

**Meeting Agenda of the  
TRANSPORTATION ADVISORY COMMISSION (TAC)  
November 8, 2022  
9:00 a.m.**

**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)

**Change of Venue**  
**Planning Department – 211 E D St., Pueblo, CO  
81003**

**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.**

**AGENDA**

- 1. Call Meeting to Order**
- 2. Self-Introductions and Public Comments (non-agenda items only)**
- 3. Approval of Minutes  
October 11, 2022 Minutes\*  
Action Required: Approve/Disapprove**
- 4. 2023-2027 Transportation Improvement Program (TIP)\*\* - approval for PACOG Board  
Action Required: Approve/Disapprove**
- 5. CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)\*  
FY 2022-2025 Transportation Improvement Program  
Administrative notification of Roll Forward Project Funding or TIP/STIP Policy amendment(s) in the MPO and TPR area(s)  
Project Name: **US 50 B and US 50 C at SH 231 (36<sup>th</sup> Lane)**  
STIP Number:  
Project Location and Description: **Design efforts for the safety improvements at each intersection**  
Fund Source(s): **FY 2024 FASTER Safety funding**  
Federal Program Funds: \$  
State Matching Funds: \$ **112,395**  
Local Matching Funds: \$  
**211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359**  
**E-mail: [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us)****

Other Project Funds: \$  
**TOTAL PROJECT FUND AMENDMENT: \$ 112,395**

**Adding additional funds:**

The addition of the FASTER funding to this project will allow for the design efforts to begin per the presentations given to TAC, PACOG, and the Pueblo Board of County Commissioners. The scope of the project is for the installation of safety improvements for US50B @ CO231 and US50C @ CO231 intersections. The work will include raised concrete islands, installation of new signs, realignment of pavement markings, and installation of an Intersection Conflict Warning System only at US50B @ CO231 intersection.

**Action Requested: Informational**

- 6. Airport terminal remodel\* – Greg Pedroza**  
**Action Requested: Discussion**
- 7. Association for Metropolitan Planning Organizations (AMPO) Conference Summary**  
**Action Requested: Informational**
- 8. Complete Streets, Next Steps**  
**Action Requested: Discussion**
- 9. Other Local Agencies Updates**  
**Action Requested: Discussion**
- 10. CDOT Updates**  
**Requested: Informational**
- 11. Call for 2024-2026 TAP?**  
**Action Requested: Discussion**
- 12. Federal Highway and Federal Transit Updates (If needed)**  
**Action Requested: Informational**
- 13. Next TAC – December 13, 2022? - TBD**  
**Action Requested: Informational**  
*PACOG's meeting is December 8, 2022.*
- 14. Items from TAC Members or scheduling of future Agenda Items**  
**Roundtable Discussion**
- 15. Adjourn at or before 11:00 am**

**Meeting minutes of  
the TRANSPORTATION ADVISORY COMMISSION  
(TAC)  
October 11, 2022  
9:00 a.m.**

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**CDOT HQ** – 5616 Wills Blvd, Pueblo, CO 81008

**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.**

**AGENDA**

**1. Call Meeting to Order**

*Chairman: Eva Cosyleon*

*Time of Call: 9:02 a.m.*

*MPO Members Present: Eva Cosyleon, Hannah Haurert*

*TAC Members Present: Wendy Pettit, Aaron Willis, Melanie Turner, Ben Valdez, Scott Hodson, Tanis Manseau, Greg Pedroza, Sarah Lowell, Andrew Hayes, Emma Strong*

*CAC Members Present: Heather Norton, Don Bruestle, Cheryl Spinuzzi*

*Others Present: Geoff Guthrie, Macario Torrez, William Keenan, Jacob Kershner, Libba Rollins, Phil Von Hake, Shelli Marks, William Johnson*

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

*Jacob Kershner is from CDOT as a Performance Analyst, Phil Von Hake is from CDOT as the Multimodal Planner, Libba Rollins is from CDOT as the Greenhouse Gas Specialist, and William Keenan is from Federal Highways (FHWA).*

**3. Approval of Minutes**

**September 13, 2022 Minutes\***

*Motion to Approve: Don Bruestle*

*Second: Cheryl Spinuzzi*

*Unanimous:*

**4. CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)  
FY 2022-2025 Transportation Improvement Program  
Administrative notification of Roll Forward Project Funding or TIP/STIP Policy amendment(s) in the  
MPO and TPR area(s)**

- A) Project Name: I-25/Drew Dix/Dillon project  
STIP Number: SPB3865.999  
Project Location and Description: Improvements on the frontage Road and build a round-about on west side of Interstate  
Fund Source(s): **10 Year plan allocation from SB 267**  
Federal Program Funds: \$  
State Matching Funds: \$ **3,000,000**  
Local Matching Funds: \$  
Other Project Funds: \$  
**TOTAL PROJECT FUND AMENDMENT: \$ 3,000,000**

**Adding additional funds:**

Will be utilized for the construction of the project as detailed above.

*Don Bruestle asked about the time frame, Wendy Pettit said it will probably be a couple of years.*

- B) Project Name: **I-25 through Pueblo**  
STIP Number: SPB3865  
Project Location and Description: **Right of way purchases for the US 50B and I-25 project**  
Fund Source(s): **FY 2023 SB 267 strategic funding from 10-year plan**  
Federal Program Funds: \$ **2,000,000**  
State Matching Funds: \$ **4,000,000**  
Local Matching Funds: \$  
Other Project Funds: \$  
**TOTAL PROJECT FUND AMENDMENT: \$ 6,000,000**

**Adding additional funds:**

The addition of the \$6 million dollars will allow for the right of way transactions needed to continue. The Transportation Commission has approved SB 267 funding for this phase of the project in September 2022.

**Action Requested: Informational**

**5. Safety Performance Measures\* - Jacob Kershner – CDOT**

**Action Requested: Presentation**

*There are 3 goals for CDOT's Safety Performance Measures (NPM): PM1 - Safety, PM2 – Infrastructure Condition, and PM3 – System Performance. PM1 includes number of fatalities and serious injuries, ratio of fatalities and serious injuries per 100 million Vehicle Miles Traveled (VMT), and number of non-motorized fatalities and serious injuries. Number of fatalities and fatality rate were higher than the 2020 targets. In Jacob Kershner's presentation, he talks about how data is collected, and establishing targets. PM2 looks at pavement and bridge condition. CDOT met 3 of the 4 for pavements and did not meet good bridge condition. They also assess culvert conditions. PM3 includes system reliability, congestion and multimodal travel, congestion mitigation and air quality, and GHG performance measures. 2021 System reliability and traffic congestion targets were met. Jacob also explained the congestion mitigation and air quality in the Denver and North Front Range area. Melanie Turner asked if the roads are just for CDOT or MPO, Jacob said that it would include roads within the geographic boundary. Melanie asked if the crashes are based on population increase, Jacob said they use a trend modal that includes VMT or population increase. Don Bruestle asked what the MPO can do with a passive or active role to achieve these targets, Jacob said that the MPO can establish their own targets. Don asked if we change our target how can we accomplish lower targets, Jacob said that making proper investment decisions, and working to achieve the goals and analyzing. CDOT uses predictive modeling for*

preventative maintenance. Cheryl Spinuzzi asked how PACOG compares to the other States, Jacob said that bridges and system reliability are in the middle and pavement is lower. Eva Cosyleon asked about not meeting the targets, and if HSIP implementation plan needs revised or is it included, Jacob said that in the HSIP plan, you will have to identify your targets.

