

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

April 9, 2024

9:00 a.m.

211 E D Street, Pueblo, CO 81003

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

Meeting ID: 946 1312 9536

Password: 598875

Dial by your location

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

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

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

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

- 1. Call Meeting to Order**
- 2. Self-Introductions and Public Comments (non-agenda items only)**
- 3. Approval of Minutes**
March 12, 2024 Minutes*
Action Required: Approve/Disapprove
- 4. Updated Transit Routes* – Ben Valdez**
Action Requested: Presentation
- 5. 2021 Top 25 High Crash Locations****
Action Requested: Presentation
- 6. 2025-2028 Draft TIP***
Action Requested: Informational
- 7. Other Local Agencies Updates**
Action Requested: Informational
- 8. CDOT Updates**
Action Requested: Informational
- 9. TAC ByLaws***
Action Required: Finalize

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

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

March 12, 2024

9:00 a.m.

211 E D Street, Pueblo, CO 81003

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

Amended Agenda

1. Call Meeting to Order

Chairwoman: Eva Cosyleon

Time of Call: 9:00 a.m.

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

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

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

Others Present: Macario Torrez, Wendy Pettit, Isabel Rollins, Carol Cosby, Lachelle Davis, Don Scanga, Sarah Skinner, Tess Richey, Davis Swenka, Carol Cosby, Emma Belmont, Andrew Hayes, Scott Lindquist, Danell Ward

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

Emma Belmont is from Federal Transit Administration (FTA). Tess Richey is from CDOT. Danell Ward is from SRDA.

3. Approval of Minutes

February 13, 2024 Minutes*

Motion to Approve: Laura Leyba

Second: Ben Valdez

Unanimous:

4. Performance Measures 1 (PM1) Safety Targets* – David Swenka

Motion to Approve: Don Bruestle

Second: Laura Leyba

Unanimous:

David Swenka said that the targets were set for calendar year 2024 and it is a 5-year rolling average. These are projections of 2023 and 2024. They also do a trend analysis for 2024 and that is how they set the goals for both fatalities and serious injuries. They also include non-motorist crashes. Colorado Fatalities/Serious Injuries and Pueblo County Fatalities/Serious Injuries has been slowly increasing each year. Don Bruestle asked if they make a distinction between urban and non-urban fatalities and injuries, David said they do have the ability to separate those, typically is it 60% urban and 40% rural.

5. TAC ByLaws*

Action Required: Finalize

Dylan Goodman said that there were a few changes to grammar, removal of the secretary position, an additional clause if an officer is removed from PACOG - they will no longer be in good standing with TAC, if Chairperson nor ViceChair can be in attendance - then the TAC meeting in canceled.

a) Voting – allowed by zoom or in person

1. Wendy Pettit suggested keeping email votes because sometimes CDOT needs an immediate action. Eva Cosyleon said that the nature of our work has to be public and email votes don't allow that.

2. Quite a few of the TAC members are opposed to the anonymous voting.

ii. Anonymous Voting – as needed and directed by TAC

iii. Email/Mail – not allowed

iv. Proxy Voting – allowed

1. Geoff Guthrie has a concern about the 7-day notice, Eva said that they can designate a representative to vote on their behalf.

b) Special Meetings – public comments still allowed.

i. Don Bruestle said that usually the special meeting has one agenda item and once it's posted, it can't be changed.

ii. Online/zoom voting is allowed

c) Membership –

i. At-Large Citizen – allowed voting member.

Geoff Guthrie suggested adding at least one at large citizen that doesn't represent a committee (no specific group). Shawn Winters would suggest the Direct of Operational Support for the alternate. Melanie Turner had a concern about Pueblo West and Pueblo County has more members, Shawn said that they are still separate as far as the Trails go. Eva suggested having a PDPHE person, Don Bruestle said that he votes yes, and their title would be chosen by the director. Melanie said no. It was decided that the PDPHE will not be included. It was voted that the At Large Citizen will be voting member.

d) Quorum – 5 minimum voting members

Laura Leyba wants to know who breaks the tie, Andrew Hayes said it usually majority plus one.

e) Term of Membership

i. No term limits if you are representing an organization but a minimum of 3 years otherwise

ii. Abide by terms – organization will be requested to replace

With the new TIP Policy, the agencies would know that it takes about a month and a half process to get things approved through public comment and TAC/PACOG approval. TAC could review these once a year. Executive chairperson will be identified at a later time.

6. Union Avenue and Main Street – Andrew Hayes

Action Requested: Presentation

Andrew Hayes said they are still in progress for the revitalizing project for Union and Main Street. This will include the bridge up to City Center Dr. This project is in design and is currently getting potholing work done for utility locate (structure). There will be some work done on the Arkansas River Bridges but the main focus is between B Street and Riverwalk to City Center Dr. This will be revitalizing the Union Corridor. This project will expand the sidewalks to 20 feet wide and add more landscaping. Don Bruestle had a concern about the WESCO building and the narrow sidewalks. Andrew said that Main Street will be the thorough fare. He said that this project is only for the Right-of-Way, not private property. Don also mentioned that good signage will help. Andrew said some of the design will be finished when the utility locate are completed. The project is around \$16m and budgeted for \$9m. The RFP will be posted later this year. Don asked about the lot by SRDA, Andrew said that there is interest in development into a hotel site. There will still be parallel parking (2 lanes traffic + 2 parking lanes) on Union but no bike lanes, just sharrows. Laura Leyba asked if the ADA committee can get the plans to review, Andrew said there are some ADA already in the design but anytime. Laura asked about the historic and sidewalk, Andrew said they have to look at each one of them, but will get more details. Don Scanga said that CDOT's Environmental Group is working with the State Historic Preservation Office (SHPO). Wendy Pettit asked about the patio dining for the café, Andrew said that the parklets are not going to be there because there will be more room for dining. Don asked about the alleyways and walkability, Andrew said that there isn't a focus on those. The deliveries will be from the alleyways. On Main Street, there will be bike lanes from the bridge to Alan Hamel. Wendy Pettit suggested looking at the speeding coming down the bridge. Dylan Goodman asked about cutting Main Street with just 1 lane in each direction, Andrew Hayes said that there will be more traffic from Union so they don't want to do that. Ben Valdez asked if Abriendo will be able to handle the overflow, Andrew said they are going to keep the same reconfiguration. Don Bruestle asked about a pedestrian refuge, Andrew said that the scope ends at the bridge but it is not forgotten. This is a \$16m and budgeted \$9m. Geoff Guthrie had a concern about slowing the traffic Northbound on Union, Andrew said there will be stop signs at C Street and D Street. There will be restriping for left turns. Geoff also had a concern about the segment on Main between Alan Hamel and City Center for cycling. These comments are not being ignored, there are other things that need to be addressed first. There is \$2m from Revitalizing Main Street Grant, Pueblo County has contributed around \$3m, and the City has \$4.5m.

7. House Bills – 24-1313 (Housing in Transit Oriented Communities) and **SV24-036 (Vulnerable Road User Protection Enterprise Fund)***

Action Requested: Informational

Nathan Lindquist is the Senior Landuse Planner for CDOT. He said that there is \$65m for the HB 24-1313 and Pueblo Area would be able to qualify. There are no mandates for Pueblo. The locations would include where there are light rail stations, bus rapid transit stations, and frequent bus stations (15-minute intervals). The other areas are required to meet the housing opportunity goal (zoning of these areas need X amount of housing). This bill will help with funding and infrastructure (water sewer). Don Bruestle asked how this bill will help increase the affordability of housing in transit-oriented communities, Nathan said there is money for affordable housing tax credits, and funding for infrastructure. Zoning can be a big barrier on affordable housing. Andrew Hayes asked what triggers would help Pueblo be included, Nathan said that this was done back in January 2024. If we do upgrade to 15 minutes, then it won't trigger anything. There is another bill that will come out to help Transit more broadly.

Nathan did not know much about the Vulnerable Road Users, this will increase registration fees to fund

pedestrian/bicycle improvements.

8. Transportation Improvement Plan (TIP) Policy*

Action Required: Informational/Finalize

These will be included in the new draft TIP next month. Eva Cosyleon said that it has been cleaned up and try to be clear. Wendy Pettit asked if we ran it by Jamie, Eva said that it is still in draft form.

