



**PUEBLO AREA COUNCIL OF  
GOVERNMENTS**

**NOTICE OF ADOPTION OF FISCAL  
YEAR 2027-2030 TRANSPORTATION  
IMPROVEMENT PROGRAM**

Public input and comments are being solicited for the draft of the FY 2027-2030 PACOG Transportation Improvement Program (TIP). The Proposed draft is available on the PACOG Website: [www.pacog.net](http://www.pacog.net)

In accordance with Title 23 USC, Section 134(h), the draft 2027-2030 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 UPWP may be submitted in the following  
By Walk in or mail:

PACOG/MPO, 101 W Riverwalk, Pueblo  
CO, 81003

Email:

[pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)

Phone:

719-553-2248

This Adoption is scheduled for consideration and discussion at the PACOG Board meeting on Thursday, June 25th, 2026 at the Pueblo County Department of Emergency Management, 101 West 10th Street, Pueblo, CO at 12:00pm. Seating will be limited and must be scheduled prior to June 18th, 2026. Please contact the MPO Manager for any questions.

A handwritten signature in blue ink, appearing to be 'Eva Cosyleon', is written over a light blue circular stamp.

**Eva Cosyleon, MPO Manager  
(719) 553-2248**

# Pueblo Area Council of Governments

Transportation Improvement  
Plan

FY2027-2030

To Be Adopted

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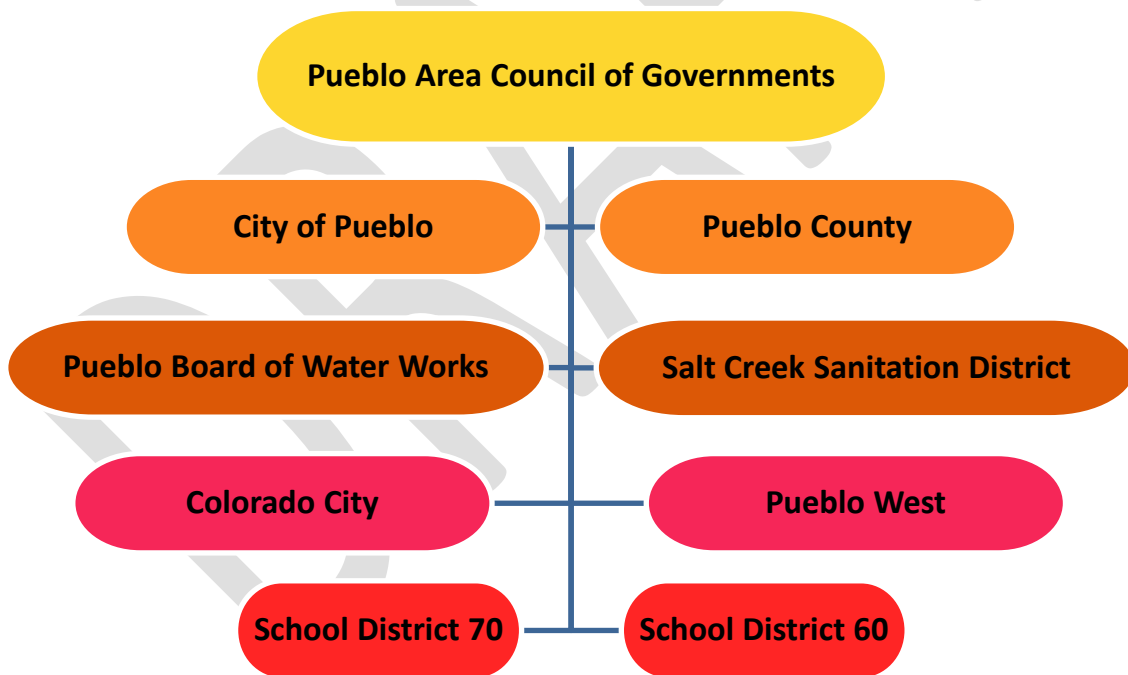
## SECTION 1: TIP NARRATIVE AND POLICY

### 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 IJJA 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 24<sup>th</sup>, 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 drastically<sup>1</sup> 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.