## **6. Calendar Year 2023 Safety Performance Targets\***

*Motion to Approve: Don Bruestle*

*Second: Cheryl Spinuzzi*

*Unanimous:*

## **7. Green House Gas (GHG) 101\* – Libba Rollins – GHG Team**

### **Action Requested: Presentation**

*Greenhouse Gases (GHG) are pollutants that contribute to the greenhouse effect by absorbing and trapping infrared radiation (heat). This causes global warming and climate change. Climate change is a change in weather pattern (oceans, land surfaces, and ice sheets). Climate Change causes more frequent and intense floods, increased wildlife risk, poorer air quality, reduced snowpack and warmer streams, and drier soil and thirsty crops. Transportation is the largest source of GHG emissions at 27%, electric power is next at 25%. In 2019, State Legislature passed House Bill 19-1261 to reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050. Light duty Vehicles make up of 57%, and medium and heavy-duty trucks make up 26%, aircraft make up 8%, other is 5%, rail is 2%, and ship and boats are 2%. In Libba's presentation she had Goals, and a GHG Roadmap. PACOG reduction level will start in 2030 and is .03, 2040 is .02, and 2050 is .01. Cheryl Spinuzzi was concerned about electric cars and not focusing on Hydrogen cars. Scott Hobson asked if there are other methods other than the Travel Demand Model Analysis, Libba said it is done with the Travel Demand Model and that gives the VMT.*

## **8. Safe Routes to School Presentation\*\***

### **Action Requested: Informational**

*Every 2 years CDOT has Safe Routes to School Funding. In 2020, The City applied for Haaff Elementary School and Park View Elementary School. Haaff did it get awarded. In Eva Cosyleon's presentation, she addressed existing conditions (broken sidewalk, missing ADA ramp, etc...), crime activity, crash data, speed and vehicle count data (there wasn't that much speeding), community amenities (library, two schools, two parks, health center), pedestrian count (westside 69 daily, eastside 25 daily), community youth (Community that Care – 90 youth surveyed – transportation issues), transit and bicycle routes, and eastside streetscape study by City of Pueblo.*

*There is a base bid, bid alt 1 and bid alt 2. The base bid is improvements to ADA curb ramps at 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup> and Monument, and painted crosswalks at 9<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup> and Monument. There will be improvements to the sidewalk in a few sections and drive pans at alleyways. This will also move utilities (poles and fire hydrants). There will be a 10<sup>th</sup> street bump out with a mid-block crosswalk and ADA curb ramps. The base bid also includes a 5 feet bike lane with 3 feet buffer, this section will be from 12<sup>th</sup> Street and 7<sup>th</sup> Street.*

*Bid Alt 1 is to extend the safe street corridor from 7<sup>th</sup> Street to 5<sup>th</sup> Street with bike lanes.*

*Bid Alt 2 is from 5<sup>th</sup> Street and 2<sup>nd</sup> St; this includes 8 feet multi-use sidewalk with sharrows going northbound and southbound. Alleyway pans will be improved with moving of utilities. All new ADA curb ramps will have a painted crosswalk. Cheryl Spinuzzi suggested using volunteers and blocking off the street for the children and allow them to get to the cars. Melanie Turner said that the crossing guards are paid. There is a program with crossing guards, Sarah Lowell is going to check. Heather Norton asked if the bike/ped paths were going to have peds go in the opposite direction of traffic, Eva said that peds will be on the sidewalk and not in traffic, bicycles will go with the flow of traffic. Melanie said at 4<sup>th</sup> and Monument it will be a flashing beacon, there will be a median on the westside. Hannah Haurert said it is like the one by City Center and Court – rapid flashing crosswalk that is pedestrian activated.*

## **9. Contract for On-call Transportation Planning and Support Services**

### **Action Requested: Informational**

*Eva Cosyleon said she met with the committee, there were 2 bidders. The City Purchasing said that the RFQ was good and wouldn't rebid. We can request more information on a specific project.*

## **10. Other Local Agencies Updates**

### **Action Requested: Discussion**

*Melanie Turner said that Dillon is going to be paved next year, Jerry Murphy and Chinook is going through a redesign intersection – not yet to bid, construction work at Haaff – in design, Union Ave Bridge will have new balusters and installed soon along with some concrete work, Union/Main streetscape is in design, Northern Ave Trail Phase 3 is in design, Pueblo Street Assessment is still a work in progress with the software, Prairie Ave improvement for concrete is done and pavement (Hwy 45 & Northern) at the end of October, Mel Harmon Bridge design is almost complete, Prairie/Lake Minnequa design is almost finished, Dillon/Ealgeridge is in design and almost done, Arkansas River Phase 4 was awarded and start first of the year, Ridge (Hwy 50 & Eagleridge) is planned to be paved this fall or early spring, Adams & Jackson roundabout is in design, and W 18<sup>th</sup> St Extension is over City's budget and working with the developer, asphalt paving for Abriendo for fall or spring, and Berkley/Mesa selection of consultant.*

*Tanis Manseau said that the Blvd Project is named the Medal of Honor Blvd. and is still continuing the work. Pueblo County will work the local farmers to pipe part of their runs over by Hwy 50 & 25<sup>th</sup> Lane. North Creek cutout is almost finished, major improvements from storm water. South Park culvert is getting realigned for a new culvert. Vinewood is being looked out for drainage improvement.*

*Greg Pedroza said that the Airport will be looking at a terminal remodel. Greg wanted to have the intersection of Paul Harvey and Hwy 50 to be looked at again because of the damages caused by Vestas. Don Bruestle asked about the sidewalk improvements, Greg said that nothing has been done but still on their radar. Don also asked about Transit for the Industrial Park, Ben Valdez said he is still waiting on the IGA.*

## **11. CDOT Updates**

### **Requested: Informational**

*Wendy Pettit said that they are adding asset management and RPP. Aaron Willis said*

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

*that STAC added Vince Rogalski and Heather Sloop as the new Chair and ViceChair.*

**12. Federal Highway and Federal Transit Updates (If needed)**

**Action Requested: Informational**

*There were no updates.*

**13. Next TAC – November 8, 2022 – City of Pueblo - Planning Conf Room 211 E D St 81003**

**Action Requested: Informational**

*Please note the venue change to the Planning Department Conference Room located at 211 E D St, 81003.*

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

**Roundtable Discussion**

*Airport terminal remodel*

*TAP*

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

*Eva Cosyleon adjourned the meeting at 10:45 a.m.*

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

# Pueblo Area Council of Governments

## Transportation Improvement Program 2023-2027

This document has been funded in part by the Federal Highway Administration, Federal Transit Administration, under the Metropolitan Planning Program, Section 104 (f) of Title 23 U.S. Code. The contents of this document do not necessary reflect the views of the US Department of Transportation.

