

MINUTES

PUEBLO AREA COUNCIL OF GOVERNMENTS

OCTOBER 24, 2013

A meeting of the Pueblo Area Council of Governments was held on Thursday, October 24, 2013, at the Pueblo City-County Health Department, 101 West 9th Street, Third Floor, Conference Room C. The meeting was called to order by Mr. Michael Colucci, Chairman, at 12:15 p.m.

ROLL CALL

Those members present were:

Ed Brown
Michael Colucci
Michael Connolly
Nick Gradisar
Terry Hart
Chris Kaufman
Ted Lopez

Roger Lowe
Buffie McFadyen
Eva Montoya
Steve Nawrocki
Sal Pace
Lewis Quigley

Those members absent were:

Sandy Daff
Ami Nawrocki

Chris Nicoll

Also present were:

Joan Armstrong
Sam Azad
Michael Cuppy
Dan Kogovsek

Jerry Pacheco
Louella Salazar
Greg Styduhar

CONSENT ITEMS:

Ms. Joan Armstrong, PACOG Manager, reported there were four items listed on the agenda under the Consent Items. She summarized the four Consent Items for PACOG.

Chairman Colucci asked if there were any other additions or amendments to the Consent Items or if any of the members or audience would like any of the items removed from the Consent agenda.

It was moved by Buffie McFadyen, seconded by Terry Hart, and passed unanimously to approve the four Consent Items listed below:

- Minutes of September 26, 2013 Meeting;
- Treasurer's Report (Receive and file September 2013 Financial Report);
- A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) to Allocate \$150,000 from FY 2014 FASTER Safety Funds for the I-25 Corridor through Pueblo Interstate Access Report, and Directing the Urban Transportation Planning Division to Execute Said Amendment; and

- A Resolution Supporting the Effort between the State of Colorado, Private Sector Companies with Large Vehicle Fleets, Local Governments, Members of the Natural Gas Industry, and Other Organizations to Accelerate the Deployment of Natural Gas Vehicles (NGVs) and the Development of Associated Natural Gas Fueling Stations in the City of Pueblo, Pueblo County, Southern Colorado, and throughout the State of Colorado to Encourage and Promote the Use of a Cleaner, Less Expensive, Domestic Fuel, and Contribute to a More Diverse Transportation Energy Sector.

REGULAR ITEMS:

CHAIRPERSON'S REPORT

(A) Certificate of Appreciation to Outgoing State Transportation Commissioner Gilbert Ortiz, Sr.

Chairman Colucci stated Mr. Ortiz could not be in attendance at this meeting, and this item would be placed on the November PACOG agenda.

(B) Schedule November PACOG Meeting Date to Approve the TIP Amendment for I-25 and U.S. 50 that will be included in the RAMP Funding

Chairman Colucci stated it is imperative that PACOG schedule a November meeting date in order to approve the Transportation Improvement Plan (TIP) amendment for I-25 and U.S. 50 that will be included in the RAMP funding. This needs to be done by November 21st. He suggested either November 14th or November 21st. He asked PACOG what date would work better for them.

After discussion, it was agreed to conduct the above meeting on November 14, 2013, at the Pueblo City-County Health Department, Third Floor, in Conference Room C.

(C) Combining November and December Meetings

Chairman Colucci stated because there is going to be a November meeting, PACOG now needs to figure out what date to meet in December. He suggested either December 5th or 12th as possible dates for this meeting.

After discussion, it was agreed to conduct the December PACOG meeting on the 5th. The meeting will be held at 12:15 p.m., at the Pueblo City-County Health Department, Third Floor, in Conference Room C.

(D) Schedule PACOG Budget Committee Meeting

Chairman Colucci stated a meeting of the PACOG Budget Committee to discuss the 2014 PACOG budget needs to be scheduled sometime in November. Those members sitting on the PACOG Budget Committee include: Nick Gradisar, Treasurer; Terry Hart; Eva Montoya; and Lewis Quigley. Ms. Salazar suggested and the members agreed that she contact them to schedule the meeting. Messrs. Hart and Gradisar stated that November 6th would work for them. Ms. Salazar stated because Mr. Scott Hobson is not present and he handles the urban transportation portion of the budget, she wasn't sure when he could get his information to her on the budget. She stated she would call the budget committee members once she finds out. Mr. Hart suggested a tentative date of November 6th at 3:00 p.m. in the Planning and Development Department's conference room at 229 West 12th Street.

