

**Meeting Agenda of the
Transportation Advisory Commission (TAC)**

May 12, 2026

1:30 p.m. – 3:30 p.m.

CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](https://www.pueblo.gov/5615-Wills-Blvd-Pueblo-CO-81008)

Zoom - <https://www.zoomgov.com/j/1619597770?pwd=6wfeSmhz9V61OcaEzEZ0wGwc2GVz0d.1>

Meeting ID: 161 959 7770

Passcode: 766237

Dial by your location

[+1 669 254 5252 US \(San Jose\)](tel:+16692545252)

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Agenda items marked with * indicate additional materials are included in the packet – pacog.net/tac.
Agenda items marked with ** indicate additional materials will be sent out later.

Individuals requiring Special Accommodations should notify the City MPO's Office [\(719\) 553-2259](tel:7195532259) by Noon on the Friday preceding the meeting.

1. Call Meeting to Order
2. Roll Call
3. Public Comments **(non-agenda items only)**
4. Approval of the April 14, 2026 Minutes*
Action Required: Approve/Disapprove
5. Traffic Division* - Sergeant Sincerbox (Police Department)
Action Required: Presentation
6. Education Campaign Best Practices - Dylan Goodman (Transportation Planner MPO)
Action Required: Presentation
7. Transportation Advisory Commission (TAC) Bylaws – Dylan Goodman (Transportation Planner MPO)
Action Required: Discussion
8. Draft 2027-2030 Transportation Improvement Program (TIP) – Dylan Goodman (Transportation Planner MPO)
Action Required: Discussion
9. Federal Transit Administration (FTA) & Federal Highway Administration (FHWA) updates – Aaron Bustow or Emma Belmont
Action Requested: Informational

[101 W Riverwalk, Pueblo, CO 81003](https://www.pueblo.gov/101-W-Riverwalk-Pueblo-CO-81003) Phone: [\(719\) 553-2259](tel:7195532259)

E-mail: pueblo_mpo@pueblo.us

10. **Colorado Department of Transportation Region 2 (CDOT R2) and Headquarter Updates – Geoff Guthrie and Kathleen Collins**
Action Requested: Informational

11. **Transportation Technical Committee (TTC) Updates**
 - a. Aviation – Pueblo Airport – Greg Pedroza
 - b. City of Pueblo
 - o Public Works – Andrew Hayes
 - o Transportation Dept. – Helen Dupree
 - o Pueblo Transit – Ben Valdez or Macario Torrez
 - c. Colorado City/Rye – James Eccher
 - d. Pueblo County
 - o Public Works – Greg George
 - o Parks and Recreation – Amanda Hobson or Abe Armendariz
 - e. Pueblo West – Shawn Winters or Sherry Reed
 - f. Senior Resource Development Agency (SRDA) – Frank Roberts or Tom Hillebrand
 - g. Others
 - o CSU-P – Dr. Saqib Gulzar**Action Requested: Informational**

12. **Citizen Advisory Committee (CAC) Updates**
 - a. ADA Commission – Laura Leyba
 - b. Member At-Large – Don Bruestle
 - c. Pueblo Active Community Environments (PACE) – Chuck Aksamit
 - d. Planning and Zoning (P&Z)
 - o Pueblo County – Richard Arko
 - o City of Pueblo – Cheryl Spinuzzi
 - e. Pueblo Plex – John Chrisman or John Buttram**Action Requested: Informational**

13. **MPO updates – Eva Cosyleon (MPO Manager)**
Action Requested: Informational

14. **Next TAC meeting – June 9, 2026 from 1:30 p.m. – 3:30 p.m. – Location: CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008*](#)**
Deadline for presentations are June 1st at 5 p.m.
Action Requested: Informational

15. **Items from TAC Members or scheduling of future Agenda Items**
Roundtable Discussion
Bustang Extension
Pueblo Plex Tour

16. **Adjourn at or before 3:30 pm**



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



**Meeting minutes of the
Transportation Advisory Commission (TAC)**

April 14, 2026

1:30 p.m. – 3:30 p.m.

CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](https://www.pueblo.gov/5615-Wills-Blvd-Pueblo-CO-81008)

Zoom - <https://www.zoomgov.com/j/1619597770?pwd=6wfeSmhz9V61OcaEzEZ0wGwc2GVz0d.1>

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1. Call Meeting to Order – Vice-Chairwoman Cheryl Spinuzzi called the meeting at 1:32 p.m.

2. Roll Call

MPO Present

- Eva Cosyleon
- Hannah Haunert
- Dylan Goodman

CAC Members Present

- Laura Leyba
- Don Bruestle
- Richard Arko
- John Wark
- John Buttram
- Chuck Aksamit
- Matt Pujol
- Cheryl Spinuzzi
- John Chrisman
- Tura Cowan

Pueblo County

- Joe Peoria

TTC Members Present

- Amanda Hobson
- Greg George
- Ben Valdez
- Helen Dupree
- Andrew Hayes
- Shawn Winters
- Greg Pedroza
- Jim Eccher

FTA/FHWA Members Present

- Emma Belmont
- Aaron Bustow

City of Pueblo

- Luann Martinez
- Macario Torrez
- Chuck Lopez
- Molly Evans (Deputy Director)

CDOT Members Present

- Lindsey Jaquez
- Kathleen Collins
- Geoff Guthrie
- Scott Skinner
- Jennifer Sparks
- Matt Jagow
- Rob Frei
- Lachelle Davis
- Shane Ferguson
- Mike Vigil
- Emily Barden (Transit and Rail)
- Jason Nelson
- Jeff VanMatre (Maintenance)
- Leslie Ralston

Pueblo West

- Sherry Reed
- Carol Cosby (Pueblo West)

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- Sarah Skinner Public Works – City Kurt Long (Pueblo West)
- Wendy Pettit
- Abe Amerndariz CSUP Saqib Gulzar SRDA Frank Roberts

Others Present:

- Dale Johnson (School District 60) Dustin Perkey Mark Dominguez (RockSol) Eric Esch (Envida) John Holzwarth (Bolton and Menk) Lindsay Miller (CDOT Pre-award Programming Specialist) Denise Aten (Bohannon Huston Consultant)

3. Public Comments (non-agenda items only)

4. Approval of the February 10, 2025 Minutes*

Motion to Approve: Helen Dupree
 Second: Frank Roberts

5. Colorado Department of Transportation (CDOT) request(s) the following projects into the Fiscal Year 2025 –2028 Pueblo Area Council of Governments Transportation Improvement Program (PACOG TIP)- Staff Report- Scott Skinner, CDOT R2

Motion to Approve: Don Bruestle

Second: Helen Dupree

TIP Policy Amendment 2024.069.01

Project Name: Pueblo Transit Clean Transit Enterprise (CTE) – Expansion Grant

STIP Number: N/A

Description of Action: Scope change to the CTE operating grant award to replace fixed-route 6:30-9:00 expansion with microtransit services. Rolling forward project funds into 2027

New Project: Extending and adding hours to existing fixed routes for Pueblo Transit including an on-demand micro-transit service that complements fixed-route transit by improving first/last mile connectivity. City-wide evening pilot that starts as the existing fixed route and para-transit services end.

Fund Source	2026	2027	2028	2029	Total
FTA 5310	(\$1,099,282)	\$1,099,282	0	0	0
Total	(\$1,099,282)	\$1,099,282	0	0	0

6. 2050 Long-Range Transportation Plan* – Denise Aten – Bohannon Huston

Motion to Approve: Richard Arko
 Second: Don Bruestle

Denise Aten is from Bohannon Huston Consultant team, she did a brief presentation on the 2050 Long Range Transportation Plan.

7. TIP Illustrative Projects* - Dylan Goodman (Transportation Planner MPO)

Dylan Goodman said that this project list includes projects that have been identified but doesn't have any funding associated with them. Local agencies can submit a project if it meets 3 out of the 4 Long Range Transportation Plan goals. City of Pueblo and Pueblo County gets 5 projects and Transit and Pueblo West gets 3 projects. The rough draft is in May.

8. MMOF Update - Dylan Goodman (Transportation Planner MPO)

Almost all projects will be completed by next year. The Connecting Communities (Medal of Honor Trail

to Arkansas River Trail) might be delayed.