Adopted TBD



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## SECTION 1: TIP NARRATIVE AND POLICY

### INTRODUCTION and RESPONSIBILITIES

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

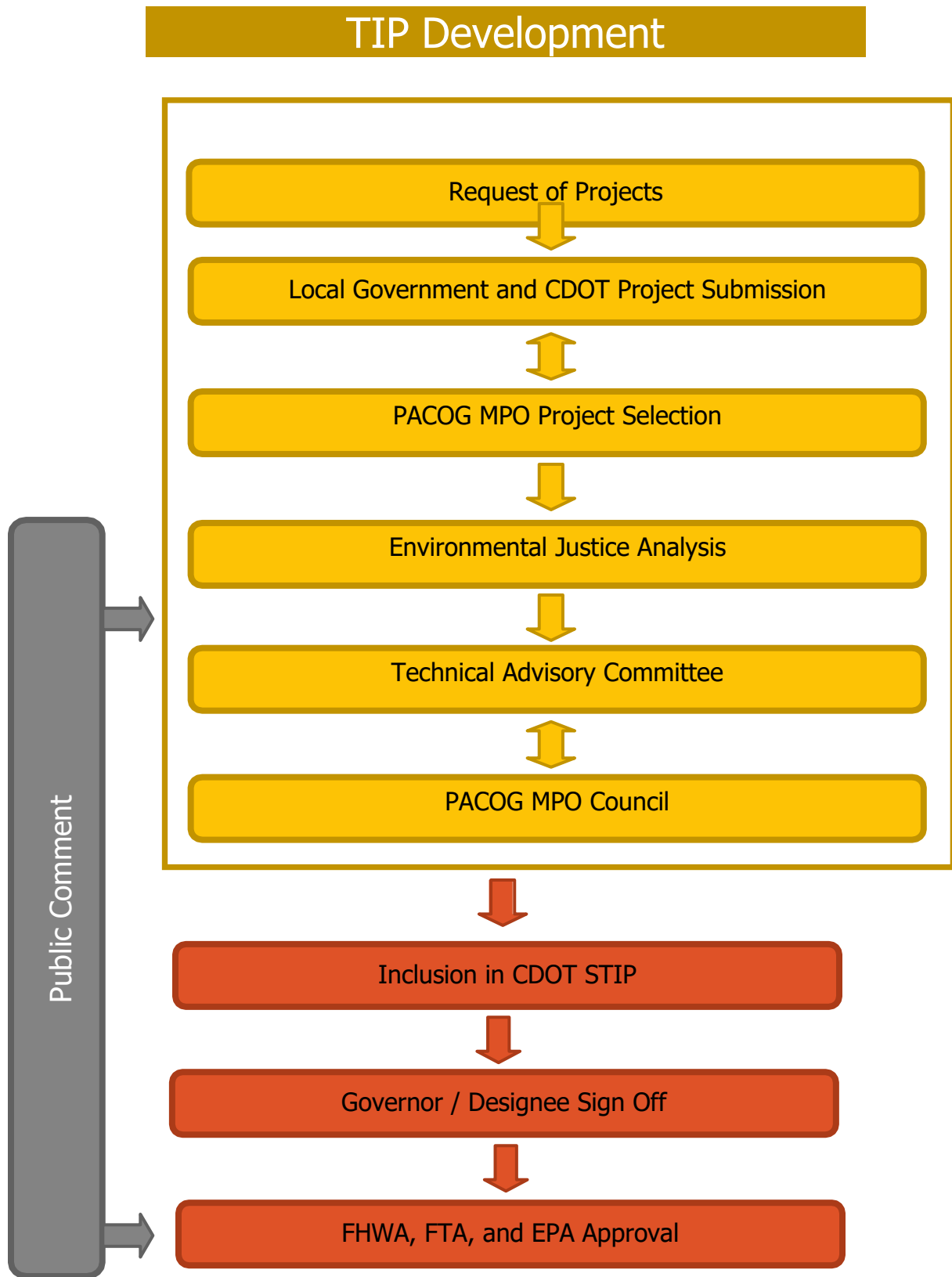
The PACOG MPO is responsible for the creation and adoption of a Transportation Improvement Program (TIP) at least every four years. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) determine that the TIP is consistent with the regional transportation plan and is produced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

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

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

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

**Figure 1: PACOG TIP Process**



## **TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT**

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

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

## **FAST ACT PLANNING FACTORS**

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

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

10. Enhance travel and tourism.

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

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

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

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

## **PROJECT PRIORITIZATION AND SELECTION**

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

2. FAST Act requires that the TIP include:

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

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

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

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

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

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

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

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

## **PUBLIC PARTICIPATION**

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

public comments.

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

## **FUNDING SOURCES**

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

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

**Table 1: Funding Program Abbreviation (Commonly used Acronyms)**

<b>Definitions of Acronyms</b>	
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 <sup>st</sup> Century
MP	Mile Post
MPO	Metropolitan Planning Organization
MTC	Maintenance
RMS	Revitalizing Main Streets program
RPP	Regional Priority Program
RTP	Regional Transportation Plan
SH	State Highway
SMS	Safer Main Streets program
SP	Strategic Projects
STAC	Statewide Transportation Advisory Committee
STBG	Surface Transportation Block Grants (includes the former STP-Metro program)
STIP	State Transportation Improvement Program
SUR	Surface Treatment Pool
TABOR	Taxpayer's Bill of Rights
TAC	Technical Advisory Committee
TPR	Transportation Planning Region
NEPA	National Environmental Policy Act
Cat Ex	Categorical Exclusion
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of no Significant Impact
ROD	Record of Decision

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



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

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

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

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

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

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

## **FISCALLY CONSTRAINT**

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

## **TIP AMENDMENT PROCESS**

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

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

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

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

### **I. Policy Amendments**

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

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

## II. Administrative Amendments

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

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

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

## **ENVIRONMENTAL JUSTICE**

### **Executive Order 12898 – 1994**

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

### **DOT Order 5610.2(a) – May 2012**

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

### **PACOG MPO Environmental Justice Process**

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

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

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

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

Under DOT order, an adverse effect means:

