

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

January 9, 2024

9:00 a.m.

211 E D Street, Pueblo, CO 81003

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

Meeting ID: 946 1312 9536

Password: 598875

Dial by your location

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

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

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

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

1. Call Meeting to Order

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

3. Approval of Minutes

November 14, 2023 Minutes*

Action Required: Approve/Disapprove

**4. Pueblo Area Council of Governments Transportation Improvement Plan
FY2028 Regional Priority Program (RPP) Project Addition***

a) TIP Amendment #2023.071

Policy Action:

Project Name: Joe Martinez Extension (Medal of Honor) Trail

STIP Number: SR27016.013

Project Location and Description: Reduce scope and swap from State Multimodal option to Federal ARPA Funds

Fund Source(s): FY22 MPOF

Federal Program Funds:	\$	102,126.00
State Matching Funds:	\$	1,350,082.00
Local Matching Funds:	\$	
Other Project Funds:	\$	547,792.00
TOTAL PROJECT FUND AMENDMENT:	\$	2,000,000.00

Reduce scope and swap from State Multimodal mitigation option to Federal ARPA funds.

Reducing scope from construction 4.3 miles of trail to 1.2 miles. Pueblo County will build the 3.1 miles from Purcell to Pueblo Blvd. The \$2,000,000.00 will be for the construction of trail from Medal of Honor and Pueblo Blvd, south to 11th street. Note: this is not additional funding.

b) **TIP Amendment #2023.072**

Policy Action:

Project Name: Transit ZEV Transition Planning

STIP Number: TBD

Project Location and Description: ZEV Transition planning for Pueblo Transit

Fund Source(s): FY24 Colorado Clean Energy, CDOT DTR

Federal Program Funds:	\$
State Matching Funds:	\$ 99,000.00
Local Matching Funds:	\$ 11,000.00
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 110,000.00

ZEV transition planning for Pueblo Transit to plan and prepare for deployment of zero- emission transit vehicles and support infrastructure, facilities, and organizational investments.

Action Required: Approve/Disapprove

5. Regional Priority Planning* – CDOT Region 2

Requested: Presentation

6. 2023 MMOF (County, Transit, Pueblo West)*

Requested: Presentation

7. Notice of Funding Opportunities (NOFOs)

Requested: Informational

8. Next TAC – February 13, 2024 - Planning Conf Room, 211 E D St 81003*

Action Requested: Informational

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

Roundtable Discussion

TAC ByLaws

Hwy 50 Bypass interchange

Travel Demand Model

10. Adjourn at or before 11:00 am



Meeting minutes of
the TRANSPORTATION ADVISORY COMMISSION (TAC)
November 14, 2023
9:00 a.m.
211 E D Street, Pueblo, CO 81003

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Agenda items marked with * indicate additional materials are included in the packet.
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Individuals requiring Special Accommodations should notify the City MPO's Office (719) 553-2242 by Noon on the Friday preceding the meeting.

1. Call Meeting to Order
Chairwoman: Eva Cosyleon
Time of Call: 9:00 a.m.
MPO Members Present: Eva Cosyleon, Hannah Haurert, Dylan Goodman
TAC Members Present: Aaron Willis, Geoff Guthrie, Shawn Winters, Lindsey Jaquez, Lachelle Davis, Greg Pedroza
CAC Members Present: Don Bruestle, Cheryl Spinuzzi, Richard Arko, Laura Leyba
Others Present: Macario Torrez, Wendy Pettit, Scott Hobson, Andrew Hayes, Greg George, Karim Ayoub, Don Scanga, Jared Meira, Jacquelin Hernandez, Sanjiv Gupta, Wendy Pettit
2. Self-Introductions and Public Comments (non-agenda items only)
Dylan Goodman is the new Transportation Planner. Laura Leyba is the new ADA representative. Jared Miera is the Energy Manager for Pueblo County. Karim Ayoub is the Project Manager for Pueblo County. Don Scanga is with CDOT's local agency group. Jacquelin Hernandez is the Engineering Intern for Pueblo County. Sunjiv Gupta is with CDOT Headquarters as the Safety Circuit Writer Programmer.
3. Approval of Minutes
October 10, 2023 Minutes*
Motion to Approve: Richard Arko
Second: Cheryl Spinuzzi
Unanimous:

4. Pueblo Area Council of Governments Transportation Improvement Plan
FY2028 Regional Priority Program (RPP) Project Addition*

CDOT Region 2 requests the addition of the following project in FY2028, to be funded by RPP:

Policy Action:

Project Name: I-25A Pueblo Safety Improvements

STIP Number: SR26867.TBD

Project Location and Description: Safety & operational improvements along I-25A through Pueblo

Fund Source(s): FY28 Region 2 Regional Priority Program (RPP)

Federal Program Funds: \$ 729,680

State Matching Funds: \$ 70,320

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 800,000

This amendment programs FY28 funds to the construction phase of this project.

This is a placeholder, and the location can be changed.

Motion to Approve: Don Bruestle

Second: Cheryl Spinuzzi

Unanimous:

5. 2023 MMOF/Carbon Reduction Projects

Requested: Presentations

Jared Miera is the Energy Manager for Pueblo County. His project is to add an Electric Vehicle and an Electric Bicycle (ebike) Charging Station to Sange De Cristo Art Center's (SDAC) parking lot. Pueblo County has an Electric Vehicle Supply Equipment (EVSE) Expansion Project. This is to increase the need for EVSE infrastructure. This includes level II and DCFC chargers for public use. Don Bruestle asked if Jared was familiar with the Governor's plan to have chargers no further than 50 miles apart, Jared said he was not. NEVI has already identified gaps in the system. The e-bike charger will accommodate 5 ebikes. Jared is aware that the Governor said that about 82% of vehicles on car lots will be electric. The charging rack will be a contact charger, so bicycles will slide into a charging port. Greg George said that they have been looking at this location for the past year and Blackhills Energy (BHE) said that there isn't much power, so this project will include a new transformer outside of the building. Pueblo County will be paying for the charging cost. The location of this project is 210 N Santa Fe Ave, on the northwest section of the parking lot. This will be an easy on and off of I-25. This may change once they have final calculations of BHE, Electrician, and the Walk Audit. Greg said that the solar panels on the roof were put in 2010, this project will help get these going again. The next step is to continue to provide public access. There are 4 public fast charging stations in Pueblo, and one is Tesla only. Greg said that they want to standardize EV with AVP. Laura Leyba asked what keeps the ebikes from getting stolen, Jared said there are bike locks. There will be cameras installed. The ebike rack might be closer to the building, it depends on BHE, electrician and the walk audit. Eva Cosyleon asked if the ebikes would have a cover. Laura asked about adding solar panels to help, Jared said that they have 10 sites in mind that either have a canopy or roof mount. The solar panels on the roof of SDAC will be repowered. The panels are really outdated and are 13 years old. They are also looking at battery storage. The infrastructure is around \$150k. Jared said they are asking for the full amount of Carbon Reduction which is \$325k. Eva asked how far the new transformer benefit, Greg said that it can accommodate an additional building. Lindsey Jaquez asked if this would upgrade the solar panels, Jared so it wouldn't.

Karim Ayoub has a project for the intersection at McCulloch Blvd and Spaulding Ave. In the spot-audit, there were connectivity issues, there needs to be ped poles and connecting sidewalks. Karim said they are asking for the \$86k, this is just to do the electrical work. The rest of the work would be in-house. There was one injury crash with a vehicle and bicycle. There will be retro reflectivity added to the traffic signals. This is the highest ADT (Average Daily Traffic) location with over 22,000 vehicles. Eva Cosyleon asked about connecting the businesses to the sidewalk on the northeast and southeast corners. Pueblo County doesn't have concrete forms for ADA ramps, this is included in the ask. Don Bruestle asked the width of the sidewalk, Karim said 5 feet. Cheryl Spinuzzi had a concern about the new sidewalk going directly into the parking lot. Laura also had the same concern about the people going into traffic. Cheryl asked about going north from the northwest corner, Greg and Karim said they don't want pedestrian traffic going that way because of the high volume of traffic. Karim said that they also looked at getting the audible for the ped poles but didn't have an estimate. Eva asked if the crossing time would be increased, Karim said yes, they will have to retime this intersection. Lachelle Davis said that there is a big process for a little amount of money. Karim said that maybe this can go towards electrical and next year they can do concrete work. If they are asking for an in-kind match then it needs to be approved by TAC and the TC. Eva said that they can use the 2022 MMOF Federal instead and not have to go through the process. Cheryl asked how these funds will go to the projects, Eva said that she will look at each project and see which funds would best fit.

Andrew Hayes gave a presentation about the State Fair Improvements. This project was submitted last MMOF. This is pedestrian improvements along Small Ave, Arroyo Ave, Beulah Ave, Acero Ave, and a portion of Mesa Ave. There have been some improvements to the ADA ramps. The rest of the improvements are new curb and gutter, sidewalk, and ramps. Mesa Ave from Prairie Ave to the brick wall is owned by the State Fair. The bus stop will replace the brick with concrete. Don Bruestle asked if there is going to be signage indicating that there will be curb ramps along the Beulah Ave sidewalk, Andrew said that the striping will show this. Laura Leyba asked about Beulah Ave between Small Ave and Summit Ave, if it could be indented. Melanie Turner said that it is possible to add bump outs and Andrew said the sidewalk could be shortened to add room for ADA. Greg George asked about stormwater issues, Andrew said that they are doing a redesign for this area. Don Bruestle suggested that the State Fair put in rain gardens. Laura Leyba suggested doing a demonstration project. She also suggested cutting into the sidewalk to allow for better parking/accessibility. Geoff Guthrie asked if the City's right-of-way goes to the wall, Andrew said he thinks so but will check. Geoff also asked about the travel lane and to narrow it down to slow traffic. Andrew said that they will be in curb ramps every so far. Lindsey Jaquez had a concern about people using walkers and not having enough room to safely get out by the curb. Lachelle Davis had a concern about how much the project is and how much funding we have, Andrew said this could be done in phases and not in a particular order. Small Ave is \$900k, Beulah Ave is \$300k, Acero Ave is \$675k. Laura asked about the parking along Mesa Ave, Andrew said the wall by Acero Ave towards Prairie Ave belongs to the State Fair. Eva Cosyleon asked about walk-audits, Andrew said no but will incorporate the one that was done. Dylan Goodman suggested that the gate at Beulah have a shorter crosswalk, Andrew said that there is a potential for a mid-block crossing.

Eva Cosyleon said she would like to get a sub-committee together, Greg George said he would be the presentative for the County and Melanie Turner said she would be the representative

for the City.

6. Other Local Agencies Updates

Action Requested: Discussion

Greg George said that the takeover of Pueblo West is going well, there are a lot of big challenges. They did some drainage improvements. They are training new employees and doing in-housework. Don Bruestle had a concern about the Right-of-way being tampered with, Greg said they are close to launching their long-term master plan. This includes roads they have identified, conducted traffic counts (above local artillery), and a geospatial marker (PCI-pavement and condition index- review). They are also getting grading conditions with a prioritized matrix (will be presented to Metro, School Districts, Businesses, and Residential Centers). They are going to purchase some more equipment. They are going to do an educational campaign on what Right-of-Way is and what is allowed (not a standard mailbox). Greg and Karim also talked about the drainage issues and will be hiring 3 different consultants. There are two sections, north and south of US Highway 50 West. There will be a master plan and once that is in place, they can start assessing development fees. Cheryl Spinuzzi asked about the local's contribution, Greg said it's just from the sales tax. Greg said that they report to the Advisory Board, and they will get full funding in January. Don Bruestle said he had someone ask about Purcell and McCulloch and what the depth renovation was, Karim said that the water intrusion in the cracks was at fault. So, this will mean the best solution would be a slurry seal. The next failure would be something different. After the first of the year, there will be a master plan and analytics.