9. ADA Toolkit - Dylan Goodman (Transportation Planner MPO)

Dylan Goodman went over the ADA Toolkit and accessibility, this will be helpful to local agencies when hosting events.

10. Federal Transit Administration (FTA) & Federal Highway Administration (FHWA) updates – Aaron Bustow or Emma Belmont

Action Requested: Informational

11. Colorado Department of Transportation Region 2 (CDOT R2) and Headquarter Updates – Geoff Guthrie and Kathleen Collins

Kathleen Collins said that Spencer York is in active transportation section. The 10 Year Plan will be approved in May and STIP will be approved in June. STAC will be in person.

Geoff Guthrie said there is continued work on I-25 & Hwy 50B, design for the Hwy 50 Shift Lanes, and micro-surfacing on Hwy 45. Hwy 50B & C Corridor Study for design and study end date is June 30th.

The webpage is still open.

12. Transportation Technical Committee (TTC) Updates

a. Aviation – Pueblo Airport – Greg Pedroza

b. City of Pueblo

o Public Works – Andrew Hayes

o Transportation Dept. – Helen Dupree said that Northern Trail construction is starting this week, St Clair and Jones project is finishing up shortly, finalizing paving list, 24th St Bridge is moving along quickly, Lake and Orman Roundabout is being delayed because of stormwater conflicts, Northern and Vassar safety improvements got approved by City Council – this will be right in right out intersection (in 6 weeks or so). Most of the money for paving is from the Highway User Tax Fund.

o Pueblo Transit – Macario Torrez said that MyRide is nearing completion, relocation and transition study is nearing completion, microtransit pilot program coming soon.

c. Colorado City/Rye – James Eccher

d. Pueblo County

o Public Works – Greg George

o Parks and Recreation – Amanda Hobson or Abe Armendariz

e. Pueblo West – Shawn Winters said that Purcell Trail is about finished, and Civic Center Trail project is nearing completion.

f. Senior Resource Development Agency (SRDA) – Frank Roberts said that they are working on the microtransit (youth Thurs., Friday, Sat. 8pm-2am.).

g. Others

o CSU-P – Dr. Saqib Gulzar

Action Requested: Informational

13. Citizen Advisory Committee (CAC) Updates

a. ADA Commission – Laura Leyba

b. Member At-Large – Don Bruestle had a concern about the ADA curb ramps funding being relocated, Helen said that they are still planning on moving forward.

c. Pueblo Active Community Environments (PACE) – Chuck Aksamit said that they are getting ready for Bike month, getting discounts from businesses. Tying it into the Colorado 150 Challenge. <https://www.activepueblo.net/2026>

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- d. Planning and Zoning (P&Z)
 - Pueblo County – Richard Arko
 - City of Pueblo – Cheryl Spinuzzi
- e. Pueblo Plex – John Buttram

Action Requested: Informational

14. MPO updates – Eva Cosyleon (MPO Manager)

Pueblo Plex tour is May 22nd from 9am-12pm. Deadline is May 8th. Location is TBD. Eva mentioned the MPO 101 flyer is for new members. She said that the agenda layout will slightly change with the TIP amendments – the tables will be an attachment in the packet. This will be effective in July.

15. Colorado Department of Transportation (CDOT) request(s) the following projects into the Fiscal Year (FY) 2025 –2028 Pueblo Area Council of Governments Transportation Improvement Program (PACOG TIP)

Action Required: Informational

a. TIP Administrative Amendment 2024.044.01

Project Name: SRDA Admin/Operating Funds

STIP Number: SST6732.015

Project Location and Description: 5310 & 5311 funds for SRDA Admin and Operations

Fund Source (s): 5311 (Federal), 5311 (local), 5310 (Federal), 5310 (Local)

Fund Source	2026	2027	2028	2029	Total
FTA 5310	(\$12,172)	0	0	0	(\$12,172)
5310 Local	(\$12,172)	0	0	0	(\$12,172)
FTA 5311	\$174,828	0	0	0	\$174,828
5311 Local	\$143,814	0	0	0	\$143,814
Total	\$294,298	0	0	0	\$294,298

b. TIP Administrative Amendment 2024.067.01

Project Name: Pueblo Transit Fixed Route Bus/Vehicle Replacements

STIP Number: SST7072.022/.023

Description of Action: Amendment of project scope to include workforce development.

New Project Description: Vehicle Purchasing and Workforce Development Funds

c. TIP Administrative Amendment 2024.040.03

Project Name: Pueblo Transit-Subsidized Van Pool (MMOF)

STIP Number: SST7077.070

Description of Action: Contract and scope amendment to allow for Van-Pool to operate outside of City Limits which will include all of Pueblo County

d. TIP Amend 2024.059.02 Administrative Amendment

Project Name: Region 2 East - Culvert Repairs

STIP Number: SR26710.076

Project Location and Description: Various locations in Eastern Region 2 along US 50, CO 71, CO 96, CO 196, and CO 194

Fund Source(s): Fiscal Year (FY) 26 Critical Culvert Redistribution (CCR) and Critical Culvert Program (CCP)

Fund Source	2026	2027	2028	2029	Total
Federal - CCR	(\$302,006)	0	0	0	(\$302,006)
State - CCR	(\$62,781)	0	0	0	(\$62,781)
Federal - CCP	\$455,345	0	0	0	\$455,345

State - CCP	\$94,655	0	0	0	\$94,655
Total	\$185,213	0	0	0	\$185,213

Notes: Reconciliation ; De-programs a total of \$364,787 CCR FY26 and adds \$550,000 CCP for a net gain of \$185,213 for this existing project.

16. **Next TAC meeting – May 12, 2026 from 1:30 p.m. – 3:30 p.m. – Location: CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008*](#)**
Deadline for presentations are May 4th at 5 p.m.
Action Requested: Informational

17. **Items from TAC Members or scheduling of future Agenda Items**
Roundtable Discussion
Bustang Extension
Pueblo Plex Tour

18. Adjournment was at 3:26 p.m.

Pueblo Police
Department
Traffic Unit

Sgt. Michael Sincerbox

Traffic Unit

The current Traffic Unit Staffing is as follows:

1 Sergeant

5 Uniformed Officers

1 Full Time Clerk

1 Part Time Clerk

1 Parking Enforcement Officer (Civilian)

1 Parking Enforcement Officer (Part time)

1 Abandoned Vehicle Coordinator

Traffic Unit Fulfills Several Tasks

Crash Investigations and Approval

Speed Enforcement

Hit & Run Investigation

Abandoned Vehicle Section

Impaired Driving (DUI and DUID)

Vehicle Evidence Custody

Speed Trailer Deployment

Accident Reconstruction

Parking Enforcement

Tow Rotation and Regulations

Traffic Grant Management

Crash Investigations & Documentation

Crash Investigations are handled by all uniformed officers from the Pueblo Police Department.

In 2025 changes were made due to personnel shortages to refer minor crashes to self report to DOR for a counter report.

City of Pueblo utilizes **Carfax** to document crashes and submit to DOR.

- All crash reports are submitted to Traffic Sergeant for approval.
- Approved crash reports are attached to local RMS and submitted to DOR
- Crash reports can be obtained by the public via www.crashdocs.org

Carfax for Police

Data entered via Laptop or mobile device using a camera phone to scan bar codes and VIN

All data required per Colorado to create the DR3347

The screenshot shows the Carfax eCrash interface. On the left is a navigation sidebar with options like Dashboard, Upload Reports, and Search My Reports. The main area features 'eCrash Stats' with a line graph showing a 10% decrease in accidents over the last 30 days. Below this is an 'eCrash Report Search' section with filters for collision date and date approved, and a search button. At the bottom, there's a section for 'eCrash Reports' with a 'Create New Report' button and a list of reports with columns for Case Number, Date Created, and Actions.

