

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

Pueblo Area Council of Governments

Transportation Improvement Program 2023-2027

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SECTION 1: TIP NARRATIVE AND POLICY

INTRODUCTION and RESPONSIBILITIES

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

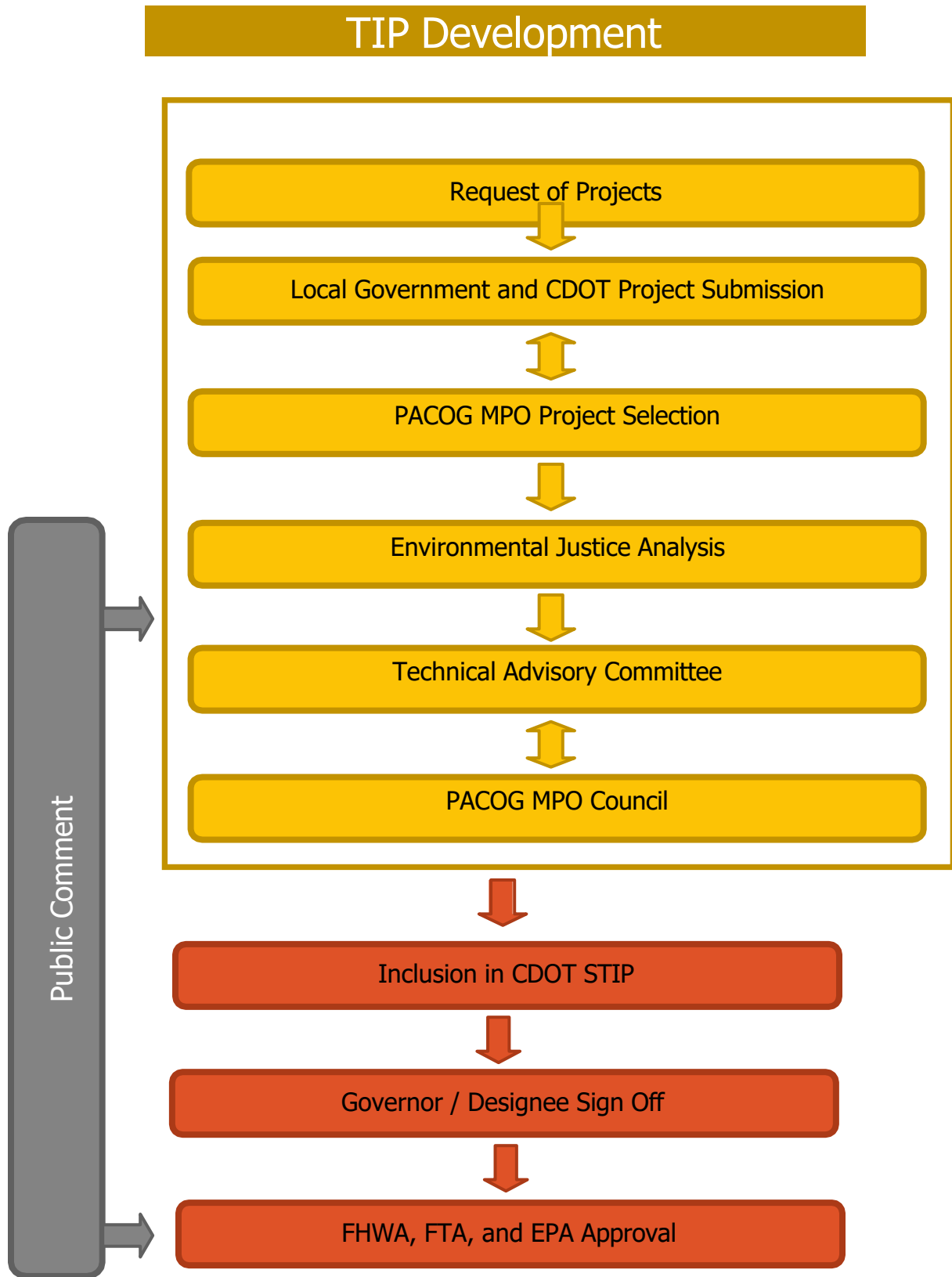
The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced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