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

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

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

## **SECTION 2: FY 2023 – 2027 PROJECTS**

### **PROJECT TABLES AND MAPPED LOCATIONS**

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

**Table 2: Funding by Projects**

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

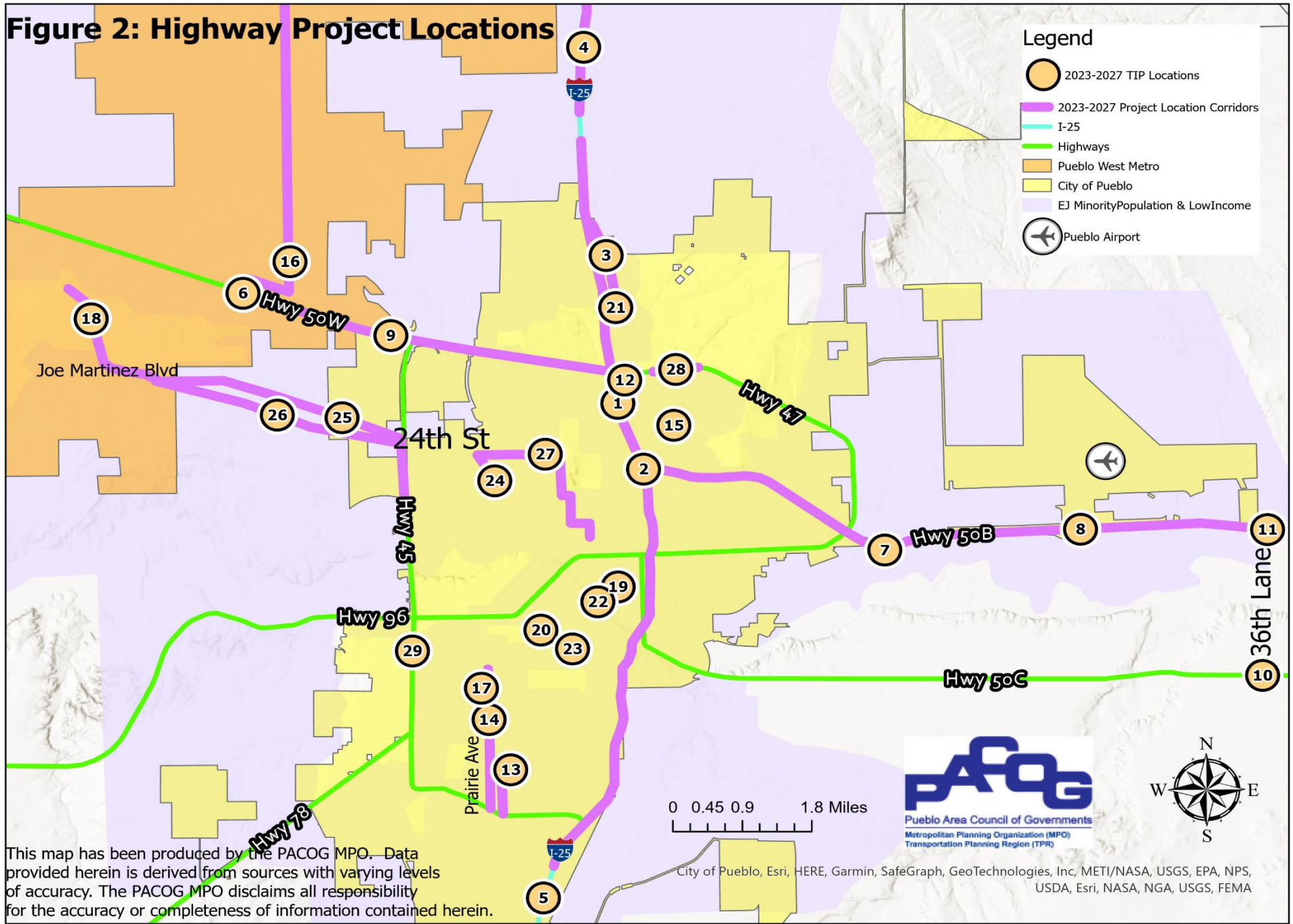


**Table 2: Funding by Projects continued**

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

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

**Figure 2: Highway Project Locations**



This map has been produced by the PACOG MPO. Data provided herein is derived from sources with varying levels of accuracy. The PACOG MPO disclaims all responsibility for the accuracy or completeness of information contained herein.



0 0.45 0.9 1.8 Miles

City of Pueblo, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA, USGS, FEMA

**Table 3: Pueblo Transit Funding (2023-2026)**

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

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

## APPENDIX A: RESOLUTION OF ADOPTION – Final Approval

RESOLUTION NO. \_\_\_\_\_

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

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

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

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

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

### SECTION 1:

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

### SECTION 2:

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

SECTION 3:

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

SECTION 4:

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

SECTION 5:

This resolution shall become effective immediately upon passage and approval.

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

\_\_\_\_\_  
Chairperson, Pueblo Area Council of Governments

ATTEST:

\_\_\_\_\_  
PACOG Recording Secretary

## APPENDIX B: PUBLIC NOTICE ANNOUNCEMENT-Final Approval



### **Pueblo Area Council of Governments Colorado Department of Transportation**

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

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

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

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

Comments will be accepted by phone at 719-553-2248 or email at [pueblo\\_mpo@pueblo.us](mailto:pueblo_mpo@pueblo.us) until November 1, 2022.

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

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Eva Cosyleon, MPO Manager  
(719) 553-2248

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## 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





# COLORADO

## Department of Transportation

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

To: PACOG  
211 E. D Street.  
Pueblo, Colorado 81003  
(719) 553-2244 FAX (719) 549-2359  
Attn: Eva Cosyleon

October 18, 2022

CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)  
FY 2022-2025 Transportation Improvement Program

**Administrative notification of Roll Forward Project Funding or TIP/STIP Policy amendment(s) in the MPO and TPR area(s)  
-no TAC or Board action required.**

Administrative Actions:

Project Name: **US 50 B and US 50 C At SH 231**  
STIP Number:  
Project Location and Description: **Design efforts for the safety Improvements I each intersection**  
Fund Source(s): **FY 2024 FASTER Safety funding**  
Federal Program Funds: \$  
State Matching Funds: \$ 112,395  
Local Matching Funds: \$  
Other Project Funds: \$  
**TOTAL PROJECT FUND AMENDMENT: \$ 112,395**

**Adding additional funds:**

The addition of the FASTER funding to this project will allow for the design efforts to begin per the presentations given to TAC the Board and the Pueblo County Commissioners. The scope of the project is for the Installation of safety improvements for US50B @ CO231 and US50C @ CO231 intersections. The work will include raised concrete islands, installation of new signs, realignment of pavement markings, and installation of an Intersection Conflict Warning System only at US50B @ CO231 intersection.

Please let me know if you have any additional questions about the proposed Administrative Notification.

Sincerely,

*Wendy Pettit*

Wendy Pettit  
CDOT Region 2 Planning





**CSHOA**

## **ESTIMATE OF POSSIBLE COST**



**Pueblo Memorial Airport Terminal Remodel**

**9-7-2022**

**SUMMARY OF ESTIMATE**

All estimated costs listed below include a 20% design/market contingency and 5% inflation allowance for a forecasted construction start date of 2023. In addition, the table below indicates the addition of an 8% construction contingency and 5% compounded cost escalation for each consecutive year through 2027.

- **Base Scope of Work:** Expansion and remodel of the terminal building passenger holdroom area including the addition of male and female single-user restrooms. This scope of work also includes the addition of a new fire suppression system throughout the entire airport facility.
  - **\$1,949,069**
- **Add Alternate Scope of Work No. 1:** Modernize the existing public restrooms to current Americans with Disabilities Act (ADA) accessibility compliance with new fixtures, finishes and lighting.
  - **\$257,817**
- **Add Alternate Scope of Work No. 2:** Modernize the passenger curb front façade including a canopy for added shelter from the elements. Replace the curb front sidewalk pavement and make areas accessible and in compliance with the ADA.
  - **\$504,087**
- **Add Alternate Scope of Work No. 3:** Modernize adjacent areas of the public lobby, outside the boundaries of the ticket lobby and passenger screening checkpoint, to make the design of the visible public lobby space unified and cohesive with the rest of the improved space.
  - **\$116,370**

**Total cost of project including all alternates: \$2,827,343**

CONSTRUCTION YEAR	ESTIMATED CONSTRUCTION COST *				
	BASE SCOPE	ALT 1	ALT. 2	ALT. 3	TOTAL
2023	\$2,104,995	\$278,442	\$544,414	\$125,680	\$3,053,530
2024	\$2,210,245	\$292,364	\$587,967	\$131,964	\$3,206,207
2025	\$2,320,757	\$306,982	\$617,365	\$138,562	\$3,366,517
2026	\$2,436,795	\$322,331	\$648,233	\$145,490	\$3,534,843
2027	\$2,558,635	\$338,448	\$680,645	\$152,765	\$3,711,585

\* Estimated costs include 8% construction contingency and 5% escalation compounded yearly.