The screenshot shows the 'STATE OF COLORADO TRAFFIC CRASH REPORT' form. It includes fields for Case # (2604429), Agency ORI (CO0510100), and Agency Name (Pueblo Police Department). The form is divided into several sections: 'HARMFUL EVENT SEQUENCE' with a grid for selecting event types, 'ROAD CONTOUR - CURVES', 'ROAD CONTOUR - GRADE', 'ROAD CONTOUR - TURN', 'ROAD CONTOUR - LIGHTING CONDITION', 'ROAD DESCRIPTION', and 'ROAD CONDITION'. Each section contains a grid of checkboxes for various road-related details. The form also includes fields for Date of Report, Date Roadway Cleared, Time of Crash, and Officer information.

Crash report Fact Sheet

Colorado requires all crash reports to be submitted within 10 days.

Officer Errors account for delays in reporting

Report submission can be extended if further investigation required for accurate reporting

Waiting for severity of Injuries

Carfax will not allow submitting reports without all state requirement areas are filled

Serious Injury to Fatal Crash

If victim dies within 30 days of the crash, elevated charges will be sent to the District Attorney

After 30 days, DA will review but may decline elevated charge due to delayed death

Data entered is only as good as the officer who is entering it.



Pueblo Police Department Speed Trailer

Speed Trailer Deployment

Locations are selected based on community complaints as well as officer observations.

Residential roadways

School Zones

Any roadway where data can assist with enforcement activity

Speed trailer is deployed for a period of time then moved to capture opposite direction of travel for complete roadway data.

Data is shared with City Public Works upon request

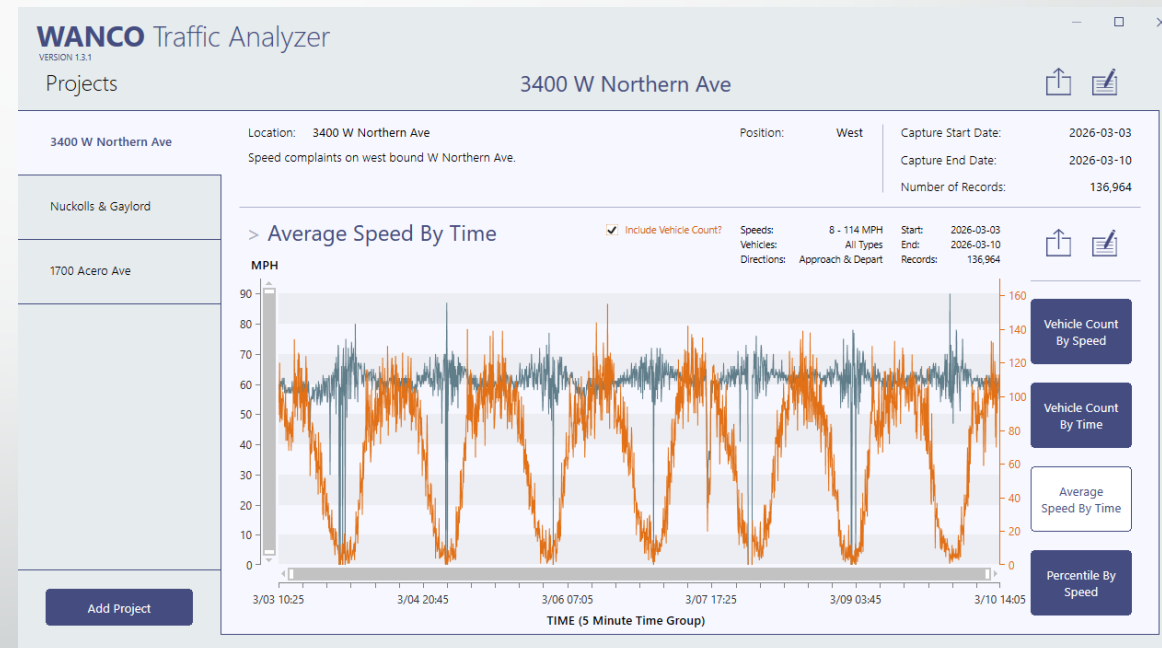
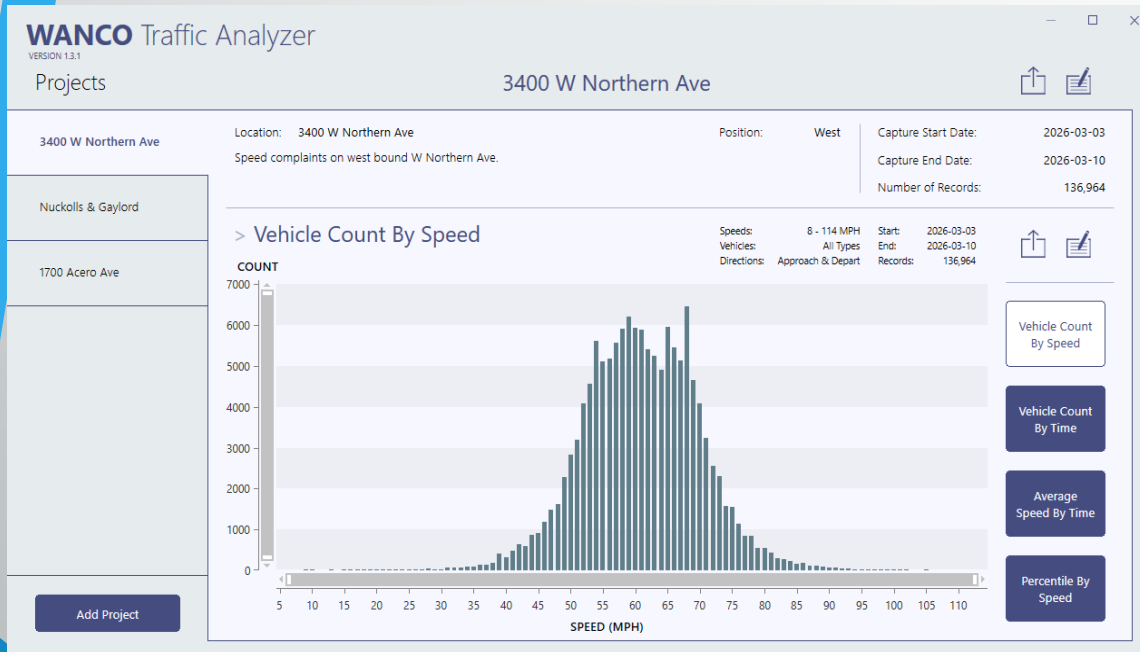
Limitations:

- **Weather**
- **Roadway Design**
- **Foliage**
- **Manpower**

Data Collected:

Vehicle Counts- Vehicle Counts by Speed & Time

85% speed analysis



Current Traffic Grants

Reducing Fatal Crashes Through Speed Enforcement Grant

- Fifth continuous year for grant award
- \$36,000 to pay the overtime for officers to conduct speed enforcement.
- Grant is funded through the CDOT Highway Safety Office
- Dates: October 1st, 2025-September 30th, 2026
- Renewed for FY 27 but cut to \$25,000

Victims of Stolen Vehicles Towing Assistance Grant

- Provides assistance for Pueblo Victims of auto theft to pay applicable tow fees.
- 2-year Grant (July 2025-June 2027)
- \$167,000 total funds
- Funded through Department of Local Affairs (DOLA)



What does the future hold?

In 2026, the Pueblo Police Department will be going through the process of establishing Automated Speed Enforcement program to make the streets of Pueblo a safer way to travel.

A partner has been identified through the RFP process, and we will be presenting Pueblo City Council for approval of the program.



Questions?