A Technical Advisory Commission (TAC) assists in the planning process, recommends projects for funding, and advises the Council on technical matters. The TAC is comprised of three at-large citizen appointees, two planning commissioners from both the City's and County's planning and zoning commissions, a representative from the 2021 Commission, a representative from PEDCO, and 22 staff members from the City of Pueblo, Pueblo County, Pueblo West Metropolitan District, Pueblo Transit, Pueblo Memorial Airport, and CDOT. The TAC reviews and makes recommendations on most matters considered by the Council.

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

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

Figure 1: PACOG TIP Process



TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

The PACOG MPO, develops its transportation plans and programs using the “3C” (continuous, cooperative, and comprehensive) planning process, as required by FHWA 223 CFR § 450.306 and FTA in 23 CFR § 613.100. The Infrastructure Investment and Jobs Act (IIJA) legislation, adopted November 15, 2021, is the most recent, comprehensive federal legislation addressing surface transportation guides the long-range planning process. IIJA built on the MAP-21 eight planning factors addressed by the 3C metropolitan transportation planning process to include:

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

FAST ACT PLANNING FACTORS

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

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

10. Enhance travel and tourism.

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

1. The 3C metropolitan transportation planning process requires the PACOG MPO to produce and maintain a multi-year TIP that is fiscally constrained by program and by year. This TIP presents a four-year program of multi-modal projects which use federal, state, and local funds. The period for this TIP is January 26, 2023 through June 30, 2027 (FY 2023-FY2027)

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

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

PROJECT PRIORITIZATION AND SELECTION

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

2. FAST Act requires that the TIP include:

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

PACOG MPO and CDOT worked together to produce the financial plan for the TIP. On February 20,

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

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

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

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

Since the PACOG MPO competes on a CDOT Region 2 basis for funding of Transportation Alternative Projects, the PACOG MPO does not pre-rank project applications. The PACOG MPO will prioritize projects submitted for the Transportation Alternatives Program (TAP). The PACOG Project Scoring Criteria and Process follows the FHWA guidelines, and no new TAP were added to the FY 2022-2025 TIP. The next call for TAP projects is in fiscal year 2022. Highway capacity projects to be programmed in the FY 2023 - 2027 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2045 RTP.

In 2021 the MPO adopted CDOT's performance measures and targets for Safety, Infrastructure Condition, System Performance, and Transit Asset Management. In 2021, the MPO by resolution again adopted the 2021 Safety Targets developed by CDOT. The MPO will continue to partner with CDOT on project selection to work toward achieving those targets and believe projects contained in this TIP once implemented, will positively impact the transportation system to reach for safety, system condition, and system reliability.

PUBLIC PARTICIPATION

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

public comments.

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

FUNDING SOURCES

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

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

Table 1: Funding Program Abbreviation (Commonly used Acronyms)