(E) Lunch Appreciation

Chairman Colucci thanked Colorado City Metropolitan District for providing lunch for today's meeting.

(F) Chairman Comments

Chairman Colucci commented that we all have busy schedules and time is limited, so in the future it would be a good idea to get some indication of how much time any presentations are going to take ahead of time. This way we can get a notice out ahead of time to the members.

MANAGER'S REPORT

(A) EPAC Minutes/Statement/Report

Ms. Joan Armstrong, PACOG Manager, referred PACOG to the October 3, 2013 Environmental Policy Advisory Committee (EPAC) minutes. This being an informational item, no formal action was required.

A RESOLUTION ENDORSING EFFORTS TO RETAIN THE AMTRAK *SOUTHWEST CHIEF* PASSENGER RAIL SERVICE INCLUDING PASSENGER RAIL SERVICE TO PUEBLO, COLORADO

Mr. Sal Pace placed a teleconference call to Mr. Matt Kelly, Senior Director of Government Affairs at Amtrak. He introduced Mr. Jim Souby, President of the Colorado Rail Passenger Association, which is a Statewide transportation group which advocates for better passenger rail service in the State. He distributed a map of the Colorado rail system. He thanked the City and County officials who attended their meeting on September 14th, noting the purpose of the meeting was to save the train. At the time the meeting was convened, the train was in serious jeopardy. By the end of the meeting, the local leadership and the political leaders who came from New Mexico and Kansas, the situation has begun to turn around. They are now talking about expanding the service on the train with the addition of a Pueblo stop.

Mr. Souby pointed out to PACOG on the map the current route where the Southwest Chief travels through Lamar, La Junta, and Trinidad. It diverts from the BNSF transcontinental railroad line due west through Colorado, passes through Lamar and La Junta, and down to Trinidad, goes over Raton Pass into Northern New Mexico, and rejoins the BNSF transcontinental line near Albuquerque, New Mexico. This is the historic route of the train and has been in existence since 1880, noting it is the route of the Super Chief. Raton Pass is now a national historic site and the train is basically sold out virtually all year with the exception of the shoulder seasons. The train carries many overseas tourists from Europe and Asia with deep pockets, noting it is a potential gold mine. What is at issue is the current route; the "blue line" on the map by virtue of major improvements on the transcontinental line is no longer a major maintenance issue for the BNSF railroad. This means that Amtrak, which is the primary user with the Southwest Chief train, needs to bear a much greater share of improving and maintaining the line. A great portion of rail on the line is jointed rail and dates back to 1955. At the current time, modern trains run on relay rail which is welded rail. By virtue of the condition of the rail, the train has been slowed to 55 mph and it goes slower to 40 mph because of the track conditions. There are a lot of maintenance issues on the line. Amtrak, in its current budget, doesn't have funding to support the improvements, and is rustling up what they can. They are supportive of keeping the train in Colorado, but their contract for maintenance expires in January 2016, which is the contract with BNSF railroad. At that time, the BNSF railroad is no