Sergeant Michael Sincerbox

719-553-2934



Education Campaigns: A Best Practice in Symptom Management

Researched and Compiled by: Dylan Goodman

Hypothetical



Understanding the Root of Behaviors



- Human beings are rational actors
 - Rational \neq Ideal or Perfect
 - Behaviors are neither spontaneous nor random, they are constructed from complex mental calculus
 - This mental calculus is often both conscious and unconscious
- What actions you can or can't take (action economy) are physically determined
- Behavioral choices are shaped through both physical forces and our internal perceptions
 - Education campaigns seek to modify internal perceptions, but do not address a permissive environment

The Role of Education Campaigns



- Post-Covid statistics have shown a marked shift towards more aggressive and negligent driving behaviors
- Infrastructure costs continue to increase faster than budgets can keep up, limiting opportunities to effect physical behavioral determinants
- Education campaigns, especially when used in tandem with other efforts, can noticeably shift driving behaviors, with limitations



Historic Use and Case Studies

Drunk-Driving Mitigation

- A 2020 study examined the effects of a 2016-2017 anti-drunk-driving education and enforcement campaign in Adis Ababa, Ethiopia
- Campaign sought to educate the populace on personal, social, and legal consequences of drunk driving
- Attempted to prove that education campaigns are still effective in low to medium income areas, and areas with and engrained culture of drunk driving
- Ads focus:
 - Deconstructing personal ability to gauge ability drive
 - Education on risk to others and establishing atmosphere of social intolerance towards the behavior
 - Increasing perceived risk of being caught and charged by law enforcement



Addis Ababa Study Findings



- The campaign was successful according to follow-up surveying
 - 9 percentage pt increase in participants who felt unsafe about driving after drinking alcohol (59% -> 68%)
 - 10pt decrease in participants who believed they were capable of determining ability to drive drunk (39% -> 29%)
 - 11pt decrease in reported rates of driving soon after drinking alcohol (42% - > 31%)

Findings Continued



- The campaign also showed implications of shifting the social conversation on drunk driving
 - 12pt reduction in belief that people should freely judge how much they can safely drink and drive (49 -> 37%)
 - 20pt increase in participants who reported discussing drunk-driving risks with others (6% -> 26%)
 - Increased support for future public advertising about roadway safety

Important Notes on Study



- The study looked at self-reported survey responses and did not attempt to poll change through police statistics
- Possible reasons for this:
 - Drunk driving is likely heavily underreported, and so accurate numbers cannot easily be gained
 - Numbers on drunk driving occurrences would be inflated from the enforcement campaign

Risky Driving Behaviors



- Multiple studies have been done on how education campaigns can impact risky driving behaviors
- One study, discussed in a meta-analysis, focused on a campaign that tried to change driving behaviors of young drivers was linked to a short-term 21.6% decrease in young drivers being reported as at-fault in crashes
- 2011 study centered on Indianapolis was able to link 7% reduction in speeding from a campaign centered on reducing driver behaviors
 - Enforcement was shown to be far more effective at shifting aggressive driving behaviors
 - Campaign and enforcement did not have a lasting impact on behaviors

Conclusions of Research



- There is a drought of rigorous historical research on the effectiveness of education campaigns
- Campaigns tend to be effective for their duration before falling off or rebounding to previous levels
- Education, by itself, is not very effective, but is a powerful pairing with enforcement
- The most effective campaigns are grounded in behavioral theory to guide campaign approach



Best Practices

Theory



- An internationally recognized best practice is to ground public health and education campaigns in a theoretical decision model
- Most applicable models for Road Safety Campaigns:
 - Extended Parallel Process Model
 - General Deterrence Theory

General Deterrence Theory

- Focuses on enforcement and consequence mechanisms
- People's actions are guided by:
 - Perception of legality
 - Perceived consequences of action
 - Potential social consequences of action
- Theory works well for joint-enforcement campaigns where people have high visibility of law enforcement

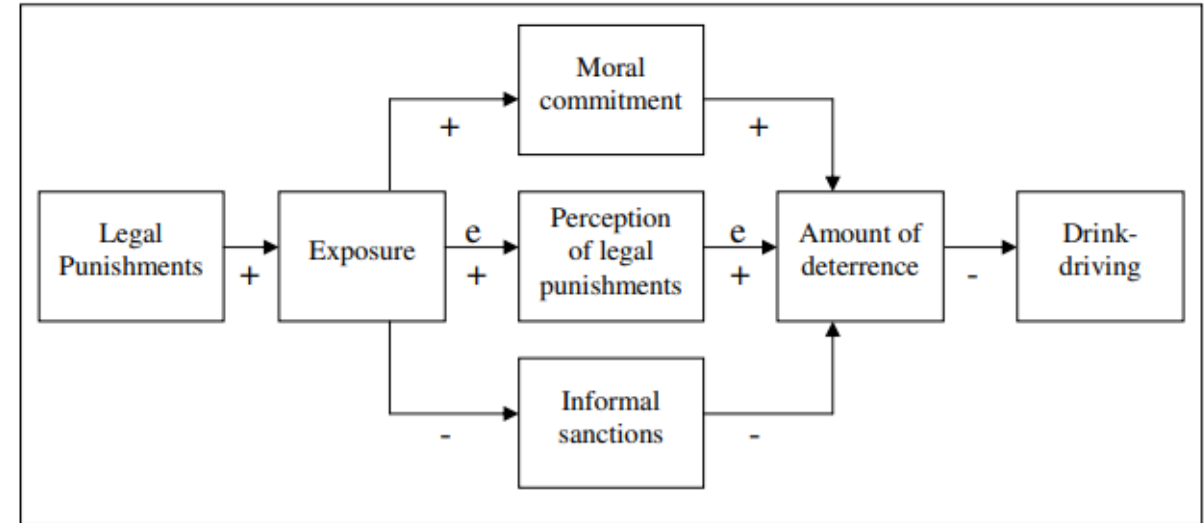


Figure 6. General Deterrence Theory (adapted from Gibbs, 1975)

+ and - denote positive and negative causal relationships, with e denoting evaluation

Extended Parallel Process Model (EPPM)

- Focuses on the effectiveness of Fear/Threat Appeals
- How people respond to a threat is dictated by:
 - Severity and immediacy of threat
 - Effectiveness of coping response to mitigate threat
 - Perceived ability to perform coping response
- High Threat + Ineffective Coping response = Fear Mitigation/Avoidance
- High Threat + Effective Coping Mechanism = Mechanism adoption

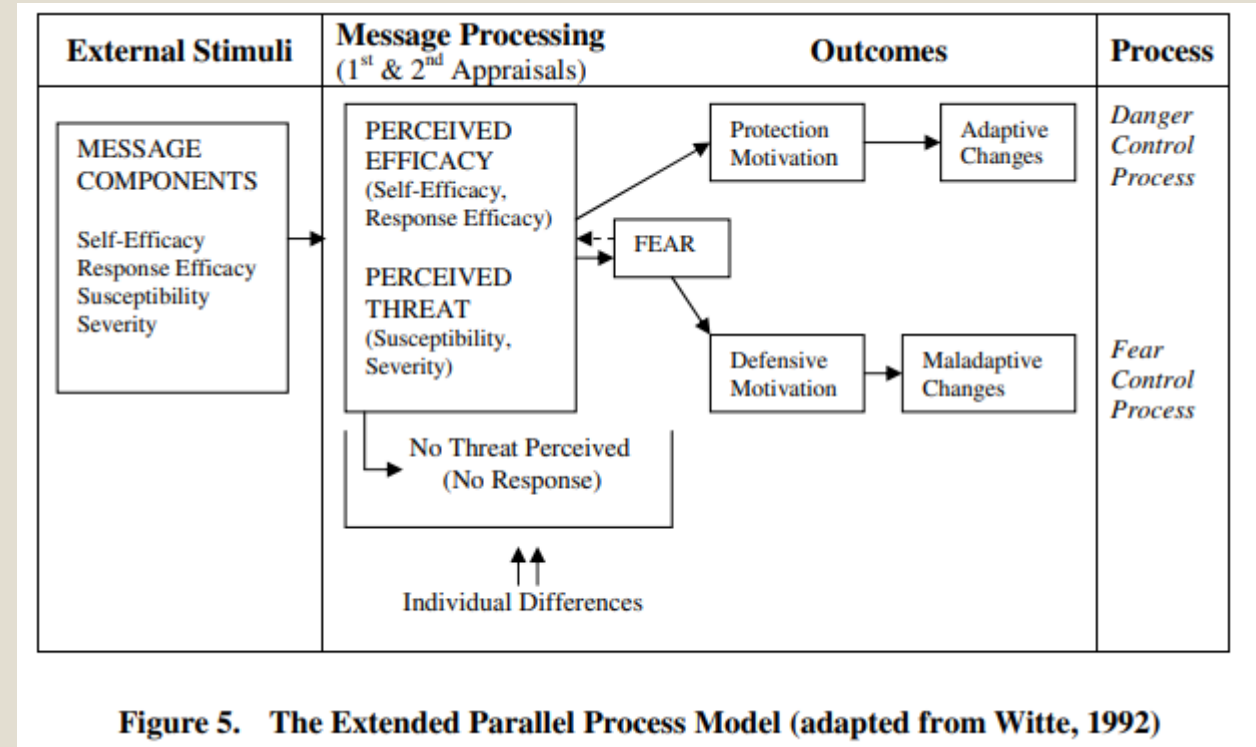


Figure 5. The Extended Parallel Process Model (adapted from Witte, 1992)