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

262	Senate Bill 262 Funds
7PT	Senate Bill 267 -Transit
7PX	Senate Bills 228 and 267 Funds
ADA	Curb ramp upgrades to ADA compliance
BBP	Bridge Inspections
BCP	Culvert Inspections
BEC	Bridge Enterprise - Contingency
BEF	BE Transfer from CDOT
BIO	Bridge Inspection Off-System
BRO	Bridge Off Systems
BUS	Bustang
BWP	Wall Inspections
CBP	Construction Bridge Program
CCP	Construction Culvert Program
CRI	Civil Rights Initiatives
CWP	Construction Wall Program
EMR	Emergency Relief
FSA	FASTER - Safety Projects
FTA	Flexed to FT A
GRN	Grants
HAZ	Highway Safety Improvement Program (HSIP)
HLZ	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots
HOT	Hot Spots
HPE	High Performance Transportation Enterprise Projects
HPS	High Performance Transportation Enterprise Projects
IFT	FASTER transit Staging Program
IGN	Signal Illustrative
IGS	Railroad Crossing - Grade Separated Staging Program
LOC	Earmarks (Local Match)
LOM	Local
MD9	Safer Main Streets
MDF	Local and Urban Transit OTO - Multi Modal Options Fund
MDT	Local DTR - Multi Modal Options Fund
MTF	Multi Modal Options
MTT	Multi Modal Options Strategic Transit
OIM	Office of Innovative Mobility
OPN	Operations (Projects via Regional Pools) Operations including maintenance support)
PAN	COVID Relief
PTP	Permanent Recovery
PWQ	Permanent Water Quality Mitigation
RCT	Recreation Trails
RFM	Geohazards Mitigation
RPP	Regional Priority Program
RRC	Railway-Highway Crossings Program
SAD	Safety Education

SAE	Safety Surface Treatment
SAR	Safe Routes to Schools
SB1	SB18-001 Senate Bill 1 Sales & Use Tax
SBT	Strategic Projects (SB228) -Transit
SBY	Scenic Byways
SGA	Signal Asset Management
SGN	Traffic Signals
SPR	State Planning and Research
SRI	Safe Routes to School Staging Program
SSR	Bridge Enterprise -- Projects
STF	Transit Bus Replacement Program - Settlement Fund
STL	Transit and Rail Statewide Grants (FASTER)
SUR	Surface Treatment
TAP	TAP - Region
TCC	TC Contingency
TCI	Transportation Commission Legacy Fund
TRG	FASTER Transit and Rail Local Grants
TRN	Federal Transit Program
TSV	Transportation Services for Vulnerable Populations & Seniors

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

228	Colorado SB228 Funds
262	Colorado SB262 Funds
267	Colorado 58267 Funds
5303	USC 5303 Planning Funds (part of CPG Grant)
5304	USC 5304 Planning Funds
5307	Urbanized Area Formula Grants
5309	USC5309 Urban Transit Capital
5310	USC5310 Elderly & Disabled
5311	USC5311 Nonurbanized Areas
5312	National Research & Technology Program
5316	JARC
5337	State of Good Repair Transit Funding
5339	FTA – Bus and Bus Facilities Funds
AQC	Congestion Mitigation/Air Quality
BRO	Bridge Off-System
ER	Emergency Relief
FAS	FASTER
GENF	General Fund dollars - State Legislated
HPTE	High Priority Transportation Enterprise
HSIP	Highway Safety Improvement Program
L	Local
LO	Local Overmatch
MISC	Miscellaneous
MPL	Metropolitan Planning (includes FHWA and FTA)

MTF	Multi-Modal Options Fund
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
SHF	State Highway Fund (HUTF)
SIB	State Infrastructure Bank
SPR	Statewide Planning & Research
STBG	Surface Transportation Block Grants
TAP	Transportation Alternatives Program
TIGER	TIGER Grant Program

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

FISCALLY CONSTRAINT

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

TIP AMENDMENT PROCESS

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

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

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

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

I. Policy Amendments

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

- Addition or deletion of any federally funded projects (except as expressly noted in the Administrative Amendments criteria below).
- Addition or deletion of any regionally significant state-funded projects (except as expressly noted in the Administrative Amendments criteria below).
- Changes to a project which add or remove state or federal funding applied to an approved project in any amount (except as expressly noted in the Administrative Amendments criteria below).
- Any scope amendments to projects on the TIP resulting in a budget increase of more than 25% of original funds, regardless of funding source.
- Significant changes to the scope of any project. Significant scope changes include changing the roadway classification(s) designated in the jurisdiction, changing the amount of traffic through lanes, changing termini, addition or removal of multimodal features.
- A modification in a project's activity, location, or schedule that results in a formal evaluation of the National Environmental Policy Act (NEPA) document.
- Changes in the funding program that reduce funding.