longer obligated to maintain the train to the level which it is now, which is 55 mph. In other words, the train will either have to be rerouted in order to maintain a schedule that comports with passenger traffic or be discontinued altogether. What Amtrak did was host a meeting in Topeka, Kansas, last fall and they brought together the BNSF railroad, the three states, and Amtrak, and placed a proposal on the table asking that the three states, Amtrak and BNSF split the cost for upgrading the line and maintaining it over the next ten years. The total cost estimated over the ten years was \$94.4 million for capital improvements, which would be to lay new rail primarily. To keep everything flushed for the next ten years, it would cost about \$10 million per year. At that meeting, Amtrak proposed combining those amounts into \$200 million, noting, however, apparently this figure has come down some. This would be split five ways and over ten years it would be \$4 million per year per player. This doesn't come close to the total cost of running the trains or handling all of the other issues; it is simply for that improvement to make the line suitable for passenger traffic. He stated the train right now picks up 13,000 passengers in Southeastern Colorado, noting that is not a large number, but it brings through 400 passengers per day of which very few get off because we haven't taken advantage of luring those people off the train. He stated Denver, as well as Santa Fe, has done a good job doing this. Southern Colorado has not really mined that resource. The train is bringing in people with "deep pockets". He stated the scenic lines in Southern Colorado are important draws to international tourists, particularly people from the United Kingdom, Germany, and Asia. These are wealthy tourists and they are very interested in the Santa Fe Trail and the history of the West and rail history. Southern Colorado has seven world class scenic rail lines, and an array of venues such as Bent's Old Fort and Mesa Verde National Park that we haven't exploited. He didn't feel we are serving the best route. He stated, many years ago, the train used to run through Pueblo and go down to Trinidad or up to Denver. He felt that Pueblo should become the central hub for this train. Pueblo has a much larger population center, and it is 50 to 95 miles closer to Colorado Springs and Denver, as well as the Front Range, which is a tremendous opportunity for growth of passenger riders. They estimate an additional 7,000 people would start to use this train over time. He showed a CDOT map of an interregional connectivity study, which shows the potential north-south rail route. Pueblo rather than being closer to Colorado Springs and Denver would become the southern anchor of that passenger rail system going north and south. If we don't save this train, there is no traffic other than this train between Trinidad, Colorado, and Lamy, New Mexico. That line is unused and can easily be abandoned. If you don't save the train, you lose the idea of being an anchor, but even worse, you lose the opportunity to connect with Denver, Albuquerque, El Paso, and further on east into Kansas City or west to Los Angeles. Having the train stop in Pueblo would make it a major contributor to the entire State. He thanked the City and County, as well as PACOG, for considering this matter and supporting it.

Mr. Kelly stated Amtrak has proposed a five-way split among the parties, that is: Amtrak, BNSF railroad, Colorado, Kansas, and New Mexico. Amtrak received a letter in July 2012 from the three states thanking them for bringing this to their attention and the route is important and they wanted to retain it, but they didn't see a way where they could come up with the money. Amtrak will be working with their Congressional delegation in Washington to try and find an alternate solution. Amtrak changed its focus and looked at obtaining a TIGER grant, which would have been used primarily for the rail relay in Western Kansas. A lot of the maintenance fees are going to be aviated. They had a lot of support with the help of Mr. Souby and many others in getting the Congressional delegations from Colorado and New Mexico and the state government of Kansas to match the grant, as well as Amtrak. Unfortunately, the grant was not awarded and Amtrak is in a situation now where they are open to any ideas to save this route, including the five-way split. This could include further attempts for applying for TIGER grants or the State of Colorado, not CDOT, could come to the table with money with the conditions that the funding serves different cities. He felt that Pueblo is a very attractive market. He stated

should the State of Colorado come up with its share of money to preserve the Southwest Chief, but wanted Pueblo as a condition of that, he thought Amtrak is open to that idea. He stated he realized the federal delegation in Washington, in particular, Representative Gardner, is interested in this concept. He thanked PACOG for placing this item on its agenda. He stated he hoped that Colorado comes through. He added there are needs from other states involved here. He felt Amtrak is going to take a wait and see approach. He reminded everyone that the thing would not be resolved unless it is resolved in all three states.