Melanie Turner said the City is wrapping up the paving season. She said Prairie, Joplin, Troy, Goodnight, Cleveland, Ridge, and Abriendo were paved this year. Melanie said that they have a similar program that the County does that assesses the roads, this is what they use to decide which streets are getting paved. Goodnight and Cleveland received the cape seal treatment, this is the chip seal with slurry on top. They are still doing concrete projects that will prepare for next year's paving (last part of Northern Ave). Melanie said she applied for W 11th Street Bridge (near the Blvd) and W 8th Street Bridge (Dry Creek). There are plans 90% complete to redo the 8th Street Bridge. There is no sidewalk.

Greg Pedroza said that the Reno site selection committee came, and it was a good visit. There are a few other communities they need to visit. Don Bruestle said he heard a few concerns from the members about safety, planes crashing. Greg said that they know it's a kind of daredevil performance. He thinks the lack of ability and safely transverse the layout. They need a specific turn radius and scatter free zone. He said that if it is announced, then he would have those discussions with the community. The last fatal crash happened in 2011.

Laura Leyba said that the ADA Committee asked if anyone can go to the Complete Streets meeting, Eva Cosyleon said that she is limiting it but eventually open it up.

7. CDOT Updates

Action Requested: Informational

Aaron Willis said there will not be a Statewide Advisory Committee (STAC) for December. Geoff Guthrie said they are still trying to hire the Transit Laison. Lachelle Davis said that they will take the draft applications and run them by the specialty groups. Jennifer Sparks said that her crew is getting ready for the snow season and advertising for resurfacing projects for next year. One resurfacing treatment (guard rail) is south of town. The next big project (micro-

surfacing) is preventative maintenance on Highway 47 just east of I-25 towards Bonforte. The biggest project is to overlay on I-25 from south of the Pueblo Blvd to Eagleridge. There will be concrete repairs and new guardrail. The I-25 and Hwy 50B is going to advertise in May and construction in September/October 2024. Don Bruestle asked about a visual for Hwy 50B interchange. Jennifer said that there will be a new bridge over Fountain Creek, 2 over the railroad, and 2 bridges over I-25. The new interchange is going to be a diverging diamond. The new interchange at Dillon and Drew Dix will get new asphalt this week. Jennifer said that Matt's project at 36th Lane is moving along.

8. Complete Streets

December 12, 2023 – Rawlings Library – Bret Kelly B at 9:30 a.m.

Action Requested: Informational

There will be no TAC meeting for December. Everyone is invited to this workshop.

9. Federal Highway and Federal Transit Updates (If needed)

Action Requested: Informational

10. CDOT Region 2 requests the following administrative amendments to projects in the FY 2024 –2027 Pueblo Area Council of Governments Transportation Improvement Program*
These are just moving from 2025 into 2026.

a) **NO TIP Amendment number needed See below amendment.**

Administrative Action:

Project Name: I25 and US50B Interchange

STIP Number: SR25216.164

Project Location and Description: Reconstruction of the interchange at Exit 100A and bridges over I-25, RR, and Fountain Creek

Fund Source(s): FY25 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ (2,814,860)

State Matching Funds: \$ (585,140)

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (3,400,000)

This administrative action moves FY25 funds to FY26 for the construction phase of this project

b) **TIP Amendment #2023.061**

Administrative Action:

Project Name: I25 and US50B Interchange

STIP Number: SR25216.164

Project Location and Description: Reconstruction of the interchange at Exit 100A and bridges over I-25, RR, and Fountain Creek

Fund Source(s): FY26 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 2,814,860

State Matching Funds: \$ 585,140

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 3,400,000

This administrative action moves FY25 funds to FY26 for the construction phase of this project

c) **TIP Amendment #2023.062**

Administrative Action:

Project Name: I25 Resurfacing Near Colorado City ~ MP 64-80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek.

Fund Source(s): FY24 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 10,489,150

State Matching Funds: \$ 1,010,850

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 11,500,000

This administrative action adds FY24 funds to the construction phase of this project

d) **TIP Amendment #2023.063**

Administrative Action:

Project Name: I-25 Resurfacing near Colorado City ~MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek.

Fund Source(s): FY25 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 9,577,050

State Matching Funds: \$ 922,950

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 10,500,000

This administrative action adds FY25 funds for the construction phase of this project

e) **TIP Amendment #2023.064**

Administrative Action:

Project Name: I-25 Resurfacing near Colorado City ~MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek.

Fund Source(s): FY26 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 6,384,700

State Matching Funds: \$ 615,300

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 7,000,000

This administrative action adds FY26 funds to the construction phase

f) **TIP Amendment #2023.065**

Administrative Action:

Project Name: SH 47A Preventative Maintenance

STIP Number: SR25216.161

Project Location and Description: Design and construction of Micro surfacing pavement treatment east of I25 near MP 0-3

Fund Source(s): FY25 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 1,281,175

State Matching Funds: \$ 266,325

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 1,547,500

This administrative action adds FY25 funds for the construction phase of this project

g) TIP Amendment #2023.066

Administrative Action:

Project Name: US 50C/Baxter Road Improvements

STIP Number: SR26646.999

Project Location and Description: Design and construction of traffic control improvements at US50C and Baxter Road

Fund Source(s): FY25 Region 2 Traffic Signal Pool (SGN)

Federal Program Funds: \$

State Matching Funds: \$ 245,250

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 245,250

This administrative action adds FY25 funds for the construction phase of this project

h) TIP Amendment #2023.067

Administrative Action:

Project Name: Joe Martinez Trail in Pueblo West

STIP Number: SR25079.079

Project Location and Description: Design for a multi-purpose trail located adjacent to E. Joe Martinez Blvd. between S. McCulloch Blvd. and W. John Powell Blvd.

Fund Source(s): FY24 Region 2 Transportation Alternatives Program (TAP)

Federal Program Funds: \$ 1,171,039

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 1,171,039

This administrative action rolls forward \$1,171,039 of the design phase from FY23 to FY24 for this project. NOTE: The ARPA MMO Local Match Roll Forward of \$76,411 has already been approved by PACOG.

i) TIP Amendment #2023.068

Administrative Action:

Project Name: I25 Resurfacing Near Colorado City ~ MP 64-80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek.

Fund Source(s): FY24 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 364,840

State Matching Funds: \$ 35,160

Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 400,000

This administrative action adds FY24 funds to the design phase of this project

j) **NO TIP Amendment # needed, already in our TIP, just need a STIP #**

Administrative Action:

Project Name: Purcell & Industrial Intersection Improvements Pueblo West

STIP Number: SR27016.027

Project Location and Description: Study and design of the intersection off US50A at Purcell Blvd. and Industrial Blvd.

Fund Source(s): FY24 State funded Local Multi-Modal Options Fund (MMM)

Federal Program Funds: \$ 161,500

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 161,500

This administrative action programs FY24 funds to the design phase of this project

k) **TIP Amendment #2023.069**

Administrative Action:

Project Name: I-25A Pavement Rehabilitation MP 92 – 102.6

STIP Number: SR25216.178

Project Location and Description: Pavement rehabilitation of I-25 through Pueblo

Fund Source(s): FY25 Region 2 Surface Treatment Program (SUR)

Federal Program Funds: \$ 21,890,400

State Matching Funds: \$ 2,109,600

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 24,000,000

This administrative action programs FY25 funds to the construction phase of this project

Requested: Informational

11. Federal Notice of Funding Opportunities (NOFOs)

Requested: Informational

Most of these are wrapping up, there is an Ebike from Colorado Energy that is due November 20th.

12. Next TAC – January 9, 2024 - Planning Conf Room, 211 E D St 81003

Action Requested: Informational

Hwy 50B and I-25 interchange – visual

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

Roundtable Discussion

TAC ByLaws

Wilson and Company

Joe DeHeart

14. Adjourn at or before 11:00 am
Adjournment was at 10:56 a.m.

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

Project Name: _____

Project Location and Original Description of Project: _____

Description of Action: _____

Effectuated categories of work: _____

Is your project federally funded?

- Yes
- No

Are you increasing the budget by more than 25% of the original funds?

- Yes
- No

Fund Source(s):

	Original	Amended
Federal Program Funds		
State Matching Funds		
Local Matching Funds		
Other Project Funds		
Total Project Fund Amendment		

Additional Notes:

MPO Complete

- Admin Amendment
- Policy Amendment

Note:

Date: 11/28/23

Requesting Entity: Transit

Existing or New: New

Project Name: Transit ZEV Transition Planning

Project Location and Original Description of Project:

ZEV transition planning for Pueblo Transit to plan and prepare for deployment of zero-emission transit vehicles and support infrastructure, facilities, and organizational investments.

Description of Action:

Create and add project to 23-27 TIP.

Effected categories of work:

Is your project federally funded?

Yes

No

Are you increasing the budget by more than 25% of the original funds?

Yes

No

Fund Source(s):

	Original	Modified
Federal Program Funds		
State Matching Funds	\$ 99,000.00	
Local Matching Funds	\$ 11,000.00	
Other Project Funds		
Total Project Fund Amendment	\$ 110,000.00	\$ 0.00

Additional Notes:

MPO Complete

Admin Amendment

Policy Amendment

Note:



COLORADO

Department of Transportation

Regional Priorities Program (RPP)



History of Regional Priorities Program (RPP)

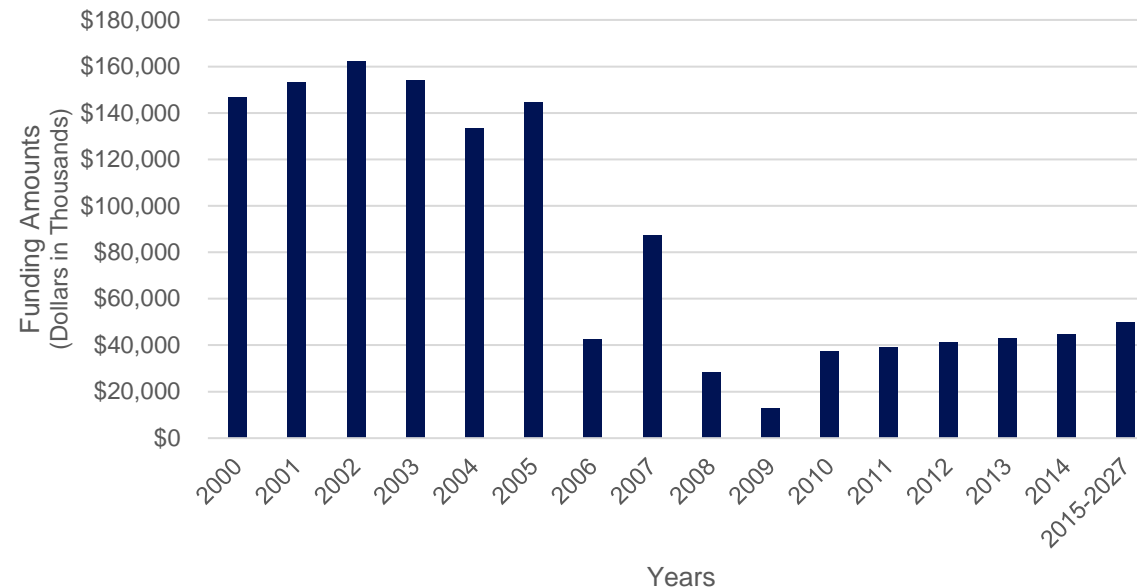
- Transportation Commission (TC) directed flexible program.
- Previously referred to as Other Region Priorities (Prior to 2004)
 - Under Governor Bill Owens it became the Regional Priorities Program.
- Established as flexible funding source for regionally important projects identified via cooperative transportation planning process.
- Funds allocated to each CDOT Region are to be used for capital improvement projects generated from the Transportation Planning Regions.