II. Administrative Amendments

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

- Addition or deletion of any non-regionally significant projects.
- Adding or modifying Emergency Relief-funded projects.
- Adding or modifying state or local regionally significant project that have already been through their own public involvement and approval process.
- Minor changes to the scope of any project not triggering an amendment as outlined in the Policy Amendments criteria.
- Amending a project's sponsoring agency when agreed upon by the affected agencies and a formal agreement has been signed by the appropriate agency authorities.
- A transfer of funds between project funding years with concurrence of Project Sponsors. (i.e. If projects funds have been allocated to a different year but are available sooner)
- Adding or modifying Safety Improvement Project below \$200,000.
- Changing the amount of local funding allocated to a project unless such change results in conditions for local match requirements for federal or state funding on the project would no longer be met.
- 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. Such changes can result in the transfer of funding between pre-construction and construction activities. As an example, transferring funding from the design phase to an environmental assessment phase of a project would be considered an administrative amendment. Transferring funds from the construction phase of a project to right-of-way acquisition would also qualify as an administrative amendment.
- Changes in the programmed project execution year (e.g., "rolling forward") if:

- The approved project funds cannot be obligated or expended within the programmed year of the TIP and the affected local agency has provided adequate justification for the delay; and
- The obligation authority or appropriation has not lapsed, and funding is still available.
- Changes in funding program that adds funding.
- Add funds to award projects that have no scope change.

ENVIRONMENTAL JUSTICE

Executive Order 12898 – 1994

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

DOT Order 5610.2(a) – May 2012

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

PACOG MPO Environmental Justice Process

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

Figure 2 below shows the location of projects included in the PACOG MPO TIP and shows the areas that are classified as EJ - Minority Populations and Low-Income Populations.

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

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

Under DOT order, an adverse effect means:

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

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

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

SECTION 2: FY 2023 – 2027 PROJECTS

PROJECT TABLES AND MAPPED LOCATIONS

The FY 2023 - 2027 TIP Projects are shown on the following page. Each project is broken down by funding source and by funding per year. A total of each project is shown on the furthest right column and a total sum of all projects is found at the bottom. In addition, projects are broken down by fund program. The table of project listings is updated as necessary with each approved amendment.

