

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

**March 12, 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

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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.**

**Amended Agenda**

- 1. Call Meeting to Order**
- 2. Self-Introductions and Public Comments (non-agenda items only)**
- 3. Approval of Minutes**  
**February 13, 2024 Minutes\***  
**Action Required: Approve/Disapprove**
- 4. Performance Measures 1 (PM1) Safety Targets\* – David Swenka**  
**Action Requested: Presentation & Approve/Disapprove**
- 5. TAC ByLaws\***  
**Action Required: Finalize**
- 6. Union Avenue and Main Street\*\* – Andrew Hayes**  
**Action Requested: Presentation**
- 7. House Bills – 24-1313 (Housing in Transit Oriented Communities) and SV24-036**  
**(Vulnerable Road User Protection Enterprise Fund)\***  
**Action Requested: Informational**
- 8. Transportation Improvement Plan (TIP) Policy\***  
**Action Required: Informational/Finalize**

**9. Other Local Agencies Updates**  
**Action Requested: Informational**

**10. CDOT Updates**  
**Action Requested: Informational**

**11. CDOT Region 2 requests the following administrative amendments to projects in the FY 2023 – 2027 Pueblo Area Council of Governments Transportation Improvement Program\***

**a. TIP Amendment #2023.111**

**Administrative Action:**

Project Name: City of Pueblo Lake Avenue and Orman Roundabout

STIP Number: SR26644.103

Project Location and Description: Construction of a roundabout at the intersection of Lake Ave and Orman Ave in Pueblo

Fund Source(s): FY24 Region 2 Local Match Program (LOM)

Federal Program Funds:	\$
State Matching Funds:	\$
Local Matching Funds:	\$ 17,939
Other Project Funds:	\$

**TOTAL PROJECT FUND AMENDMENT:** \$ 17,939

This administrative action moves FY24 Local Match funds from the construction phase to the design phase of this project.

**b. TIP Amendment #2023.112**

**Administrative Action:**

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

Project Location and Description: Construction of a new interchange at I25 and US50B

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

Federal Program Funds:	\$ 4,268,250
State Matching Funds:	\$ (474,250)
Local Matching Funds:	\$
Other Project Funds:	\$

**TOTAL PROJECT FUND AMENDMENT:** \$ 4,742,500

This administrative action replaces FY25 State matching funds in the construction phase of this project with FY25 Federal matching funds.

**c. TIP Amendment #2023.113**

**Administrative Action:**

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

Project Location and Description: Construction of a new interchange at I25 and US50B

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

Federal Program Funds:	\$ 4,742,500
State Matching Funds:	\$
Local Matching Funds:	\$
Other Project Funds:	\$

**TOTAL PROJECT FUND AMENDMENT:** \$ 4,742,500

This administrative action replaces FY25 State matching funds with Federal funds in the construction phase of this project.

**Action Requested: Informational**

**12. CPG Planning**  
**Action Requested: Informational**

13. Next TAC – April 9, 2024 - Planning Conference Room, 211 E D St 81003  
**Action Requested: Informational**
14. Items from TAC Members or scheduling of future Agenda Items  
**Roundtable Discussion**
15. Adjourn at or before 11:00 am

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

**February 13, 2024**

**9:00 a.m.**

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**1. Call Meeting to Order**

*Chairwoman: Eva Cosyleon*

*Time of Call: 9:00 a.m.*

*MPO Members Present: Eva Cosyleon, Hannah Haunert, Dylan Goodman*

*TAC Members Present: Aaron Willis, Geoff Guthrie, Shawn Winters, Lindsey Jaquez, Lachelle Davis, Melanie Turner, John Buttram, Amanda Cesar, Ben Valdez, Scott Skinner, Abe Armendariz, Greg Pedroza,*

*CAC Members Present: Don Bruestle, Richard Arko, Laura Leyba*

*Others Present: Macario Torrez, Wendy Pettit, Scott Hobson, Kent Tompkins, Abe Armendariz, Rob Frei, Isabel Rollins, Tanis Manseau, Carol Cosby, Jennifer Sparks, Joe Deheart, Tom Cotton, Maureen Paz de Araujo, Bart Mikitowicz, Glenn Krause, Matt Jagow, Wade Broadhead*

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

*Scott Skinner is the new Transit Liaison for CDOT Region 2. Don Bruestle said that Stockyard Rd has its first pothole. He also had a concern about W 4<sup>th</sup> St. and Elizabeth and the vertical obstacle (vegetation). Laura Leyba asked about the left-over money from these projects, where do they go?*

**3. Approval of Minutes**

**January 9, 2024 Minutes\***

*Motion to Approve: Ben Valdez*

*Second: Wendy Pettit*

*Unanimous:*

**4. CDOT Region 2 requests the following policy amendments to projects in the FY 2023 –2027 Pueblo Area Council of Governments Transportation Improvement Program\***

**a) TIP Amendment #2023.083**

211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359  
E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)

**Policy Action:**

Project Name: Joe Martinez Extension (Medal of Honor) Trail

STIP Number: SR27016.013

Project Location and Description: Joe Martinez Trail East (Medal of Honor Blvd), Multi-use trail

Fund Source(s): FY22 MMOF

Federal Program Funds: **\$102,126.00**

State Matching Funds: **\$1,350,082.00**

Local Matching Funds:(Medal of Honor East/West section only **\$3,500,000.00**

Other Project Funds: **\$547,792.00**

**TOTAL PROJECT FUND AMENDMENT: \$5, 500,000.00**

This is not additional funding. This policy amendment is the reduction of scope from construction of 4.3 miles of trail to 1.2 miles. Pueblo County will build the 3.1 miles from Purcell to Pueblo Blvd. The \$2,000,000.00 will be for the construction of a trail from Medal of Honor and Pueblo Blvd, south to 11<sup>th</sup> Street.

*Motion to Approve: Don Bruestle*

*Second: Richard Arko*

*Unanimous:*

*Ben Valdez asked about an IGA for the north/south trail, Tanis Manseau said he doesn't know about an IGA but everyone is in an agreement.*

**b) TIP Amendment #2023.084**

**Policy Action:**

Project Name: 18<sup>th</sup> Street Bridge

STIP Number:

Project Location and Description: 18<sup>th</sup> Street Bridge over Dry Creek rehabilitation

Fund Source(s): Off-System Bridge Program

Federal Program Funds: **\$**

State Matching Funds: **\$448,000**

Local Matching Funds: **\$112,000**

Other Project Funds: **\$**

**TOTAL PROJECT FUND AMENDMENT: \$560,000**

Scope of work includes: remove and dispose of trees, clean & prep culvert, install erosion control, revegetate, crack & Seal, and replace guardrail.

*Motion to Approve: Don Bruestle*

*Second: Wendy Pettit*

*Unanimous:*

*Don Bruestle asked about the width of the sidewalks, Melanie Turner said about 5 feet. Laura Leyba asked about the liner, Melanie said it will be a lining to prevent rust.*

**c) TIP Amendment #2023.085**

**Policy Action:**

Project Name: Pueblo County Electric Vehicle Supply Equipment (EVSE) Expansion

STIP Number: TBD

Project Location and Description: Sangre de Cristo Arts & Conference Center, EV and e-bike charging connectors.

Fund Source(s): FY 2024 & FY 2025 Carbon Reduction Program

Federal Program Funds: **\$**

State Matching Funds: **\$325,000**

Local Matching Funds: **\$67,599**

Other Project Funds: **\$**

**TOTAL PROJECT FUND AMENDMENT: \$392,559**

Installation of 3-phase power transformer, one (1) DERO BiKeep 5-bike Charging rack, six (6) ABB AC Wall Box EV charging connectors, and two (2) ABB Terra 54 DCFC EV charging connectors.

*Motion to Approve: Ben Valdez*

*Second: Don Bruestle*

*Unanimous:*

**d) TIP Amendment #2023.086**

**Policy Action:**

Project Name: Pueblo Transit Bus Stop Solar Light Project

STIP Number: TBD

Project Location and Description: Solar lights will be installed at 33 bus stops throughout the City of Pueblo and unincorporated Salt Creek.

Fund Source(s): FY 2022 Multimodal Transportation and Mitigation Options Fund (MMOF)

Federal Program Funds: \$

State Funds: **\$130,399**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$130,399**

Installation of solar lights at 33 bus stops throughout the City and unincorporated Salt Creek.

*Motion to Approve: Greg George*

*Second: Wendy Pettit*

*Unanimous:*

**e) TIP Amendment #2023.087**

**Policy Action:**

Project Name: Civic Center Trail Phase 1

STIP Number: TBD

Project Location and Description: Civic Center Drive north of Joe Martinez Blvd and through Civic Center Park.

Fund Source(s): FY 2022, FY 2024, & FY 2025 Multimodal Transportation and Mitigation Options Fund (MMOF)

Federal Program Funds: \$

FY 22 State Funds: **\$ 106,113**

FY 24 State Funds: **\$ 145,252**

FY 25 State Funds: **\$ 262,441**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 513,806**

The trail will connect to the proposed Joe Martinez Boulevard Trail and Civic Center Park.