The Role of Fear



- There is mixed evidence on the effectiveness of fear appeals
- Fear appeals, solely by themselves, risk desensitizing people to the issue (EPPM)
- When leaning on a fear appeal, providing a direct solution has been shown to be effective
- Avoid leaning too heavily on shock-based fear, utilize an informational and personal basis (i.e., legal punishment, injury to self or loved ones, social stigmatization)

Campaign Design and Construction



- Select a grounded psychological theory to base campaign approach in
- Determine the demographics of your audience so you can tailor the message to targeted subgroups
- Clearly define the campaigns' objective
- Determine delivery mediums
- Plan timing with any supplementary actions

Execution



- Aim for a frequency, over the course of the campaign, that allows for 3-10 exposures
 - It is better to have <3 exposures than >10 exposures
- The behavioral appeal must be seen as possible, effective, and do-able by the audience
- Combine different approaches to enhance reach

Evaluation



- Do not attempt to measure crash statistics
 - Crash statistics are both very variable in frequency and have many complex causes
 - If your goal is to have a flat reduction in crashes, you need to focus on physical solutions
- Find variables and behaviors that can be objectively measured
 - Measurable variables should be informed by campaign goals

Potential in Pueblo



- Pueblo drivers engage in a lot of unsafe driving behaviors
 - Seat belt usage is 71.6% vs a state average of 90.7%
 - Pueblo is the 3rd worst city for fatal drunk-driving crashes, nationally at a rate of 17.94 fatal drunk driving accidents per 100,000 people.
 - Speeding is common in the county limits, factoring into 40% of fatal crashes

Key Takeaways



- Education and enforcement campaigns can change behaviors in the short and medium term, giving critical time for infrastructure to catch up
- These campaigns are only one piece of the greater process to shift safety behaviors. They should not be treated as a silver bullet
- When trying to change unsafe behaviors, provide a behavioral alternative that is effective, do-able, and directly related to the issue

Bibliography



- Mullin S and Murukutla N (2020) Effectiveness of a Drinking and Driving Campaign on Knowledge, Attitudes, and Behavior Among Drivers in Addis Ababa. *Front. Sustain. Cities* 2:563350. doi: 10.3389/frsc.2020.563350
- Wundersitz, Lisa & Hutchinson, Tp & Woolley, JE. (2010). Best practice in road safety mass media campaigns: A literature review. *Social Psychology*. 5.
- Delaney, A & Lough, B & Whelan, M & Cameron, M. (2004). A Review of mass media campaigns in road safety. Monash University Accident Research Center.
- Tarko, A & Anastasopoulos, P & Zuriaga, A. (2011). Can education and enforcement affect behavior of car and truck drivers on urban freeways?. *International Conference on Road Safety and Simulation*.
- Tannenbaum MB, Hepler J, Zimmerman RS, Saul L, Jacobs S, Wilson K, Albarracín D. Appealing to fear: A meta-analysis of fear appeal effectiveness and theories. *Psychol Bull.* 2015 Nov;141(6):1178-204. doi: 10.1037/a0039729. PMID: 26501228; PMCID: PMC5789790.
- Kok, G & Bartholomew, L & Parcel, G.S, & Gottlieb, NH & Fernandez, ME. (2014). Finding theory- and evidence-based alternatives to fear appeals: intervention Mapping. *International Journal of Psychology*. Vol 49, No. 2.
- Ruiter, RA & Kessels, L.T.E & Peters, G.Y. & Kok, G. (2014). Sixty years of fear appeal research: Current state of the evidence. *International Journal of Psychology*. Vol 49, No. 2.

Questions?



For more information please contact Dylan Goodman at:
dgoodman@pueblo.us

Date: _____ Requesting Entity: _____ Existing or New: _____

Project Name: _____

Project Location and Description of Project: _____

Description of Action: _____

Fund Source(s): Designate if State or Federal Funds

Fund Source	Rolled	2027	2028	2029	2030	Total

Total: _____

Additional Notes: _____

<p>MPO Complete</p> <p><input type="checkbox"/> Admin Amendment</p> <p><input type="checkbox"/> Policy Amendment</p> <p> </p> <p><input type="checkbox"/> Regionally Significant</p>	<p>Notes:</p> <div style="border: 1px solid black; height: 100px;"></div>
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Transportation Improvement Program Illustrative Project Application - FY2027-2030

Date of Submission:

Agency Name:	
Applicant Name:	Applicant Email:

Project Information: "N/A" if not available

Project Name:		
Project Description:		
Is this project identified in the LRTP? Yes No	If you answered "No" what other plans has this project been identified in?	
Has this project previously been worked on? Yes No	If you answered "Yes", please describe what other work has been done on this project?	
Estimated Cost:	Year Cost was Estimated:	Is the project shovel-ready: Yes No

Which of the following Long Range Transportation Plan goals does your project accomplish?

- Improves **safety** for all transportation system users
- **Build a multimodal system** that offers safe, convenient, and accessible options for all modes
- Maintain a transportation system that **encourages economic vitality and vibrancy**
- Invest in transportation systems that **promote a high Quality of Life** and a healthy environment

For more info on LRTP Goals, please visit: https://9d41869a-ad33-49ed-b45a-920ec04cc636.filesusr.com/ugd/18db8f_1f5736b570c14a86bb89e2996f243c28.pdf

Please explain how your project meets each selected goal:

Department Directors signature

Signed Date

X _____

Pueblo Area Council of Governments

Transportation Improvement
Plan

FY2027-2030

To Be Adopted

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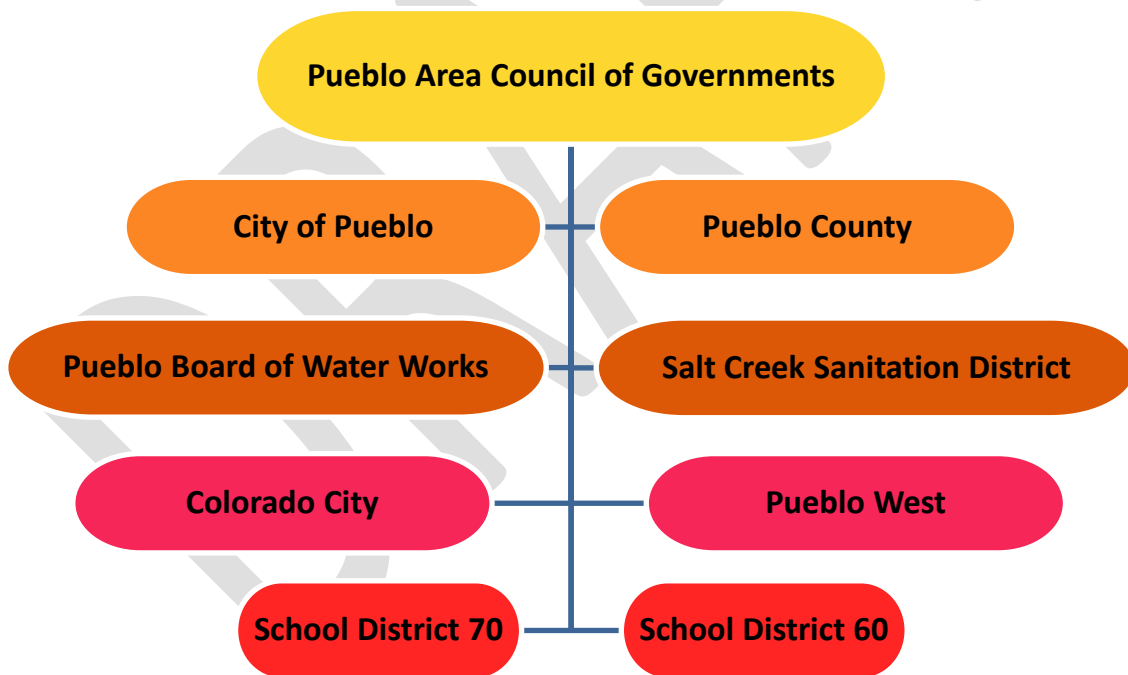
SECTION 1: TIP NARRATIVE AND POLICY

INTRODUCTION and RESPONSIBILITIES

The Pueblo Area Council of Governments (PACOG) was officially formed in 1971. It was designated as the Pueblo Metropolitan Planning Organization (PACOG MPO) in 1977. Local government members of PACOG are City of Pueblo, Pueblo County, Pueblo West Metropolitan District, Colorado City Metropolitan District, Pueblo Board of Water Works, Pueblo School District #60, Pueblo School District #70, and the Salt Creek Sanitation District.