Regional Priorities Program (RPP) Funding

- Funding comes from the Highway User Tax Fund (HUTF), the Federal Highway Administration (FHWA), and other sources.
- Currently, the program is set at \$50 million per year, statewide.
 - Has ranged from planning amounts of \$162 Million in 2002 to a low of \$10 Million in 2009.

TC - RPP Program Distribution Statewide





Regional Priorities Program (RPP) Formula

Various formulas have been used by the TC to distribute RPP statewide across the CDOT Engineering Regions.

- Historical RPP formula (until 2015):
 - 45% Vehicle Miles Traveled (VMT), 40% lane miles, 15% truck VMT
- Current RPP Formula (since 2015):
 - 50% population, 35% lane miles, 15% truck VMT



Regional Priorities Program (RPP) Formula Example

Location	Population (50%)	Lane Miles (35%)	Truck VMT (15%)
County Y	27%	13%	11%

$$(Population \% County Y \times 50\%) + (Lane Miles \% County Y \times 35\%) + (Truck VMT \% County Y \times 15\%) = RPP Distribution$$

$$[(27\% \times 50\%)_{Population} + (13\% \times 35\%)_{Lane Miles} + (11\% \times 15\%)_{Truck VMT}] = RPP Distribution$$

$$[(13.5\%)_{Population} + (4.55\%)_{Lane Miles} + (1.65\%)_{Truck VMT}] = RPP Distribution$$

$$19.7\% = RPP Distribution$$



Thank You

- For questions or comments, please contact:

Lindsey Jaquez, CDOT Region 2 Planner
Lindsey.jaquez@state.co.us | 719.251.6160

Geoff Guthrie, CDOT Region 2 Transportation Planning Supervisor
Geoff.guthrie@state.co.us | 719.251.0444

LOCAL MMOF PROJECT APPLICATION - 2023

Planning Region: Pueblo Area

Complete and submit this fillable-form application ELECTRONICALLY ONLY! Do NOT submit any printed, scanned or converted files!
Send to pueblo_mpo@pueblo.us and lachelle.davis@state.co.us

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY TYPE – indicate ONE <input type="checkbox"/> Municipality <input checked="" type="checkbox"/> County <input type="checkbox"/> Transit Agency <input type="checkbox"/> School Dist. <input type="checkbox"/> Other _____			
2. AGENCY NAME Pueblo County Government		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON Abe Armendariz	TITLE Parks Supervisor	PHONE 719-583-2960	
5. AGENCY MAILING ADDRESS 1543 Cooper Place	CITY Pueblo	STATE CO	ZIP 81006
PROJECT DESCRIPTION			
6. PROJECT NAME St. Charles Mesa bike lane striping and bus stop enclosure			
7. PROJECT LOCATION (route, address, service area, etc.) Aspen Rd, Everett Rd, 25th Lane		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc., if applicable) Various roadways in the St. Charles mesa	
9. COUNTY(ies) Pueblo	10. MUNICIPALITY(ies) Pueblo	11. REQUIRED MATCH RATE: <input type="checkbox"/> 50% (default) <input type="checkbox"/> 25% <input checked="" type="checkbox"/> 0%	
11a. MATCH RATE EXPLANATION - Provide a brief description of your agency service area to justify the match rate above (not required of Counties or Municipalities)			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; do NOT include why it'll be done) Add and modify existing bicycle and pedestrian lanes, crossing, signalization and bus stop enclosure into community to clearly designate these spaces, enhancing safety and accessibility for cyclists and pedestrians on St Charles Mesa roadways.			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE <input checked="" type="checkbox"/> Bicycle & pedestrian facilities - construction <input checked="" type="checkbox"/> Bicycle & pedestrian facilities - design <input checked="" type="checkbox"/> Projects providing safe, non-motorized routes for school-aged children <input type="checkbox"/> Planning or Study for non-motorized transportation		TRANSIT (CDOT-DTR consultation required) <input type="checkbox"/> NEW Transit Service (also submit Attachment J) <input type="checkbox"/> EXISTING Transit Service (Operating Costs) <input type="checkbox"/> Transit planning, feasibility, or other study <input type="checkbox"/> Transit Revenue Service Vehicle Replacement <input type="checkbox"/> Transit Revenue Service Vehicle Expansion <input type="checkbox"/> Transit Non-Revenue Service Vehicle <input checked="" type="checkbox"/> Transit Facility Design <input checked="" type="checkbox"/> Transit Facility Construction <input type="checkbox"/> Transit Equipment Purchase	

OTHER

- Transportation Demand Management Project
- Multimodal Mobility Technology
- Multimodal Transportation Study
- Greenhouse Gas Mitigation - reduces VMT or increases multimodal use
- Transportation/Travel Modeling

PLAN INTEGRATION

14. Is your project defined in a regional plan? YES NO
 If yes, please identify the plan:
15. Is your project defined in a local plan? YES NO
 If yes, please identify the plan: **Pueblo County Parks and Recreation master plan**

Note: Projects are not required to be identified specifically in a 10-Year Plan, Regional Plan or Statewide Plan

FUNDING

PROJECT FUNDS - provide all related funding sources and amounts!!	TYPE	AMOUNT (\$)
16. MMOF FUNDS REQUESTED: (select preference for STATE, FEDERAL or EITHER type of funding)	EITHER	
17. OTHER FUNDING SOURCE(S) - also indicate TYPE of funding source		
17a.	LOCAL	
17b.	LOCAL	
17c.	LOCAL	
17d.	LOCAL	
17e.	LOCAL	
18. TOTAL PROJECT COST*		\$ 0

***Transit Service Expansion projects:** Include total combined funds for all project components above and provide Attachment J below detailing the separate funding plans for long-term capital, operating and/or planning components.

SUPPLEMENTAL ATTACHMENTS REQUIRED - please label attachments accordingly

19. FOR ALL PROJECTS:

- Attachment A – Description, Needs & Benefits of proposed project
- Attachment B – Cost estimate and project implementation schedule
- Attachment C – Resolutions of local financial support and letters of approval
- Attachment D – Evidence of project eligibility (if necessary or requested)

INFRASTRUCTURE PROJECTS:

- Attachment E – Maps, plans and photographs
- Attachment F – Environmental Review
- Attachment G – Proposed maintenance plans, agreements, covenants
- Attachment H – Right-of-way or legal property description

TRANSIT:

- Attachment J - Transit Service Expansion funding plan (Required for all NEW transit service projects)
- Attachment K - Transit Facility Equity Analysis (Required of all FTA-funded agencies for all FACILITY projects)

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE <i>Tanis A. Manseau</i>	TITLE	Director of Public works
	DATE	11/29/2023

Pueblo County- St. Charles Mesa

Attachment A

Description:

This project consists of the addition multi-modal lanes to roads to clearly designate these spaces, enhancing safety and accessibility for cyclists and pedestrians on St. Charles Mesa roadways. Adding these additional lanes to the three school sites listed below and bus stop will be beneficial for the separation of the vulnerable groups while enhancing safety by slowing traffic and making designated space on the road. The following is the description of desired additions.

- Aspen Road would entail pedestrian/bike lane, crosswalks and Ped/Bike arrow stencils.
- Roselawn Road completion would need crosswalks and Ped/Bike arrow stencils.
- San Pedro/Tampico/Pecos is the addition of the pedestrian/bike lane, crosswalks and Ped/Bike arrow stencils. This creates a connection point to the Pueblo School of Arts and Science, Fulton Heights Community Center and existing trail connecting to the St. Charles Mesa Recreation Center.
- At Roselawn Road and San Pedro intersection there is currently a bus stop. Integrate a covered bus stop with bench at this intersection inside of the future St. Charles Mesa Park.
- Everett Road would have the addition of the pedestrian/bike lane, crosswalks and Ped/Bike arrow stencils. This creates a connection to Pleasant View Middle School.
- 25th Lane from Everett Road to South Road will create a connection between the north and south side of Highway 50 utilizing the existing traffic signals to create a connection point for safe crossing. This area would need an aggregate path adjacent to the roadway or a restriping of roadway to accommodate a pedestrian/bike lane, crosswalks and Ped/Bike arrow stencils. This connection will provide access to the public library, restaurants, hardware store, convenience store, pharmacy, barber, bank, grocery store, and multiple other small business.
- 30th Lane from Highway 50 to Everett Road would create a connection point to the existing trail at 30th and Gale Road connecting to North Mesa Elementary School.

Creating these multimodal connections points will facilitate routes to existing pedestrian lanes that travel through the St. Charles Mesa. The project impacts a population of 9,000 residents of which 11.3% below poverty line. The existing lanes are on Highway 50 (east to west), South Road (east to west), County Farm (east to west), Roselawn Road (east to west) which are all on and to the south side of Highway 50. The connections on Aspen, San Pedro, 25th Lane all travel north and south. Everett would create the east to west corridor on the north side of Highway 50.

Pueblo County- St. Charles Mesa

Attachment B

Cost Estimate and project implementation schedule:

Phase	Area	Projected Start	Projected End	Projected Cost
1	Aspen/Roselawn/San Pedro/Tampico/Pecos	2025		\$120,000
2	25 th Lane/30 th Lane/ Everett Rd Roselawn bus stop enclosure	2026		\$120,000

Attachment C

Resolutions of local financial support and letters of approval:

If this application is awarded it will go before the Board of County Commissioners for resolution of support.

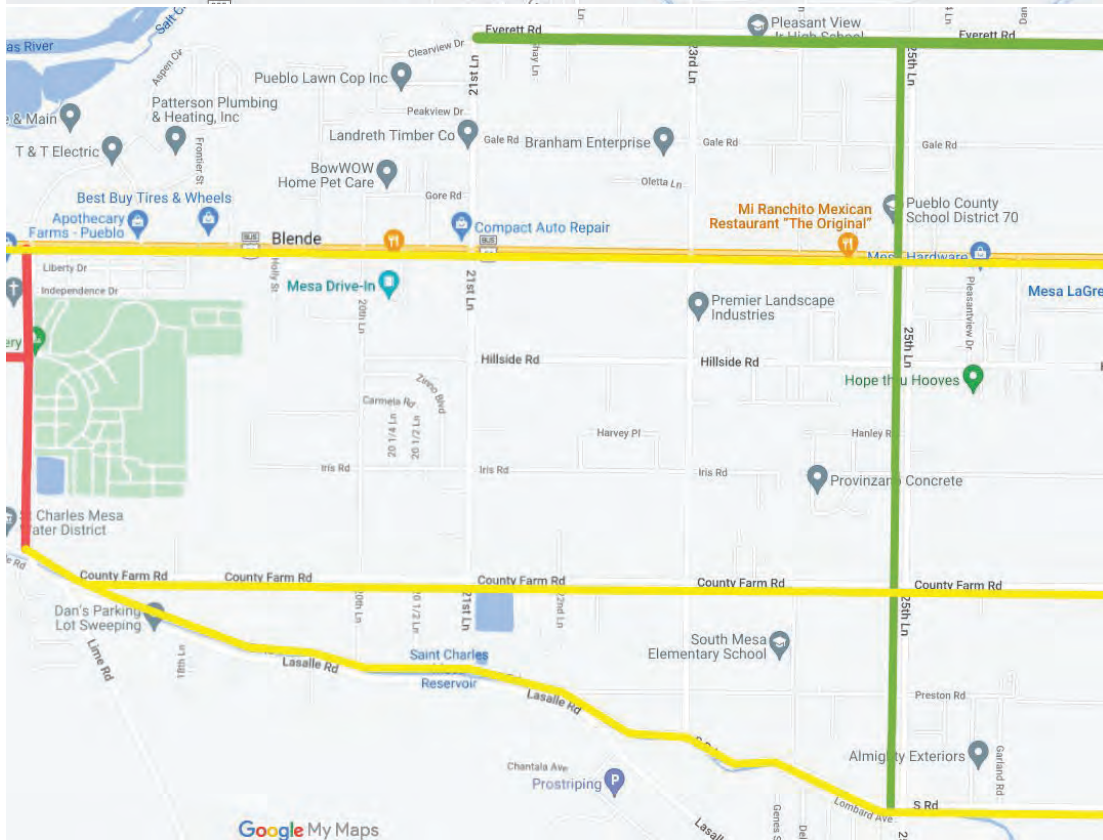
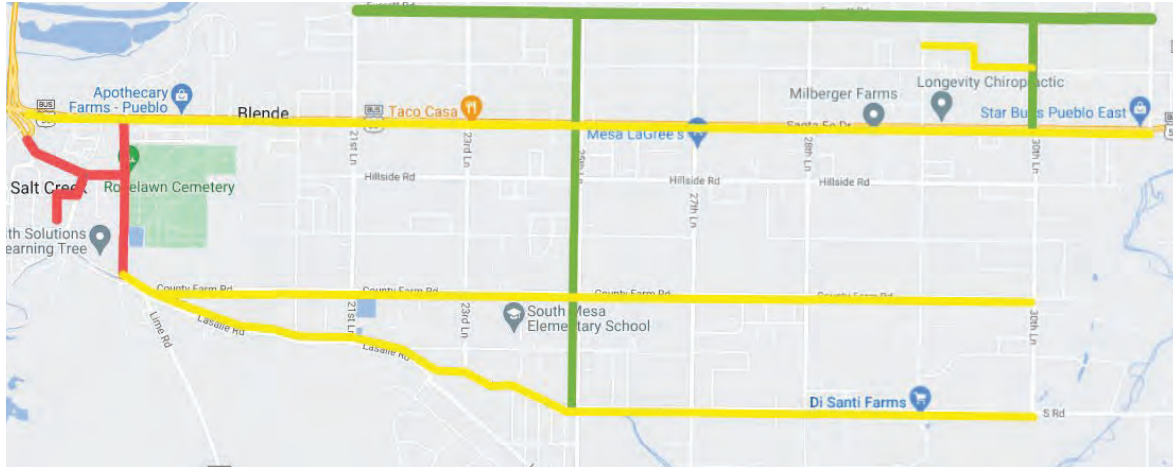
Attachment D