Table 2: Funding by Projects

ID#	Funding Program	Project	2023	2023 Rolled	2024	2024 Rolled	2025	2025 Rolled	2026	Future	5-Year Total
Corridor-Interstate 25											
1	Regional Priority Program (RPP),Senate Bills 228- 267 Funds (7PX),State Highway Fund (SHF)	I-25 through Pueblo	\$2,899,000.00	\$1,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,099,000.00
2	Surface Treatment Pool (SUR), Hazardous Elimination (HLZ)	I25 and US 50B Interchange	\$0.00	\$0.00	\$4,904,232.00	\$0.00	\$2,138,268.00	\$0.00	\$0.00	\$0.00	\$7,042,500.00
3	Regional Priority Program (RPP),Construction Wall Program (CWP)	I-25 Dillon Frontage Road, Exit 104	\$3,538,118.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,538,118.00
4	FASTER-Safety Projects (FSA)	I-25 Median Barrier Phase V (MP 105-112)	\$0.00	\$0.00	\$0.00	\$0.00	\$400,000.00	\$0.00	\$0.00	\$0.00	\$400,000.00
5	Surface Treatment Pool (SUR),On System Bridge Repair (CBP)	I-25 Resurfacing (MP 69-80)	\$0.00	\$0.00	\$0.00	\$0.00	\$10,665,000.00	\$0.00	\$0.00	\$0.00	\$10,665,000.00
Corridor Sub-total			\$6,437,118.00	\$1,200,000.00	\$4,904,232.00	\$0.00	\$13,203,268.00	\$0.00	\$0.00	\$0.00	\$25,744,618.00
Corridor-Highway 50											
6	Permanent Water Quality Mitigation (PWQ)	US 50 West	\$52,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$52,000.00
7	Construction Bridge Program (CBP)	US 50B I-25 to 26th Lane	\$1,655,285.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,655,285.00
8	Surface Treatment Pool (SUR)	US 50B Mil & overlay I25 to 36th lane	\$4,839,200.00	\$393,228.00	\$2,118,068.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,350,496.00
9	Surface Treatment Pool (SUR),On System Bridge Repair (CBP)	US 50A Pueblo County Line to West of Purcell Blvd	\$252,000.00	\$0.00	\$11,820,700.00	\$0.00	\$6,750,000.00	\$0.00	\$0.00	\$0.00	\$18,822,700.00
10	Regional Priority Program (RPP)	US 50C Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$1,700,000.00	\$2,000,000.00
11	FASTER-Safety Projects (FSA)	US 50 & COS 231 Intersection Imp.	\$0.00	\$0.00	\$1,400,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,400,000.00
Corridor Sub-total			\$6,798,485.00	\$393,228.00	\$15,338,768.00	\$0.00	\$6,750,000.00	\$0.00	\$300,000.00	\$1,700,000.00	\$31,280,481.00
Off Corridor											
12	Bridge Off Systems (BRO)	Pueblo-PURHar-0.1 FRNT, Mel Harmon Bridge	\$0.00	\$523,377.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$523,377.00
13	Multi Modal Options (MTF), Transportation Alternatives Program (TAP)	Minnequa Lake Trail Connection	\$1,022,542.00	\$432,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,455,042.00
14	Multi Modal Options (MTF)	Prairie Ave. MM upgrades	\$0.00	\$1,060,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,060,700.00
15	Safe Routes to School Staging Program (SAR)	HAAFF Elementary School	\$0.00	\$348,975.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$348,975.00
16	Multi Modal Options (MTF), Transportation Alternatives Program (TAP)	Pueblo West-SDS Trail N Park	\$607,151.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$607,151.00

Table 2: Funding by Projects continued

ID#	Funding Program	Project	2023	Rolled	2024	Rolled	2025	Rolled	2026	Future	5-Year Total
Off Corridor											
17	Multi Modal Options (MTF), Transportation Alternatives Program (TAP)	Northern Avenue Phase 3	\$693,494.00	\$493,935.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,187,429.00
18	Multi Modal Options (MTF), Transportation Alternatives Program (TAP)	Joe Martinez Trail in Pueblo West	\$490,906.00	\$1,081,740.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,572,646.00
19	Revitalizing Main Streets Program (RMS)	Pueblo Downtown Multimodal Safety Improvements Project	\$0.00	\$1,819,107.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,819,107.00
20	Highway Safety Improvement Program (HAZ)	Adams Ave & Jackson St Roundabout	\$0.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00
21	Hazard Elimination Local Agency Projects (HLZ)	Eagleridge Blvd & Dillion Dr Roundabout	\$2,356,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,356,000.00
22	Bridge Off Systems (BRO)	Union Ave Bridge Improvements	\$0.00	\$125,625.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$125,625.00
23	Hazard Elimination Local Agency Projects (HLZ)	Lake Ave & Orman Ave Roundabout	\$0.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00
24	Multi Modal Options (MTF)	Wildhorse Trail Project	\$850,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$850,000.00
25	Multi Modal Options (MTF), Carbon Reduction Program (6PU)	Blvd Ext. Trail	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000,000.00
26	Other-local funds	Joe Martinez Boulevard Extension	\$17,000,000.00	\$0.00	\$17,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$35,000,000.00
27	Rebuilding American Infrastructure with Sustainability and Equity	Westside Corridor	\$16,834,725.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,834,725.00
Corridor Sub-total			\$41,856,841.00	\$5,885,959.00	\$18,002,024.00	\$0.00	\$2,502,025.00	\$0.00	\$2,026.00	\$0.00	\$68,240,777.00
State Highway 47											
28	Surface Treatment Pool (SUR), On System Bridge Repair (CBP)	SH 47A Preventative Maintenance	\$0.00	\$0.00	\$1,372,500.00	\$0.00	\$272,500.00	\$0.00	\$0.00	\$0.00	\$1,645,000.00
Corridor Sub-total			\$0.00	\$0.00	\$1,372,500.00	\$0.00	\$272,500.00	\$0.00	\$0.00	\$0.00	\$1,645,000.00
State Highway 45											
29	FASTER-Safety Projects (FSA)	Signal Replace Pueblo Blvd & St. Clair	\$116,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116,000.00
Corridor Sub-total			\$116,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116,000.00
Total Cost			\$55,208,444.00	\$7,479,187.00	\$39,617,524.00	\$0.00	\$22,727,793.00	\$0.00	\$302,026.00	\$1,700,000.00	\$127,034,974.00