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<sup>1</sup> 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:

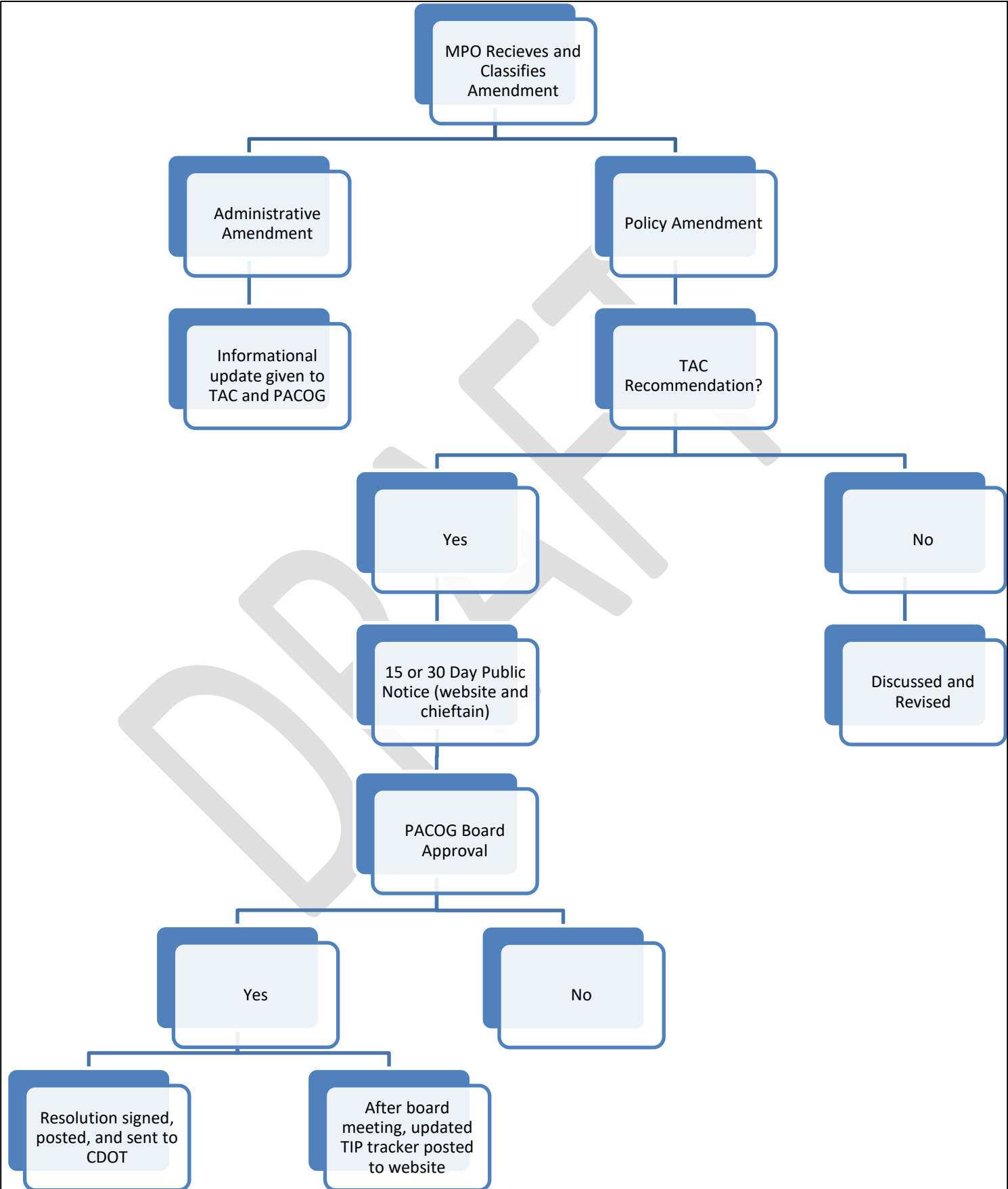
- Addition or removal of funding which does not result in a scope change.
- Adding or modifying Emergency Relief-funded projects.
- Addition of any non-regionally significant projects unless federally funded.
- Adding or modifying state or local regionally significant projects that have already been 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 authority<sup>2</sup> or appointment has not lapsed, and funding is still available

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

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<sup>2</sup> As shown in TIP and STIP