Evidence of project eligibility:

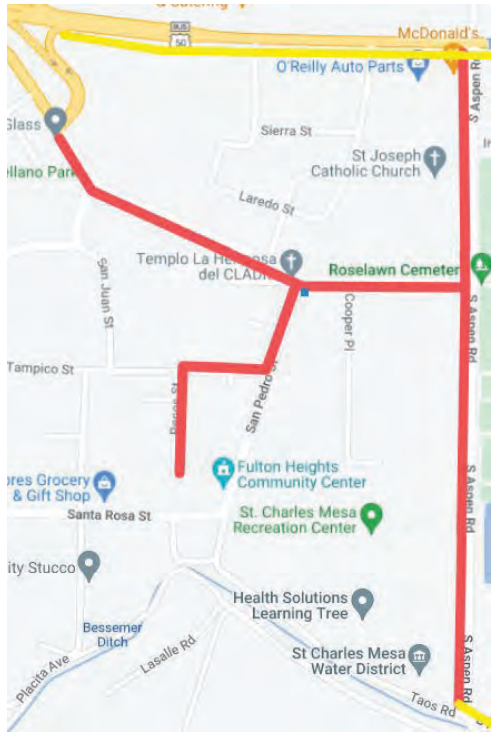
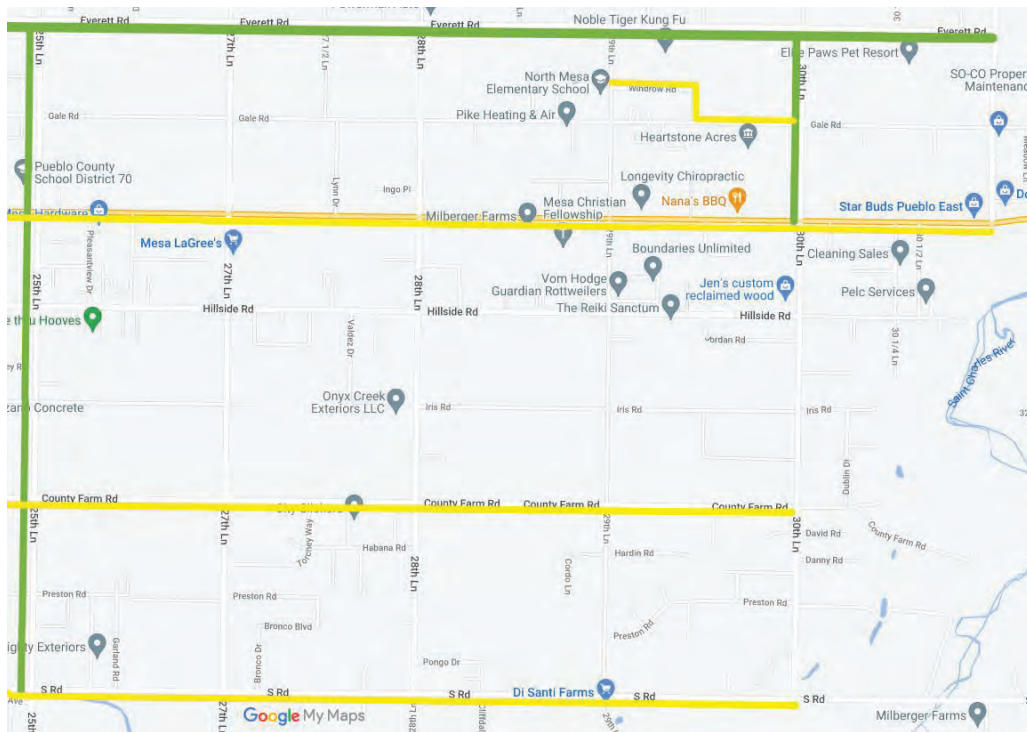
This project's nature and intent provide evidence of reducing transportation emissions by creating alternative safe routes for pedestrian travel. Pueblo County government meets the eligibility criteria to apply for this funding opportunity. However, if requested, the county could provide further evidence to support this activity.

Attachment E

Maps, plans and photographs:



Red Phase: 1 Green Phase: 2 Yellow: Existing



Red Phase: 1 Green Phase: 2 Yellow: Existing

Attachment G

Proposed maintenance plans, agreements, covenants:

Maintenance of project will be as assumed by Pueblo County on as needed basis for all striping.

Attachment H

Right-of-way or legal property description:

All roadways and easements in this project are property of Pueblo County.

LOCAL MMOF PROJECT APPLICATION - 2023

Planning Region: Pueblo Area

Complete and submit this fillable-form application ELECTRONICALLY ONLY! Do NOT submit any printed, scanned or converted files!
Send to pueblo_mpo@pueblo.us and lachelle.davis@state.co.us

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY TYPE – indicate ONE <input checked="" type="checkbox"/> Municipality <input type="checkbox"/> County <input type="checkbox"/> Transit Agency <input type="checkbox"/> School Dist. <input type="checkbox"/> Other _____			
2. AGENCY NAME City of Pueblo		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON Kent Tompkins	TITLE Transit Supervisor	PHONE 719-553-2710	
5. AGENCY MAILING ADDRESS 350 Alan Hamel Ave.	CITY Pueblo	STATE CO	ZIP 81003
PROJECT DESCRIPTION			
6. PROJECT NAME			
7. PROJECT LOCATION (route, address, service area, etc.) Multiple, see attached map, primarily in Pueblo's Y-Zone (Eastside Westside		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc., if applicable) City of Pueblo and unincorporated Salt Creek	
9. COUNTY(ies) Pueblo	10. MUNICIPALITY(ies) Pueblo	11. REQUIRED MATCH RATE: <input type="checkbox"/> 50% (default) <input type="checkbox"/> 25% <input checked="" type="checkbox"/> 0%	
11a. MATCH RATE EXPLANATION - Provide a brief description of your agency service area to justify the match rate above (not required of Counties or Municipalities) The match rate, as described in the Local MMOF Program Guide is 0% for the City			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; do NOT include why it'll be done) This project will purchase and install 33 solar powered lights to bus stops located in high-crime areas with high ridership, especially among youth traveling to destinations identified in a city-wide, focused poll. Sites are without adequate street lighting and located in areas with City ownership/rights.			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE <input type="checkbox"/> Bicycle & pedestrian facilities - construction <input type="checkbox"/> Bicycle & pedestrian facilities - design <input type="checkbox"/> Projects providing safe, non-motorized routes for school-aged children <input type="checkbox"/> Planning or Study for non-motorized transportation		TRANSIT (CDOT-DTR consultation required) <input type="checkbox"/> NEW Transit Service (also submit Attachment J) <input type="checkbox"/> EXISTING Transit Service (Operating Costs) <input type="checkbox"/> Transit planning, feasibility, or other study <input type="checkbox"/> Transit Revenue Service Vehicle Replacement <input type="checkbox"/> Transit Revenue Service Vehicle Expansion <input type="checkbox"/> Transit Non-Revenue Service Vehicle <input type="checkbox"/> Transit Facility Design <input type="checkbox"/> Transit Facility Construction <input checked="" type="checkbox"/> Transit Equipment Purchase	

OTHER

- Transportation Demand Management Project
- Multimodal Mobility Technology
- Multimodal Transportation Study
- Greenhouse Gas Mitigation - reduces VMT or increases multimodal use
- Transportation/Travel Modeling

PLAN INTEGRATION

14. Is your project defined in a regional plan? YES NO
If yes, please identify the plan:
15. Is your project defined in a local plan? YES NO
If yes, please identify the plan: **City's Placemaking Strategy (Harvard Bloomberg Innovation Project)**

Note: Projects are not required to be identified specifically in a 10-Year Plan, Regional Plan or Statewide Plan

FUNDING

PROJECT FUNDS - provide all related funding sources and amounts!!	TYPE	AMOUNT (\$)
16. MMOF FUNDS REQUESTED: (select preference for STATE, FEDERAL or EITHER type of funding)	EITHER	\$ 130,399
17. OTHER FUNDING SOURCE(S) - also indicate TYPE of funding source		
17a.	LOCAL	
17b.	LOCAL	
17c.	LOCAL	
17d.	LOCAL	
17e.	LOCAL	
18. TOTAL PROJECT COST*		\$ 130,399

***Transit Service Expansion projects:** Include total combined funds for all project components above and provide Attachment J below detailing the separate funding plans for long-term capital, operating and/or planning components.

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TRANSIT:

- Attachment J - Transit Service Expansion funding plan (Required for all NEW transit service projects)
- Attachment K - Transit Facility Equity Analysis (Required of all FTA-funded agencies for all FACILITY projects)

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE	TITLE	Grant and Development Administrator
	DATE	12/21/2023

**Multimodal Transportation and Mitigation Options Fund (MMOF)
Pueblo Transit, Applicant**

Submit application draft on or before 5:00pmMT Friday, 22 December 2023 to:

Lachelle Davis Lachelle.davis@state.co.us
Lindsey Jaquez lindsey.jaquez@state.co.us
Eva Cosyleon ecosyleon@pueblo.us

Contents

Attachment A: Description, Needs and Benefits of the Proposed Project..... 1
 Project Description:..... 1
 Project Benefits..... 2
 Project Needs..... 3
Attachment B: Cost Estimate and Project Implementation Schedule..... 4
 Construction Cost Estimates 4
 Timeline..... 4
Attachment C: Maps, Plans and Photographs..... 5
 Sites by address..... 5
 Site Map..... 7
 Solar Powered Light (Reference)..... 8

Attachment A: Description, Needs and Benefits of the Proposed Project

Project Description:

The City of Pueblo Transit Department requests \$130,399 to adding 33 solar-powered lights to/near fixed route bus stops in the City and unincorporated Salt Creek. .