*Motion to Approve: Ben Valdez*

*Second: Wendy Pettit*

*Unanimous:*

**f) TIP Amendment #2023.088**

**Policy Action:**

Project Name: I25 Pueblo North Truck Parking Lot

STIP Number: SR27020.001

Project Location and Description: Construction of a new truck parking area at the intersection of I25 and Exit 108 in Pueblo, CO

Fund Source(s): FY24 Region 2 Freight Program (FR8)

Federal Program Funds: **\$ -2,280,250**

State Matching Funds: **\$ -219,750**

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**E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)**

Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ -2,500,000</b>

This action deducts these funds from the construction phase of this project, to transfer to SPB3865.999 I-25 through Pueblo.

**g) TIP Amendment #2023.089**

**Policy 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 Freight Program (FR8)

Federal Program Funds:	\$ 2,280,250
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State Matching Funds:	\$ 219,750
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Local Matching Funds:	\$
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 2,500,000</b>
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This action adds FY24 funds to the construction phase of this project.

*Motion to Approve: Ben Valdez*

*Second: Don Bruestle*

*Unanimous:*

*Melanie Turner asked about the freight money - rest area, Geoff Guthrie said the efficient movement of freight.*

**h) TIP Amendment #2023.090**

**Policy Action:**

Project Name: SH45 & Mirror Ave Safety Improvements

STIP Number: SR26644.108

Project Location and Description: Design for a future signal and intersection improvements at Pueblo Blvd. and Mirror Avenue in Pueblo, CO

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

Federal Program Funds:	\$ 208,908
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State Matching Funds:	\$ 23,212
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Local Matching Funds:	\$
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 232,120</b>
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This policy action adds FY24 funds for the design phase of this new project.

*Motion to Approve: Don Bruestle*

*Second: Wendy Pettit*

*Unanimous:*

*Matt Jagow said that this intersection has not met signal warrant. The City of Pueblo had approved funding to install one, but it will be used for design.*

**Action Required: Approve/Disapprove**

**5. Hwy 50 Bypass Interchange – Joe DeHeart (CDOT)\***

**Action Requested: Presentation**

*Joe DeHeart said that there will be new interchange at I-25 and Hwy 50Bypass. This is in the 20-year plan and included in the record of decision (ROD). There is a north area, central area, and south area. The north area includes 29<sup>th</sup> Street, Dillon Drive, Mineral Palace Park, and City Center to 13<sup>th</sup>. Tom Cotton said that the*

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infrastructure has gotten older, there are 3 bridges that will be new. There are a few problems with the clearance for the wind towers. The new bridges are over I-25, Railroad, and Fountain Creek. Don Bruestle asked the new clearance, Tom said the new height is 16 ½ feet. Joe said there has been about 30 patches when it was hit in the past couple years. Wendy Pettit asked about the bridge enterprise money, Joe said they are about two steps away. The freight is doing a detour to avoid that low bridge. The new interchange is a Diverting Diamond Interchange (DDI), this means that you will cross over to the wrong sign of the road. Don Bruestle about pedestrian improvements, Tom said that is one on the southern side of the new road with 3 crossings. The trail will be 10 feet wide concrete and detached. There will be a hard barrier rail. Ben Valdez asked about the trail in CDOT's ROW, Jennifer Sparks said yes. The trail will go to Fountain Creek and Santa Fe Ave. Tom said there is lighting along the street but not specifically for the trail. Maureen Paz De Araujo asked if it was just one cross over intersection, Tom said yes, it is a partial DDI. You can continue southbound to I-25 from 29<sup>th</sup> Street. Wendy Pettit asked about the flooding, Joe said that they are not doing anything with flooding, just the interstate. Aaron Willis asked if this project completed a system level study, Joe said they will probably get that in the next few weeks. Jennifer Sparks said he is probably talking about the 1601 process, and it is a type 2. Greg George asked about the tower blades and the turn radius, Tom said that they ran them through here and it would take the two lanes. Matt Jagow said they are making some operational improvements at 29<sup>th</sup> Street. There will be a noise wall from 28<sup>th</sup> Street to 23<sup>rd</sup> Street. Advertisement in May and start of construction in August. About 2 ½ years of construction. This project cost \$168,213,000. Melanie Turner asked about the construction, Joe said that there will be a lot of phasing. Ben Valdez asked about the bridges being in the floodplain, Joe said yes, they are still going to be in the floodplains.

## **6. Travel Demand Model – Maureen Paz de Araujo (Wilson and Company)\***

### **Action Requested: Presentation**

The model has been updated for the 2045 LRTP. Since the Greenhouse gases (GHG), the model needs to be updated again with small and medium trucks. The new base model includes 2020 and 2022. It also includes land use, demographics, trip generations, and updated road networks. Because of the GHG, we needed 2030, and 2040. The traffic analysis zones (TAZ) were also updated. They should be finished in May. Maureen Paz de Araujo has a few examples of how the new model looks. This model also uses socioeconomic data with editing capabilities for any years between 2020-2050. Maureen has a few slides on what the model looks like. There is a full Transit model, this is brand new. The model shows how it will reduce GHG. Greg George asked how they would support that, Maureen said it will be useful in the mitigation section. Maureen said they will take the data. Bicycle infrastructure will take a lot to help with GHG. One of the biggest is Transit. Maureen said they will have 2 full days of training for technical staff, a model user guide/self-directed dataset, training session powerpoint, PACOG/TAC presentation, and continuing support.

## **7. TAC ByLaws – come with comments/concerns next meeting\***

### **Action Requested: Informational**

Come with questions/concerns for March meeting.

## **8. Transportation Improvement Plan (TIP) Policy rewrite\***

### **Action Requested: Informational**

This is for everyone to come back in March meeting for discussion.

## **9. Other Local Agencies Updates**

### **Action Requested: Informational**

Shawn Winters said that the Federal Land Access Program (FLAP) installation of the bridge is postponed until March/April. Don Bruestle asked about getting pedestrian counts on the new bridge. The Joe Martinez Trail is in design right now, out to bid beginning of March. This will start after 4<sup>th</sup> of July. Pueblo West Purcell Project needs sub recipient information to Don Skanga. Shawn said that they



are also working on Civic Center Trail.

Greg George said that the Medal of Honor received the bids last week, they will determine in the next week. Purcell and Industrial improvements will be out to bid for design. Bid for chip and slurry will be soon.

Greg Pedroza said that the airport is doing well, the airline is doing better. Reno Air Race news, there are no news, should hear back at the end of February but Greg thinks he is in top 3. Don Bruestle said that Grand Junction has new airlines, Greg said that is competition for our current airline here. Breeze Airline goes from Grand Junction to the LA area. Greg said they had some good conversations but out of the box for the back and forth. There are talks about Pueblo, Grand Junction to Los Angeles.

Ben Valdez said that City Council approved the van pool, it is in final review. RFP should be mid-week next week. There are some new route changes in the beginning of the 2<sup>nd</sup> quarter. This will become public in the next few months. Ben said that they are talking with CSUP about expansions. He also mentioned the RAM ride (bus service for youth), he thinks it is too soon but hopefully in the near future. Don Bruestle about the Citilift turnover, Ben said that the demand is requiring more vehicles that they do not possess. Ben said that he cannot expand his service until he has a new building. Don asked about the hurdle, Ben said that it is funding (RAFTA). Local match is 80/20. Ben said that this new route will reduce headways to 15-20 minutes. There will be 17 transfer routes. There is talks about moving the routes off of the main road but it will cost \$10,000 per ADA stop for additional curb/gutter.

Melanie Turner said that Northern between Prairie Ave, Alan Hamel, Court, Dillon between RR to Eagleridge, B St, D St, Platteville, and Cheyenne will be paved this coming season. Don Bruestle asked about Union/Main Street, Eva Cosyleon said that we will ask Andrew for a presentation.

Amanda Hobson said that Pueblo County Parks will be releasing the St Charles Complex Master plan over the next month. This project cost over \$60m. Amanda said that they will start on their own master plan. They are also working on future connectivity within St Charles. There is a new walking trail at the Complex. The senior project (facelift) for McHarg Park will be completed in spring. Melanie Turner asked about the Moffat Trailhead and if it's in Pueblo County. Amanda said that they are focused on finding a bridge to connect Runyon and eventually to Moffat.

## 10. CDOT Updates

### Action Requested: Informational

Jennifer Sparks said she passed out a sheet of Engineering and Traffic. Dillon/Drew Dix is wrapping up, waiting for weather. There are 3 surface treatment projects this spring: Colorado City through Pueblo, Hwy 47 preventative maintenance, McCulloch to Pueblo County line, Hwy 50 and 36<sup>th</sup> Lane, and Exit 108 and I-25. Matt Jagow said 4<sup>th</sup> and Monument is complete, Hwy 50 and 36<sup>th</sup> Ln – issues with the conflict warning system, Hwy 45 and Mirror – design only, Hwy 45 – restriping lane configuration, and I-25 and Hwy 45 – feasibility study. Matt said that they sent out an educational piece. Melanie Turner asked if they used solar power, Matt said no but there will be some at 36<sup>th</sup> Lane.