9. Other Local Agencies Updates

Action Requested: Informational

Andrew Hayes said there are a few pavings for this year, this includes: Dillon from Carruth to Eagleridge, Cheyenne between 19th and 29th, Court Street between City Center to 24th Street, Northern Ave between Prairie to I-25, and Alan Hamel Ave from Santa Fe Ave to Main Street. There is preservation work on Club Manor, Oakshire, Portland, Colorado, Troy, Dillon, and Santa Fe. Andrew said they are designing improvements on Dillon (Elizabeth area) from I-25 to City limit. The roundabouts that are going in this year are Eagleridge and Dillon, Berkley and Mesa, and Adams and Jackson. Ben Valdez asked if the City is going to do any educational pieces, Andrew said they are in the talks about the public education campaign.

Shawn Winters said that the Joe Martinez Trail has gone through FOR - redesign issues by the Library, Purcell Trail received sub recipient risk assessment notification letter, Civic Center Trail received award letter, FLAP (Federal Land Access Program) Bridge over Railroad by Nuckolls will be installed on April 2nd.

Sarah Skinner said she submitted a RAISE Grant for concrete for Medal of Honor Trail. Safet Streets for All is next steps.

Ben Valdez said that they are getting ready to divert the route from Northern. There is a whole bunch of projects in the works. The RFP should be posted by the end of the month for the vanpool.

Greg Pedroza said that they are in the top 3 for the Air Race, know by end of April. There will be some infrastructure improvements. Everyone needs to think about the first event of September 2025 with traffic control plans, shuttles, etc...

Isabel Rollins said that she is working with Sarah on if there can be a supplemental Safe Streets for All Grant.

10. CDOT Updates

Action Requested: Informational

Aaron Willis said there are two new staff members, Tess Richey (Region 2 Planner), and Sifa Martha Lotto (Strategic Communications/ADA). CDOT is required to have their website ADA compliant.

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

a) TIP Amendment #2023.111

Administrative Action:

Project Name: City of Pueblo Lake Avenue and Orman Roundabout

STIP Number: SR26644.103

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

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

Federal Program Funds:	\$
State Matching Funds:	\$
Local Matching Funds:	\$ 17,939
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 17,939

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

b) TIP Amendment #2023.112

Administrative Action:

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

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

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

Federal Program Funds: \$ 4,268,250

State Matching Funds: \$ (474,250)

Local Matching Funds: \$

Other Project Funds: \$

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

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

c) TIP Amendment #2023.113

Administrative Action:

Project Name: I-25 through Pueblo

STIP Number: SPB3865.999

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

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

Federal Program Funds: \$ 4,742,500

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

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

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

Action Requested: Informational

12. CPG Planning

Action Requested: Informational

Eva Cosyleon said that she is helping Ben for his outreach for his new transit routes, May 15th. The money can also be used for studies or there is discussion on Complete Streets work. Laura Leyba asked if Salt Creek, Eva said Yes. Laura was wondering about mobility, Eva said this money is for planning not concrete work. It was suggested that Laura should talk to Pueblo County. Sarah Skinner said that there might be some IIJA funds.

13. Next TAC – April 9, 2024 - Planning Conference Room, 211 E D St 81003

Action Requested: Informational

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

Roundtable Discussion

Pueblo Transit

EV Grants – Dylan Goodman that the flier is for a survey to tell them to come down south.

Wendy Pettit had a question about personal EV infrastructure use, Andrew Hayes said that she should talk to BlackHills (Devon).

15. Adjourn at or before 11:00 am

Adjournment was at 11:02 a.m.



Pueblo Transit **North** and **South** Shopping Transfer Routes

Spring 2024



North Shopping

Purpose:

The Northside Shopping route will give Pueblo Transit the option of substituting our Eastside/Irving trailers with a route designed to have transfer points that eliminate commuting time drastically for our customers.

This route will use most of the existing Transit stops to help better serve our customers' needs when wanting direct service to dining and shopping. One key addition being restaurants located along Elizabeth.

Transfer locations.

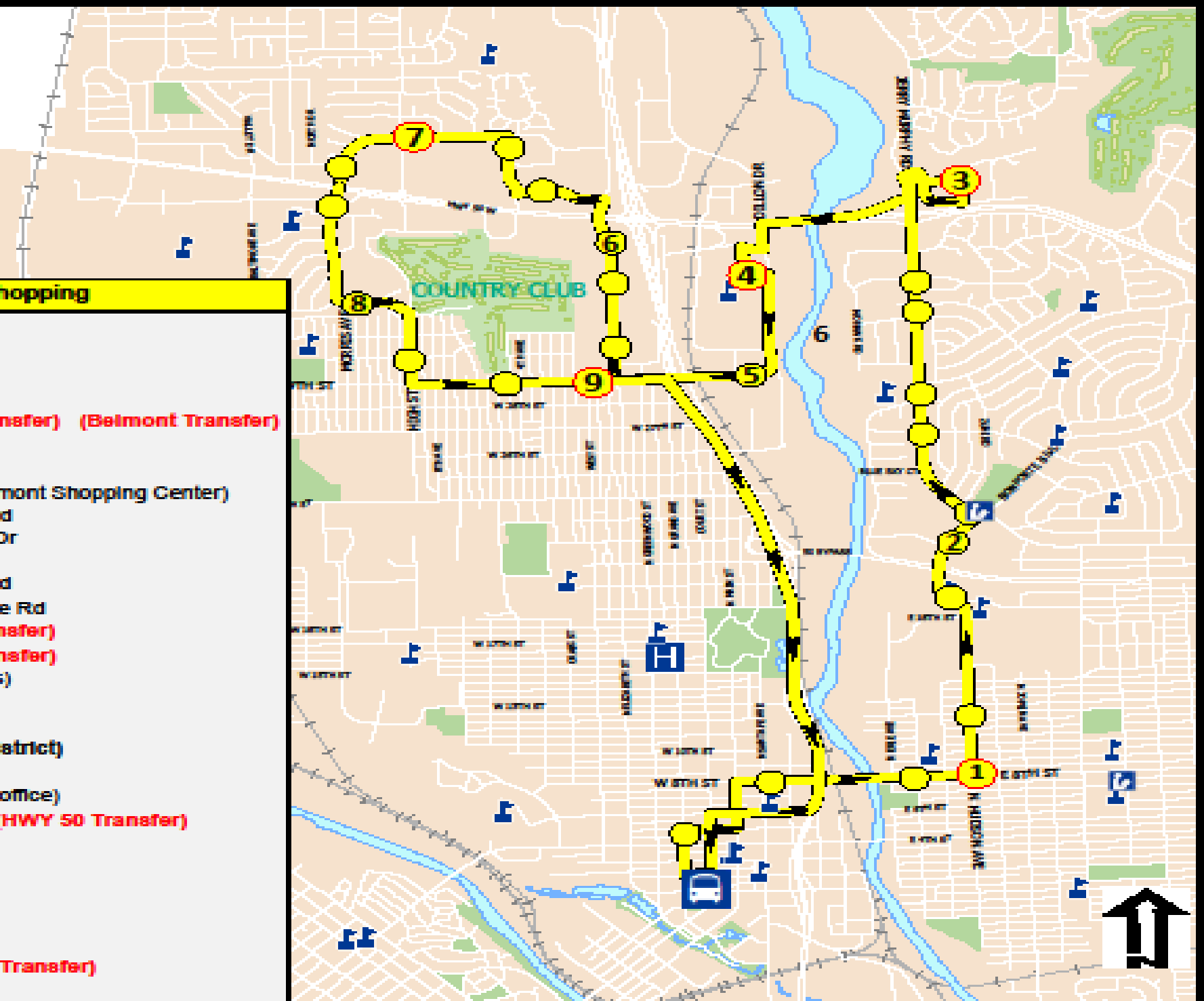
1. **Eastside #1, Belmont #10:** This 8th and Hudson Transfer will allow our eastside customers direct access to the Belmont shopping center, University shopping center, Pueblo Mall, Target, King soppers, restaurants and shopping on Elizabeth St., and Hwy 50 Shopping (Lowe's, Albertsons) and Dinning.
2. **University #9:** This transfer at Big Lots will allow customers from the Eastside, Belmont, and CSUP direct access to the Pueblo Mall, Target, King Soopers, Shopping and restaurants on Elizabeth and Hwy 50.
3. **Mall #6:** Customers of the North Shopping route who wish to get to Walmart or the Pueblo Crossing shopping center can make the transfer to the Mall route.
4. **Hwy 50 #8:** The transfer point at Fortino and Outlook will allow customers of the North Shopping Route to transfer onto the 50 for access West to points like Parkwest Medical, YMCA, and Centennial High School.
5. **Mall #6:** the transfer point at 29th and Elizabeth will also the Shopping Route customers to Transfer on to the Mall route going south for locations such as Parkview and Mineral Palace.