Mr. Pace asked about the lay of the land in the other states. Mr. Kelly replied the fact that Kansas was willing to step up and match the TIGER grant is very encouraging. Whether they would ever revisit the idea of a five-way split he didn't know. He stated the last time he talked with them was before the TIGER grant was rejected so Amtrak is regrouping right now and trying to figure out the next step. Mr. Hart asked about New Mexico. Mr. Kelly responded to his knowledge they have not been as engaged or interested at a state level. At a federal delegation level, they have been. Mr. Pace stated the current New Mexico governor ran her campaign saying she was opposed to passenger rail. Mr. Souby stated the legislature in New Mexico in its past session endorsed saving the Southwest Chief. The New Mexico governor did issue a letter saying she supports the train. New Mexico has a capital development hearing scheduled on November 12th to take up this measure, and they are very concerned about it. The mayors in Northern New Mexico have made this an issue, noting it is an important transportation issue to their constituents. He felt the situation in New Mexico is looking much better.

Ms. Gloria Gutierrez, a representative from Senator Mark Udall's office, stated he is very interested in seeing the support PACOG is giving for this project. She stated they came aboard on this project a couple of years ago when Mr. Souby asked Senator Udall's office to become involved. Senator Udall's office is willing to help in anyway, such as providing letters of support. She asked that the Senator's office be kept aware of what is being done. She stated the Senator's office would let everyone know when there is an opportunity for funding. Both the local and Washington, D.C. offices are aware and would help in making this come to fruition. Mr. Pace added that Senator Udall's office hosted a meeting approximately one month ago, which he attended as well as others, and looked at the possibility of funding. They talked about the reauthorization of Map 21. He stated he would be in Washington, D.C. in November at another meeting.

Mr. Carl Smith, the State legislative director of the Sheet-Metal-Air-Rail Transportation (SMART) Union, stated they represent operating crews on freight and Amtrak, such as conductors, brakemen, engineers, and firemen across the country. SMART is very concerned about the Southwest Chief. The Colorado and Kansas SMART legislative departments did a survey and looked at the perception of Amtrak in Southeastern Colorado and Southern Kansas. These are some of the most conservative districts in the country. The perception of our leadership and the perception of those individuals in these districts show they are in favor of supporting Amtrak, the federal support of Amtrak and increased funding, and state funding for Amtrak. They want more access to it, they want it available to them, and it is important. Amtrak has 20,000 employees that pay into railroad retirement. Railroad retirement is slowly shrinking because those who are maintaining the track, maintaining cars, etc. are being outsourced. Those surveyed wanted the state or federal governments or both to continue subsidizing it. Pueblo is a big hub. He stated he is originally from Pueblo and there is a lot of opportunity here, noting there is a lot of opportunity such as the Royal Gorge, etc. He referred PACOG to a copy of the survey. The last question asks, "And generally speaking, do you believe the long distance trains, like the Southwest Chief, play a role in state tourism?" Of those surveyed 57% of them said yes. He stated tourism is a big part of the State, and we need to make Pueblo a transit hub. He stated, personally, he would love to take the train from Denver to Pueblo to see his mom. This would

allow him the opportunity to work on his laptop and take a nap because he works nights. He stated that the 254 miles of track which needs to be replaced that every one of those rails is stamped CF&I. They want to see the new rail stamped Evraz. He thanked everyone for giving him the opportunity to speak. He stated the survey could be shared with others such as the Governor, legislators, etc.

Ms. McFadyen asked if Amtrak isn't leasing line on the Santa Fe track if there would be enough freight to maintain this line. Mr. Smith replied that BNSF says no. They are claiming they are using it for only local freight service, green trains, and drag/pull loads, but that is their business, noting they are not a publicly traded company anymore so they don't have to disclose any of those numbers. Chairman Colucci asked why is it whenever you go to La Junta or Lamar there is a bunch of trains moving on those tracks, noting it is the same over Raton Pass. Mr. Smith replied the trains in La Junta are generally those trains which come through Pueblo southbound. Denver south into La Junta is a major line. Chairman Colucci stated the utilization is better going from La Junta to Pueblo. Mr. Smith replied there is a little line between La Junta and Trinidad which was the former Santa Fe main line. At one time, it was very busy. Now that they have acquired the transcontinental and the Frisco agreements and upgraded that for their intermodal and fast freight they claim they are using this less, but it is a secondary route and an emergency route. He stated derailments and accidents happen and it is nice to have a secondary line. Chairman Colucci stated it would be to our advantage to have Pueblo linked to it. Mr. Smith replied yes, noting it is a better conditioned track. He stated the thing with passenger rail if they are not doing 79 mph, which is the authorized speed, barring curves and other things, then it is not feasible. The new rail and the positive train control, which is a federal safety regulation under the Rail Safety Improvement Act, all need to be implemented into this. He felt the opportunity is there. He stated he was in Anaheim, California, this summer for a meeting. He picked up a fellow union member who came from Pennsylvania on the train, and he questioned why there were so many boy scouts on the Southwest Chief. This was because they were going to the Philmont Scout Ranch in Cimarron, New Mexico. He felt this was another big advantage for Southern Colorado because these scout troops are coming to the West to rock climb, mountain climb, and whitewater raft, noting they don't have these opportunities back East. The scouts are taking the train to the West to learn history, such as the Santa Fe Trail.