## 11. Colorado Counts Survey Communications\*

### Action Requested: Informational

CDOT works with the consultant for travel counts every year. This is vital information, so please fill it out if you get one.

**12. CDOT Region 2 requests the following administrative amendments to projects in the FY 2023 – 2027 Pueblo Area Council of Governments Transportation Improvement Program\***

**a) TIP Amendment #2023.073**

**Administrative Action:**

Project Name: CO45 Safety Improvements ~MP 0 - 6

STIP Number: SR27002.086

Project Location and Description: Address the existing line configuration on Pueblo Boulevard that contributes to broadside, approach turn, and side swipe type accidents.

Fund Source(s): FY24 Region 2 FASTER Safety Program (FAS)

Federal Program Funds: \$

State Matching Funds: \$ **250,000**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 250,000**

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

**b) TIP Amendment #2023.074**

**Administrative Action:**

Project Name: CO45 Safety Improvements ~MP 0 - 6

STIP Number: SR27002.086

Project Location and Description: Address the existing line configuration on Pueblo Boulevard that contributes to accidents.

Fund Source(s): FY25 Region 2 FASTER Safety Program (FAS)

Federal Program Funds: \$

State Matching Funds: \$ **250,000**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 250,000**

This administrative action adds FY25 funds for the construction phase of this new project

**c) TIP Amendment #2023.075**

**Administrative Action:**

Project Name: US 50B and US 50C at SH 231 Safety Improvements

STIP Number: SR27002.078

Project Location and Description: Safety Improvements at 36<sup>th</sup> Lane

Fund Source(s): FY24 Region 2 Region 2 FASTER Safety Program (FAS)

Federal Program Funds: \$

State Matching Funds: \$ **2,500**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 2,500**

This administrative action adds FY24 funds for the construction phase of this project

**d) TIP Amendment #2023.076**

**Administrative Action:**

Project Name: I-25 Resurfacing near Colorado City ~MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek.

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

Federal Program Funds: \$ **456,050**

State Matching Funds: \$ **43,950**

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Local Matching Funds: \$  
Other Project Funds: \$  
**TOTAL PROJECT FUND AMENDMENT: \$ 500,000**

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

e) **TIP Amendment #2023.077**

**Administrative Action:**

Project Name: I-25 Resurfacing near Colorado City ~MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek.

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

Federal Program Funds: \$ (263,317)

State Matching Funds: \$ (25,376)

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ (288,693)**

This administrative action de-programs FY24 funds from the construction phase of this project to finalize the award.

f) **TIP Amendment #2023.078**

**Administrative Action:**

Project Name: I-25 Resurfacing near Colorado City ~MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek.

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

Federal Program Funds: \$ (3,332,898)

State Matching Funds: \$ (321,195)

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ (3,654,093)**

This administrative action de-programs FY24 funds from the construction phase of this project to finalize the award.

g) **TIP Amendment #2023.079**

**Administrative Action:**

Project Name: I-25A Pavement Rehabilitation MP 92 – 102.6

STIP Number: SR25216.178

Project Location and Description: Pavement rehabilitation of I-25 through Pueblo

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

Federal Program Funds: \$ (235,067)

State Matching Funds: \$ (22,654)

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ (257,721)**

This administrative action de-programs FY24 funds from the design phase of this project due to cost savings.

h) **TIP Amendment #2023.080**

**Administrative Action:**

Project Name: I-25A Pavement Rehabilitation MP 92 – 102.6

STIP Number: SR25216.178

Project Location and Description: Pavement rehabilitation of I-25 through Pueblo

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

Federal Program Funds: \$ (2,469,369)

State Matching Funds:	\$ (237,976)
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ (2,707,345)</b>

This administrative action de-programs FY25 funds from the design phase of this project due to cost savings.

**i) TIP Amendment #2023.081**

**Administrative Action:**

Project Name: SH 47A Preventative Maintenance

STIP Number: SR25216.161

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

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

Federal Program Funds:	\$ (559,632)
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State Matching Funds:	\$ (53,932)
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Local Matching Funds:	\$
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ (613,564)</b>
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This administrative action de-programs FY25 funds for the construction phase of this project to finalize the award.

**j) TIP Amendment #2023.082**

**Administrative Action:**

Project Name: Enhanced Mobility of Senior and Individuals with Disabilities

STIP Number:

Project Location and Description: SRDA Admin and Operating

Fund Source(s): FY2024 FASTER

Federal Program Funds:	\$ 85,000
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State Matching Funds:	\$
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Local Matching Funds:	\$ 85,000
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 170,000</b>
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This administrative action, funding amount is the same but the funding type will be FASTER instead of FTA 5310 in FY 2024.

**k) TIP Amendment #2023.091**

**Administrative Action:**

Project Name: Adams & Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Construction of a roundabout at the intersection of Adams Ave and Jackson St in Pueblo

Fund Source(s): FY24 Region 2 Local Match Program (LOM)

Federal Program Funds:	\$
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State Matching Funds:	\$
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Local Matching Funds:	\$ 87,699
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 87,699</b>
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This administrative action programs the FY24 Local Match funds to the construction phase of this project.

**l) TIP Amendment #2023.092**

**Administrative Action:**

Project Name: CO45 Safety Improvements ~MP 0 - 6

STIP Number: SR27002.086

Project Location and Description: Address the existing line configuration on Pueblo Blvd.

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

**211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359**  
**E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)**

Federal Program Funds:	\$
State Matching Funds:	\$ 1,000
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 1,000</b>

Based on revenue reconciliation, this administrative action deducts FY25 funds from the construction phase of this project.

**m) TIP Amendment #2023.093**

**Administrative Action:**

Project Name: I-25 at Exit 108 Improvements

STIP Number: SR26867.119

Project Location and Description: Interchange improvements at I25 and Exit 108 in Pueblo

Fund Source(s): FY24 Region 2 – 10 Year Capital Investment Program (10C)

Federal Program Funds:	\$ 1,000,000
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State Matching Funds:	\$
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Local Matching Funds:	\$
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 1,000,000</b>
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This administrative action adds FY24 funds to the construction phase of this project.

**n) TIP Amendment #2023.094**

**Administrative Action:**

Project Name: I-25 at Exit 108 Improvements

STIP Number: SR26867.119

Project Location and Description: Interchange improvements at I25 and Exit 108 in Pueblo

Fund Source(s): FY24 Region 2 – Strategic Program (7PX)

Federal Program Funds:	\$
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State Matching Funds:	\$ 1,000,000
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Local Matching Funds:	\$
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 1,000,000</b>
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This administrative action adds FY24 funds to the construction phase of this project.

**o) TIP Amendment #2023.095**

**Administrative Action:**

Project Name: I25 and US50B Interchange

STIP Number: SR25216.164

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

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

Federal Program Funds:	\$ -134,732
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State Matching Funds:	\$ -27,000
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Local Matching Funds:	\$
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Other Project Funds:	\$
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<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ -161,732</b>
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This administrative action deducts FY24 SUR funds from the construction phase of this project and replaces them with additional funds from the following detailed funding pools.

**p) TIP Amendment #2023.096**

**Administrative Action:**

Project Name: I25 and US50B Interchange

STIP Number: SR25216.164

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

**211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359**

**E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)**

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

Federal Program Funds:	\$
State Matching Funds:	\$ -2,138,268
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ -2,138,268</b>

This administrative action deducts FY25 SUR funds from the construction phase of this project and replaces them with additional funds from the following detailed funding pools.

**q) TIP Amendment #2023.097**

**Administrative Action:**

Project Name: I25 and US50B Interchange

STIP Number: SR25216.164

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

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

Federal Program Funds:	\$ -2,814,860
State Matching Funds:	\$ -585,140
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ -3,400,000</b>

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

**r) TIP Amendment #2023.098**

**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): FY26 Region 2 Surface Treatment Program (SUR)

Federal Program Funds:	\$ 2,814,860
State Matching Funds:	\$ 585,140
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 3,400,000</b>

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

**s) TIP Amendment #2023.099**

**Administrative Action:**

Project Name: I25 and US50B Interchange

STIP Number: SR25216.164

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:	\$
State Matching Funds:	\$ -4,742,500
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ -4,742,500</b>

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

**t) TIP Amendment #2023.100**

**Administrative Action:**

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

**211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359**  
**E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)**

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: \$ **4,268,250**

State Matching Funds: \$ **474,250**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 4,742,500**

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

**u) TIP Amendment #2023.101**

**Administration Action:**

Project Name: I25 at US50B Reconstruction

STIP Number: SR27020.003

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

Fund Source(s): FY24 Region 2 Freight Program (FR8)

Federal Program Funds: \$ **-5,472,600**

State Matching Funds: \$ **-527,400**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ -6,000,000**

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

**v) TIP Amendment #2023.102**

**Administration 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 Freight Program (FR8)

Federal Program Funds: \$ **5,472,600**

State Matching Funds: \$ **527,400**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 6,000,000**