ROUTE 13 NORTH SHOPPING



- Stop & Transfer Locations
- Bus Stop

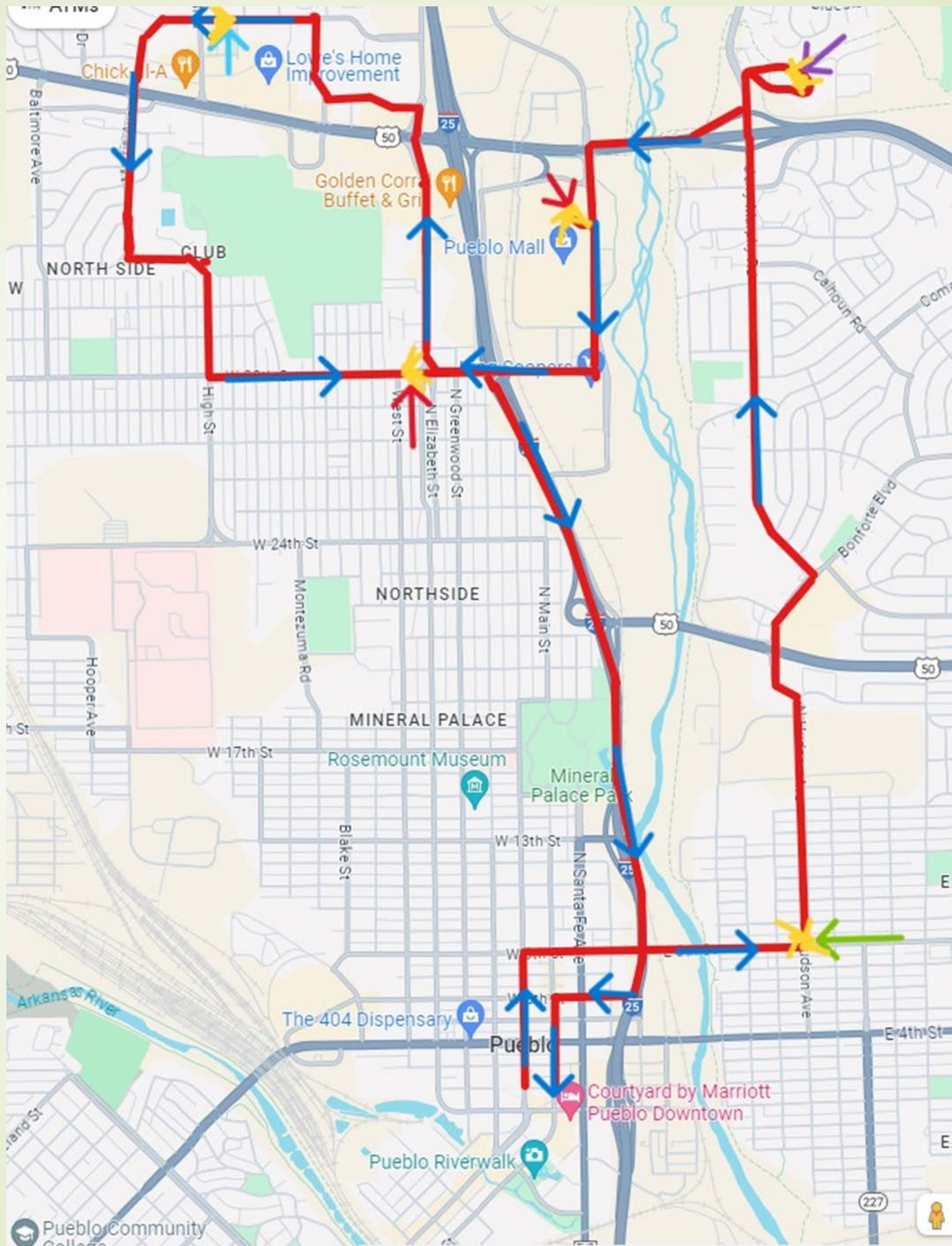
Travel times may be affected by inclement weather.
 For the most up-to-date route information please call 719-553-2727
 Para información llame al número de arriba.



North Shopping	
	Transit Center
	5th St - Grand Ave
	8th St - Santa Fe Ave
	8th St - Fountain Ave
1	8th St - Hudson (Eastside Transfer) (Belmont Transfer)
	12th St - Hudson Ave
	Hudson Ave - Ruppel Ave
2	Bonforte Blvd - Hunter Dr (Belmont Shopping Center)
	Jerry Murphy Rd - Bonforte Blvd
	Jerry Murphy Rd - Horseshoe Dr
	Jerry Murphy Rd - Chinook Ln
	Jerry Murphy Rd - Glenmore Rd
	Jerry Murphy Rd - Bonneymede Rd
3	Big Lots (University Transfer)
4	Pueblo Mall (Mall North Transfer)
5	29th St - Hart Rd (King Soppers)
	Elizabeth St - 30th St
	Chipotle
6	Applebee's (Restaurant District)
	Patty Ln - Market Plaza
	Club Manor Dr - Fortino (Post office)
7	Fortino Blvd - Outlook Blvd (HWY 50 Transfer)
	Fortino Blvd - Valley Dr
	Morris Ave - Lynda Ln
8	32nd St - Morris (St Plus)
	30th St - High St
	29th St - 5th Ave
9	29th St - West St (Mall South Transfer)
	Transit Center

MONDAY-FRIDAY

OUTBOUND					INBOUND					
Transit Center	8th at Hudson (Eastside & Belmont Transfer)	Bonforte and Hunter	Big Lots (University Transfer)	Pueblo Mall (Mall North Transfer)	29th and Hart	Elizabeth Restaurant District	Fortino and Outlook (HWY 50 Transfer)	32nd and Morris (St Plus)	29th and West St. (Mall South Transfer)	Transit Center
	1	2	3	4	5	6	7	8	9	
7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:40 AM
2:45 PM	2:50 PM	2:55 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:20 PM	3:25 PM	3:30 PM	3:40 PM
3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:40 PM
4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:40 PM
5:45 PM	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:20 PM	6:25 PM	6:30 PM	6:40 PM





South Shopping

► **Purpose:**

► The South Shopping Route will give Pueblo Transit the option to substitute our current Bessemer/Berkely trailers with a Route designed to have multiple southside transfer locations. These transfer locations give our customers direct access to the shopping corridors located along Northern Ave and Pueblo Blvd.

► Additionally, this route provides service to four major Pueblo streets, and the Regency Neighborhood in directions not currently available.