Ms. McFadyen stated if there isn't enough freight rail, it could happen that they might not see the need to keep that secondary line open. She expressed concern for our smaller counties and their property tax revenue. Those communities are struggling even more tax wise than Pueblo. She felt it was our obligation to care about their tax base which benefits all of us in Pueblo when they come into town. She felt it would also be devastating to New Mexico. Mr. Souby stated there would be 10 years of construction and that would bring in revenue. He noted Pueblo would benefit from the construction.

Mr. Nawrocki asked where the 257 miles of track replacement would take place. Mr. Smith responded he wasn't sure. He stated he would share with the PACOG members Amtrak's presentation on September 14th. It gives each segment and it tells you what the issues are. Mr. Nawrocki asked if the 257 miles was one area. Mr. Smith replied it is over the course of the entire route over the three states. Mr. Souby stated the issue is the jointed rail, which are 30-50 foot sections which are bolted together, which has deteriorated over time. It needs to be brought up to the new standard. Mr. Smith added Holland Company at the St. Charles Industrial Park is the rail welder. In 1970, there were 12 men working on that section for every 50 miles. Today, there are three men for every 100 miles. Mr. Souby stated beyond 10 years they estimate no more, noting it would be virtually a one-time fix. Mr. Smith felt that almost every single segment of the rail line is stamped CF&I.

Mr. Kaufman stated Pueblo is Southern Colorado's capital. Anything that we do to support transportation to and from this region is hugely important. This goes alongside marketing our community, and we really need to get behind this. He felt this would be a tremendous follow-up to the I-25 corridor which is being redone. He felt this would show the State more than anything that we believe in our community. He stated may be Evraz and Rocla would be interested in participating from a marketing standpoint.

Mr. Hart agreed with Mr. Kaufman. He stated he is convinced that efficient transportation (north/south/east/west) is one of the most critical points of our economic development. Rail is not an issue of the past; it is the issue of the future. This is the most efficient way to transport freight and passengers if we do the capital improvement and cooperative agreements. He stated he would like to see the three states own that line. He felt this is a huge effort and it is the first step of a critically important piece of putting together the transportation plan for our economic development so that Pueblo can thrive into the future.

Mr. Kurt Morrison from CDOT stated it supports retaining the current route. CDOT did support the resolution which was approved by the General Assembly in 2012, and Director Hunt did put that into writing to members of Congress. There are two challenges we have at the State level for a financial obligation. First, CDOT doesn't have any money. CDOT has had about a 30% reduction in its budget over the last five years. This is basically due to declining revenues in the General Fund. Second, there is a legal challenge because the Constitution states any gas taxes or motor vehicle fees must go to the public highways of the State. CDOT is talking to Commissioner Pace to see what options are out there, noting may be there is a chance for a study. He stated the State is in a recovery phase. CDOT still insists it is a federal obligation since 1972 when Amtrak was created. It has always been an Interstate Commerce matter and Congress has propped up Amtrak the best it could. It is hopeful that the Passenger Rail and Investment Act (PRIA) Bill comes through for reauthorization next year and that Congress and our delegation find some level of financial commitment inside it. The TIGER grant was clearly disappointing. The TIGER grant program has seven times as many requests than it has dollars to give out. They weren't surprised that this project didn't get priority. CDOT is still committed to helping anyway it can.