See **Figure 1** below for a list of all members of PACOG.

Figure 1: PACOG Membership



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.

The Transportation Advisory Commission (TAC) assists in the planning process, recommends projects for funding, and advises the Board on technical matters. The TAC is comprised of one at-large citizen appointee, two planning commissioners from both the City's and County's planning and zoning commissions, a representative from the Pueblo ADA Advisory Committee, a representative from Pueblo Active Community Environments (PACE), a representative from Pueblo Plex and 8 voting staff members from the City of Pueblo, Pueblo County, Pueblo West Metropolitan District, Pueblo Transit, Pueblo Memorial Airport, and Colorado City. The TAC reviews and makes recommendations on most matters considered by the Board.

The Governor of the State of Colorado is responsible for the final approval of the TIP. The TIP is incorporated into the Statewide Transportation Improvement Program (STIP) produced by CDOT.

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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 23 CFR § 450.306 and FTA in 49 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 and MAP-21 lay out the 10 planning factors for MPO’s:

- Support the Economic Vitality of the metropolitan area;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- 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, housing, and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism

The PACOG MPO’s 2050 Regional Transportation Plan Update (RTP), adopted by Resolution No. 26-012, April 23, 2026, 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 June 26, 2026 through June 30, 2030 (FY27-2030)

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, or be consistent with, the approved Goals of the Regional Transportation Plan (RTP), which are outlined in the 2050 RTP, updated in 2026. 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.

The IJA and SB2021-260 allocated two pools of funding to the MPO for the MPO to oversee the distribution and regional oversight of the Carbon Reduction Program (CRP) and the Multimodal Transportation and Mitigation Options Fund (MMOF) respectively. These funds are distributed to projects through a region-wide competitive call for projects, open to local government agencies. Call for Projects are performed as new funds become available, not on a pre-established timetable.

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

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

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

Since the PACOG MPO competes on a CDOT Region 2 basis for funding of Transportation Alternative Projects, the PACOG MPO does not pre-rank project applications. The PACOG MPO will prioritize projects submitted for the Transportation Alternatives Program (TAP). The PACOG Project Scoring Criteria and Process follows the FHWA guidelines, new TAP projects were added to the FY 2027-2030 TIP. Highway capacity projects to be programmed in the FY 2027 - 2030 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2050 RTP. The Project Scoring Criteria for CRP and MMO Funds are built, individually, off of each programs goals, with each project submitted being individually scored by a committee of TAC member bodies.

In 2026 the MPO adopted CDOT's performance measures and targets for Infrastructure Condition, and System Performance. In 2026, the MPO by resolution 26-005 adopted its own safety measure targets, aiming for 103 total serious injuries, 28 total fatalities, 16 Non-motorists' fatalities and injuries which is a 15% reduction from an average taken for the years 2020-2024. 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 July 24th, 2025.

Key Terms

The TIP uses very specific funding terminology to denote how and when money is being allocated from fiscal year to fiscal year. To help first-time readers, below are common terms, and their definitions, used when discussing the TIP.

Table 1: TIP Key Terms

Programmed Funds	Monies from a specific funding source, whether Federal or State, that have been allocated to a specific project and phase, and therefore are shown in the TIP and STIP
Fund Reconciliation	A process used by the MPO and State DOT to maintain consistency between the TIP and STIP
Funding Pool	The amount of money in a specific funding allotment
Return of Funds	Project savings due to a specific phase of the project being completed under budget. These funds are returned to the original funding pool within the CDOT region
Fiscally Constrained	All projects must be programmed with no more funds than what are available via annual allocation in each funding pool
Roll-Forward	Funds that have not been budgeted (spent) in their originally programmed year that are then carried forward in the next fiscal year as shown in the TIP and STIP

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 2: Funding Program Abbreviation (Commonly used Acronyms)

Abbreviation	Funding Program
10A	10 Year Plan Asset Projects
10C	10-Year Plan Capital Investment Projects
10M	10-Year Plan Mobility Projects
6PU/CRP	PACOG Carbon Reduction Program
7PT/SB267	Senate Bill 267 Funds - Transit
7PX	Senate Bills 228 and 267 Funds
APP	Areas of Persistent Poverty Funds
ARPA	American Rescue Plan Act Funds
BFP	IIJA Bridge Formula
BRO	Bridge Off Systems
BTE	Bridge and Tunnel Enterprise
BUILD	BUILD Program
CBP	Construction Bridge Program
CCP	Critical Culvert Program
CCR	Critical Culvert Repair
CDF	Congressionally Directed Funding
CEF	Cost Escalation Fund
CFI	Charging & Fueling Infrastructure
CTE	Clean Transit Enterprise
CWP	Construction Wall Program
DIS	Discretionary Allocations
FAS	FASTER funds
FSA	FASTER – Safety Projects
FTA 5307/5310/5311/5339	Various Federal Transit Agency Funds
HAZ	Highway Safety Improvement Program (HSIP)
HLZ	Hazard Elimination Local Agency Projects
HOT	Hot Spots Funds
LOM	Local Match

LWCF	Land and Water Conservation Fund
MMO/MTF	Multimodal Mitigation and Options Funds
MPDG	Multimodal Project Discretionary Grant
NHFP	National Highway Freight Program
PWQ	Permanent Water Quality Mitigation
RAISE	RAISE discretionary Grant
RMS	Revitalizing Main Streets
RPP	Regional Priority Program
SAR/SRTS	Safe Routes to School
SGN	Traffic Signals
SSR	Bridge Enterprise – Projects
SUR	Surface Treatment
TAP	Transportation Alternatives Program - Region
VRU	Vulnerable Road Users Funds
ZFT	Zero-Emission Fleet

Note: The above table is an incomplete list of acronyms based on funding programs in the TIP on adoption. CDOT is updating and using abbreviations associated with various funding programs. For an up-to-date list, please visit <https://www.codot.gov/programs/planning/assets/transportation-plans/8-acronym-list-1.pdf>.

FISCALLY CONSTRAINT

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

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

Table 3: MPO Managed Funding

Fund		Previous Savings	2026	2027	2028	2029	2030
CRP	Available Funding	\$0	\$267,595	\$214,330	\$218,135	\$220,316	\$0
	Programmed	\$0	\$0	\$0	\$0	\$0	\$0
	Difference/ Amount Available	\$0	\$267,595	\$214,330	\$218,135	\$220,316	\$0
MMOF	Available Funding	\$54,440.59	\$507,429	\$545,536	\$578,500	\$614,902	\$0
	Programmed	\$0	\$507,429	\$545,536	\$529,401	\$586,710	\$0
	Difference/ Amount Available	\$54,440.59	\$0	\$0	\$49,099	\$28,192	\$0
TAP	Available Funding		\$1,201,182	\$0	\$0	\$0	\$0
	Programmed		\$1,201,182	\$0	\$0	\$0	\$0
	Difference/ Amount Available		\$0	\$0	\$0	\$0	\$0

TIP AMENDMENT PROCESS

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

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

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

TIP Amendments shall be requested in writing by any PACOG member organization and submitted to the MPO Manager using the TIP Amendment Form (Appendix X). 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.

Local Agencies submitting a new project for inclusion in the TIP as a policy amendment will be expected to give a short presentation or staff report to the TAC and to the PACOG Board of Directors before or during the meeting where the amendment is being presented.