Source: Data from CDOT Regional Planning Manager, email communications, September 8 & 30, 2022

Figure 2: Highway Project Locations

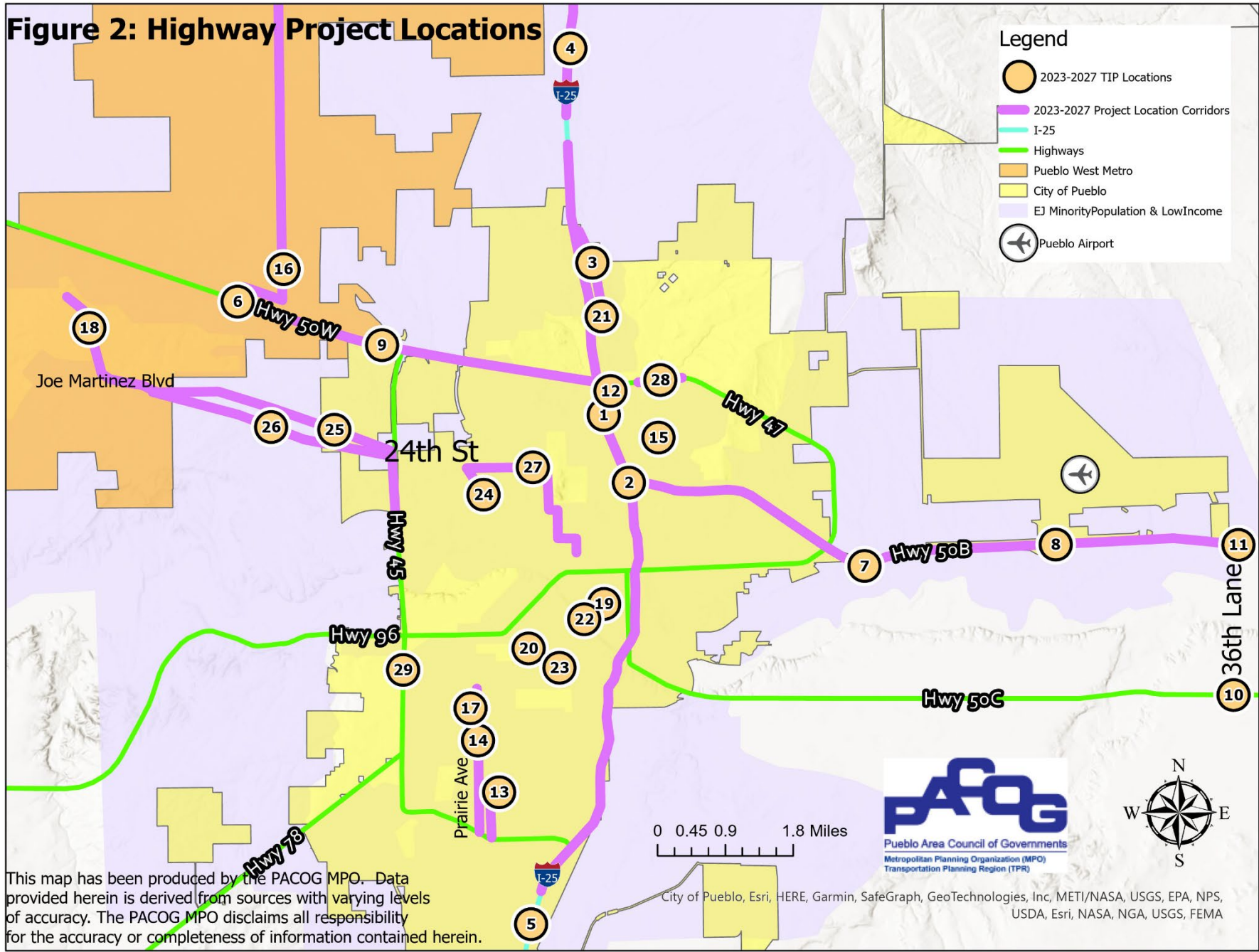


Table 3: Pueblo Transit Funding (2023-2026)

Funding Program	Project Description	Fund Source	Rolled	SFY 2023	SFY 2024	SFY 2025	SFY 2026	4-Year Funding Total
Small Urban Transit								
FTA 5307 Small Urban Transit	Pueblo Transit Operating	FTA	\$3,349,945	\$2,900,000	\$2,900,000	\$2,900,000	\$2,900,000	\$14,949,945
		City of Pueblo		\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$8,400,000
Sub-totals			\$3,349,945	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$23,349,945
Small Urban Transit Totals			\$3,349,945	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$23,349,945
ARPA								
ARPA FTA CO-2022-013-00	Pueblo Transit -Shop Truck and Camera Replacements	FTA	\$297,737	\$0	\$0	\$0	\$0	\$297,737
		Local	\$0	\$0	\$0	\$0	\$0	\$0
ARPA Total			\$297,737	\$0	\$0	\$0	\$0	\$297,737
Multimodal Transportation and Mitigation Options Fund (MTF)								
Multimodal Transportation and Mitigation Options Fund (MTF)	Pueblo Transit - Subsidized Van Pool	MTF- Federal	\$0	\$400,000	\$0	\$0	\$0	\$400,000
		Local	\$0	\$0	\$0	\$0	\$0	\$0
Multimodal Transportation and Mitigation Options Fund (MTF) Total			\$0	\$400,000	\$0	\$0	\$0	\$400,000