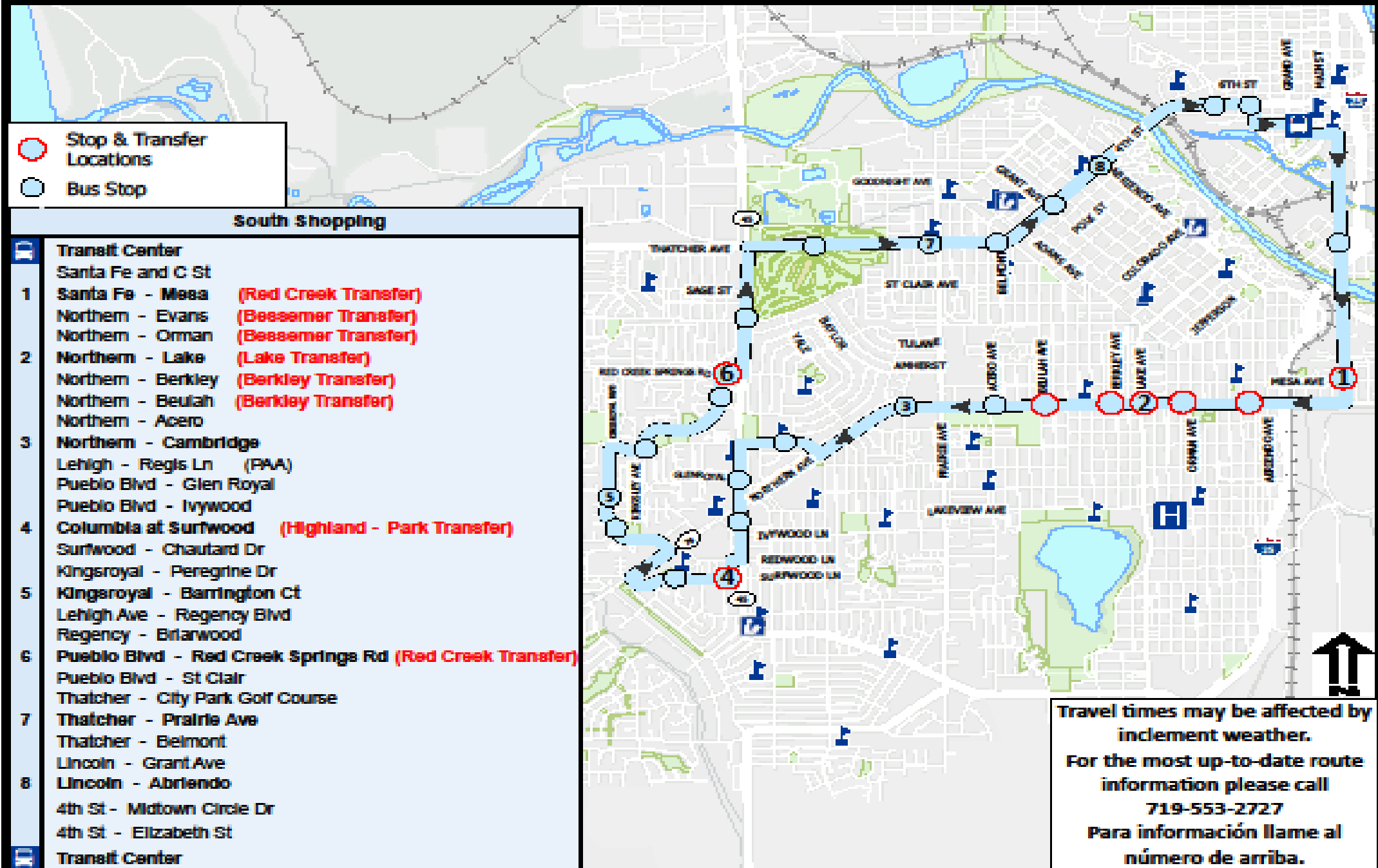
1. South on Santa Fe from City Center to Northern Ave.
2. West on Northern from Santa Fe to Pueblo Blvd.
3. Pueblo Blvd from Red Creek Springs Rd. to Thatcher Ave.
4. East on Thatcher from Pueblo Blvd. to Orman.

► Along with new service directions, this route will allow for transfers points with existing routes Lake, Bessemer, Berkely-Beulah, Highland Park, and the Red Creek. These transfer points will cut commuting time drastically for our customers.

► **Proposed Transfer Locations**

1. **Bessemer #2:** Outbound at Northern and Evans, Inbound at Northern and E. Orman.
2. **Berkley #4:** Outbound at Northern and Berkley, inbound at Northern and Beulah.
3. **Highland Park #7:** Pueblo Blvd and Surfwood
4. **Red Creek #10:** Outbound at Red Creek Springs Rd. and Pueblo Blvd, Inbound at Santa Fe and Mesa.
5. **Lake #12:** Outbound and Inbound at Northern and Lake.

ROUTE 6 SOUTH SHOPPING

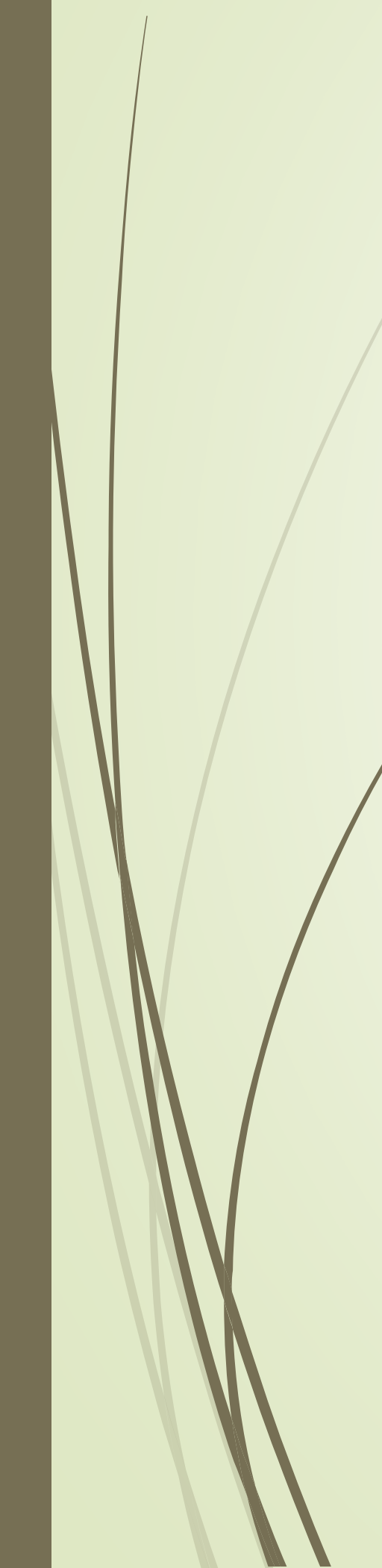
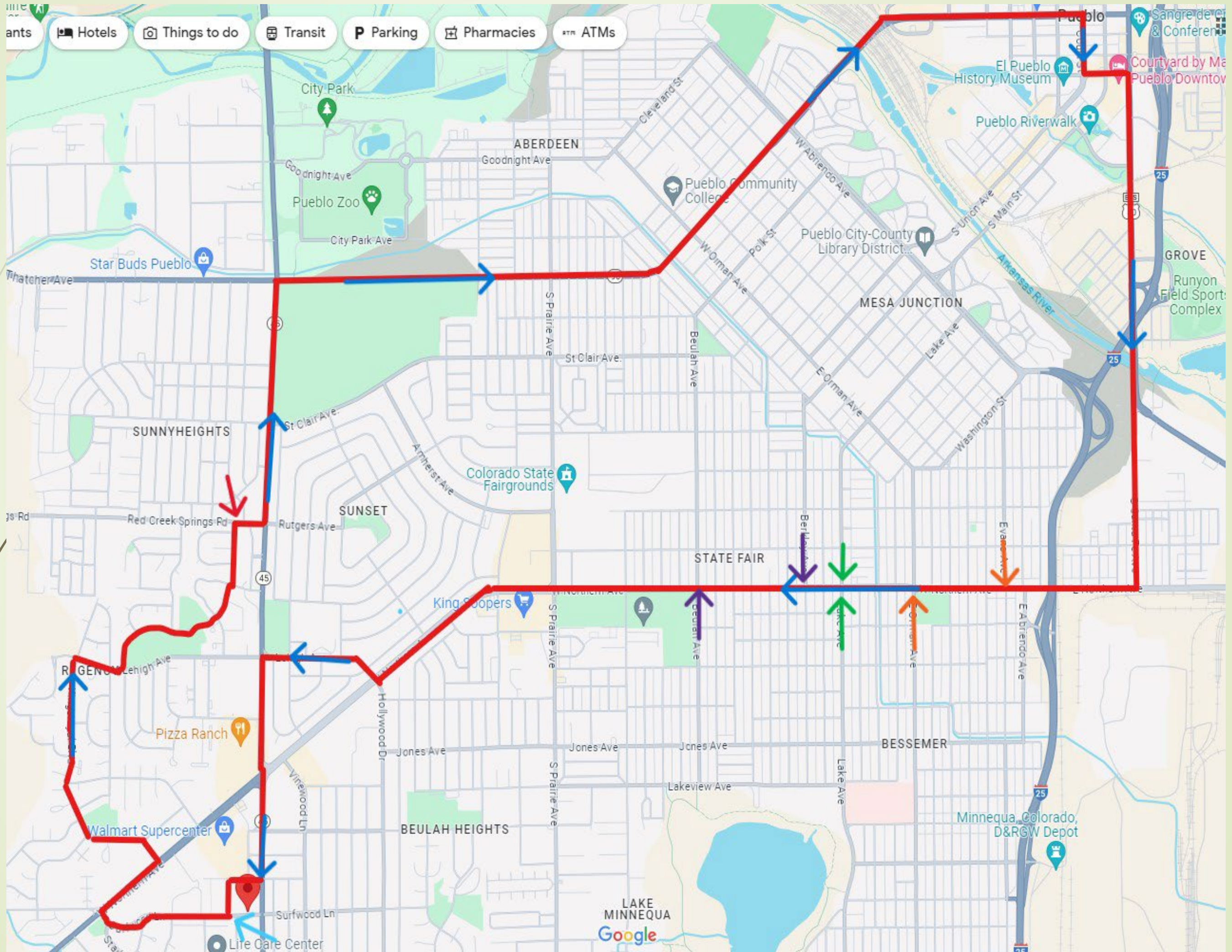