Ms. McFadyen stated she knew how hard CDOT worked at headquarters and around the State to get the \$475 million, which was a cap raise at the federal level for funding relief. She felt if CDOT had not done this Pueblo may not have seen our RAMP asset monies. She complimented Mr. Morrison, Region 2 CDOT staff, and headquarters for working so well with us. She felt this is another "go big or go home" project.

Mr. Morrison replied that when CDOT asked for the cap to be increased by Congress, and Senator Udall and his colleagues were successful in that, one of the chief things they were able to go and tell them is this cap increase has the support of the full State. He noted even the Pueblo Chieftain had two editorials calling for the cap be increased to help our neighbors to the north. He stated little points like this sometimes don't seem to be that helpful, but when they go back to Washington, D.C. things like that matter when we are trying to convince our leadership or delegation what the priority of this is in the State.

Mr. Hart stated he went to a meeting earlier in the year and there was a presentation by CDOT's rail division. He was pleased to see that CDOT has a rail division. It was a presentation on the high speed passenger rail that is being planned from Fort Collins to Pueblo. He stated he was pleased to see that we are in the process of having that division of CDOT. The other thing he is beginning to learn is the amount of funding we are putting in as a State into the rail side is

anemic. He stated as a citizen of Southern Colorado that he is totally in favor of doing whatever we need to do with our State Legislature to start altering the funding mechanisms. He felt multi-modal is the way of the future and the rail is a critical component of that multi-modal model. He stated in conversations with other individuals, they want to see the same thing happen. We know there is a funding proposal which is coming up in the ballot next year, and there is a discussion on how those funds would be divvied up if the proposal is approved. Southern Colorado has very strong opinions about how those funds should be divvied up, and making sure the money isn't just awarded to the Denver metropolitan area. He felt we are right on the cusp of making some significant changes on the State level from a legal legislative perspective and a financial perspective. He asked Mr. Morrison to take this information back to CDOT.

Mr. Nawrocki stated as this continues to move on that they consider organizing another trip on the Southwest Chief. Mr. Souby stated they have been thinking of doing that. Mr. Nawrocki stated may be the City and County in their limited resources can find some way to pay for some people to make that trip.

Mr. Pace stated the Southwest Chief goes from Chicago to Los Angeles. He thanked Greg Severance for helping to prepare the resolution. The resolution states we would like to retain the Southwest Chief in Colorado, and that it goes through Pueblo, noting it would not take away any stops, but become an additional stop. He stated in talking with the other local communities (i.e., Lamar, La Junta, and Trinidad), they plan on passing similar resolutions to save the Southwest Chief and let it go through Pueblo. These communities see it as an economic benefit to them. They have some commitment from some legislators running a piece of legislation this next session to try to get this done. He stated we have no intent of going after highway or CDOT dollars. We have already started talking to Joint Budget Committee members, noting there is a billion dollar surplus in the State this year.

After discussion, it was moved by Sal Pace, seconded by Chris Kaufman, and passed unanimously to approve "A Resolution Endorsing Efforts to Retain the Amtrak *Southwest Chief* Passenger Rail Service including Passenger Rail Service to Pueblo, Colorado".

MPO STAFF REPORT

Chairman Colucci read into the record the following comments from Mr. Bill Thiebaut, Region 10 Transportation Commissioner, prior to the MPO staff report:

1. The Pueblo RAMP projects outlined at the last PACOG/MPO meeting were officially approved by the Transportation Commission at its October meeting, subject to evidence of compliance by January 6, 2014.
2. The RAMP asset management work/projects and the baseline asset management work as outlined at the last PACOG/MPO meeting remains allotted to Region 2, including Pueblo County, during FY 14.
3. HES Safety funds, as outlined at the last PACOG/MPO meeting, have been appropriated by the Transportation Commission (this dealt with a roundabout in Pueblo West at Purcell and Platteville).
4. Flood relief in Pueblo County in the amount of \$25,000 was approved by the Transportation Commission at its October meeting. The roadway and culverts on SH 50B at mile posts 339.5 to 343.7 were damaged by debris.