Areas of Persistent Poverty								
Areas of Persistent Poverty	Planning Grant-Eastside of Pueblo, CO	FTA	\$180,000	\$0	\$0	\$0	\$0	\$180,000
		Local	\$0	\$0	\$0	\$0	\$0	\$0
Areas of Persistent Poverty Total			\$180,000	\$0	\$0	\$0	\$0	\$180,000
5310 Small Urbanize								
FTA 5310 SRDA Operating	FTA 5310-SRDA Admin & Operating	FTA	\$0	\$95,000	\$95,000	\$95,000	\$95,000	\$340,000
		Local	\$0	\$85,000	\$85,000	\$85,000	\$85,000	\$340,000
Sub-totals			\$0	\$170,000	\$170,000	\$170,000	\$170,000	\$680,000
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA – 5310 SRDA Vehicle Replacement	FTA	\$0	\$56,000	\$96,000	\$115,200	\$138,240	\$405,440
		Local	\$0	\$18,000	\$24,000	\$28,800	\$34,560	\$105,360
Sub-totals			\$0	\$74,000	\$120,000	\$144,000	\$172,800	\$510,800
Small Urban Transit Totals			\$0	\$244,000	\$290,000	\$314,000	\$342,800	\$1,190,800
5311 Statewide Transit USC Pool								
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5311, Admin & Operating	FTA	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
		Local	\$0	\$28,000	\$28,000	\$28,000	\$28,000	\$112,000
5311 Statewide Transit USC Pool Totals			\$0	\$128,000	\$128,000	\$128,000	\$128,000	\$512,000
Total Funding (2023–2026)			\$3,827,682	\$5,772,000	\$5,418,000	\$5,442,000	\$5,470,800	\$25,930,482