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

**w) TIP Amendment #2023.103**

**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: \$ **990,000**

State Matching Funds: \$ **110,000**

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 1,100,000**

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

**x) TIP Amendment #2023.104**

**Administrative Action:**

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

**211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259**

**FAX: (719) 553-2359**

**E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)**



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

Fund Source(s): FY24 Region 2 FASTER Safety Program (FAS)

Federal Program Funds:	\$	
State Matching Funds:	\$	200,000
Local Matching Funds:	\$	
Other Project Funds:	\$	
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$</b>	<b>200,000</b>

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

**y) TIP Amendment #2023.105**

**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 (FAS)

Federal Program Funds:	\$	
State Matching Funds:	\$	200,000
Local Matching Funds:	\$	
Other Project Funds:	\$	
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$</b>	<b>200,000</b>

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

**z) TIP Amendment #2023.106**

**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): FY26 Region 2 Permanent Water Quality Program (PWQ)

Federal Program Funds:	\$	5,353,600
State Matching Funds:	\$	515,932
Local Matching Funds:	\$	
Other Project Funds:	\$	
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$</b>	<b>5,869,532</b>

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

**aa) TIP Amendment #2023.107**

**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): FY27 Region 2 Permanent Water Quality Program (PWQ)

Federal Program Funds:	\$	2,118,478
State Matching Funds:	\$	204,159
Local Matching Funds:	\$	
Other Project Funds:	\$	
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$</b>	<b>2,322,637</b>

This administrative action adds FY27 funds to the construction phase of this project.

**bb) TIP Amendment #2023.108**

**Administrative Action:**

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

**211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359**  
**E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)**

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

Fund Source(s): FY24 Region 2 Strategic Program (7PX)

Federal Program Funds:	\$
State Matching Funds:	\$ 31,000,000
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 31,000,000</b>

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

**cc) TIP Amendment #2023.109**

**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 Bridge Formula Program (BFP)

Federal Program Funds:	\$ 26,186,500
State Matching Funds:	\$ 5,363,500
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 31,550,000</b>

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

**dd) TIP Amendment #2023.110**

**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 Bridge Tunnel Enterprise Program (BTE)

Federal Program Funds:	\$
State Matching Funds:	\$ 51,000,000
Local Matching Funds:	\$
Other Project Funds:	\$
<b>TOTAL PROJECT FUND AMENDMENT:</b>	<b>\$ 51,000,000</b>

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

**Action Requested: Informational**

**13. Next TAC – March 12, 2024 - Planning Conf Room, 211 E D St 81003**

**Action Requested: Informational**

**14. Items from TAC Members or scheduling of future Agenda Items**

**Roundtable Discussion**

*Purcell and Industrial*

*Union Street/Main Street*

**15. Adjourn at or before 11:00 am**

*Adjournment was at 11:01 a.m.*



# Safety Performance Targets for CY 2024

## Targets set for CY 2024

Trend Projections (5 year rolling average 2020-2024)

Fatalities: 716

Fatality Rate (per 100 MVMT): 1.358

Serious Injuries: 3,507

Serious Injury Rates: 6.528

Non-Motorized Fatalities and SI: 572

## CY 2022

Fatalities: 764

Fatality Rate: 1.416

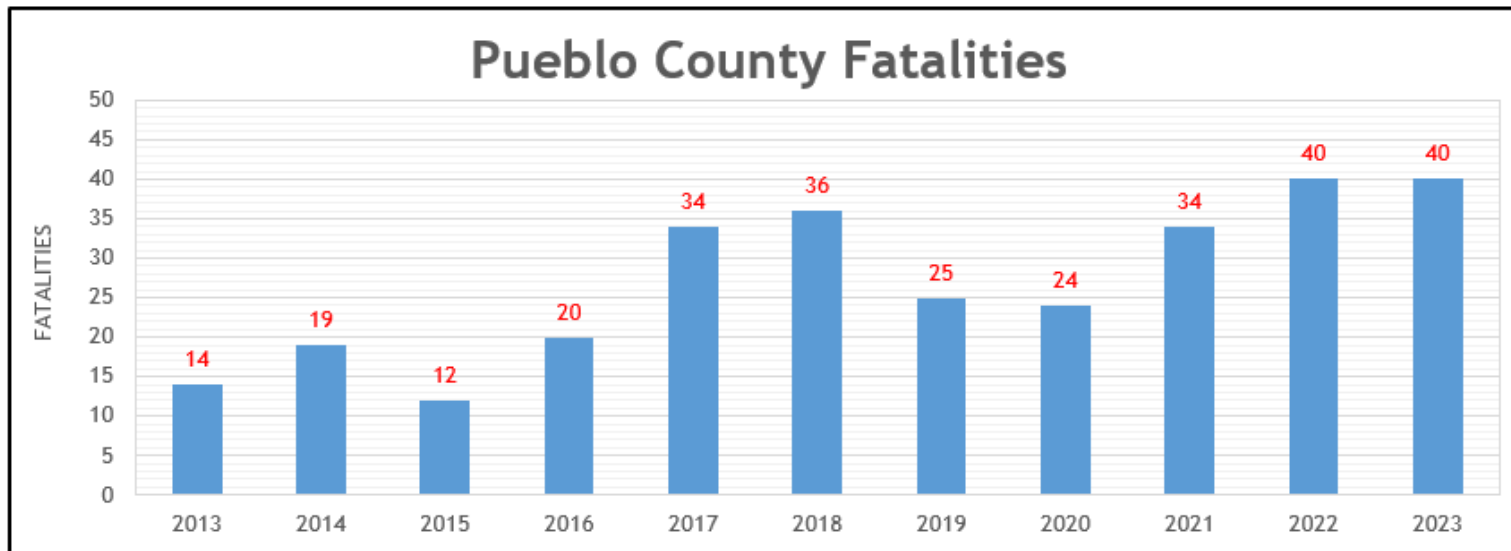
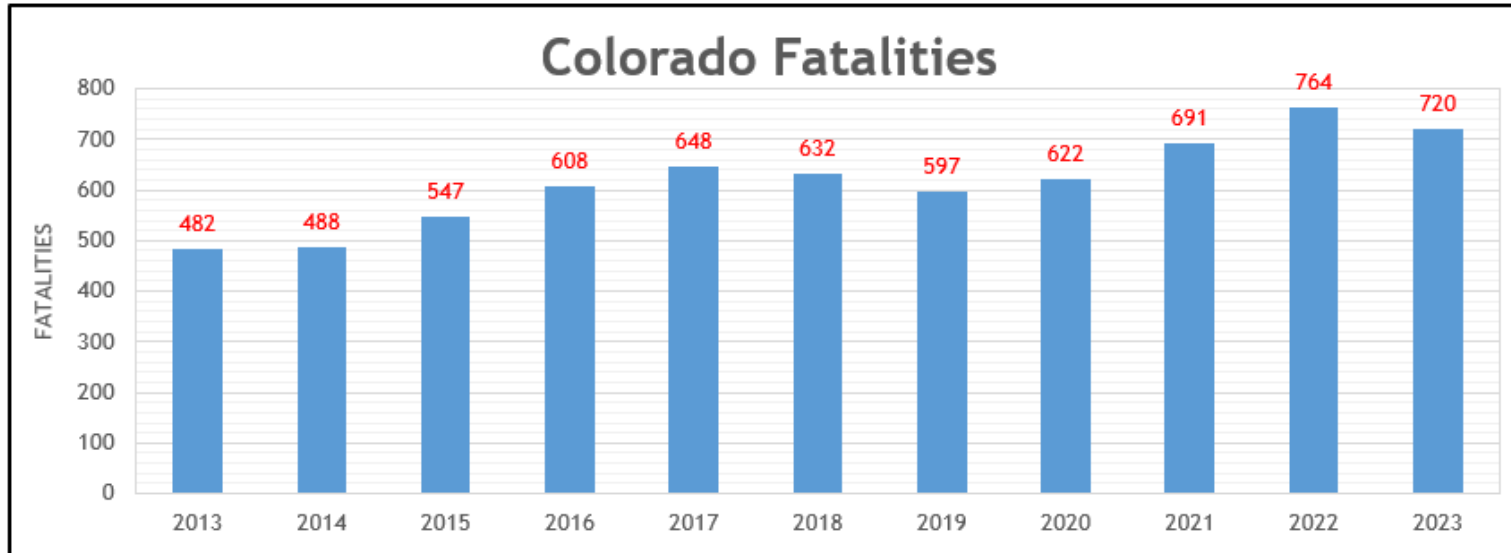
Serious Injuries: 3,706