South Shopping		
	Transit Center	
	Santa Fe and C St	
1	Santa Fe - Mesa	(Red Creek Transfer)
	Northern - Evans	(Bessemer Transfer)
	Northern - Orman	(Bessemer Transfer)
2	Northern - Lake	(Lake Transfer)
	Northern - Berkley	(Berkley Transfer)
	Northern - Beulah	(Berkley Transfer)
	Northern - Acero	
3	Northern - Cambridge	
	Lehigh - Regis Ln (PAA)	
	Pueblo Blvd - Glen Royal	
	Pueblo Blvd - Ivywood	
4	Columbia at Surfwood	(Highland - Park Transfer)
	Surfwood - Chautard Dr	
	Kingsroyal - Peregrine Dr	
5	Kingsroyal - Barrington Ct	
	Lehigh Ave - Regency Blvd	
	Regency - Briarwood	
6	Pueblo Blvd - Red Creek Springs Rd	(Red Creek Transfer)
	Pueblo Blvd - St Clair	
	Thatcher - City Park Golf Course	
7	Thatcher - Prairie Ave	
	Thatcher - Belmont	
	Lincoln - Grant Ave	
8	Lincoln - Abriendo	
	4th St - Midtown Circle Dr	
	4th St - Elizabeth St	
	Transit Center	

Travel times may be affected by inclement weather.
 For the most up-to-date route information please call
 719-553-2727
 Para información llame al número de arriba.

MONDAY-FRIDAY

OUTBOUND					INBOUND				
Transit Center	Santa Fe Ave at Mesa (Red Creek Transfer)	Northern at Lake (Lake Transfer)	Northern at Cambridge	Columbia at Surfwood (Highland Transfer)	Kingsroyal at Barrington Ct	Pueblo Blvd. at Red Creek Springs Rd. (Red Creek Transfer)	Thatcher at Prairie	Lincoln at Abriendo	Transit Center
1	2	3	4	5	6	7	8		
7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:55 AM	8:05 AM
8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:05 AM
2:15 PM	2:20 PM	2:25 PM	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:55 PM	3:05 PM
3:15 PM	3:20 PM	3:25 PM	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:55 PM	4:05 PM
4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:05 PM
5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:05 PM



Transfer Point	Departing Bus	Bus Boarding	Departing Arrival	Boarding arrival	Cust. wait time
8th and Hudson	Eastside, Belmont	North Shopping	:45,:50	:50	0-5 Mins
Big Lots	University	North Shopping	:00	Top of the hour	0-5 Mins.
Pueblo Mall	North Shopping	Mall	:05	:10,:40	5-10, :35:40 Mins
Fortino and Outlook	North Shopping	HWY 50	:20 After	:20	0-5 Mins
29th and West	North Shopping, Mall	Mall, Hwy 50	North:-30, Mall:-05,:35	Mall:-35 Hwy 50- :05	0-10 Mins
Santa Fe and Mesa	South Shopping	Red Creek	:20	:30	10-15 Mins
Northern and Evans	Bessemer Outbound	South Shopping	:08 After	:23	15 Mins
Northern and Orman	Bessemer Inbound	South Shopping	:18 After	:24	6-10 Mins
Northern and Lake	Lake, Lake	South Shopping, R.C.	:40, :15 After	:25	45 O.B., 10 I.B.
Northern and Berkley	Berkley/Beuh Outbound	South Shopping	:07	:26	20-25 Mins
Northern and Beulah	Berkley/Beu Inbound	South Shopping	:15	:27	12-15 Mins
Pueblo Blvd and Surfwood	Highland	South Shopping	:00, :30	:35	:35-:40,5-10 Mins
Red Crk.Spg. Rd.& Pub. Blvd	Red Creek	South Shopping	:20	:45	25 Mins
Troy and Constitution	Belmont,University	University,Belmont			
O'Neil and Hollywood	Highland,Lake	Lake,Highland	:15	:15	0-5Mins

Stop	Route	Geo point	Annunciator	Stop number
8th and Hudson	Belmont,Eastside	38°16'28.9"N 104°35'45.4"W	North shopping Transfer	5222
Big Lots	University	38°18'35.1"N 104°35'44.2"W	North Shopping Transfer	6230
Pueblo Mall	North Shopping	38°18'15.6"N 104°36'27.3"W	Mall Transfer	6117
Fortino and Outlook	North shopping	38°18'45.1"N 104°37'34.5"W	Highway 50 Transfer	7109
29th and West	North Shopping,	38°17'52.8"N 104°36'58.8"W	Mall Transfer	4564
Santa Fe and Mesa	South Shopping	38°14'46.9"N 104°36'24.2"W	Red Creek Transfer	4533
Northern and Evans	Bessemer	38°14'37.5"N 104°36'53.8"W	South Shopping Transfer	4789
Northern and Orman	Bessemer	38°14'44.4"N 104°37'14.6"W	South Shopping Transfer	4829
Northern and Lake	Lake	38°14'41.6"N 104°37'31.2"W	South Shopping Transfer	4830
Northern and Berkley	Berkley/Beulah	38°14'36.2"N 104°37'39.8"W	South Shopping Transfer	4782
Northern and Beulah	Berkley/Beulah	38°14'37.7"N 104°38'04.3"W	South Shopping Transfer	4697
Pueblo Blvd and Surfwood	Highland I and II	38°13'45.6"N 104°39'44.2"W	South Shopping Transfer	4572
Red Crk.Spg. Rd.& Pub. Blvd	Red Creek	38°14'49.7"N 104°39'48.6"W	South Shopping Transfer	4631
Troy and Condtitution	University	38°17'17.5"N 104°34'47.7"W	Belmont Transfer	5265
Troy and Condtitution	Belmont	38°17'17.3"N 104°34'38.4"W	University Transfer	5263
O'neil and Hollywood	Lake	38°13'34.0"N 104°39'14.9"W	Highland Park Transfer	4583
O'neil and Hollywood	Highland I and II	38°13'34.2"N 104°39'16.8"W	Lake Transfer	4583

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 vibrant.

Pueblo Area Council of Governments

Transportation Improvement Program 2025-2028

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Adopted

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SECTION 1: TIP NARRATIVE AND POLICY