Source: Data from FTA regional liaison and Pueblo Transit operations manager, email communications, September 7, 2022

APPENDIX A: RESOLUTION OF ADOPTION – Final Approval

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE STATE FISCAL YEAR 2023-2027 PUEBLO AREA COUNCIL OF GOVERNMENTS' REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE PUEBLO METROPOLITAN PLANNING ORGANIZATION (MPO) AND THE PUEBLO TRANSPORTATION PLANNING REGION (TPR); COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

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

WHEREAS, through a process of public involvement and professional planning and review from September 28, 2022 to October 21, 2022, a TIP was developed for the Pueblo Area Council of Governments (PACOG) MPO and TPR in cooperation with its member governments, CDOT Region 2, the Pueblo Transit System, and other affected transportation entities within the Pueblo Study Area; and

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

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

SECTION 1:

The Pueblo Area Council of Governments hereby approves and adopts the attached Pueblo Regional Transportation Improvement Program (TIP) for State Fiscal Years (SFY) 2023-2026.

SECTION 2:

The Pueblo Area Council of Governments hereby amends any related parts and overlapping years of the previously adopted PACOG FY 2022-2025 TIP, as amended to date, to correspond to the SFY 2023-2027 TIP adopted in Section 1, above.

SECTION 3:

The Pueblo Area Council of Governments hereby directs the Urban Transportation Planning Division to submit the adopted SFY 2023-2027 TIP to the Colorado Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP).

SECTION 4:

The Pueblo Area Council of Governments hereby directs and authorizes the Urban Transportation Planning Division to take such actions as may be necessary for administration and implementation of the 2023-2027 TIP and to submit to the PACOG Board and CDOT such TIP and STIP amendments as may be required from time-to-time while the adopted 2023-2026 TIP and STIP are in effect.

SECTION 5:

This resolution shall become effective immediately upon passage and approval.

PASSED AND ADOPTED this _____ day of _____, 2022 by the PACOG Board.

Chairperson, Pueblo Area Council of Governments

ATTEST:

PACOG Recording Secretary

APPENDIX B: PUBLIC NOTICE ANNOUNCEMENT-Final Approval



Pueblo Area Council of Governments Colorado Department of Transportation

NOTICE OF COMMENT PERIOD FOR THE FISCAL YEAR 2023-2027 PACOG TRANSPORTATION IMPROVEMENT PROGRAM

Public input and comments are being solicited for the draft FY 2023-2027 PACOG Transportation Improvement Program (TIP). The proposed draft list of projects is available on the PACOG website:

www.PACOG.net.

In accordance with Title 23 USC, Section 134(h), the draft 2023-2027 TIP has been developed cooperatively by CDOT Region 2 and PACOG which identifies projects in the region that are being planned for design or construction with the assistance and expenditure of Federal Transportation Funds:

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

Comments will be accepted by phone at 719-553-2248 or email at pueblo_mpo@pueblo.us until November 1, 2022.

The draft TIP is scheduled for consideration and discussion at the PACOG Board meeting on Thursday, December 8, 2022 on the 1st Floor Conf. Room of the Pueblo County Department of Emergency Management, 101 West 10th Street, Pueblo, CO at 12:15 pm. Due to COVID-19 we request the public participate virtually, seating will be limited and must be scheduled prior to November 12, 2022. Please contact the MPO Manager for any questions.

Eva Cosyleon, MPO Manager
(719) 553-2248

APPENDIX C: Certifications of the MPO Planning Process

MPO Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pueblo Area Council of Governments
Eva Cosyleon
MPO Manager

Colorado Department of Transportation
Shoshana M. Lew
Executive Director

Signature

Signature

Date

Date