SI Rate: 6.868

NM Fatal and SI: 662

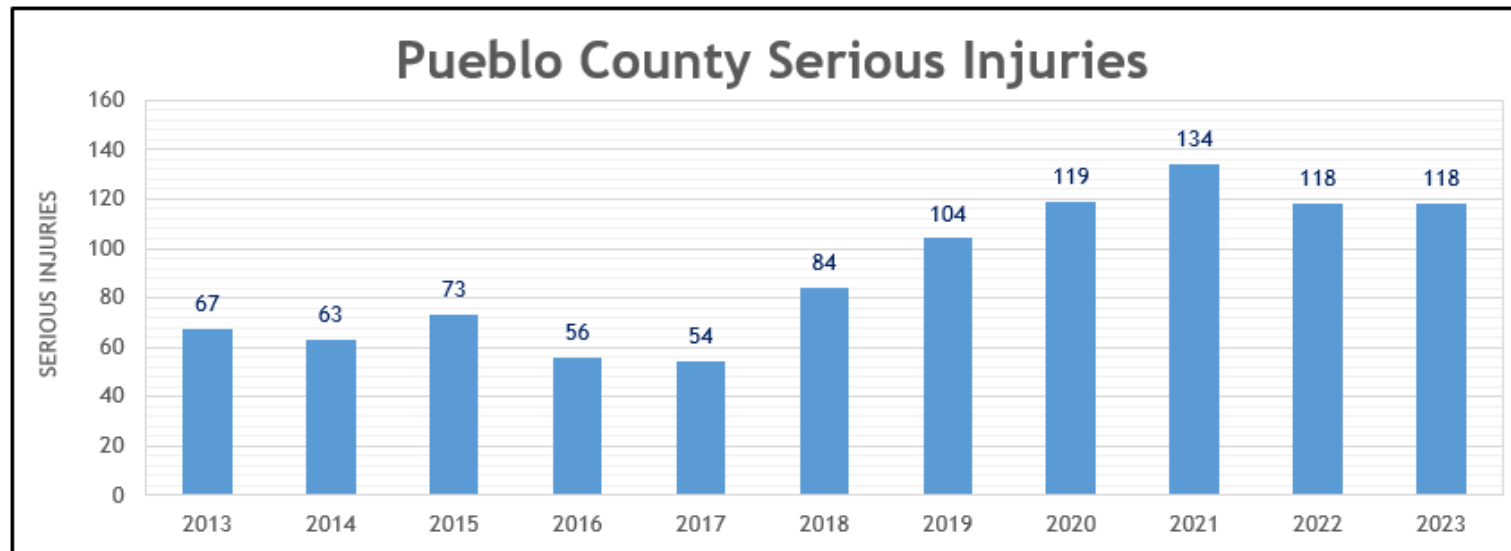
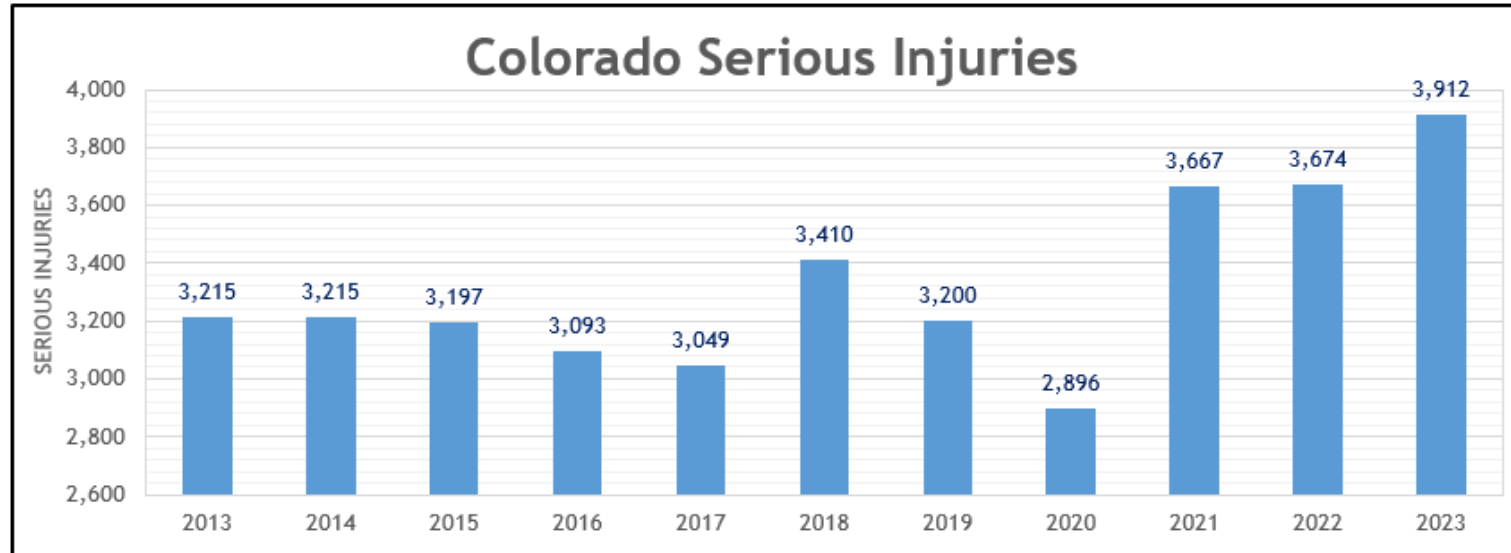


# Fatality Trends as of 3/6/2024





# Serious Injury Trends as of 3/6/2024





Traffic Safety and Engineering Services  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, CO 80204

## MEMORANDUM

DATE: September 12, 2023  
TO: Statewide MPO Distribution List  
FROM: David Swenka, CDOT HQ Traffic Safety and Engineering Services Branch  
SUBJECT: Colorado Calendar Year 2024 Safety Performance Measure Targets Update

### **Background**

- Safety targets are reported by each State Department of Transportation (DOT) to FHWA in the State Highway Safety Improvement Program (HSIP) Annual Report (23 CFR 490.213(a)).
- The Metropolitan Planning Organizations (MPO) will establish performance targets for each of the measures (23 CFR 490.209(c)) no later than 180 days after the respective State DOT establishes and reports targets in the State HSIP annual report (23 CFR 490.209(c)(1)).
- The MPOs will annually report their established safety targets to their respective State DOT, in a manner that is documented and mutually agreed upon by both parties (23 CFR 490.213(b)).

The CDOT Office of Transportation Safety (OTS) and the CDOT Traffic Safety and Engineering (TSE) Services Branch coordinate with the Colorado Department of Health and Environment to evaluate historical crash data and develop various trend models. The OTS and TSE branch then evaluate the results, consider factors like the Strategic Transportation Safety Plan (STSP) goals, and then agree what to set for the calendar year 2024 targets. The following measures were submitted to FHWA in the Colorado HSIP annual report in August 2023:

### **Calendar Year 2024 Safety Performance Targets**

(All measures reflect five-year averages for 2020-2024)

Number of Fatalities: 716.0

Number of Serious Injuries: 3,507.0

Fatality Rate: 1.358 per 100 million vehicle miles traveled (100 MVMT)

Serious Injury Rate: 6.528 per 100 MVMT

Total Number of Non-Motorized Fatalities and Serious Injuries: 572.0



# **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.

### 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 ~~annual~~, 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, Rawlings 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 voting member is absent. They can designate a representative to vote on their behalf, but must notify staff in writing, one week prior to meeting. 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.

### Section 7. QUORUM

A meeting shall be considered in quorum if one third (1/3rd) of the current voting Commission membership, rounded up to the nearest whole number, is 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

#### Pueblo Department of Public Health and Environment:

Who from PDPHE is included?

Commented [EC1]: We will ask TAC

#### 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

Is this still a “Citizens” advisory committee if it doesn’t have any at-large citizens? Do interest-group representatives count as representing the public?

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.

#### 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. A representative may serve more terms in the event no other qualified individual can be located and Board of Directors approve such appointment.

Term limits may be overridden in the event that a qualified individual can not be located to fill a specified vacancy. If this occurs, the member entity shall document that efforts have been made to locate another qualified individual and that such efforts have been unsuccessful. The PACOG Board of Directors may, at its discretion, allow such a person to serve more than the two allowed terms.

Terms shall apply to non-public employee members.

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

*All designated representatives shall serve at the discretion of their respective organizations.*

If there aren't any Citizens-At-large, and all members are serving as representatives of an organization, is there any point in having term limits?

No defined term limit

#### Section 5. ABSENTEEISM

Individuals missing three (3) consecutive, regularly scheduled meetings, or a total of four (4) regular meetings, during a twelve-month period shall be automatically reviewed by the PACOG/MPO Staff for possible termination. When a representative has been absent for the second consecutive time or has been absent 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, 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 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 Board of Directors, appoint all Chairpersons of sub-committees, 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, 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 Board's Chairperson. In the 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.

#### Unbalanced distribution of authority and responsibility

**Commented [EC2]:** How do you propose to break up the authority and responsibility?

#### Section 4. Terms 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, election for Vice-Chairperson shall be held at 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 QUORUM

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.

**Second Regular Session  
Seventy-fourth General Assembly  
STATE OF COLORADO**

**INTRODUCED**

LLS NO. 24-0288.03 Pierce Lively x2059

**HOUSE BILL 24-1313**

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**HOUSE SPONSORSHIP**

**Woodrow and Jodeh,**

**SENATE SPONSORSHIP**

**Hansen and Winter F.,**

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**House Committees**

Transportation, Housing & Local Government

**Senate Committees**

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**A BILL FOR AN ACT**

101     **CONCERNING MEASURES TO INCREASE THE AFFORDABILITY OF**  
102     **HOUSING IN TRANSIT-ORIENTED COMMUNITIES.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)*

**Section 1** of the bill establishes a category of local government: A transit-oriented community. As defined in the bill, a transit-oriented community is either a local government that:

- Is entirely within a metropolitan planning organization;
- Has a population of 4,000 or more; and
- Contains at least 75 acres of certain transit-related areas; or

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.  
Capital letters or bold & italic numbers indicate new material to be added to existing law.  
Dashes through the words or numbers indicate deletions from existing law.