INTRODUCTION and RESPONSIBILITIES

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

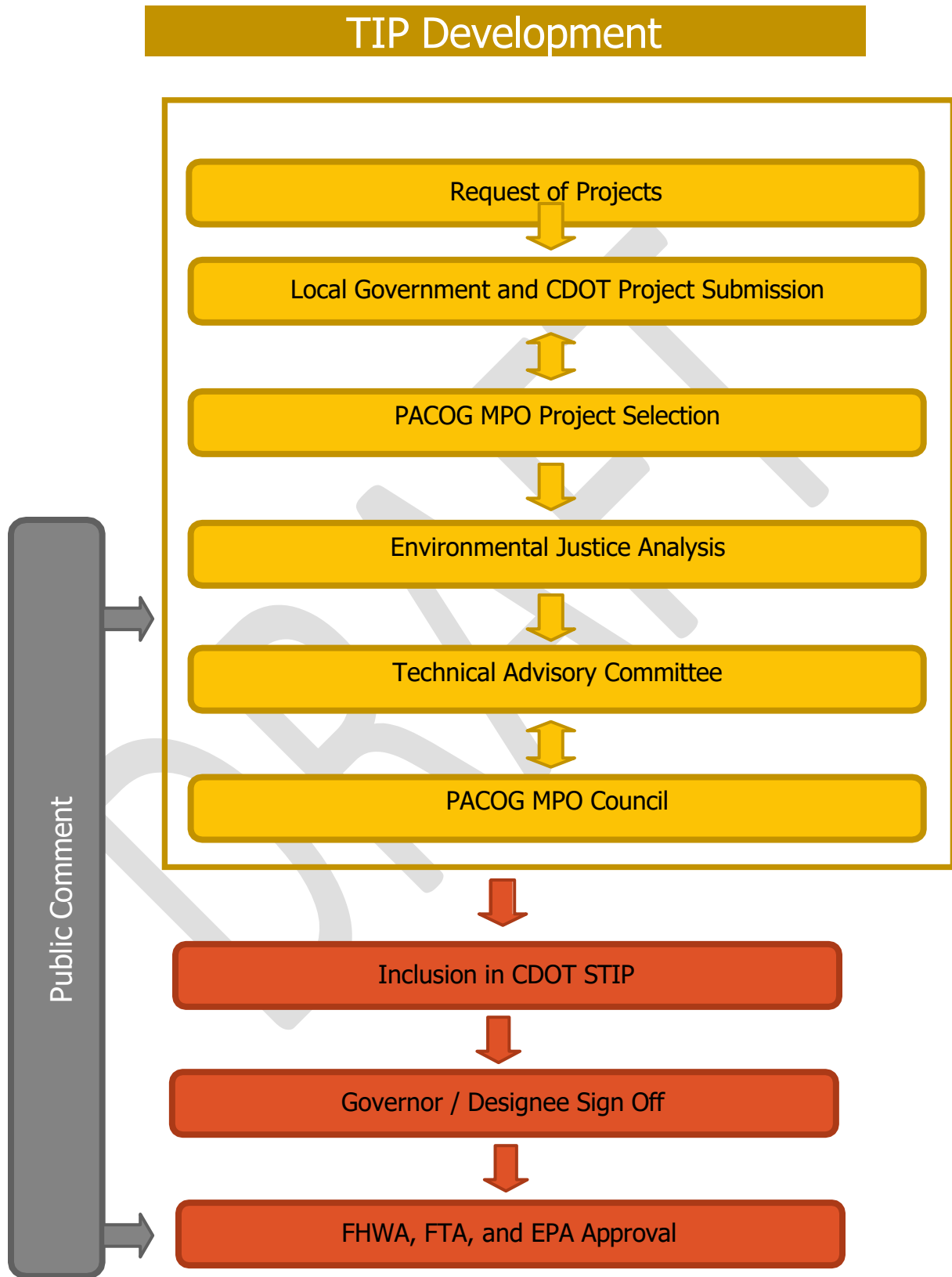
The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced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

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

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

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

Figure 1: PACOG TIP Process



TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

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

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

FAST ACT PLANNING FACTORS

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

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

10. Enhance travel and tourism.

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

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

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

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

PROJECT PRIORITIZATION AND SELECTION

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

2. FAST Act requires that the TIP include:

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

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

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

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

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

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

Since the PACOG MPO competes on a CDOT Region 2 basis for funding of Transportation Alternative Projects, the PACOG MPO does not pre-rank project applications. The PACOG MPO will prioritize projects submitted for the Transportation Alternatives Program (TAP). The PACOG Project Scoring Criteria and Process follows the FHWA guidelines, new TAP projects were added to the FY 2025-2028 TIP. Highway capacity projects to be programmed in the FY 2025 - 2028 TIP are required by the PACOG MPO, FHWA and FTA to be consistent with the 2045 RTP.

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

PUBLIC PARTICIPATION

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

public comments.

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

FUNDING SOURCES

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

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

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Table 1: Funding Program Abbreviation (Commonly used Acronyms)

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

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

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

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

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

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

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

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

FISCALLY CONSTRAINT

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

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.

Note: Regionally Significant is internally defined as a project that drastically¹ changes or modifies regional connectivity and may affect baseline GHG

I. Policy Amendments

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

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

II. Administrative Amendments

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

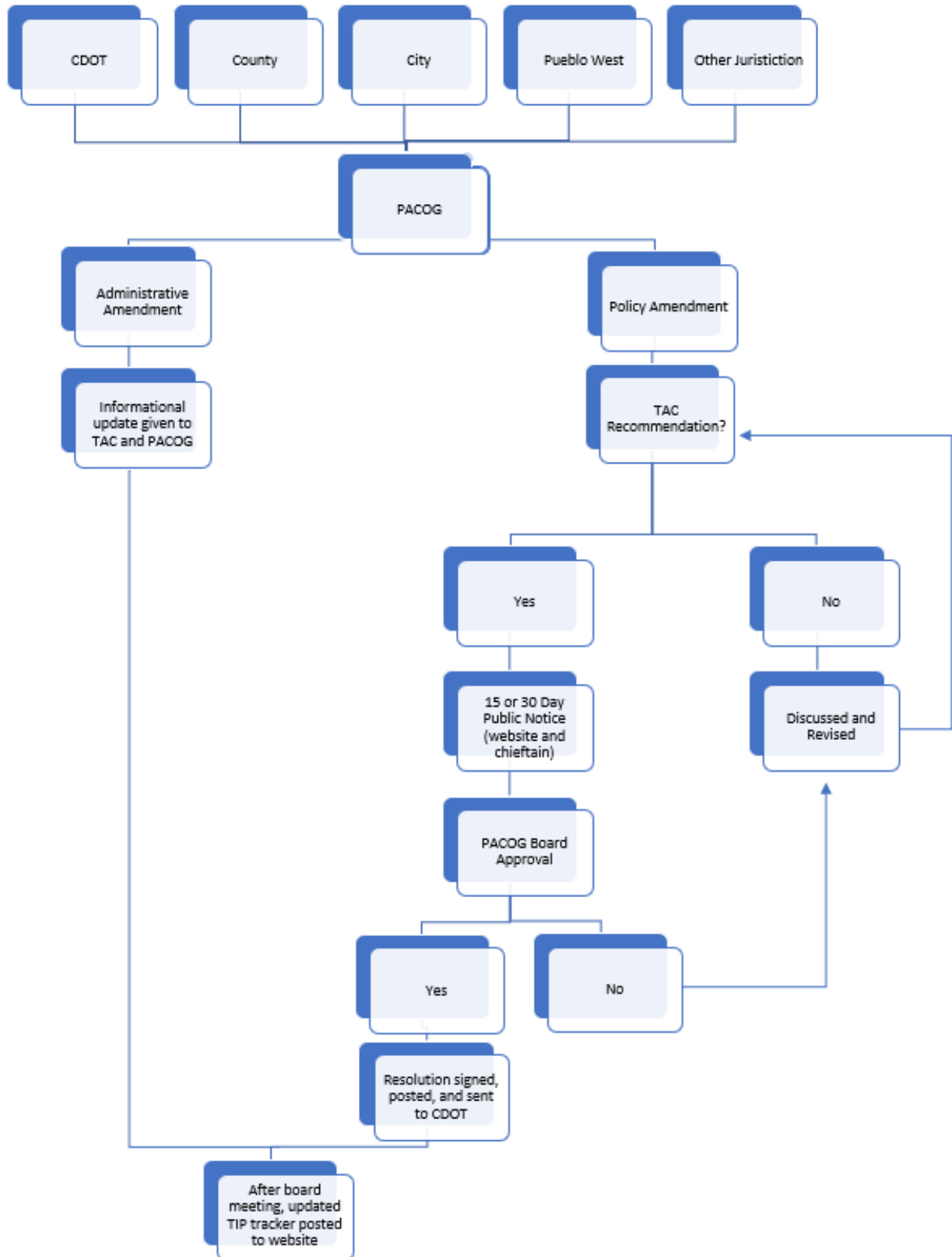
- Addition or removal of funding which does not result in a scope change.
- Adding or modifying Emergency Relief-funded projects.
- Addition of any non-regionally significant projects unless federally funded.
- Adding or modifying state or local regionally significant projects that have already been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

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

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

² As shown in TIP and STIP

Figure 2: TIP Amendment Process



ENVIRONMENTAL JUSTICE

Executive Order 12898 – 1994

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

Justice40

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

DOT Order 5610.2(a) – May 2012

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

PACOG MPO Environmental Justice Process

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

Figure 3 below shows the location of projects included in the PACOG MPO TIP and shows the areas that are classified as EJ - Minority Populations and Low-Income Populations.