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**MASTER SUMMARY**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>		<u>COST/SF</u>	<u>TOTAL</u>
SITE IMPROVEMENTS			\$220,100
TERMINAL EXPANSION & REMODEL	4,150 SF	339.34	\$1,408,277
TOTAL (Building & Site)			\$1,628,377

**ADD ALTERNATES:**

1) UPGRADE RESTROOMS			\$257,817
2) MODERNIZE FRONT FAÇADE			\$504,087
3) MODERNIZE FINISHES			\$116,370
4) ADD FIRE SUPPRESSION SYSTEM			\$320,692

**NOTES:** Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.  
Costs are Based on a Traditional Open Competitive Bid Basis.  
Costs are Based on a Construction Start of Summer 2023.  
For Inflation Beyond Summer 2023, Add 5.0% per Year Compounded.

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**SITE IMPROVEMENTS**

**S U M M A R Y**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<b>SECTION</b>	<b>COST/SF</b>	<b>TOTAL</b>
<b>32 EXTERIOR IMPROVEMENTS (Cost Per Engineer)</b>		<b>\$167,695</b>
<b>SUB-TOTAL</b>		<b>\$167,695</b>
<b>DESIGN CONTINGENCY</b>		<b>\$41,924</b>
<b>SUB-TOTAL</b>		<b>\$209,619</b>
<b>CONSTRUCTION MANAGEMENT FEE</b>		<b>\$10,481</b>
<b>TOTAL (Construction)</b>		<b>\$220,100</b>

**NOTES:** Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.  
Costs are Based on a Traditional Open Competitive Bid Basis.  
Costs are Based on a Construction Start of Summer 2023.  
For Inflation Beyond Summer 2023, Add 5.0% per Year Compounded.

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**SITE IMPROVEMENTS**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<b>SECTION</b>	<b>QUANTITY</b>	<b>UNIT</b>	<b>COST/SF</b>	<b>TOTAL</b>
<b>32 EXTERIOR IMPROVEMENTS (Cost Per Engineer)</b>				
Contractors Quality Control Program (CQCP)	1	LS	5,000	\$5,000
Temporary Air & Water Pollution, Soil Erosion & Siltation Control	1	LS	5,000	\$5,000
Mobilization	1	LS	15,000	\$15,000
Misc Demolition	1	LS	15,000	\$15,000
Pavement Demolition	770	SY	30.00	\$23,100
Excavation	178	CY	20.00	\$3,560
Concrete Pavement, 5" (Entrance Walkway)	654	SY	90.00	\$58,860
Aggregate Base Course, 6"	1,875	SY	10.00	\$18,750
Bituminous Surface Course, 4"	45	Tons	185.00	\$8,325
Curb & Gutter	220	LF	30.00	\$6,600
Drainage Utilities (Chase, Inlet Box)	1	LS	8,500	\$8,500
				<b>\$167,695</b>
<b>SUB-TOTAL</b>				<b>\$167,695</b>
<b>DESIGN CONTINGENCY</b>				<b>\$41,924</b>
<b>SUB-TOTAL</b>				<b>\$209,619</b>
<b>CONSTRUCTION MANAGEMENT FEE</b>				<b>\$10,481</b>
<b>TOTAL (Construction)</b>				<b>\$220,100</b>

**NOTES:** Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.  
 Costs are Based on a Traditional Open Competitive Bid Basis.  
 Costs are Based on a Construction Start of Summer 2023.  
 For Inflation Beyond Summer 2023, Add 5.0% per Year Compounded.

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

**S U M M A R Y**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<b>SECTION</b>			<b>COST/SF</b>	<b>TOTAL</b>
02 EXISTING CONDITIONS			8.04	\$33,371
03 CONCRETE			9.30	\$38,604
04 MASONRY			13.12	\$54,432
05 METALS			19.24	\$79,862
06 WOOD AND PLASTICS			0.87	\$3,600
07 THERMAL AND MOISTURE PROTECTION			33.85	\$140,471
08 DOORS AND WINDOWS			27.33	\$113,400
09 FINISHES			26.37	\$109,444
10 SPECIALTIES			0.97	\$4,014
12 FURNISHINGS			2.73	\$11,323
13 SPECIAL CONSTRUCTION			1.20	\$5,000
21 FIRE SUPPRESSION				Add Alternate
22 PLUMBING			9.43	\$39,154
23 HEATING, VENTILATING & AIR CONDITIONING			24.52	\$101,745
26 ELECTRICAL			15.71	\$65,213
27 COMMUNICATIONS			2.88	\$11,934
28 ELECTRONIC SAFETY & SECURITY			5.02	\$20,818
31 EARTHWORK			12.35	\$51,240
<b>SUB-TOTAL</b>		<b>4,150 SF</b>	<b>212.92</b>	<b>\$883,625</b>
CONTRACTOR GENERAL CONDITIONS	15.0%		31.94	\$132,544
CONTRACTOR BOND	2.5%		5.32	\$22,091
CONTRACTOR OVERHEAD & PROFIT	10.0%		21.29	\$88,363
<b>SUB-TOTAL</b>		<b>4,150 SF</b>	<b>271.48</b>	<b>\$1,126,622</b>
DESIGN / MARKET CONTINGENCY, ALLOW	20.0%		54.30	\$225,324
INFLATION TO SUMMER 2023, ALLOW	5.0%		13.57	\$56,331
<b>TOTAL (Construction)</b>		<b>4,150 SF</b>	<b>339.34</b>	<b>\$1,408,277</b>

**NOTES:** Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.  
 Costs are Based on a Traditional Open Competitive Bid Basis.  
 Costs are Based on a Construction Start of Summer 2023.  
 For Inflation Beyond Summer 2023, Add 5.0% per Year Compounded.