Public safety will be improved by improving bus stop lighting with upgrades and additions of solar powered lighting. Investments will be most worthwhile in Pueblo's neighborhoods with crime rates for the neighborhoods that are higher than other parts of the city, with assault, rape, larceny, burglary, and robbery topping the statistics.

Using crime statistics data provided by Pueblo Area Council of Governments (PACOG) combined with the results of a recent local study that identified popular destinations of youth that advance prosocial behavior. Improvements to the physical environment of crime-susceptible areas will dissuade potential offenders and send a message to potential offenders that the neighborhood no longer offers easy opportunities for crime.

An analysis of Pueblo's Police incident Reports reveals that violent crimes occur most often at night. Larceny/theft, drug violations, simple assaults, and property crimes are slightly more likely to happen in daylight hours, but more violent crimes such as murder, rape/sexual assault, and robbery are more frequently reported at night. Additionally, darkness affords offenders the advantageous conditions of anonymity; they may behave differently in the dark because they have some anonymity. Lighting is a situational crime-prevention measure that focuses on reducing opportunity and increasing risk through modification of the physical environment.

Improved lighting is an appropriate response to a crime or disorder problem confronting Y-Zone neighborhoods and certain other areas with high crime rates. The ASU Center for Problem-Oriented Policing study, "Improving Street Lighting to Reduce Crime in Residential Areas," can be used to speculate the impact of improved lighting at bus stops. This, and a compendium of data tucked inside other literary reviews, show that well-designed lighting is far superior to poor lighting and no lighting at all. Several theories as to why strategic lighting is both an effective crime deterrent and a community "watch" builder prevail. For one, bright lighting allows daytime activities to extend into the evening hours, such as use of public transportation. More use of public transportation during dark hours deters crime by increasing the perception of safety. If people feel that using public transportation at night is safe, they will be more likely to use it, thus increasing the positive perception of safety in a positive feedback loop.

The brightness of each solar-powered apparatus will be 3900 Lumens, casting light for 10-12 ft depending on pole length and brightness. A full charge on each battery should last from dusk to dawn with two additional days of charge in it to compensate for cloudy/inclement weather that will make solar collection difficult. Each light will be programmed for days of week, on time, off time, and brilliance/luminance. They are motion activated so will normally sit at 30% brightness

and can increase to 100% when motion is detected within range. A reference image is included in Attachment E.

This project will contribute to achieving the Complete Streets model to prioritize the safety of all users in transportation network planning, design, construction, and operations.

Project Benefits

Prioritizes Safety for All Investments and Projects for All Road Users. Improved street lighting is widely thought to be an effective means of preventing crime, second in importance only to increased police presence. Indeed, residents in crime-ridden neighborhoods often demand that the lighting be improved to address the simple and direct relationship between lighting and crime: better lighting will deter offenders who benefit from the cover of darkness.

Improved lighting in public parks may reduce crime in darkness as:

- Improved lighting deters potential offenders by increasing the risk that they will be seen or recognized when committing crimes.
- Police become more visible, thus leading to a decision to desist from crime.
- If improved lighting leads to the arrest and imprisonment of repeat offenders, they can no longer commit crimes.
- Increased visibility will make it easier for drivers to see passengers waiting at a bus stop from an increased distance.
- New lighting can encourage residents near improved bus stops to spend more time on their porches or in their front yards in the evenings and thus increase informal surveillance.
- Improved lighting can encourage more people to walk at night, which would increase informal surveillance.

Additionally, crime may be reduced during the daylight hours as:

- New lighting shows that city government, transit, and the police are determined to control crime. As a result, potential offenders may no longer see the neighborhood as affording easy pickings.
- Better lighting can increase community pride and cohesiveness, leading to a greater willingness to intervene in crime and to report it.
- Nighttime arrests and subsequent imprisonment would reduce both daytime and nighttime crime.

Meaningful documentation of crime committed at improved bus stops (after implementation) compared to base line data (calendar year 2023) will measure progress towards meeting this goal.

Enhances Mobility for People with Disabilities Improvements will comply with 28 CFR 35.149 to ensure the accessibility of pedestrian facilities in the public right-of-way, which include transit stops. Improved lighting will be especially helpful for visually impaired people, and people with disabilities that make them appear as easy targets of crime.

Equity & Public involvement	The project considers the unique circumstances affecting community members' mobility needs and allocates resources consistently with those needs, to improve the transportation network to provide more access and flexible public transportation in Qualifying Census Tracts and Disproportionately Impacted Communities. Sitings are located primarily in Pueblo's Y-Zone, which encompasses historically disadvantaged communities in Bessemer, the East Side and West Side neighborhoods, all in Qualifying Census Tracts.
Climate Change and Sustainability	Use of solar power lighting will reduce economy-wide net greenhouse gas pollution. This strategy will help the city achieve its energy saving goals including reducing its carbon footprint (reduced GHG), energy usage, electricity bill and maintenance personnel working on lighting issues. Light trespass and pollution will be minimized while maintaining desired standards of brightness. Lights will have active controls to reduce illumination levels or extinguish lighting completely based on time of day or occupancy.
Aging in Place	Project sitings are in areas of single-family homes and high density residential, with approximately 24.7% of residents over 60 years of age. Improved lighting will benefit Seniors who, as a generalization, have decreased visual acuity with age. Public transportation will be a more viable form of transportation for Seniors to connect to restaurants, churches, medial offices, schools, grocery stores, convenience stores, banks, and more.
Engagement	<p>A walk audit with an ADA Commission Member will be completed soon; findings and recommendations will be included in final design.</p> <p>It is notable that this project aligns with results of a yearlong Innovation Training attended by an eleven-member team of City leaders in 2022. Training was provided by the Bloomberg Center for Public Innovation at Johns Hopkins University. The program provided training, coaching, and consulting to address the anchor challenge of gun- and gang-related crime in Pueblo's Y-Zone. The team conducted public engagement sessions that vetted placemaking solutions, including improved street and pedestrian lighting, as a strategy to prevent violence from occurring. The inclusion of the community-driven suggestion to add lighting to bus stops is well documented in the results of the project.</p>

Project Needs

This project will require coordination with the Department of Public Works and Black Hills Energy to coordinate the installation of light fixtures at the chosen stops. The ADA committee will perform a walk audit of the stops to ensure that the proposed placement of the light fixtures will not impede accessibility.

Attachment B: Cost Estimate and Project Implementation Schedule

Construction Cost Estimates

Cost estimates are based on a distinct project that will use solar powered technology to light a walking/riding trail near Lake Minnetonka. Cost estimates for that project were obtained April 2023. An image of the light used in the quote is included in Attachment C.

Item	Unit	Each	Qty	Extended
Equipment (pole, apparatus, parts)	EA	\$1,070	33	\$35,310
Installation (permitting, site work, traffic control, install, inspect)	EA	\$2,804	33	\$92,532
Subtotal				\$127,842
Contingencies/Unlisted Items (2%)				\$2,557
Environmental Review				\$0
ROW Acquisition				\$0
Total				\$130,399

Timeline

May 2024	Notice of Award
June 2024	Budgeting and appropriations through City Council Development of RFP for equipment and installation; bid process
August 2024	Contract awarded, equipment ordered
November 2024	Construction begins
August 2025	Construction completed
September 2025	Final reporting/Project close

Attachment C: Maps, Plans and Photographs

Sites by address

	Bench*	Pad**	
East Side			53 locations are listed, in priority order. A minimum of 33 sites will be improved, based on cost estimates and with full funding, and in order of priority. If partial funding is awarded, locations will be deleted from the bottom of the list. If, after construction is completed for 33 sites and funding is not exhausted, additional sites will be improved until funding is exhausted. If a site cannot be secured (due to ROW, strong resident objection, for example), it will be deleted from the list.
8th and Fountain - Eastbound	b	p	
8th and Hudson - Eastbound	b		
4th and Amarillo	CS	p	
8th and Troy	b		
8th and Reading			
8th and Ogden			
Joplin and 9th			
Joplin and 10th			
Hudson and 12th - Northbound	b	p	
Hudson and 12th - Southbound	b		
12th and La Crosse - Mitchell Park	b		
12th and La Crosse - Westbound	b		
Troy and 13th - Northbound			
Troy and 13th- Southbound			
Troy and 15 - Dollar General			
Troy and Constitution	b		
Juan Madrid and 13th	b		
Beaumont and 13th	b	p	
Salt Creek			
Santa Rosa and Pecos	b	p	
Roselawn and Paloma	b		
San Pedro and Roselawn			
Roselawn and Aspen			
Aspen and Liberty	b		
Santa Fe			
Santa Fe and Mesa	b		
Santa Fe at Santa Fe Plaza	b		
Abriendo			
Abriendo and Harvard	b		
Abriendo and Jackson	b	p	
Abriendo and Midway	b	p	
Bessemer			
E Evans and Washington	b		
E Evans and Canal	b		
E Evans and Minnequa	b	p	
Orman and Jones	b		
Orman and Lake	b		

* Bench
 B = Stops with benches
 CS = Covered stops with benches
 ** Pad
 P = Stops with full cement pads


Orman and Michigan - Central High	b	
Colorado and Orman		
Colorado and Routt - Health Center	CS	p
Colorado and Routt - Outbound	b	
Berkley and Sprague	b	p
Jones and Claremont	b	
Lake Avenue		
Southgate and Lake	b	
Lake and Nevada	b	p
Lake and Jones - Mozo's	b	
Lake and Division		
Lake and Northern	b	
Lake and Crystal Pl	b	
Lake and Summit - Dairy Queen	b	
Lake and Pitkin	b	
Westside		
13th and Graham	b	
13th and Hooper	b	
18th and Hooper		
Southside		
Hollywood and Jones - South High	CS	p
Hollywood and O'Neal - Transfer Pt.		
Prairie and O'Neal	CS	p

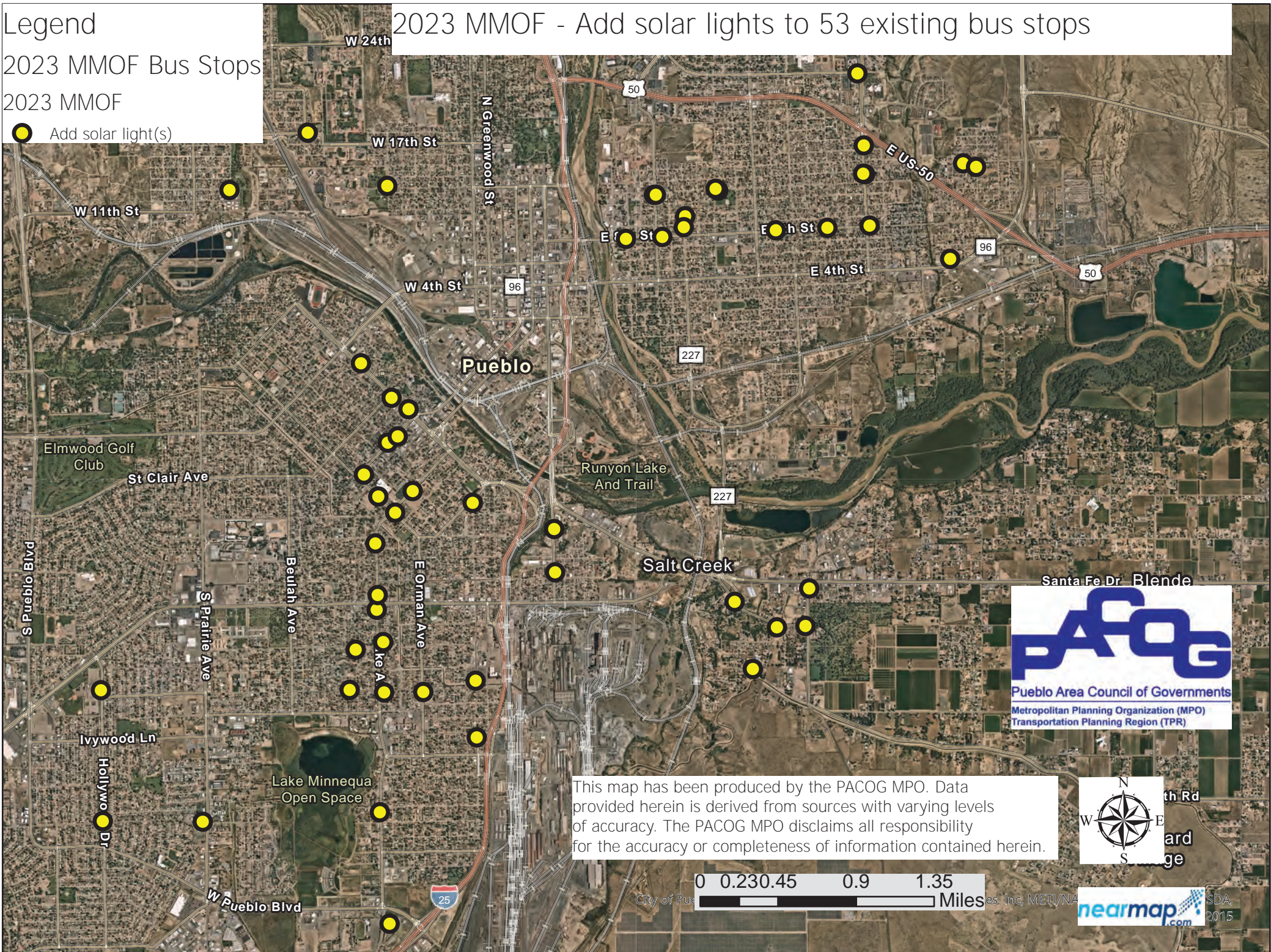
2023 MMOF - Add solar lights to 53 existing bus stops