If the local government is a county, contains either a part of:

- A transit station area that is both in an unincorporated part of the county and within one-half mile of a station that serves a commuter rail service or light rail service; or
- A transit corridor area that both is in an unincorporated part of the county and is fully encompassed by one or more municipalities.

The bill requires a transit-oriented community to meet its housing opportunity goal and relatedly requires the department to:

- On or before July 31, 2024, publish a map that designates transit areas that transit-oriented communities shall use in calculating their housing opportunity goal; and
- On or before December 31, 2024, publish models and guidance to assist a transit-oriented community in meeting its housing opportunity goal.

A housing opportunity goal is a zoning capacity goal determined based on an average zoned housing density and the amount of transit-related areas within a transit-oriented community. The bill requires a transit-oriented community to meet its housing opportunity goal by ensuring that enough areas in the transit-oriented community qualify as transit centers. In order to qualify as a transit center, an area must:

- Be composed of zoning districts that uniformly allow a net housing density of at least 15 units per acre;
- Identify the net housing density allowed by law;
- Meet a housing density established by the transit-oriented community;
- Not include any area where local law exclusively restricts housing occupancy based on age or other factors;
- Have an administrative approval process for multifamily residential property development on parcels that are 5 acres or less in size;
- Be composed of contiguous parcels, if located partially outside of a transit area; and
- Be located wholly within a transit area and not extend more than one-quarter mile from the edge of a transit area, unless the department allows otherwise.

A transit-oriented community is required to demonstrate that it has met its housing opportunity goal by submitting a housing opportunity goal report to the department of local affairs (department). A housing opportunity goal report must include:

- The housing opportunity goal calculation that the transit-oriented community used in determining its housing opportunity goal;
- Evidence that the transit-oriented community has met its housing opportunity goal;

- A map that identifies the boundaries of any transit centers within the transit-oriented community;
- If relevant, a plan to address potential insufficient water supplies for meeting the transit-oriented community's housing opportunity goal;
- Affordability strategies that the transit-oriented community will implement in meeting its housing opportunity goal. The transit-oriented community shall select some of these strategies from the standard and long-term affordability strategies menus in the bill, and the transit-oriented community shall include an implementation plan describing how it will implement these strategies.
- Any displacement mitigation strategies that the transit-oriented community has or will adopt from the displacement mitigation strategies menu in the bill and an implementation plan describing how it will implement these strategies.

Additionally, the bill requires a transit-oriented community to submit a progress report to the department every 3 years.

After receiving a transit-oriented community's housing opportunity goal report, the department shall either approve the report or provide direction to the transit-oriented community for amending and resubmitting the report and require the transit-oriented community to resubmit the report. If a transit-oriented community does not submit a housing opportunity goal report to the department on or before December 31, 2026, or if the department does not approve a transit-oriented community's housing opportunity goal report, the department will designate the transit-oriented community as a nonqualified transit-oriented community. Similarly, if a transit-oriented community does not submit a progress report to the department every 3 years, or if the department does not approve a transit-oriented community's progress report, the department will designate the transit-oriented community as a nonqualified transit-oriented community.

The state treasurer shall transfer any money that a nonqualified transit-oriented community would have otherwise been allocated from the highway users tax fund instead to the transit-oriented communities highway users tax account (account). The department shall not use any money in the account that is attributable to a specific nonqualified transit-oriented community until 180 days after the transit-oriented community became a nonqualified transit-oriented community. If a nonqualified transit-oriented community no longer qualifies as a nonqualified transit-oriented community during that 180-day period, the treasurer shall issue a warrant to the transit-oriented community for the amount of money that was diverted from the transit-oriented community to the account.

If the department does not approve a transit-oriented community's housing opportunity goal report on or before December 31, 2027, the department may seek an injunction requiring the transit-oriented community to comply with the requirements of the bill.

In addition to designating an area as a transit center for purposes of meeting a housing opportunity goal, the bill allows local governments to designate an area as a neighborhood center so long as the local government ensures that the area:

- Has an average zoned housing density sufficient to increase public transit ridership;
- Has an administrative approval process for multifamily residential property development on parcels that are no larger than a size determined by the department;
- Has a mixed-use walkable neighborhood; and
- Satisfies any other criteria required by the department.

The bill also creates the transit-oriented communities infrastructure fund grant program (grant program) within the department. The purpose of the grant program is to assist local governments in upgrading infrastructure within transit centers and neighborhood centers. In administering the grant program, the department shall prioritize grant applicants based on the information in the reports described in the bill. Grants from the grant program are awarded from money in the transit-oriented communities infrastructure fund (fund). The fund consists of gifts, grants, and donations along with money that the general assembly may appropriate or transfer to the fund and money in the account described in the bill. The fund is continuously appropriated. On July 1, 2024, the state treasurer shall transfer \$35 million from the general fund to the fund.

**Section 2** prohibits a planned unit development resolution or ordinance for a planned unit development that is adopted on or after the effective date of the bill and that applies within a transit-oriented center or neighborhood center from restricting the development of housing more than the local law that applies to that transit-oriented center or neighborhood center.

**Section 3** states that any restriction by a unit owners' association within a transit-oriented center or neighborhood center on the development of housing that is adopted on or after the effective date of the bill and is beyond the local law that applies to that transit-oriented center or neighborhood center is void as a matter of public policy.

**Sections 4 and 5** require the Colorado housing and financing authority to allocate tax credits under the state affordable housing tax credit to qualified housing developments within transit centers.



# Revised Fiscal Note

(replaces fiscal note dated January 24, 2024)

**Drafting Number:**  
**Prime Sponsors:**

LLS 24-0244  
Sen. Winter F.; Cutter  
Rep. Lindsay; Lindstedt

**Date:**  
**Bill Status:**  
**Fiscal Analyst:**

February 21, 2024  
Senate Finance  
Colin Gaiser | 303-866-2677  
colin.gaiser@coleg.gov

<b>Bill Topic:</b>	<b>VULNERABLE ROAD USER PROTECTION ENTERPRISE</b>		
<b>Summary of Fiscal Impact:</b>	<input checked="" type="checkbox"/> State Revenue	<input checked="" type="checkbox"/> State Transfer	<input checked="" type="checkbox"/> Local Government
	<input checked="" type="checkbox"/> State Expenditure	<input type="checkbox"/> TABOR Refund	<input type="checkbox"/> Statutory Public Entity
	The bill creates the Vulnerable Road User Protection Enterprise and levies new registration fees on certain passenger vehicles and light trucks to fund infrastructure improvement projects. On an ongoing basis, it increases state and local revenue and expenditures, and allows for the transfer of money between funds.		
<b>Appropriation Summary:</b>	For FY 2024-25, the bill requires a reappropriation of \$36,919 from CDOT to the Department of Revenue. Other costs in CDOT are paid using continuously appropriated funds.		
<b>Fiscal Note Status:</b>	The revised fiscal note reflects the introduced bill, as amended by the Senate Transportation and Energy Committee.		

Table 1  
State Fiscal Impacts Under SB 24-036

		Budget Year FY 2024-25	Out Year FY 2025-26
Revenue	Vulnerable Road Users Enterprise Fund	\$10.2 million	\$21.0 million
	<b>Total Revenue</b>	<b>\$10.2 million</b>	<b>\$21.0 million</b>
Expenditures	Vulnerable Road Users Enterprise Fund <sup>1</sup>	\$248,955	\$30.5 million
	Centrally Appropriated	\$56,903	\$49,140
	<b>Total Expenditures</b>	<b>\$305,858</b>	<b>\$30.6 million</b>
	<b>Total FTE</b>	<b>3.0 FTE</b>	<b>2.6 FTE</b>
Transfers	State Highway Fund	(\$305,858)	\$305,858
	Vulnerable Road Users Enterprise Fund	\$305,858	(\$305,858)
	<b>Net Transfer</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> Revenue estimates are based on the maximum fee levels allowed by the bill and assume only the vehicles in the 12 most populous counties. Second-year expenditures include spending of revenue collected over the first two fiscal years; the timing of this spending may vary. Ongoing spending is estimated to be approximately \$21 million per year, depending on fees set by the enterprise. See State Revenue section for additional detail on fee revenue assumptions.