**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>02 EXISTING CONDITIONS</b>				
Remove Columns	4	EA	500.00	\$2,000
Remove Walls / Windows	2,520	SF	9.60	\$24,192
Remove Door & Frame	3	EA	102.00	\$306
Remove Floor Finishes	1,940	SF	1.02	\$1,979
Remove Soffit Panel	950	SF	2.52	\$2,394
Remove Misc Items, Allow	1	LS	2,500	\$2,500
			<b>8.04</b>	<b>\$33,371</b>
<b>03 CONCRETE</b>				
Concrete Spread Footings, Reinf	20	CY	642.00	\$12,840
Concrete Stem Walls, Reinf	250	SF	28.80	\$7,200
Concrete Slab on Grade w/ Base, Reinf - 4"	2,210	SF	8.40	\$18,564
			<b>9.30</b>	<b>\$38,604</b>
<b>04 MASONRY</b>				
CMU Wall, Grout & Reinf - 12"	1,890	SF	28.80	\$54,432
			<b>13.12</b>	<b>\$54,432</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>05 METALS</b>				
Steel Structure, WF - Columns	3	TON	5,160	\$15,480
Steel Structure, WF - Roof	4	TON	5,160	\$20,640
Steel Structure, OWSJ - Roof	2	TON	4,380	\$8,760
Steel Structure, Misc	4	TON	7,320	\$29,280
Steel Deck, Roof	2,210	SF	2.58	\$5,702
			<b>19.24</b>	<b>\$79,862</b>
<b>06 WOOD AND PLASTICS</b>				
Millwork, Gate Podium w/ Solid Top	1	EA	3,600	\$3,600
			<b>0.87</b>	<b>\$3,600</b>
<b>07 THERMAL AND MOISTURE PROTECTION</b>				
Rigid Insulation & Dampproofing, Foundation	300	SF	4.62	\$1,386
Membrane Roofing w/ Insulation & Flashings	2,210	SF	18.60	\$41,106
Metal Panel, Soffit	950	SF	23.40	\$22,230
Metal Panel, Exterior Wall	1,300	SF	21.60	\$28,080
Metal Panel, Column Cover	13	EA	1,020	\$13,260
Metal Sunshade Device	405	SF	66.00	\$26,730
Metal Expansion Joint Cover	140	LF	37.80	\$5,292
Joint Sealants & Firesafing	2,210	SF	1.08	\$2,387
			<b>33.85</b>	<b>\$140,471</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>08 DOORS AND WINDOWS</b>				
Aluminum Storefront Window System, Insul Glazing	1,190	SF	72.00	\$85,680
Entry Door w/ Frame & Hardware - Sliding	1	EA	3,780	\$3,780
Entry Door w/ Frame & Hardware - Single	2	EA	2,580	\$5,160
Commercial Door w/ Frame & Hardware - Single	3	EA	1,800	\$5,400
Folding Accordion Door, Fire Rated	1	EA	10,200	\$10,200
Automatic Door Opener	1	EA	3,180	\$3,180
			<b>27.33</b>	<b>\$113,400</b>
<b>09 FINISHES</b>				
Metal Stud Wall w/ Gyp Board & Insulation, Exterior	1,300	SF	18.00	\$23,400
Metal Stud Wall w/ Gyp Board & Sound Batt, Interior	2,175	SF	15.60	\$33,930
Metal Stud Furring w/ Gyp Board, Ceiling	200	SF	7.86	\$1,572
Acoustical Tile Ceiling w/ Grid	2,210	SF	4.74	\$10,475
Restroom Tile, Floor	125	SF	13.20	\$1,650
Restroom Tile, Wall	260	SF	13.80	\$3,588
Restroom Tile, Base	64	LF	6.00	\$384
Carpet Tile, Commercial Grade	447	SY	42.00	\$18,783
Rubber Base, Wall	356	LF	2.28	\$812
Paint, Wall & Ceiling	4,400	SF	1.56	\$6,864
Paint / Stain, Door & Frame	3	EA	162.00	\$486
Patch & Repair, Allow	1	LS	7,500	\$7,500
			<b>26.37</b>	<b>\$109,444</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>10 SPECIALTIES</b>				
Bath Accessories, Small	2	SET	762.00	\$1,524
Building Signage & Graphics	4,150	SF	0.60	\$2,490
			<b>0.97</b>	<b>\$4,014</b>
<b>12 FURNISHINGS</b>				
Furnishings / Furniture				In Other Budget
Window Shades, Fire Protective	560	SF	20.22	\$11,323
			<b>2.73</b>	<b>\$11,323</b>
<b>13 SPECIAL CONSTRUCTION</b>				
Relocate TSA Search Room, Allow	1	LS	5,000	\$5,000
			<b>1.20</b>	<b>\$5,000</b>
<b>21 FIRE SUPPRESSION</b>				
Fire Sprinkler System				Add Alternate

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<b>SECTION</b>	<b>QUANTITY</b>	<b>UNIT</b>	<b>COST/SF</b>	<b>TOTAL</b>
<b>22 PLUMBING</b>				
Plumbing Fixture, Water Closet	2	EA	2,640	\$5,280
Plumbing Fixture, Lavatory / Sink	2	EA	1,920	\$3,840
Plumbing Fixture, Roof Drain	6	EA	402.00	\$2,412
Plumbing Piping, Per Fixture	10	EA	2,010	\$20,100
Plumbing Equipment, Electric Water Heater	2	EA	2,700	\$5,400
Plumbing Specialties	2,210	SF	0.96	\$2,122
			<b>9.43</b>	<b>\$39,154</b>
<b>23 HEATING, VENTILATING &amp; AIR CONDITIONING</b>				
Sheetmetal Duct & Insulation	1,990	LBS	13.20	\$26,268
Grilles, Registers & Diffusers	30	EA	282.00	\$8,460
Exhaust Fans - 70 CFM	2	EA	1,620	\$3,240
Roof Top Unit - 5,000 CFM	1	EA	30,600	\$30,600
HVAC Piping & Specialties	2,210	SF	7.80	\$17,238
HVAC Control System	2,210	SF	6.30	\$13,923
HVAC Test & Balance	16	HRS	126.00	\$2,016
			<b>24.52</b>	<b>\$101,745</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>26 ELECTRICAL</b>				
Main Distribution Panel, Tie-Into Existing	1	EA	2,700	\$2,700
Secondary Distribution Panel	1	EA	7,020	\$7,020
Light Fixtures, Replace Existing	80	EA	318.00	\$25,440
Equipment Connections	1	LS	1,500	\$1,500
Outlets, Switches & Sensors	2,210	SF	2.00	\$4,420
Lighting Control System	2,210	SF	1.32	\$2,917
Feeder & Branch Circuitry	2,210	SF	8.22	\$18,166
Electrical Specialties	2,210	SF	1.38	\$3,050
			<b>15.71</b>	<b>\$65,213</b>
<b>27 COMMUNICATIONS</b>				
Telecom / Data System	2,210	SF	5.40	\$11,934
			<b>2.88</b>	<b>\$11,934</b>
<b>28 ELECTRONIC SAFETY &amp; SECURITY</b>				
Fire Alarm System	2,210	SF	3.42	\$7,558
Security Electronics	2,210	SF	6.00	\$13,260
			<b>5.02</b>	<b>\$20,818</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**BASE BID**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>		<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>31 EARTHWORK</b>					
Earthwork, Building Related:					
Concrete Pile, Foundation		300	VF	126.00	\$37,800
Excavation & Backfill, Foundation		200	CY	67.20	\$13,440
				<u>12.35</u>	<u>\$51,240</u>
<b>SUB-TOTAL</b>		<b>4,150</b>	<b>SF</b>	<b>212.92</b>	<b>\$883,625</b>
<b>CONTRACTOR GENERAL CONDITIONS</b>	<b>15.0%</b>			<b>31.94</b>	<b>\$132,544</b>
<b>CONTRACTOR BOND</b>	<b>2.5%</b>			<b>5.32</b>	<b>\$22,091</b>
<b>CONTRACTOR OVERHEAD &amp; PROFIT</b>	<b>10.0%</b>			<b>21.29</b>	<b>\$88,363</b>
<b>SUB-TOTAL</b>		<b>4,150</b>	<b>SF</b>	<b>271.48</b>	<b>\$1,126,622</b>
<b>DESIGN / MARKET CONTINGENCY, ALLOW</b>	<b>20.0%</b>			<b>54.30</b>	<b>\$225,324</b>
<b>INFLATION TO SUMMER 2023, ALLOW</b>	<b>5.0%</b>			<b>13.57</b>	<b>\$56,331</b>
<b>TOTAL (Construction)</b>		<b>4,150</b>	<b>SF</b>	<b>339.34</b>	<b>\$1,408,277</b>

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 For Inflation Beyond Summer 2023, Add 5.0% per Year Compounded.