Legend

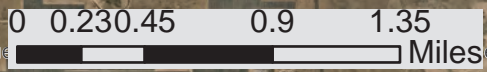
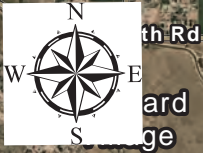
2023 MMOF Bus Stops

2023 MMOF

 Add solar light(s)



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.



SDA
2015

Solar Powered Light (Reference)

SOLAR PATHWAY LIGHTS

Solar Pedestrian Light



Our commercial grade solar powered pedestrian light is engineered to perform like conventional post-tops. Our lights feature high-performing LEDs, fueled by solar energy & lithium LIFEP04 batteries, and have a compact sturdy design. Our Pedestrian lights are constructed to resist harsh environments and a lifetime of over 8 years without maintenance. All parts are built in one, they're easy to install, & available with or without poles. These are great solutions for residential and commercial applications like pathways, side walks, parks and as garden lights. There's no need for a power source, which eliminates the need for trenching or wiring. What separates a solar post light from a normal post top light is its clean power source.

- LED Solar pedestrian light fixture features an all in one design. The solar panel and battery are built into the LED fixture.
- Automatic Operation day and night detection and automatic power on and off.
- Elegant & Modern design, aluminum casting.
- Eco-friendly and safe LifePo4 battery and discharge over 2000 times has life span of over 8 years without maintenance.
- 120 Lumens per watt and IP65 rated
- 5 Years Warranty on all components
- Optional – can be purchased with or without pole.



AVS-PL9510



AVS-PL9590








1939 Parker Ct Stone Mountain, GA, 30087 | Toll Free: (800) 316-4716 | www.beyondsolar.net

NOTES

1. LIGHT FIXTURE TO BE AVS-PL9510, OR APPROVED EQUAL.
2. SEE DWG S1.0 FOR FOUNDATION DETAILS.
3. CONTRACTOR TO POTHOLE FOR EXISTING UTILITIES AT ALL PROPOSED LIGHT LOCATIONS PRIOR TO EXCAVATING FOUNDATION. NOTIFY ENGINEER AND CITY OF PUEBLO IF UTILITY CONFLICTS ARE FOUND.

SOLAR LIGHT DETAIL (BID ALTERNATE 2)

LOCAL MMOF PROJECT APPLICATION - 2023

Planning Region: Pueblo Area

Complete and submit this fillable-form application ELECTRONICALLY ONLY! Do NOT submit any printed, scanned or converted files!
Send to pueblo_mpo@pueblo.us and lachelle.davis@state.co.us

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY TYPE – indicate ONE <input type="checkbox"/> Municipality <input type="checkbox"/> County <input type="checkbox"/> Transit Agency <input type="checkbox"/> School Dist. <input type="checkbox"/> Other <u>Metro District</u>			
2. AGENCY NAME <u>Pueblo West Metropolitan District</u>		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON <u>Carol Cosby</u>	TITLE <u>Parks and Rec Director</u>	PHONE <u>719.547.7400</u>	
5. AGENCY MAILING ADDRESS <u>340 E. Hahns Peak Avenue</u>	CITY <u>Pueblo West</u>	STATE <u>CO</u>	ZIP <u>81007</u>
PROJECT DESCRIPTION			
6. PROJECT NAME <u>Civic Center Trail - Phase I and II</u>			
7. PROJECT LOCATION (route, address, service area, etc.) <u>Civic Center Park</u>		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc., if applicable) <u>Civic Center Drive north of Joe Martinez Blvd. and through Civic Center Park to McCulloch Blvd</u> +	
9. COUNTY(ies) <u>Pueblo</u>	10. MUNICIPALITY(ies) <u>Special District</u>	11. REQUIRED MATCH RATE: <input type="checkbox"/> 50% (default) <input type="checkbox"/> 25% <input type="checkbox"/> 0%	
11a. MATCH RATE EXPLANATION - Provide a brief description of your agency service area to justify the match rate above (not required of Counties or Municipalities) <u>N/A</u>			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; do NOT include why it'll be done) <u>Construction of an 8' to 10' wide concrete trail that will provide connectivity to two current trail systems, Pueblo West Joe Martinez Trail and North McCulloch Trail respectively. Wayfinding signage will be incorporated to provide information regarding trails in the area with directions and distances.</u>			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE <input checked="" type="checkbox"/> Bicycle & pedestrian facilities - construction <input checked="" type="checkbox"/> Bicycle & pedestrian facilities - design <input checked="" type="checkbox"/> Projects providing safe, non-motorized routes for school-aged children <input type="checkbox"/> Planning or Study for non-motorized transportation		TRANSIT (CDOT-DTR consultation required) <input type="checkbox"/> NEW Transit Service (also submit Attachment J) <input type="checkbox"/> EXISTING Transit Service (Operating Costs) <input type="checkbox"/> Transit planning, feasibility, or other study <input type="checkbox"/> Transit Revenue Service Vehicle Replacement <input type="checkbox"/> Transit Revenue Service Vehicle Expansion <input type="checkbox"/> Transit Non-Revenue Service Vehicle <input type="checkbox"/> Transit Facility Design <input type="checkbox"/> Transit Facility Construction <input type="checkbox"/> Transit Equipment Purchase	

OTHER

- Transportation Demand Management Project
- Multimodal Mobility Technology
- Multimodal Transportation Study
- Greenhouse Gas Mitigation - reduces VMT or increases multimodal use
- Transportation/Travel Modeling

PLAN INTEGRATION

14. Is your project defined in a regional plan? YES NO
If yes, please identify the plan:
15. Is your project defined in a local plan? YES NO
If yes, please identify the plan: **Pueblo West Trail Masterplan**

Note: Projects are not required to be identified specifically in a 10-Year Plan, Regional Plan or Statewide Plan

FUNDING

PROJECT FUNDS - provide all related funding sources and amounts!!	TYPE	AMOUNT (\$)
16. MMOF FUNDS REQUESTED: (select preference for STATE, FEDERAL or EITHER type of funding)	EITHER	\$ 944,640
17. OTHER FUNDING SOURCE(S) - also indicate TYPE of funding source		
17a.	LOCAL	
17b.	LOCAL	
17c.	LOCAL	
17d.	LOCAL	
17e.	LOCAL	
18. TOTAL PROJECT COST*		\$ 944,640

***Transit Service Expansion projects:** Include total combined funds for all project components above and provide Attachment J below detailing the separate funding plans for long-term capital, operating and/or planning components.

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- Attachment B – Cost estimate and project implementation schedule
- Attachment C – Resolutions of local financial support and letters of approval
- Attachment D – Evidence of project eligibility (if necessary or requested)

INFRASTRUCTURE PROJECTS:

- Attachment E – Maps, plans and photographs
- Attachment F – Environmental Review
- Attachment G – Proposed maintenance plans, agreements, covenants
- Attachment H – Right-of-way or legal property description

TRANSIT:

- Attachment J - Transit Service Expansion funding plan (Required for all NEW transit service projects)
- Attachment K - Transit Facility Equity Analysis (Required of all FTA-funded agencies for all FACILITY projects)

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE	TITLE	Parks and Recreation Director
	DATE	12/22/2023



ATTACHMENT A

DESCRIPTION OF PROPOSED PROJECT

Pueblo West Metropolitan District is submitting a proposal to build the Civic Center Drive - Phase I & 2 Trail projects which would entail the construction of a 0.55-mile concrete pedestrian/bike trail within and outside of existing right-of-way owned by Pueblo County and parcels owned by Pueblo West Metropolitan District.

Pueblo West Metropolitan District has a healthy trail network for cyclists and pedestrians that provide an alternative option to driving for many people. Trail networks have become increasingly expansive in Pueblo West and this project is a proposal to provide access to parks and open space for alternative modes of transportation in Pueblo West. This project is intended to connect the proposed paved trail along S. Joe Martinez Boulevard to Civic Center Park (Phase 1) and continue from Civic Center Park to the existing paved North McCulloch Trail. There has been extensive development of trails in the Pueblo West Metropolitan District and this project will provide additional trail access and connection points to parks and open space which will help expand the entire network of alternative transportation trails systems in the area. Bicycle and pedestrian transportation options will be encouraged through this project, and through this initiative Greenhouse Gas emissions will be mitigated and vehicle miles traveled will be reduced because of the encouraged multimodal travel options in the Pueblo West community.

Joe Martinez Boulevard provides access to McCulloch Boulevard, the two boulevards intersect at the location of the proposed project. McCulloch Boulevard is an arterial on the southern side of US Hwy 50 in Pueblo West running north / south that connects residential streets with commercial amenities such as restaurants, schools, churches and fitness centers while also providing access to US Hwy 50. The additional pedestrian/bike trail will not only create a separated multimodal path providing access to Civic Center Park and creating a connection to existing paved paths along S. Joe Martinez Boulevard and the North McCulloch Trail, but it will also create a safe alternative transportation option to Civic Center Park, Pueblo City-County Library – Pueblo West Branch, and open space recreation opportunities for users of all ages.

The Pueblo West community trail system has been consistent throughout the community, developing an 8' wide concrete surface to comply with ADA guidelines and provide suitable surfaces for walking, running, cycling, and other activities. This project's focus is centered on creating a complete and

integrated multimodal system to enhance the existing multimodal transportation options for cyclists and pedestrians in the community. The intention for this is to create complete point-to-point multimodal travel options that focuses on providing start to finish access to highly frequented destinations. It should also be noted that the project is located across S. Joe Martinez Boulevard from the Swallows Charter School and will connect the school with the existing multimodal trails, creating a safe route to the school for children.

Multimodal transportation is less feasible when there is not easy direct access to trails. This project will provide convenient access to the already expansive trail network in Pueblo West Metropolitan District. The extensive trail network in Pueblo West has provided many families direct access to multimodal transportation options. This project's intention is to create a clearly defined destination for these trails. By doing this, the existing trails would be used more and the Civic Center Park would find more multimodal transportation options being used. Phase 1 and Phase 2 plans both have immediate connection to the S. Joe Martinez Boulevard Trail and the North McCulloch Trail. This project will create a complete trail system that connects major multimodal trails to popular destinations.