## **Summary of Legislation**

The bill creates the Vulnerable Road User Protection Enterprise and governing board in the Department of Transportation (CDOT). The enterprise will provide funding for transportation system infrastructure improvements that seek to prevent vehicular collisions with vulnerable road users, such as pedestrians or bicyclists. On or after July 1, 2025, the enterprise is authorized to provide grants for eligible projects, as outlined in the bill, within the following parameters:

- The enterprise must seek to award grants to each county in amounts that are reasonably proportional to the amount of fee revenue collected from each county.
- Grants must be at least \$250,000.
- The enterprise cannot require a recipient of a grant that is less than \$1 million to provide matching money for the grant.
- For grants that are at least \$1 million, the enterprise must require the grant recipient to provide matching money of 20 percent of the grant amount.
- Grants may be used as matching money for federal funds or in combination with other state sources of transportation infrastructure funding, in accordance with all applicable requirements.

The enterprise must also pay the compensation for 1.0 FTE to provide education to local and regional publicly employed engineers on new engineering standards for safety.

After January 1, 2025, but before July 1, 2025, the enterprise is required to implement a Vulnerable Road User Protection Fee in Colorado's 12 most populous counties on the registration of passenger cars and light trucks that are not commercial vehicles or owned or leased by the state. Additional counties may opt in to implement the fee and receive grants.

The fees are imposed in tiered amounts calculated based on motor vehicle weights and configurations. The bill specifies the maximum fee that may be charged for each tier, which is adjusted for inflation in subsequent fiscal years. The enterprise will notify the Department of Revenue (DOR) of the fee amounts before March 15 of each state fiscal year. Fee revenue is credited to the Vulnerable Road User Protection Enterprise Fund and continuously appropriated to the enterprise. The enterprise must set fees at a level to fund its operations but not to exceed \$100 million over first five fiscal years.

No later than June 1, 2025, the enterprise is instructed to publish and post on its website a five-year plan detailing its business purpose and funding estimates. The enterprise will also manage a public accountability dashboard providing summary information about the five-year plan and funding status and progress of each eligible project. The enterprise is required to present an annual report to the Transportation Commission and relevant legislative committees regarding the enterprise's activities and funding.

Finally, the bill outlines the membership of the governing board. The board consists of five members appointed by legislative leadership, CDOT, and the Governor.

## **Background**

**New enterprise creation.** TABOR defines an enterprise as "a government-owned business authorized to issue its own revenue bonds and receiving under ten percent of annual revenue in grants from all Colorado state and local governments combined." Because the share of revenue that an enterprise may receive from government sources is capped, enterprises are largely financially independent of core government agencies. Additionally, enterprises cannot levy taxes. TABOR limits the amount of money that can be spent or saved by the state government and all local governments within the state. However, revenue collected by enterprises is not subject to these constraints.

Current law requires voter approval to create a state government enterprise that collects more than \$100 million over its first five years of operation. The enterprise created in this bill is restricted from collecting fee or surcharge revenue exceeding \$100 million over its first five fiscal years; therefore, the voter approval requirement does not apply.

**DRIVES programming.** The Division of Motor Vehicles (DMV) in the DOR uses its Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) information technology system for all driver license and motor vehicle transactions. The DRIVES system requires an extensive 18-month upgrade which is scheduled to take place from July 1, 2024, through March 31, 2026. As a result, the DOR has requested that any new legislation requiring DRIVES programming have an effective date of April 1, 2026, with roll-forward spending authority through FY 2026-27, noting that each programming requirement during the system upgrade period may increase the overall project timeline. Based on the current effective date in the bill, the fiscal note includes costs for the DRIVES programming to take place twice—in the existing and new system.

## **Assumptions**

To calculate the potential revenue from the new registration fees, the fiscal note estimates amount of revenue that will be collected at the maximum fee levels allowed by the bill in the 12 most populous counties. Actual revenue will be less if the fees are set at a lower level by the enterprise, and more if additional counties opt to implement the fee. The fee schedule for FY 2024-25 is detailed in Table 2. Vehicles owned or leased by the state are exempt from the fees (up to 6,400 vehicles statewide), but have not been accounted for in the estimates in Table 2 as their weights and county of registration are not readily available.

**Table 2**  
**FY 2024-25 Vulnerable Road User Fee Schedule Under SB 24-036**

<b>Weight Class</b>	<b>Maximum Fee</b>	<b>Covered Vehicles</b>
<b>Passenger Cars</b>		
< 3,500 pounds	-	1,091,396
3,500 – 4,499 pounds	\$3.00	510,114
4,500 – 5,499 pounds	\$4.40	23,285
5,500 – 6,499 pounds	\$6.40	1,808
6,500 – 7,499 pounds	\$9.30	247
7,500 – 8,499 pounds	\$13.60	88
8,500 – 9,499 pounds	\$19.90	41
> 9,500 pounds	\$29.10	307
<b>Light Trucks</b>		
< 3,500 pounds	-	427,205
3,500 – 4,499 pounds	\$4.50	1,367,478
4,500 – 5,499 pounds	\$6.60	916,119
5,500 – 6,499 pounds	\$9.60	302,146
6,500 – 7,499 pounds	\$14.00	111,630
7,500 – 8,499 pounds	\$20.40	54,908
8,500 – 9,499 pounds	\$29.90	9,112
> 9,500 pounds	\$43.60	17,723

The bill defines “passenger car” as a motor vehicle that is not a commercial vehicle as defined in statute; has two axles and four wheels; is manufactured primarily for use in the transportation of not more than 10 individuals; and is not a pickup truck, sport utility vehicle, van, or a minivan. A “light truck” is defined as a motor vehicle that is not a commercial vehicle; has two axles and at least four wheels; and is a pickup truck, a sport utility vehicle, a van, or a minivan. Vehicles weighing less than 3,500 pounds are not subject to the fee.

The number of covered vehicles listed in Table 2 above is based on 2021 vehicle registration data from the DOR, and encompasses Colorado’s 12 most populous counties: Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, El Paso, Jefferson, Larimer, Mesa, Pueblo, and Weld.



## State Revenue

The bill is estimated to increase cash fund revenue from fees by an estimated \$10.2 million in FY 2024-25 and \$21.0 million in FY 2025-26 and ongoing. This revenue is deposited to the Vulnerable Road User Protection Enterprise Fund and is not subject to the state's revenue limit under TABOR in years when the program qualifies as a state enterprise under TABOR. Actual revenue may differ from these estimates based on the fee amounts set by the enterprise and the actual number of registered vehicles in the state.

**Fee impact.** Colorado law requires legislative service agency review of measures which create or increase any fee collected by a state agency. These fee amounts are estimates only, actual fees will be set administratively by the enterprise board based on cash fund balance and program costs. First-year fee revenue represents a half-year impact, as this fiscal note assumes the enterprise will begin collecting fees on January 1, 2025.

**Table 3**  
**Fee Impact Under SB 24-036**

<b>Fiscal Year</b>	<b>Type of Fee</b>	<b>Vehicles Affected</b>	<b>Total Fee Impact<sup>1</sup></b>
FY 2024-25	Vulnerable Road User Fee – See Table 2	3.32 million	\$10,243,182
FY 2025-26	Vulnerable Road User Fee – See Table 2	3.32 million	\$21,039,495

<sup>1</sup> Fee revenue in the first year represents a half-year impact at the maximum fee amounts for vehicles in the 12 most populous counties. In the second year, the maximum fee amount has been adjusted for inflation from the amounts shown in Table 2.

**Voter approval of new state enterprises.** Current law requires voter approval for a state enterprise with projected or actual revenue from fees and surcharges over \$100 million in its first five fiscal years. The new enterprise in this bill will begin operating in FY 2024-25. Through FY 2027-28, the enterprise is projected to collect less than \$100 million in fees and not require voter approval.

## State Transfers

To support the enterprise prior to the start of fee collections, the bill allows CDOT to transfer money from one of its funds as a loan to the Vulnerable Road User Protection Enterprise Fund. It is assumed that such a transfer will be made from the State Highway Fund to the enterprise fund in FY 2024-25, and that a corresponding transfer from the enterprise fund to the State Highway Fund will be made in FY 2025-26 will be made to repay the loan. Based on the fiscal note's expenditure estimates for administrative and start-up costs for the enterprise in FY 2024-25, it is assumed that \$305,858 will be transferred and repaid between the funds.

## State Expenditures

The bill increases expenditures by about \$306,000 in FY 2024-25 and up to \$30.5 million in FY 2025-26 in the Vulnerable Road User Protection Enterprise in CDOT and the Department of Revenue (DOR). Ongoing expenditures in FY 2026-27 and future years will be up to \$21 million per year, depending on actual fee collections by the enterprise. These costs are paid from the Vulnerable Road User Protection Enterprise Fund. The bill's costs are outlined in Table 4 and described below.