PUEBLO MEMORIAL AIRPORT  
 TERMINAL EXPANSION & REMODEL

ALTERNATE 1 - UPGRADE RESTROOMS

S U M M A R Y

Preliminary Design Opinion of Probable Construction Cost Estimate  
 August 29, 2022

SECTION		COST/SF	TOTAL
02 EXISTING CONDITIONS			\$9,113
09 FINISHES			\$37,581
10 SPECIALTIES			\$41,850
22 PLUMBING			\$63,495
23 HEATING, VENTILATING & AIR CONDITIONING			\$2,196
26 ELECTRICAL			\$7,533
<b>SUB-TOTAL</b>			<b>\$161,768</b>
CONTRACTOR GENERAL CONDITIONS	15.0%		\$24,265
CONTRACTOR BOND	2.5%		\$4,044
CONTRACTOR OVERHEAD & PROFIT	10.0%		\$16,177
<b>SUB-TOTAL</b>			<b>\$206,254</b>
DESIGN / MARKET CONTINGENCY, ALLOW	20.0%		\$41,251
INFLATION TO SUMMER 2023, ALLOW	5.0%		\$10,313
<b>TOTAL (Construction)</b>			<b>\$257,817</b>

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**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**ALTERNATE 1 - UPGRADE RESTROOMS**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>02 EXISTING CONDITIONS</b>				
Remove Floor Finishes	850	SF	1.02	\$867
Remove Ceiling Finishes	850	SF	1.26	\$1,071
Remove Vanity Counter	22	LF	31.80	\$700
Remove Bath Accessories	2	SET	174.00	\$348
Remove Toilet Partition / Screen	17	EA	39.00	\$663
Remove Plumbing Fixtures	24	EA	186.00	\$4,464
Remove Misc Items, Allow	1	LS	1,000	\$1,000
				<b>\$9,113</b>
<b>09 FINISHES</b>				
Acoustical Tile Ceiling w/ Grid	850	SF	4.74	\$4,029
Restroom Tile, Floor	850	SF	13.20	\$11,220
Restroom Tile, Wall	1,440	SF	13.80	\$19,872
Restroom Tile, Base	160	LF	6.00	\$960
Patch & Repair, Allow	1	LS	1,500	\$1,500
				<b>\$37,581</b>
<b>10 SPECIALTIES</b>				
Toilet Partitions / Urinal Screens	17	EA	2,100	\$35,700
Bath Accessories, Medium	2	SET	2,820	\$5,640
Building Signage & Graphics	850	SF	0.60	\$510
				<b>\$41,850</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**ALTERNATE 1 - UPGRADE RESTROOMS**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>22 PLUMBING</b>				
Plumbing Fixture, Water Closet	12	EA	2,640	\$31,680
Plumbing Fixture, Urinals	4	EA	2,160	\$8,640
Plumbing Fixture, Wash Basin	2	EA	5,820	\$11,640
Plumbing Piping, Per Fixture - Tie-Into Existing	18	EA	570.00	\$10,260
Plumbing Specialties / Misc Work	850	SF	1.50	\$1,275
				<b>\$63,495</b>
<b>23 HEATING, VENTILATING &amp; AIR CONDITIONING</b>				
Grilles, Registers & Diffusers	6	EA	282.00	\$1,692
HVAC Test & Balance	4	HRS	126.00	\$504
				<b>\$2,196</b>

PUEBLO MEMORIAL AIRPORT  
 TERMINAL EXPANSION & REMODEL

**ALTERNATE 1 - UPGRADE RESTROOMS**

Preliminary Design Opinion of Probable Construction Cost Estimate  
 August 29, 2022

<u>SECTION</u>		<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>26 ELECTRICAL</b>					
Light Fixtures, Replace Existing		20	EA	318.00	\$6,360
Electrical Specialties / Misc Work		850	SF	1.38	\$1,173
					<b>\$7,533</b>
<b>SUB-TOTAL</b>					<b>\$161,768</b>
<b>CONTRACTOR GENERAL CONDITIONS</b>	<b>15.0%</b>				<b>\$24,265</b>
<b>CONTRACTOR BOND</b>	<b>2.5%</b>				<b>\$4,044</b>
<b>CONTRACTOR OVERHEAD &amp; PROFIT</b>	<b>10.0%</b>				<b>\$16,177</b>
<b>SUB-TOTAL</b>					<b>\$206,254</b>
<b>DESIGN / MARKET CONTINGENCY, ALLOW</b>	<b>20.0%</b>				<b>\$41,251</b>
<b>INFLATION TO SUMMER 2023, ALLOW</b>	<b>5.0%</b>				<b>\$10,313</b>
<b>TOTAL (Construction)</b>					<b>\$257,817</b>

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PUEBLO MEMORIAL AIRPORT  
 TERMINAL EXPANSION & REMODEL

ALTERNATE 2 - MODERNIZE FRONT FACADE

S U M M A R Y

Preliminary Design Opinion of Probable Construction Cost Estimate  
 August 29, 2022

SECTION		COST/SF	TOTAL
02 EXISTING CONDITIONS			\$22,716
07 THERMAL AND MOISTURE PROTECTION			\$180,636
08 DOORS AND WINDOWS			\$69,960
09 FINISHES			\$22,278
31 EARTHWORK			\$20,700
SUB-TOTAL			\$316,290
CONTRACTOR GENERAL CONDITIONS	15.0%		\$47,443
CONTRACTOR BOND	2.5%		\$7,907
CONTRACTOR OVERHEAD & PROFIT	10.0%		\$31,629
SUB-TOTAL			\$403,269
DESIGN / MARKET CONTINGENCY, ALLOW	20.0%		\$80,654
INFLATION TO SUMMER 2023, ALLOW	5.0%		\$20,163
TOTAL (Construction)			\$504,087

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**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**ALTERNATE 2 - MODERNIZE FRONT FACADE**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>02 EXISTING CONDITIONS</b>				
Remove Walls / Windows	1,730	SF	9.60	\$16,608
Remove Door & Frame	6	EA	102.00	\$612
Remove Soffit Panel	500	SF	2.52	\$1,260
Remove Sunshade Device	190	SF	14.40	\$2,736
Remove Misc Items, Allow	1	LS	1,500	\$1,500
				<b>\$22,716</b>
<b>07 THERMAL AND MOISTURE PROTECTION</b>				
Metal Panel, Soffit	500	SF	23.40	\$11,700
Metal Panel, Exterior Wall	960	SF	21.60	\$20,736
Metal Entry Canopy w/ Structure	1,900	SF	78.00	\$148,200
				<b>\$180,636</b>
<b>08 DOORS AND WINDOWS</b>				
Aluminum Storefront Window System, Insul Glazing	770	SF	72.00	\$55,440
Entry Door w/ Frame & Hardware - Single	2	EA	2,580	\$5,160
Entry Door w/ Frame & Hardware - Double	2	PR	4,680	\$9,360
				<b>\$69,960</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**ALTERNATE 2 - MODERNIZE FRONT FACADE**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>09 FINISHES</b>				
Metal Stud Wall w/ Gyp Board & Insulation, Exterior	960	SF	18.00	\$17,280
Paint, Walls	960	SF	1.56	\$1,498
Patch & Repair, Allow	1	LS	3,500	\$3,500
				<b>\$22,278</b>
 <b>31 EARTHWORK</b>				
Earthwork, Building Related: Concrete Pile, Foundation	150	VF	138.00	\$20,700
				<b>\$20,700</b>
<b>SUB-TOTAL</b>				<b>\$316,290</b>
<b>CONTRACTOR GENERAL CONDITIONS</b>			<b>15.0%</b>	<b>\$47,443</b>
<b>CONTRACTOR BOND</b>			<b>2.5%</b>	<b>\$7,907</b>
<b>CONTRACTOR OVERHEAD &amp; PROFIT</b>			<b>10.0%</b>	<b>\$31,629</b>
<b>SUB-TOTAL</b>				<b>\$403,269</b>
<b>DESIGN / MARKET CONTINGENCY, ALLOW</b>			<b>20.0%</b>	<b>\$80,654</b>
<b>INFLATION TO SUMMER 2023, ALLOW</b>			<b>5.0%</b>	<b>\$20,163</b>
<b>TOTAL (Construction)</b>				<b>\$504,087</b>