Upon a TIP Amendments recommendation for approval by TAC, it shall be presented at the soonest possible PACOG meeting for final approval.

The TIP amendment for a Policy Amendment shall proceed as follows:

First a policy amendment shall have a public notice posted at least 15 days before it is set to be presented to PACOG.

Second, a policy amendment shall be brought forward to the TAC for recommendation of approval for PACOG. If a policy amendment is recommended for approval, then it shall be forwarded to PACOG for approval.

Third, PACOG shall have the final say on adoption of a Policy Amendment. Upon adoption, the E-TIP on <https://www.pacog.net> will be updated with all TIP amendments presented at the most recent meetings.

For a more detailed flow-chart on TIP amendments, please see Figure [x] below.

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

I. Policy Amendments

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

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

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

II. Administrative Amendments

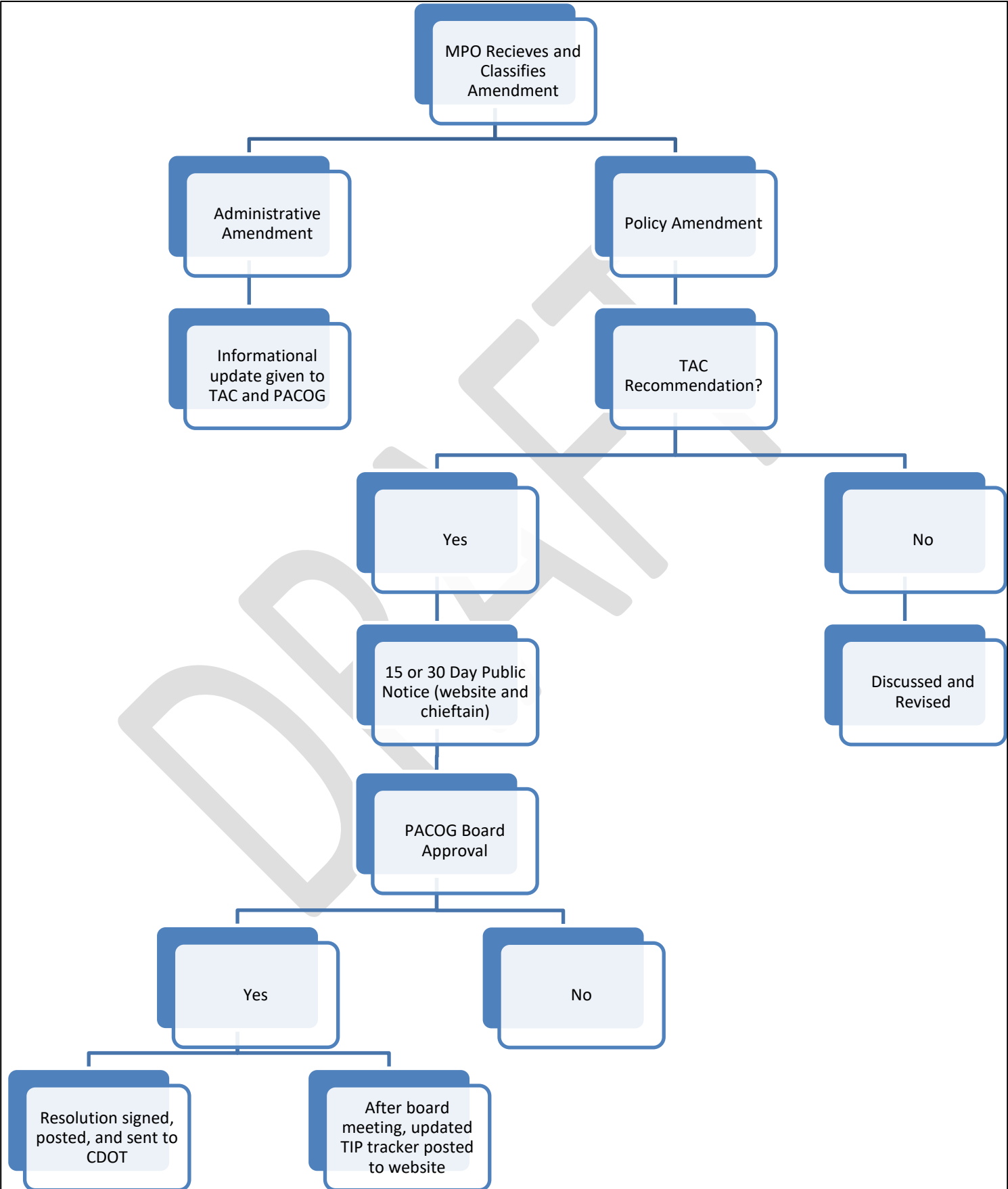
The following amendments are examples of TIP amendments for which approval authority has been delegated to the MPO Manager under the Administrative Amendment Process:

- Addition or 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.
- Addition of a project identified on the Illustrative Project list into the TIP
- Swapping funding sources (I.e. Federal, State, or Local).
- Changes in funding program.
- Changes to the allocation of funding between categories of work on a project or the creation of new work categories on a project that do not result in an increase to the overall project budget.
- Project Roll forwards if:
 - Unable to obligate in current year of TIP
 - The obligation authority² or appointment has not lapsed, and funding is still available