**Table 4**  
**Expenditures Under SB 24-036**

	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>Vulnerable Road User Protection Enterprise (CDOT)</b>		
Personal Services	\$194,856	\$167,001
Operating Expenses	\$3,840	\$3,328
Capital Outlay Costs	\$13,340	-
Grants to Eligible Projects (see State Revenue)	-	\$30.2 million <sup>1</sup>
Centrally Appropriated Costs <sup>2</sup>	\$56,903	\$49,140
FTE – CDOT	3.0 FTE	2.6 FTE
<b>CDOT Subtotal</b>	<b>\$268,939</b>	<b>\$30,419,469</b>
<b>Department of Revenue (DOR)</b>		
DRIVES Programming	\$27,776	\$28,560
ISD Development & Testing	\$2,870	\$2,870
Business User Acceptance Testing	\$2,016	\$2,016
OIT Support	\$4,257	\$4,257
<b>DOR Subtotal</b>	<b>\$36,919</b>	<b>\$37,703</b>
<b>Total Cost</b>	<b>\$305,858</b>	<b>\$30,457,172</b>
<b>Total FTE</b>	<b>3.0 FTE</b>	<b>2.6 FTE</b>

<sup>1</sup> This amount assumes that available revenue collected in FY 2024-25 and FY 2025-26 will be issued as grants in FY 2025-26. Ongoing grant amounts are estimated at \$21 million per year.

<sup>2</sup> Centrally appropriated costs are not included in the bill's appropriation.

**Vulnerable Road User Protection Enterprise (CDOT).** The bill increases costs in the Vulnerable Road User Protection Enterprise in CDOT starting in FY 2024-25. These costs are for staff support and grants to local governments, as outlined below.

- **Staffing.** The CDOT requires 3.0 FTE in FY 2024-25 and 2.6 FTE in outgoing years to administer and support the enterprise, including a 1.0 FTE Program Coordinator position and the 1.0 FTE Training Specialist III required by the bill. The Program Coordinator position will provide administrative support to the board, support the development of annual reports and a five-year plan, maintain information on the website, and administer the grant program. The Training Specialist position will provide education to local and regional publicly employed

engineers on new engineering standards and safety, and to provide safety-related signage. The CDOT also requires 1.0 FTE in FY 2024-25 and 0.6 FTE in FY 2025-26 for budget, accounting, and procurement support for the enterprise. All positions are assumed to have a July 2024 start date.

- **Grants.** The enterprise is authorized to begin issuing grants to eligible entities on or after July 1, 2025. Beginning in FY 2025-26, the enterprise will have at least \$30.2 million to disburse as grants. This amount represents the revenue collected over the first two first years, after accounting for staffing and programming costs in the CDOT, CDPHE, and DOR, and repayment of the loan described in the State Transfers section above.

**DRIVES Programming (DOR).** The DOR requires \$36,919 in FY 2024-25 for the first round of DRIVES programming, which includes 112 hours at \$248 per hour for programming and \$4,886 for ISD development and user acceptance testing. The second round of programming in FY 2025-26 requires \$37,703 to account for an increase in DRIVES programming costs to \$255 per hour. In FY 2026-27 and beyond, the DOR requires \$6,312 to annually update the fees for inflation. Office of Information Technology (OIT) support requirements are estimated at 43 hours in FY 2024-25 and FY 2025-16 at a rate of \$99 per hour, which will be allocated to DOR and paid to OIT via real-time billing.

**Governor's Office.** Workload will minimally increase for the Governor's Office of Boards and Commissions to make the required appointment under the bill. This work can be accomplished within existing appropriations.

**Centrally appropriated costs.** Pursuant to a Joint Budget Committee policy, certain costs associated with this bill are addressed through the annual budget process and centrally appropriated in the Long Bill or supplemental appropriations bills, rather than in this bill. These costs, which include employee insurance and supplemental employee retirement payments, are shown in Table 4.

## **Local Government**

The bill will increase workload and costs for local governments that apply for and receive funding for infrastructure and qualifying projects. Local governments that receive grants of at least \$1 million will be required to provide matching funds in an amount equal to 20 percent of the grant amount.

## **Technical Note**

The fiscal note currently includes a duplicative programming cost for the DOR's DRIVES system, as discussed in the Background section. The duplicate cost would be removed if the bill's effective date were amended to April 1, 2026, when the DRIVES upgrade is complete.

## **Effective Date**

The bill takes effect upon signature of the Governor, or upon becoming law without his signature.

## **State Appropriations**

For FY 2024-25, the bill requires a reappropriation of \$36,919 from the Vulnerable Road User Protection Enterprise in CDOT to the Department of Revenue.

## **State and Local Government Contacts-**

Counties	Local Affairs	Public Health and Environment
Public Safety	Regulatory Agencies	Revenue
Transportation		

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The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit: [leg.colorado.gov/fiscalnotes](https://leg.colorado.gov/fiscalnotes).

Second Regular Session  
Seventy-fourth General Assembly  
STATE OF COLORADO

DRAFT  
9/12/23

**BILL 1**

LLS NO. 24-0244.01 Jason Gelender x4330

**INTERIM COMMITTEE BILL**

**Transportation Legislation Review Committee**

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**BILL TOPIC:** Vulnerable Road User Protection Enterprise

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**A BILL FOR AN ACT**

101     **CONCERNING THE CREATION OF AN ENTERPRISE TO PROVIDE**  
102             **INFRASTRUCTURE IMPROVEMENTS THAT PROTECT VULNERABLE**  
103             **ROAD USERS.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov/>.)*

**Transportation Legislation Review Committee.** The bill creates the vulnerable road user protection enterprise in the department of transportation (CDOT) for the purpose of providing funding for transportation system infrastructure improvements and other data-driven strategies identified in the federal highway administration-mandated

*Capital letters or bold & italic numbers indicate new material to be added to existing law.  
Dashes through the words indicate deletions from existing law.*

vulnerable road user safety assessment, which CDOT is required to develop, that reduce the number of collisions with motor vehicles that result in death or serious injury to vulnerable road users (eligible projects). The enterprise is required to impose a vulnerable road user protection fee, which is imposed in tiered amounts that are calculated based on motor vehicle weight and configuration, on the registration of passenger cars and light trucks that are not commercial vehicles. Fee revenue is credited to a newly created vulnerable road user protection enterprise cash fund and continuously appropriated to the enterprise. The enterprise is authorized to provide grants, subject to specified parameters relating to grant amounts, matching money requirements, and the use of grant money, to fund eligible projects.

The enterprise is required to:

- Publish and post on its website a 5-year plan that details how the enterprise will execute its business purpose and estimates the amount of funding that will be available to implement the plan;
- Create, maintain, and regularly update on its website a public accountability dashboard; and
- Prepare an annual report, present the report to the transportation commission and specified legislative committees, and post the report on its website.

---

1 *Be it enacted by the General Assembly of the State of Colorado:*

2 **SECTION 1.** In Colorado Revised Statutes, **add** part 16 to article  
3 4 of title 43 as follows:

4 **PART 16**

5 **VULNERABLE ROAD USER PROTECTION ENTERPRISE**

6 **43-4-1601. Legislative declaration.** (1) THE GENERAL ASSEMBLY  
7 HEREBY FINDS AND DECLARES THAT:

8 (a) ADVANCING THE SAFETY OF THE TRANSPORTATION SYSTEM OF  
9 COLORADO IS OF PARAMOUNT IMPORTANCE;

10 (b) ONE OF THE BEST WAYS TO IMPROVE THE SAFETY OF THE  
11 TRANSPORTATION SYSTEM IS TO REDUCE THE NUMBER OF FATALITIES AND  
12 SERIOUS INJURIES CAUSED BY COLLISIONS BETWEEN MOTOR VEHICLES  
13 THAT ENCLOSE OCCUPANTS AND UNENCLOSED VULNERABLE ROAD USERS

## Definitions:

Regionally Significant – A project that drastically<sup>i</sup> changes or modifies regional connectivity and may affect baseline GHG emissions.

## Policy

- 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.

## Admin

- 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<sup>ii</sup> in current year of TIP
  - The obligation authority 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.

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<sup>i</sup> What is considered a drastic change is at the discretion of the MPO

<sup>ii</sup> as shown in TIP and STIP



# COLORADO

## Department of Transportation

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

TO: Pueblo Area Council of Governments  
211 E. D Street  
Pueblo, CO 81003  
719-553-2244  
Attn: Eva Cosyleon

March 1, 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: City of Pueblo Lake Avenue and Orman Roundabout

STIP Number: SR26644.103

Project Location and Description: Construction of a roundabout at the intersection of Lake Ave and Orman Ave in Pueblo

Fund Source(s): FY24 Region 2 Local Match Program (LOM)

Federal Program Funds:	\$	
State Matching Funds:	\$	
Local Matching Funds:	\$	17,939
Other Project Funds:	\$	

**TOTAL PROJECT FUND AMENDMENT: \$ 17,939**

- This administrative action moves FY24 Local Match funds from the construction phase to the design 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 at I25 and US50B

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

Federal Program Funds: \$ 4,268,250

State Matching Funds: \$ (474,250)

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 4,742,500**

- This administrative action replaces FY25 State matching funds in the construction phase of this project with FY25 Federal matching funds.

### **Administrative Action:**

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

Project Location and Description: Construction of a new interchange at I25 and US50B

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

Federal Program Funds: \$ 4,742,500

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

**TOTAL PROJECT FUND AMENDMENT: \$ 4,742,500**

- This administrative action replaces FY25 State matching funds with Federal funds in the construction phase of this project.

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

Sincerely,

**Geoff Guthrie**

Geoff Guthrie  
CDOT Region 2 Transportation Planning Supervisor