Application Scoring Criteria (PACOG, Multimodal Transportation and Mitigation Options Fund):

The project will enhance safety for non-motorized users by providing a shared use path with increased separation from motorized vehicles while also creating opportunities for alternative modes of travel.

The project will also connect existing shared use trails and be an improvement in the overall network connectivity for the area. The specific trails that the project will be tying into are the North McCulloch Trail and the Pueblo West Joe Martinez Trail. There will be increased access to major activity centers such as restaurants, parks, churches, recreation centers and more. Wayfinding will be improved through a system of signage on the trail and a "You Are Here" kiosk map located at Civic Center Park. By providing alternative transportation options for non-motorized users air quality will be improved and Greenhouse Gas emissions will be reduced.

The project is taking into account the quality of life and public health of residents and visitors by minimizing transportation development impacts. The trail will connect trails along Joe Martinez and McCulloch Boulevard which are already developed expressways; by developing the trail along these arterials, impacts to the environment will be minimized with the development of this project. By developing pedestrian and bicycle trails along existing arterial roadways, alternative transportation options will connect non-drivers to existing amenities to create a more complete multimodal system.

The project is also located in a county where a high share of the population is 65 years and older according to [CDPHE's EnviroScreen mapping application](#). CDPHE's EnviroScreen score is able to locate sensitive communities facing burdens based on five components: Environmental exposures, Environmental effects, Climate vulnerability, Sensitive population, and Demographics. As of August 2022, according to CDPHE's EnviroScreen application, 19% of the population in Pueblo County is 65 years old and older. Because of this demographic statistic, the project will intently focus on the feasibility of aging in place.

In addition, these segment of the trail system in Pueblo West is identified in both the 2016 Pueblo West Trail Masterplan as a priority. The project intends to implement the following best practices: the project

will connect the community with an existing extensive trail network and it will also connect areas to commercial amenities, schools and parks.



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ATTACHMENT B

COST ESTIMATE AND IMPLEMENTATION SCHEDULE



**OPINION OF PROBABLE PROJECT COSTS
CIVIC CENTER TRAIL - PHASE 1
CONNECTION TO JOE MARTINEZ TRAIL**

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL ITEM COST
1	CLEARING AND GRUBBING	ACRE	0.4	\$9,075.00	\$ 3,630.00
2	UNCLASSIFIED EXCAVATION	CY	437	\$43.00	\$ 18,791.00
3	AGGREGATE BASE COURSE	CY	262.0	\$65.00	\$ 17,030.00
4	CONCRETE TRAIL	SY	1572	\$145.00	\$ 227,940.00
5	CURB RAMP (SPECIAL)	SY	60	\$176.00	\$ 10,560.00
6	TACTILE WARNING BAND	SF	80	\$121.00	\$ 9,680.00
7	WAYFINDING SIGN	EA	1	\$250.00	\$ 250.00
8	WAYFINDING KIOSK	EA	1	\$2,500.00	\$ 2,500.00
9	SIGN PANEL AND POSTS	EA	2	\$250.00	\$ 500.00
10	SEEDING (NATIVE)	ACRE	0.1	\$4,235.00	\$ 423.50
11	CONSTRUCTION SURVEYING	LS	1	\$10,000.00	\$ 10,000.00
12	TRAFFIC CONTROL	LS	1	\$7,500.00	\$ 7,500.00
13	EROSION CONTROL	LS	1	\$5,000.00	\$ 5,000.00
14	MOBILIZATION	LS	1	\$38,000.00	\$ 38,000.00
15	MATERIAL TESTING	LS	1	\$7,500.00	\$ 7,500.00

SUBTOTAL CONSTRUCTION COST **\$359,304.50**

10% CONTINGENCY **\$35,930.45**

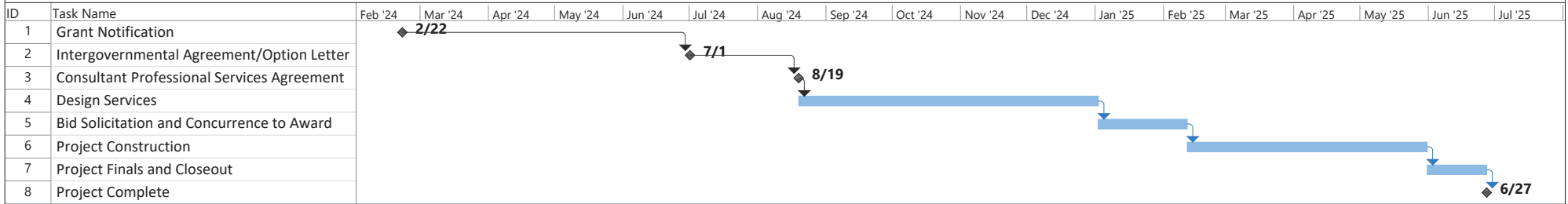
TOTAL CONSTRUCTION COST **\$395,234.95**

DESIGN ENGINEERING AND SURVEYING (18%) **\$71,142.29**

CONSTRUCTION ADMINISTRATION (12%) **\$47,428.19**

TOTAL COST (FY25) **\$513,805.44**

Civic Center Trail - Phase 1 Project Implementation



Date: December 22, 2023

Task		Project Summary		Manual Task		Start-only		Deadline	
Split		Inactive Task		Duration-only		Finish-only		Progress	
Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
Summary		Inactive Summary		Manual Summary		External Milestone			



**OPINION OF PROBABLE PROJECT COSTS
CIVIC CENTER TRAIL - PHASE 2
CONNECTION TO NORTH McCULLOCH TRAIL**

NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL ITEM COST
1	CLEARING AND GRUBBING	ACRE	0.3	\$9,075.00	\$ 2,722.50
2	UNCLASSIFIED EXCAVATION	CY	321	\$43.00	\$ 13,803.00
3	AGGREGATE BASE COURSE	CY	193	\$65.00	\$ 12,545.00
4	CONCRETE TRAIL	SY	1157	\$145.00	\$ 167,765.00
5	CURB RAMP (SPECIAL)	SY	24	\$176.00	\$ 4,224.00
6	TACTILE WARNING BAND	SF	32	\$121.00	\$ 3,872.00
7	WAYFINDING SIGN	EA	1	\$250.00	\$ 250.00
8	SIGN PANEL AND POSTS	EA	2	\$250.00	\$ 500.00
9	SEEDING (NATIVE)	ACRE	0.1	\$4,235.00	\$ 211.75
10	CONSTRUCTION SURVEYING	LS	1	\$10,000.00	\$ 10,000.00
11	TRAFFIC CONTROL	LS	1	\$7,500.00	\$ 7,500.00
12	EROSION CONTROL	LS	1	\$5,000.00	\$ 5,000.00
13	MOBILIZATION	LS	1	\$38,000.00	\$ 38,000.00
14	MATERIAL TESTING	LS	1	\$7,500.00	\$ 7,500.00

SUBTOTAL CONSTRUCTION COST **\$273,893.25**

10% CONTINGENCY **\$27,389.33**

TOTAL CONSTRUCTION COST **\$301,282.58**

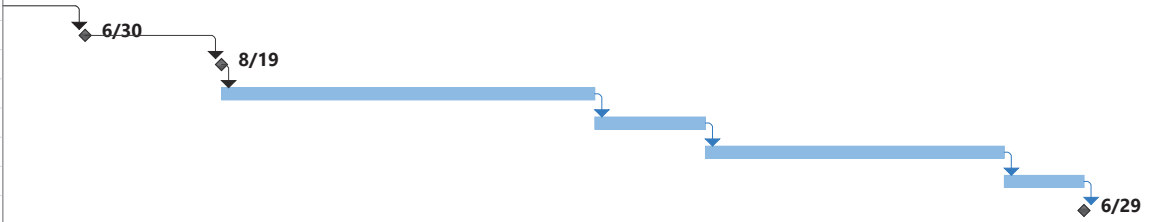
DESIGN ENGINEERING AND SURVEYING (18%) **\$54,230.86**

CONSTRUCTION ADMINISTRATION (12%) **\$36,153.91**

TOTAL COST (FY26 + 10% ESCALATION) **\$430,834.08**

Civic Center Trail - Phase 2 Project Implementation

ID	Task Name	Duration	Start	Finish	Jun '25	Jul '25	Aug '25	Sep '25	Oct '25	Nov '25	Dec '25	Jan '26	Feb '26	Mar '26	Apr '26	May '26	Jun '26	Jul '26
1	Grant Notification	0 days	Thu 2/22/24	Thu 2/22/24														
2	Intergovernmental Agreement/Option Letter	0 days	Mon 6/30/25	Mon 6/30/25														
3	Consultant Professional Services Agreement	0 days	Tue 8/19/25	Tue 8/19/25														
4	Design Services	150 days	Tue 8/19/25	Fri 1/2/26														
5	Bid Solicitation and Concurrence to Award	45 days	Fri 1/2/26	Wed 2/11/26														
6	Project Construction	120 days	Wed 2/11/26	Sun 5/31/26														
7	Project Finals and Closeout	32 days	Sun 5/31/26	Mon 6/29/26														
8	Project Complete	0 days	Mon 6/29/26	Mon 6/29/26														



Date: December 22, 2023

Task		Project Summary		Manual Task		Start-only		Deadline	
Split		Inactive Task		Duration-only		Finish-only		Progress	
Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
Summary		Inactive Summary		Manual Summary		External Milestone			



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ATTACHMENT C

RESOLUTIONS OF LOCAL FINANCIAL SUPPORT

AND LETTERS OF APPROVAL



December 18, 2023

Ms. Lachelle Davis
CDOT Region 2
5615 Wills Boulevard
Pueblo, CO 81008

RE: MMOF and Carbon Reduction Program

Dear Ms. Davis;

The Pueblo West Metropolitan District is submitting a grant for the Civic Center Trail. Due to the limited board meetings late in 2023, we will be taking the resolution and support letter for this grant on January 8, 2024, to our board.

Pueblo West is always striving to provide first class facilities to accommodate the influx of population and recreational needs as well as safety for those who live in and visit our community. We understand that there will be fiscal commitments required for this grant.

We sincerely appreciate your consideration and interest.

Sincerely,

Pueblo West Metropolitan District

Carol Cosby
Director of Parks and Recreation

cc: Board of Directors
District Manager



ATTACHMENT D

EVIDENCE OF ELIGIBILITY BY PROJECT CATEGORY

One of the goals listed for the Multimodal Transportation and Mitigation Options Fund is to promote a “complete and integrated multimodal system”. This proposal has identified ways in which it can satisfy the goals of the MMOF in a complete and cohesive manner that also benefits the Pueblo West Community. The project is being constructed for off-road pedestrian and bicycle access along at the intersection of the Pueblo West Joe Martinez Trail and the North McCulloch Trail, creating a complete and integrated multimodal system with access at Civic Center Park. Improvements will create a safe, shared use path for non-drivers in the Pueblo West Metropolitan District while also promoting a reduction in air pollutants and Greenhouse Gases.

A goal for the project is to create complete point-to-point multimodal travel options that focuses on providing start to finish access to highly frequented destinations. It should also be noted that the project is located across S. Joe Martinez Boulevard from the Swallows Charter School and will connect the school with the existing multimodal trails, creating a safe route to the school for children.

In addition to the trails’ close proximity to the Swallows Charter School, the trail is also directly adjacent the Library and Cattail Crossing is directly across McCulloch Boulevard. This project’s prime location is providing enhanced mobility persons with disabilities and creates opportunities for aging in place to be more feasible.

