for their outfall system. Design starting for the US 50 portion in Summer 2024. CDOT Construction funding is in FY27+.	\$7M
24799	I25A Pueblo Interchange Improvements at Exit 108	Reconstruction of the interchange at Exit 108	Plan	Discussions happening about a rest area near this location. Consultant Project Specific Task Order process started. Design process to begin in 2024. National Highway Freight Program was not awarded to the project. Construction funding in FY27 +	\$2.5M Design \$9M Const
Traffic					
25317	US50 main & CO231 (36th Lane) and US50 Business & CO231 (36th Lane) Intersections Improvements	US50 main: Construction of raised median/intersection islands and minor widening. Installation of Intersection Collision Warning System (ICWS). US50 Business: ADA and minor intersection improvements	Closure	Project in closure process.	\$2.245M
25981	SH 45 & Mirror Signal Project	Intersection signal design at SH45 (Pueblo Blvd) & Mirror Ave	Design	NTP has been issued for Consultant to start design. Anticipate kickoff Early Summer 2024 and plans shelved by Winter 2024.	~ \$160K
25597	SH 45 Safety Improvements MP 0-6	Re-striping and lane configuration improvements from I25 interchange to 11th Street	Design	FOR held; review for comments with the City. Anticipate advertisement Summer 2024 with Construction Fall 2024.	~ \$500K
	I-25 & SH 45 (Pueblo Blvd) Feasibility Study	Feasibility study for the I-25 & SH45 (Pueblo Blvd) interchange to review and analyze alternative improvements for planned future development growth in the area	Design	Stakeholder meeting held last month; Consultant working on finalizing report and recommendations. Anticipate study completion Summer/Fall 2024.	\$96k