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**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL  
ALTERNATE 3 - MODERNIZE FINISHES  
SUMMARY**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

SECTION	COST/SF	TOTAL
02 EXISTING CONDITIONS		\$10,120
09 FINISHES		\$26,879
23 HEATING, VENTILATING & AIR CONDITIONING		\$6,648
26 ELECTRICAL		\$29,370
 SUB-TOTAL		 \$73,017
CONTRACTOR GENERAL CONDITIONS	15.0%	\$10,953
CONTRACTOR BOND	2.5%	\$1,825
CONTRACTOR OVERHEAD & PROFIT	10.0%	\$7,302
 SUB-TOTAL		 \$93,096
DESIGN / MARKET CONTINGENCY, ALLOW	20.0%	\$18,619
INFLATION TO SUMMER 2023, ALLOW	5.0%	\$4,655
 TOTAL (Construction)		 \$116,370

**NOTES:** Costs are for Construction Only and do Not Include Soft Costs or Contractor / Owner Contingency.  
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 For Inflation Beyond Summer 2023, Add 5.0% per Year Compounded.

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**ALTERNATE 3 - MODERNIZE FINISHES**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>02 EXISTING CONDITIONS</b>				
Remove Floor Finishes	4,000	SF	1.02	\$4,080
Remove Ceiling Finishes	4,000	SF	1.26	\$5,040
Remove Misc Items, Allow	1	LS	1,000	\$1,000
				<b>\$10,120</b>
<b>09 FINISHES</b>				
Carpet Tile, Commercial Grade	444	SY	42.00	\$18,667
Rubber Base, Wall	350	LF	2.28	\$798
Paint, Walls	3,150	SF	1.56	\$4,914
Patch & Repair, Allow	1	LS	2,500	\$2,500
				<b>\$26,879</b>
<b>23 HEATING, VENTILATING &amp; AIR CONDITIONING</b>				
Grilles, Registers & Diffusers	20	EA	282.00	\$5,640
HVAC Test & Balance	8	HRS	126.00	\$1,008
				<b>\$6,648</b>



**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**ALTERNATE 3 - MODERNIZE FINISHES**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>		<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>26 ELECTRICAL</b>					
Light Fixtures, Replace Existing		75	EA	318.00	\$23,850
Electrical Specialties / Misc Work		4,000	SF	1.38	\$5,520
					<b>\$29,370</b>
<b>SUB-TOTAL</b>					<b>\$73,017</b>
<b>CONTRACTOR GENERAL CONDITIONS</b>	<b>15.0%</b>				<b>\$10,953</b>
<b>CONTRACTOR BOND</b>	<b>2.5%</b>				<b>\$1,825</b>
<b>CONTRACTOR OVERHEAD &amp; PROFIT</b>	<b>10.0%</b>				<b>\$7,302</b>
<b>SUB-TOTAL</b>					<b>\$93,096</b>
<b>DESIGN / MARKET CONTINGENCY, ALLOW</b>	<b>20.0%</b>				<b>\$18,619</b>
<b>INFLATION TO SUMMER 2023, ALLOW</b>	<b>5.0%</b>				<b>\$4,655</b>
<b>TOTAL (Construction)</b>					<b>\$116,370</b>

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PUEBLO MEMORIAL AIRPORT  
 TERMINAL EXPANSION & REMODEL

ALTERNATE 4 - ADD FIRE SUPPRESSION SYSTEM

S U M M A R Y

Preliminary Design Opinion of Probable Construction Cost Estimate  
 August 29, 2022

SECTION		COST/SF	TOTAL
04 MASONRY			(\$54,432)
05 METALS			\$22,800
08 DOORS AND WINDOWS			(\$7,620)
21 FIRE SUPPRESSION			\$209,280
31 EARTHWORK			\$15,120
33 SITE UTILITIES			\$16,070
SUB-TOTAL			\$201,218
CONTRACTOR GENERAL CONDITIONS	15.0%		\$30,183
CONTRACTOR BOND	2.5%		\$5,030
CONTRACTOR OVERHEAD & PROFIT	10.0%		\$20,122
SUB-TOTAL			\$256,553
DESIGN / MARKET CONTINGENCY, ALLOW	20.0%		\$51,311
INFLATION TO SUMMER 2023, ALLOW	5.0%		\$12,828
TOTAL (Construction)			\$320,692

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PUEBLO MEMORIAL AIRPORT  
 TERMINAL EXPANSION & REMODEL

**ALTERNATE 4 - ADD FIRE SUPPRESSION SYSTEM**

Preliminary Design Opinion of Probable Construction Cost Estimate  
 August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>04 MASONRY</b>				
Credit: CMU Wall, Grout & Reinf - 12"	(1,890)	SF	28.80	(\$54,432)
				<b>(\$54,432)</b>
<b>05 METALS</b>				
Steel Structure, WF - Columns	2	TON	5,160	\$10,320
Steel Structure, WF - Roof	1	TON	5,160	\$5,160
Steel Structure, Misc	1	TON	7,320	\$7,320
				<b>\$22,800</b>
<b>08 DOORS AND WINDOWS</b>				
Entry Door w/ Frame & Hardware - Single	1	EA	2,580	\$2,580
Credit: Folding Accordion Door, Fire Rated	(1)	EA	10,200	(\$10,200)
				<b>(\$7,620)</b>
<b>21 FIRE SUPPRESSION</b>				
Add Fire Suppression System	43,600	SF	4.80	\$209,280
				<b>\$209,280</b>

**PUEBLO MEMORIAL AIRPORT  
TERMINAL EXPANSION & REMODEL**

**ALTERNATE 4 - ADD FIRE SUPPRESSION SYSTEM**

Preliminary Design Opinion of Probable Construction Cost Estimate  
August 29, 2022

<u>SECTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST/SF</u>	<u>TOTAL</u>
<b>31 EARTHWORK</b>				
Earthwork, Building Related: Concrete Pile, Foundation	120	VF	126.00	\$15,120
				<b>\$15,120</b>
<b>33 SITE UTILITIES</b>				
Water Line w/ Accessories, 6"	186	LF	86.40	\$16,070
			<b>0.06</b>	<b>\$16,070</b>
<b>SUB-TOTAL</b>				<b>\$201,218</b>
<b>CONTRACTOR GENERAL CONDITIONS</b>			<b>15.0%</b>	<b>\$30,183</b>
<b>CONTRACTOR BOND</b>			<b>2.5%</b>	<b>\$5,030</b>
<b>CONTRACTOR OVERHEAD &amp; PROFIT</b>			<b>10.0%</b>	<b>\$20,122</b>
<b>SUB-TOTAL</b>				<b>\$256,553</b>
<b>DESIGN / MARKET CONTINGENCY, ALLOW</b>			<b>20.0%</b>	<b>\$51,311</b>
<b>INFLATION TO SUMMER 2023, ALLOW</b>			<b>5.0%</b>	<b>\$12,828</b>
<b>TOTAL (Construction)</b>				<b>\$320,692</b>

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