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

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

Under DOT order, an adverse effect means:

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

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

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

SECTION 2: FY 2025 – 2028 PROJECTS

PROJECT TABLES AND MAPPED LOCATIONS

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

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Table 2: Funding by Projects

ID#	Funding Program	Project	2024	2025	2026	2027	2028	5-Year Total
Corridor-Interstate 25								
1	National Highway Freight Program (NHFP), Surface Treatment (SUR), Highway Safety Improvement Program (HAZ), FASTER - Safety Projects (FSA), Permanent Water Quality Mitigation (PWQ), Senate Bills 228 and 267 Funds (7PX), IIA Bridge Formula (BFP), Bridge Tunnel Enterprise Program (BTE)	I-25 through Pueblo	\$124,550,000.00	\$4,942,500.00	\$9,269,532.00	\$2,322,637.00	\$0.00	\$141,084,669.00
2	Regional Priority Program (RPP), 10 Year Capital Investment Program (10C), Senate Bills 228 and 267 Funds (7PX)	I-25 Exit 108 Box Culvert	\$2,000,000.00	\$0.00	\$500,000.00	\$0.00	\$0.00	\$2,500,000.00
3	FASTER-Safety Projects (FSA), Construction Bridge Program (CBP)	I-25 Media Barrier Phase V (MP 105-112)	\$6,000.00	\$400,000.00	\$0.00	\$0.00	\$0.00	\$406,000.00
4	Surface Treatment (SUR), Construction Bridge Program (CBP)	I-25 Resurfacing (MP 69-80)	\$13,991,307.00	\$21,185,000.00	\$3,345,907.00	\$0.00	\$0.00	\$38,522,214.00
5	Surface Treatment (SUR)	I-25 Pavement Rehab MP 92-102.8	\$92,279.00	\$21,292,655.00	\$0.00	\$0.00	\$0.00	\$21,384,934.00
6	Regional Priority Program (RPP)	I-25 Pueblo Safety Improvements	\$0.00	\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00
Corridor-Highway 50								
7	Permanent Water Quality Mitigation (PWQ)	US 50 West	\$659,110.00	\$155,000.00	\$0.00	\$0.00	\$0.00	\$814,110.00
8	Surface Treatment Pool (SUR), On System Bridge Repair (CBP)	US 50A Pueblo County Line to West of Purcell Blvd (MP 296-310)	\$11,820,700.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$11,920,700.00
9	Surface Treatment Pool (SUR)	US 50A Pueblo County Line to West of Purcell Blvd (MP 296-310)	\$0.00	\$0.00	\$6,650,000.00	\$0.00	\$0.00	\$6,650,000.00
10	Regional Priority Program (RPP)	US 50C Drainage	\$0.00	\$0.00	\$300,000.00	\$1,700,000.00	\$0.00	\$2,000,000.00
11	Traffic Signals (SGN)	ISC/Baxter RD	\$0.00	\$245,250.00	\$0.00	\$0.00	\$0.00	\$245,250.00
Off Corridor								
12	Bridge Off Systems (BRO)	Pueblo-PURHar-0.1 FRNT, Mel Harmon Bridge	\$523,376.00	\$0.00	\$0.00	\$0.00	\$0.00	\$523,376.00
13	Safe Routes to School (SAR)	HAFF Elementary School	\$149,816.00	\$0.00	\$0.00	\$0.00	\$0.00	\$149,816.00
14	Multi Modal Options Fund (MMO), TAP-Region (TAP)	City of Pueblo Northern Ave. Phase 3	\$1,132,549.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,132,549.00
15	Multi Modal Options Fund (MMO), TAP-Region (TAP)	Joe Martinez Trail in Pueblo West	\$1,442,028.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,442,028.00
16	Revitalizing Main Streets Program (RMS)	Pueblo Downtown Multimodal Safety Improvement Project	\$1,819,109.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,819,109.00
17	Highway Safety Improvement Program (HLZ)	Adams Ave & Jackson St	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00

Table 2: Funding by Projects continued

ID#	Funding Program	Project	2024	2025	2026	2027	2028	5-Year Total
Off Corridor								
18	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ)	Eagleridge Blvd & Dillon Dr Roundabout	\$1,770,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,770,700.00
19	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ), Local (LOM)	lake Ave & Orman Ave Roundabout	\$17,939.00	\$1,320,614.00	\$0.00	\$0.00	\$0.00	\$1,338,553.00
20	Multi Modal Options Fund (MMO)	Wildhorse Trail Project	\$850,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$850,000.00
21	Multimodal Options Fund (MMO), IDA Transportation Alternatives - PACOG (GPU)	Blvd Ext. Trail	\$5,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,500,000.00
22	OTHER	Joe Martinez Boulevard Expansion	\$17,000,000.00	\$17,000,000.00	\$1,000,000.00	\$0.00	\$0.00	\$35,000,000.00
23	Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE)	Pueblo Westside Connector	\$16,834,725.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,834,725.00
24	Bridge Off Systems (BRO)	E. 8th Street Bridge Repairs	\$131,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$131,250.00
25	Safe Streets For All (SS4A)	Safe Streets For All	\$852,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$852,000.00
26	Safe Routes to School (SAR)	Walk and Roll	\$482,977.18	\$0.00	\$0.00	\$0.00	\$0.00	\$482,977.18
27	Revitalizing Main Streets Program (RMS)	Bessemer Commerce Revitalization	\$245,025.00	\$0.00	\$0.00	\$0.00	\$0.00	\$245,025.00
28	Multi Modal Options fund (MMO)	Industrial Blvd and Purcell Blvd Design	\$161,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$161,500.00
29	Bridge Off Systems (BRO)	18th Street Bridge	\$560,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$560,000.00
30	Multi Modal Options Fund and Carbon Reduction Program (MMO&CRP)	Pueblo County EVSE Expansion	\$305,113.19	\$87,485.81	\$0.00	\$0.00	\$0.00	\$392,599.00
31	Multi Modal Options Fund (MMO)	Pueblo West Civic Center Trail Phase 1	\$251,365.00	\$262,441.00	\$0.00	\$0.00	\$0.00	\$513,806.00
32	TAP - Region (TAP)	Purcell Trail	\$0.00	\$512,380.00	\$842,106.00	\$0.00	\$0.00	\$1,354,486.00
33	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ)	Lake Ave & Jones Street Roundabout	\$0.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00
34	Hazard Elimination Local Agency Projects funded from HSIP Hot Spots (HLZ)	Grand Ave & 13th Street Roundabout	\$0.00	\$0.00	\$1,650,000.00	\$0.00	\$0.00	\$1,650,000.00
State Highway 47								
35	Surface Treatment Pool (SUR),On System Bridge Repair (CBP)	SH 47A Preventative Maintenance	\$1,372,500.00	\$1,206,436.00	\$0.00	\$0.00	\$0.00	\$2,578,936.00
State Highway 45								
36	FASTER-Safety Projects (FSA)	Address Existing Line Configuration	\$250,000.00	\$249,000.00	\$0.00	\$0.00	\$0.00	\$499,000.00
37	Highway Safety Improvement Program (HAZ)	SH45 & Mirror Ave Safety Improvements	\$232,120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$232,120.00