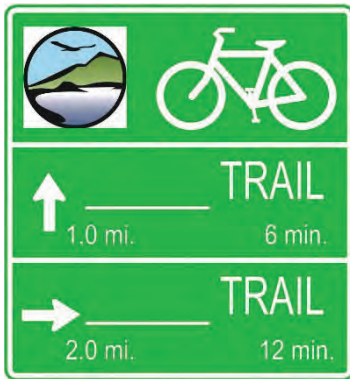
Also, coordination with existing and proposed trails throughout Pueblo West, Pueblo County, and Lake Pueblo State Park is a high priority for this project and the location of the intersecting trails creates a perfect access point for the promotion of a complete and integrated system with these jurisdictions.



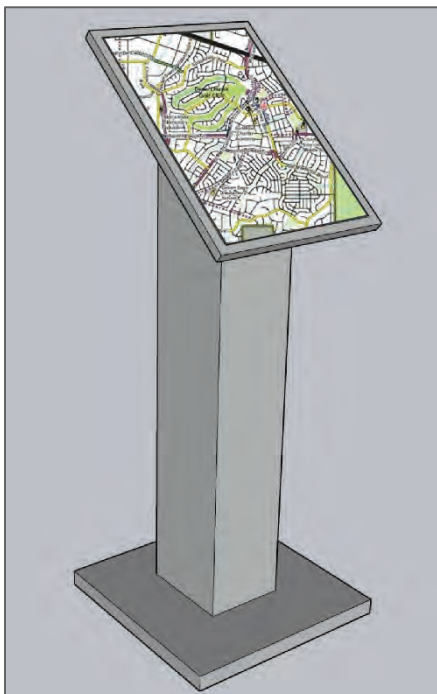
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ATTACHMENT E

MAPS, PLANS AND PHOTOGRAPHS

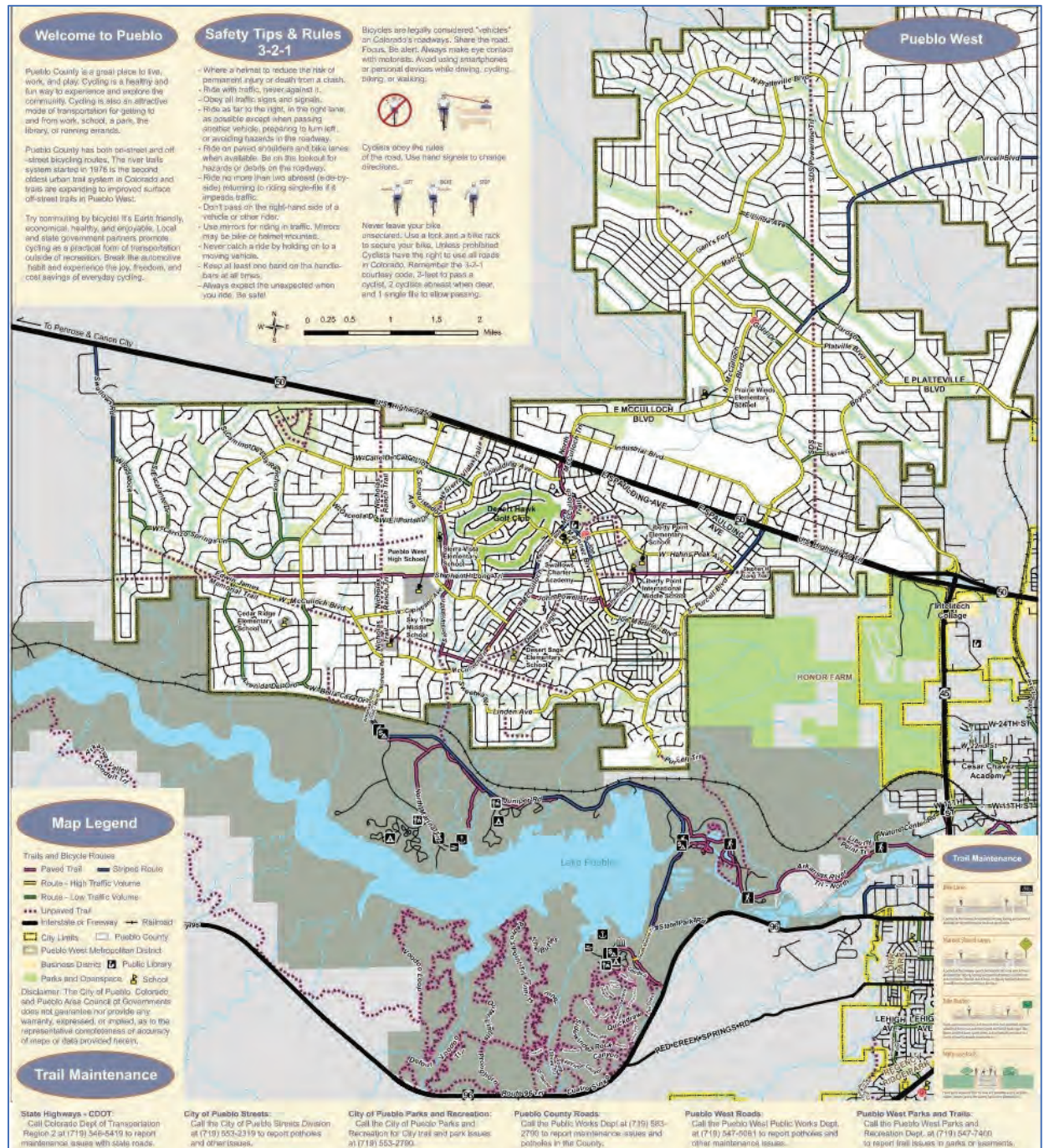


Wayfinding signage which will provide non-motorized users with directional clarity and distances to other trails and amenities in the area.



Wayfinding kiosk "You Are Here" map to provide a overall conceptual map of the trail system.

Pueblo West Master Trails Map



Phase 1 Trail connection to Pueblo West Joe Martinez Trail



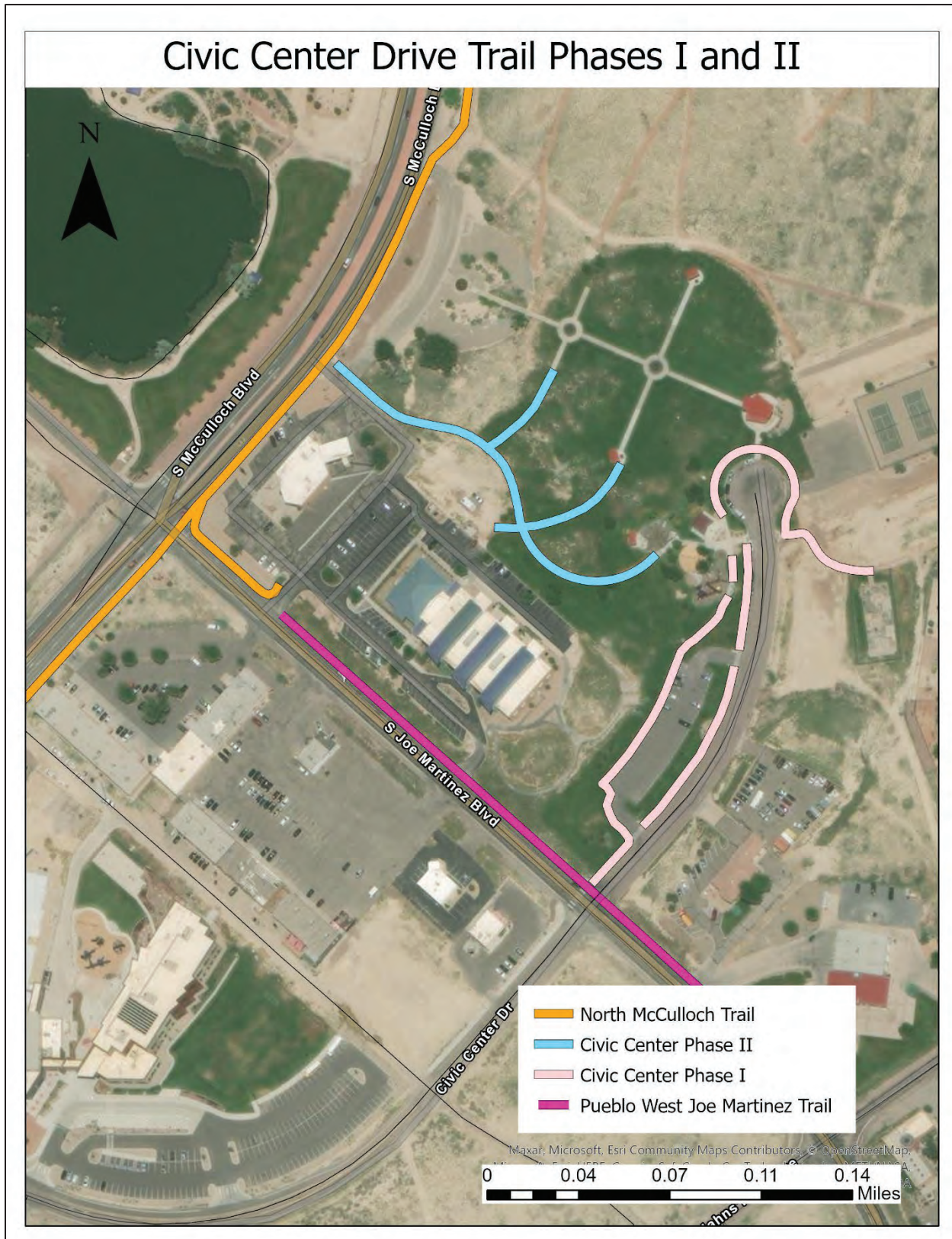
Phase I Trail connection to park and open space



Phase II Trail connection to North McCulloch Trail



Proposed Trail Location





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ATTACHMENT F

ENVIRONMENTAL REVIEW

The area where the trail (Phases I and II) will be developed is within the existing and established public park and an existing parking lot. The environmental impacts that would result from the construction of this project is considered minimal. The trail would cross dedicated utility easements and/or parcels owned and operated by Pueblo West Metropolitan District. The trail will not cross residential or commercial driveways. Through the construction of the trail, some existing environmental issues would be resolved, such as erosion resulting from un-vegetated soils which would receive hard surfaces or restorative revegetation for the proposed improvements. Revegetation of disturbed areas will be accomplished with a native seed mixture.



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ATTACHMENT G
PROPOSED MAINTENANCE
PLANS, AGREEMENTS, COVENANTS



December 18, 2023

Colorado Department of Transportation
CDOT Region 2
5615 Wills Boulevard
Pueblo, CO 81008

RE: Maintenance of Civic Center Trail

The Pueblo West Metropolitan District is in support of the Civic Center Trail. This new trail would be 10' wide, constructed of concrete material. The trail will tie into our current trail system as well as our community park which houses all our special events. We currently maintain every trail in Pueblo West and understand that in developing bicycle and pedestrian facilities the need for maintenance is a necessity. Our intention is to fully maintain the trail and repair/replace any part of it that erodes or becomes unusable.

Carol Cosby
Director of Pueblo West Parks and Recreation



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ATTACHMENT H

RIGHT-OF-WAY OR LEGAL
PROPERTY DESCRIPTION

The proposed trail alignment will be wholly within properties owned by Pueblo West Metropolitan District and/or public rights-of-way. No additional right-of-way acquisition is anticipated.

Upcoming Regularly Scheduled 2024 TAC Meetings

All meetings are held on the 2nd Tuesday of the month at 9:00am to 11:00 am.

All meetings will be held online on Zoom and at the Planning Dept, 211 E D St., Pueblo, CO 81003. [Please click here for next meeting information \(subject to change\).](#)

Location - 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)
- +1 346 248 7799 US (Houston)

- January 9, 2024
- February 13, 2024
- March 12, 2024
- April 9, 2024
- May 14, 2024
- June 11, 2024
- July 9, 2024
- August 13, 2024
- September 10, 2024
- October 8, 2024
- November 12, 2024 - ?
- December 3 or 10*, 2024 – ?

*Combining November and December meetings. Date tentative, TAC needs to decide on exact date in October meeting.