**Figure 2: TIP Amendment Process**



# ENVIRONMENTAL JUSTICE

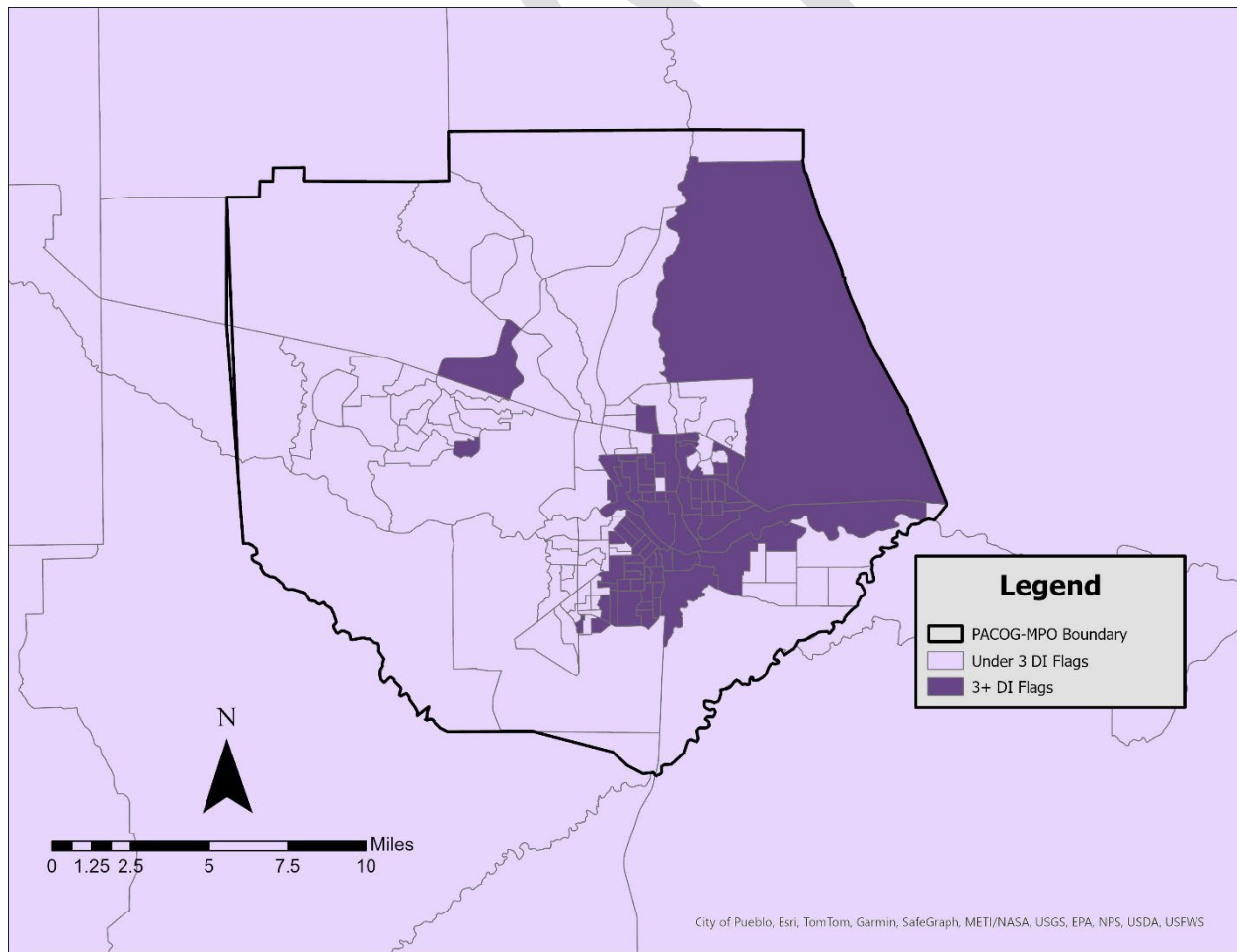
## PACOG MPO Environmental Justice Process

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](http://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
<b>CDOT</b>								
<b>I-25</b>								
	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
<b>Highway 50</b>								
	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
<b>State Highway 47/State Highway 96</b>								
	SH-47A Preventative Maintenance	SUR						
	CO-47A & US-50C PACOG Traffic Signals	HAZ		\$300,000				\$300,000
<b>State Highway 45</b>								
	I25C & US160A Intersection Improvements	SGA, FSA						
<b>Regional or Off system</b>								
	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
<b>City of Pueblo</b>								
	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 <sup>th</sup> Street Bridge Over Dry Creek	BRO	\$462,000					\$462,000
	Union Bridge Replacement	BIP, DOLA	\$16,274,791					\$16,274,791
	Grand Ave & 13 <sup>th</sup> 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
<b>County of Pueblo</b>								
	Connecting Communities		\$10,334,390.00		\$28,125			\$10,362,515.00
	Pueblo County EVSE Expansion	CRP	\$290,469.62					\$290,469.62
<b>Pueblo West</b>								

ID #	Project Name	Funding Pools	Rolled (FY26 into FY 27)	2027	2028	2029	2030	Total
<b>Transit</b>								
<b>Pueblo Transit</b>								
	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
<b>Senior Resource Development Agency</b>								
	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
<b>Other</b>								
	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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