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

Figure 3: Highway Project Locations

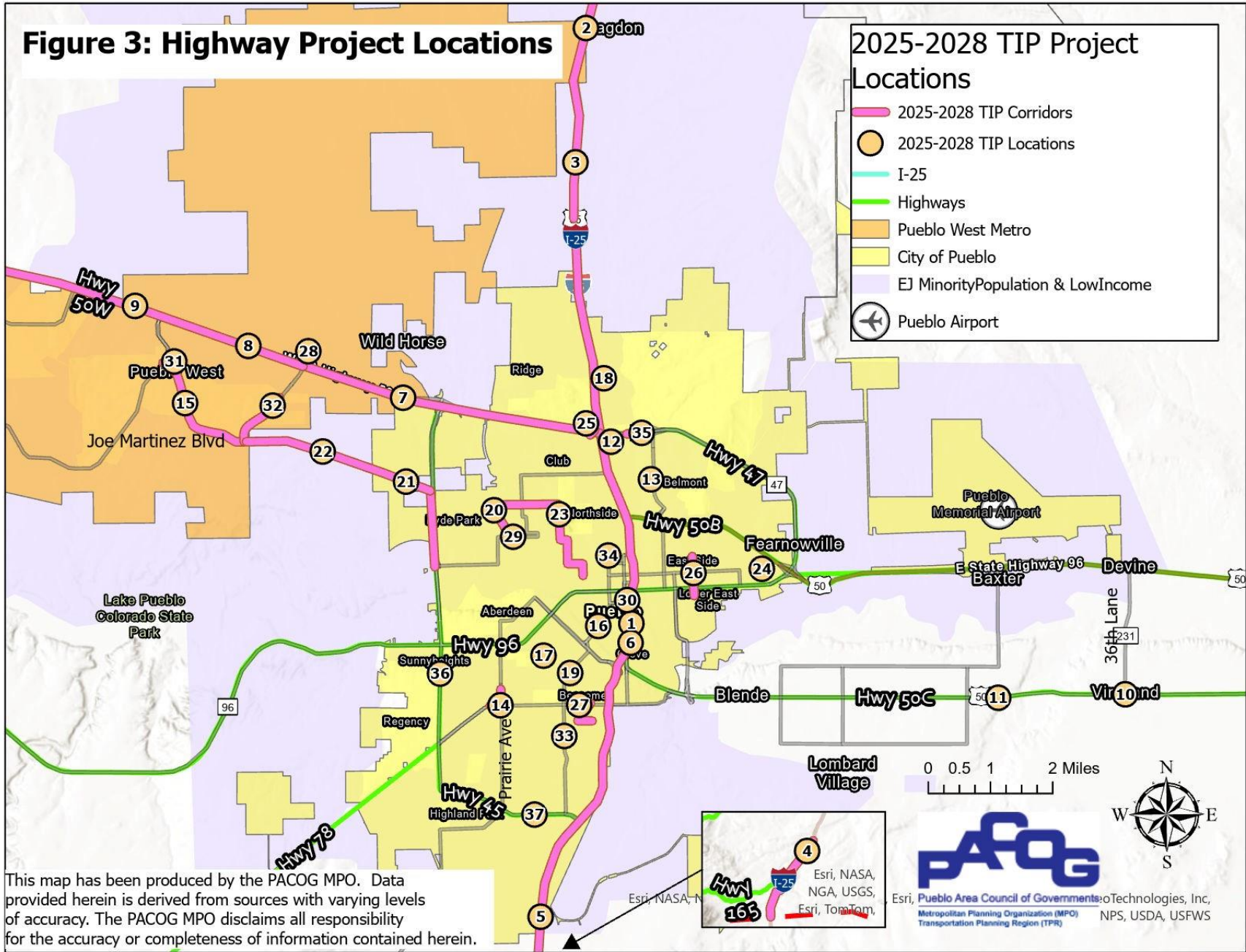


Table 3: Pueblo Transit Funding (2025-2028)

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

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

APPENDIX A: RESOLUTION OF ADOPTION – Final Approval

RESOLUTION NO. _____

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

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

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

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

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

SECTION 1:

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

SECTION 2:

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

SECTION 3:

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

SECTION 4:

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

SECTION 5:

This resolution shall become effective immediately upon passage and approval.

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

Chairperson, Pueblo Area Council of Governments

ATTEST:

PACOG Recording Secretary

APPENDIX B: PUBLIC NOTICE ANNOUNCEMENT-Final Approval



Pueblo Area Council of Governments Colorado Department of Transportation

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

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

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

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

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

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

Eva Cosyleon, MPO Manager
(719) 553-2259

APPENDIX C: Certifications of the MPO Planning Process

MPO Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

ARTICLE 1: NAME

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

ARTICLE II: ORGANIZATION

Section 1. AUTHORITY

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

Section 2. AREA

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

Section 3. NONDISCRIMINATION

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

ARTICLE III: PURPOSE

Section 1. PURPOSE

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

ARTICLE IV: MEETINGS, VOTING & QUORUM

Section 1. PUBLIC MEETING

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

Section 2. REGULAR MEETINGS

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

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

Section 3. SPECIAL MEETINGS

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

Online/Zoom voting is allowed.

Section 4. PLACE OF MEETING

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

Section 5. NOTICE OF MEETING

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

Section 6. VOTING

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

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

Section 7. QUORUM

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

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

Section 8. PROCEDURE

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

Section 9. SECRETARIAL DUTIES

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

ARTICLE V: MEMBERSHIP

Section 1. COMPOSITION AND REPRESENTATION

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

City of Pueblo Voting Members:

- Director of Public Works
- Traffic Engineer

Transit and Aviation Voting Members:

- Pueblo Transit Director
- Director of Aviation

Pueblo County Voting Members:

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

Pueblo West Metropolitan District Voting Members:

- Engineering Manager

Colorado City:

- Representative that resides in Colorado City or Rye

Citizens Advisory Committee (CAC) 5 members:

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

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

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

Section 2. ADDITIONAL CRITERIA

Members must meet the following additional criteria to be selected:

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

Section 3. SELECTION

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

Section 4. TERM OF MEMBERSHIP

A full term of membership is three (3) years, which shall run from January 1 of the first year through December 31 of the third year. An individual appointed to fill a vacancy, the duration of which is longer than one and a half years, shall be considered to be appointed to a full term. A representative may serve more terms in the event, no other qualified individual can be located and Board of Directors approve such appointment.

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

Terms shall apply to At Large Citizens, all members serving at the discretion of their respective organizations are exempt from term limits.

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

No defined term limit

Section 5. ABSENTEEISM

Individuals missing three (3) consecutive, regularly scheduled meetings, or a total of four (4) regular meetings, during a twelve-month period shall be automatically reviewed by the PACOG/MPO Staff for possible termination. When a representative has been absent for the second consecutive time or has been absent for the third time in any twelve-month period, the Chairperson shall send, or cause to be sent, in reasonable time a letter to such member at their address as entered on the Commissions books, informing such person that another absence shall result in their membership being reviewed. If attendance at meetings does not improve, removal from Commission will be performed by PACOG/MPO staff.

Section 6: VACANCIES AND APPOINTMENTS

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

Section 7: RESIGNATIONS

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

ARTICLE VI: OFFICERS

Section 1. Officers

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

Section 2. Selection of Officers

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

Section 3. Duties of Officers.

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

[Unbalanced distribution of authority and responsibility](#)

Section 4. Terms of Office:

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

Section 5. Vacancies:

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

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

Section 6. Removal and Resignations:

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

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

ARTICLE VII: SUB-COMMITTEES

Section 1. NEW SUB-COMMITTEES

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

Section 2. SUB-COMMITTEE APPOINTMENTS

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

Section 3. SUB-COMMITTEE VACANCIES

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

Section 4. SUB-COMMITTEE QUOROM

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

ARTICLE VIII: CONFLICT OF INTEREST

Section 1: ANNOUNCING CONFLICT

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

Section 2: ABSTENTION FROM VOTING

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

ARTICLE IX: AMENDMENT OF BYLAWS

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

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

ARTICLE X: ENACTMENT

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

Metropolitan Planning Organization (MPO)

Chairperson
One Year Commitment

Vice-Chairperson Next in line for Chairperson

Rules and Responsibility

Expected Qualities

Rules and Responsibility

Expected Qualities

Setting Agenda
Maintain and facilitate meeting
Guide conduct of meetings
-Lead rather than attend
-Setting tone and example
-Mindful of time
-Expedites discussion & action
-Sticks to agenda
-Recognizes when to move to another item
Ensure Quorum
Demonstrates respect for the work of the body
Allow others to speak
Make decisions between meetings
Attends subcommittees
Welcome new members and guests
Know and understand by-laws
Ensure sufficient consideration of issues
Try to promote consensus
Prevent anyone taking over and dominating discussions
Prevent side-bar discussions
Get through the agenda on time
Sum up problems, points, decisions
Ensure decisions are carried out
Delegate task
Represent group to the outside world.
Regularly review committee's performance.
Manage process for renewing and recruitment of new members

Accountable
Experienced
Levelheaded
Willing to listen to others
Non-bias; be impartial and objective
Fair
Good facilitator
Clear understanding of committee's interests.
Well organized
Maintains good correspondence
Good communications skills
Be approachable
Be tactful
Speak clearly and succinctly
Show interest in member's viewpoints
Explains roles of conduct at the onset and then stick to them.
Ensures all attendees know they have a right to speak.
Ensures that voting members have a right to vote.
Apply a liberal rule of relevance
Thanks all speakers.

TAC Bylaws PPACG

- A. preside at all meetings of the Committee and shall be eligible to vote on all matters;
- B. be responsible for the effective, efficient and timely conduct of the committee's meetings;
- C. work closely and coordinate with the assigned PPACG staff liaison person on developing annual objectives of the committee to be communicated to and approved by the Board of Directors;
- D. appoint all Chairpersons of subcommittees;
- E. serve as an ex-officio non-voting member of all subcommittees created by the committee;
- F. be responsible to the PPACG Board of Directors to assure that all subcommittees are accomplishing their objectives;
- G. perform such other duties as may be assigned from time to time by the committee or requested by the PPACG staff assigned to the committee; and
- H. attend Board of Directors meetings when possible and/or if requested by the Board's chair