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

² As shown in TIP and STIP

Figure 2: TIP Amendment Process



ENVIRONMENTAL JUSTICE

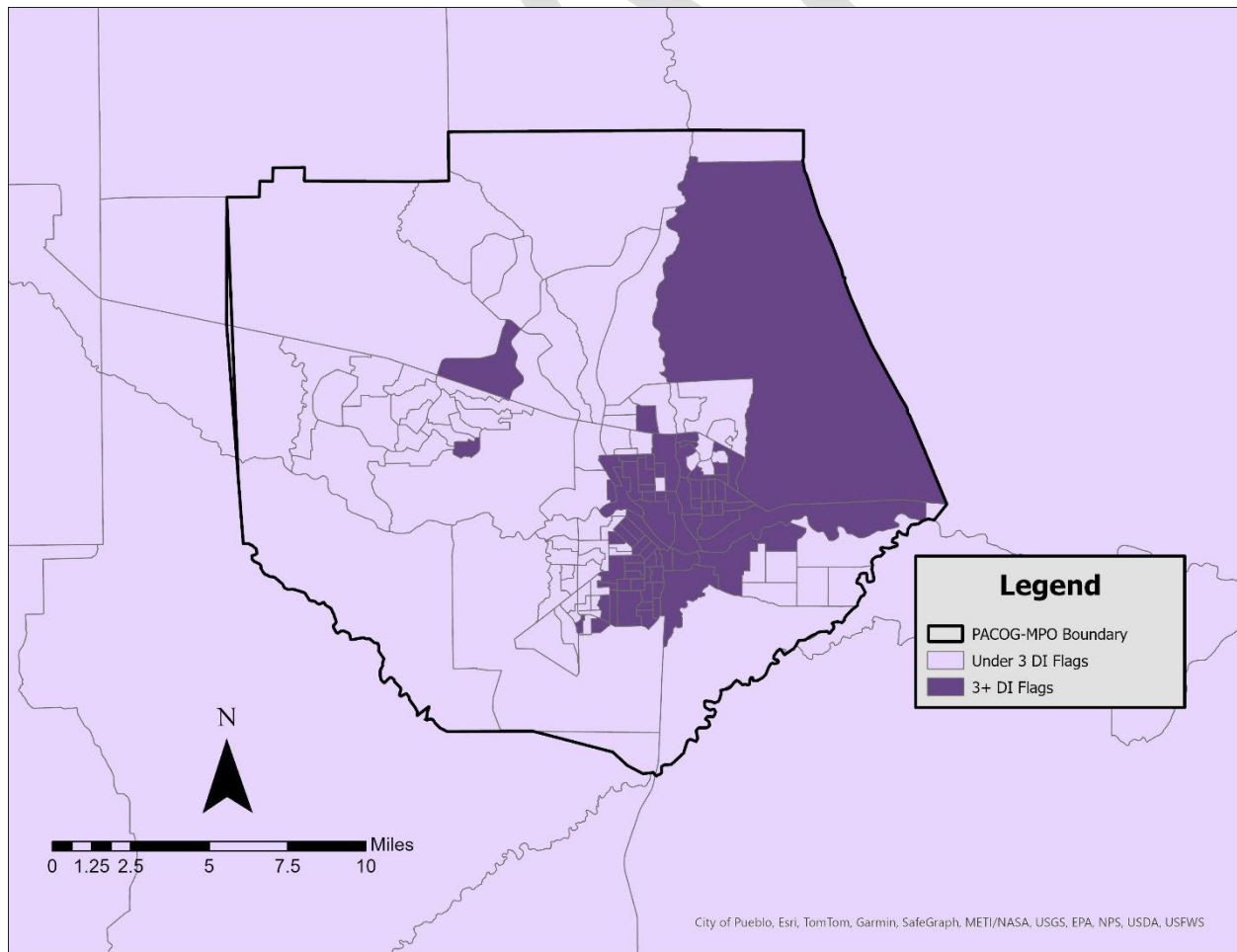
PACOG MPO Environmental Justice Process

Environmental Justice (EJ) is the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws and policies. In Colorado, the Environmental Justice Act (House Bill 21-1266) focuses on EJ in a number of ways, including identifying and involving disproportionately impacted (DI) Communities in the MPO’s planning process and project selection.

The PACOG MPO uses the Colorado Department of Public Health and Environment (CDPHE) Enviroscreen tool to identify DI Communities in its Planning Area. More information on this tool can be found online at: <https://CDPHE.colorado.gov/enviroscreen>

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

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



SECTION 2: FY 2027 – 2030 PROJECTS

PROJECT TABLES AND MAPPED LOCATIONS

The FY 2027 - 2030 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 tables below are a static snapshot of the TIP. All amendments are shown in the **E-TIP tracker**, which is a living document showing all updates over the course of the TIP. **The E-TIP can be found on www.pacog.net.**

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Table 4 Funding by Projects

ID #	Project Name	Funding Pools	Rolled (FY26 into FY 27)	2027	2028	2029	2030	Total
CDOT								
I-25								
	I-25 Through Pueblo	NHFP, SUR, HAZ, PWQ, 7PX, BFP, BTE, CEF, SB267, RPP		\$2,722,637.00	\$800,000.00			\$3,522,637.00
	I-25 Exit 108	RPP, 10C, 7PX				\$1,800,000		\$1,800,000
	I-25 Pueblo Safety Improvements	RPP						
	I-25 & CO-45A Safety Improvements	RPP						
	I-25 Median Barrier Phase V (MP 105-112)	FSA, CBP			\$5,100,000			\$5,100,000
Highway 50								
	US-50C Drainage	RPP		\$1,700,000.00				\$1,700,000.00
	R2: SH 96 Bridges K-18-BT, K-18-AD	DIS, SSR						
	US-50 SHIFT	RPP				\$4,850,000	\$1,500,000	\$6,350,000.00
	US50B – Hudson/Bonforte VRU Improvements	VRU						

ID #	Project Name	Funding Pools	Rolled (FY26 into FY 27)	2027	2028	2029	2030	Total
State Highway 47/State Highway 96								
	SH-47A Preventative Maintenance	SUR						
	CO-47A & US-50C PACOG Traffic Signals	HAZ		\$300,000				\$300,000
State Highway 45								
	I25C & US160A Intersection Improvements	SGA, FSA						
Regional or Off system								
	CSU Hydrogen Charging Infrastructure	CFI	\$3,606,640					\$3,606,640
	R2 East – Culvert Repairs	CCR						
	Region 2 VRU Safety Study	HAZ		\$61,200.00				\$61,200.00
	R2 Region-Wide Backplate Project	HAZ		\$20,552				\$20,552

ID #	Project Name	Funding Pools	Rolled (FY26 into FY 27)	2027	2028	2029	2030	Total
City of Pueblo								
	Wildhorse Trail Project	MMO	\$454,221	\$55,841	\$187,553			\$697,615
	River Trail Signs	MMO	\$21,000	\$128,000				\$128,000
	Westside Connector	RAISE	\$15,372,854.27					
	Bessemer Commerce Revitalization	RMS	\$14,338.57					\$14,338.57
	18 th Street Bridge Over Dry Creek	BRO	\$462,000					\$462,000
	Union Bridge Replacement	BIP, DOLA	\$16,274,791					\$16,274,791
	Grand Ave & 13 th Street Intersection Improvements	HLZ			\$840,000			\$840,000
	Prairie Ave and St. Clair Ave Intersection Improvements				\$690,000			\$690,000
	Lake Ave and Jones Ave Intersection Improvements				\$840,000			\$840,000
	Safe Streets for All	SS4A	\$316,231.24					\$316,231.24
	Pueblo Supplemental Planning and Demonstration Project	SS4A	\$1,199,448.75					\$1,199,448.75
	Pueblo Downtown Multimodal Safety Improvements	RMS	\$1,819,109					\$1,819,109
	City of Pueblo EV Charging Equipment	CFI	\$14,400,240					\$14,400,240

ID #	Project Name	Funding Pools	Rolled (FY26 into FY 27)	2027	2028	2029	2030	Total
	Eagleridge Blvd And Dillon Dr Roundabout	HLZ	\$1,658,700					\$1,658,700
	E. 8th Street Bridge Repair	BRO	\$131,250					\$131,250
County of Pueblo								
	Connecting Communities		\$10,334,390.00		\$28,125			\$10,362,515.00
	Pueblo County EVSE Expansion	CRP	\$290,469.62					\$290,469.62
Pueblo West								

ID #	Project Name	Funding Pools	Rolled (FY26 into FY 27)	2027	2028	2029	2030	Total
Transit								
Pueblo Transit								
	Pueblo Transit Operating	5307		\$5,865,000.00	\$6,029,000.00	\$6,197,812	\$6,371,351	\$24,463,163.00
	Pueblo Transit-Subsidized Van-Pool	MMO, ARPA FTA	\$249,800		\$150,200			\$400,000
	Pueblo Transit MyRide App	MMO	\$42,925	\$47,075				\$90,000
	Youth Ride Free	ZFT, MMO			\$35,523	\$72,869		\$108,392
	Pueblo Transit Fixed Route Bus/Vehicle Replacements	SB267, FTA 5339	\$19,587,944					\$19,587,944
	CTE Service Expansion and Micro Transit	CTE	\$1,099,282					\$1,099,282
	Pueblo Transit Administrative Facility	SB267	\$2,180,000					\$2,180,000
Senior Resource Development Agency								
	SRDA Admin & Operating	5310		\$170,000	\$170,000	\$170,000	\$170,000	\$680,000.00
	Enhanced Mobility of Seniors and Individuals with Disabilities	5310, FAS		\$150,156	\$157,664	\$165,547	\$173,825	\$647,192.00
Other								
	Envida Transit Vehicle Purchasing	CTE	\$377,918					\$377,918
	Envida Transit Operating Funds	CTE, 5310	\$61,061					\$61,061

Source: Data from CDOT Region 2 Regional Planning Manager and local agencies, email communications, April 2026 and Data from FTA regional liaison and Pueblo Transit operations manager, email communications, April, 2026

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Illustrative Projects

The projects below are not on the TIP nor have any funding sources identified. They are projects that local agencies have identified as priorities when pursuing funding opportunities. As a requirement to be placed on the Illustrative project list, the below projects were identified in the 2050 Long-Range Transportation Plan or other planning documents and had to align with 3 out of the 4 goals identified in the 2050 LRTP.

The LRTP Goals are:

- Improve **safety** for all transportation system users
- **Build a multimodal system** that offers safe, convenient, and accessible options for all modes
- Maintain a transportation system that **encourages economic vitality and vibrancy**
- Invest in transportation systems that **promote a high Quality of Life** and a healthy environment

Local jurisdictions were given a limited number of projects that they could select, determined based on a qualitative analysis of financial capacity, staff capacity, and population, where relevant. The ratio below was approved by the Transportation Advisory Commission.

Ratio

City – 5 Projects

County – 5 Projects

Transit – 3 Projects

Pueblo West – 3 Projects

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APPENDIX B: RESOLUTION OF ADOPTION – Final Approval

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