- (A) An Administrative Amendment to the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) to Roll Forward \$114,000 from FY 2013 to FY 2014 Transportation Enhancement Funds for the McCulloch Main Trail Project Related to the Purchase of Right-of-Way and Construction of the Trail

Mr. Jerry Pacheco, City Planning and Development Department, reported this item is an administrative amendment PACOG's FY 2012-2017 Transportation Improvement Program. This simply moves forward the project from FY 2013 to FY 2014.

It was moved by Steve Nawrocki, seconded by Terry Hart, and passed unanimously to approve the administrative amendment to the TIP and to roll forward \$114,000 from FY 2013 to FY 2014 in Transportation Enhancement Funds.

- (B) CDOT Transportation Commission Action on Final RAMP Applications

Mr. Jerry Pacheco, City Planning and Development Department, reported Mr. Thiebaut's comments provided information on the applications.

Mr. Tom Wrona, CDOT's Region 2 Director, reported Pueblo received the RAMP funding. He outlined the significant projects which included: (A) I-25 from Ilex to 1st Street, noting CDOT was able to bring in FASTER bridge dollars along with the RAMP money. It is a \$75 million improvement project for I-25; (B) U.S. 50 West between Wills and Purcell, noting the funding has been secured to construct the eastbound additional lane plus some intersection improvements at both Purcell and McCulloch; and (C) a small operations project which includes intersection improvements (i.e., acceleration and deceleration lanes) at Highway 50 East at 32nd Lane and Cottonwood Avenue. He stated the next step moving forward with RAMP is CDOT Region 2 staff will be working to prepare more detailed scope scheduling budget for those two major projects (i.e., I-25 and Highway 50 West). CDOT staff will be going to the City Council and County Commissioners to get a letter of continued commitment toward those projects, which will outline the amount of funds the City and County will provide as part of the match. CDOT staff will also be preparing an Intergovernmental Agreement (IGA). The letter of continued commitment needs to be in place by January 6, 2014. CDOT staff hopes to get the IGA in place by the middle of 2014 by the latest. They are able to advance money for preconstruction efforts (i.e., design, right-of-way, utilities) up to 5% of the total project costs for those jobs just with the continued letter of commitment. To spend any money on construction the IGA will have to be in place. He stated Mr. DeHeart will be working hard to get this done before the middle of 2014 because he wants to add this work into the Ilex project. They would like to get this moving by early spring or summer.

Mr. Nawrocki asked on the timeframe for the resurfacing of 4th Street. Mr. Wrona clarified the resurfacing includes the area from the 4th Street Bridge easterly to Highway 50 and Highway 47. It was budgeted for next summer's construction; however, there is some other activity that needs to take place. The City is looking at improvements on East 4th Street and some streetscape work, etc. CDOT may look at deferring the work another year so they can get some other stuff done upfront and then in 2015 move forward with the project. Ms. McFadyen expressed excitement about the project. She felt if we push the money out we can do the City improvements and this way there could be more collaboration between CDOT and the City. Mr. Wrona added when you do it this way, you don't do something out of order and it makes sense to do this.

Mr. Quigley expressed his and the Pueblo West Metropolitan District's appreciation for all the work staff and Ms. McFadyen done. Mr. Wrona added this is a much needed project.

(C) Update on Final EIS Review--I-25 Public Hearing held October 3, 2013

Mr. Tom Wrona, CDOT's Region 2 Director, reported they recently had the final public hearing on I-25 for the New Pueblo Freeway. He thanked Ms. McFadyen and Mr. Nicoll for their enthusiastic support for the project and attending the public hearing, noting CDOT received positive support for the project. CDOT is looking for the Record of Decision (ROD) document to be done in the near future.

(D) Statewide Flooding--Expedited TIP Process

Mr. Jerry Pacheco, City Planning and Development Department, stated there was a memorandum circulated from Mr. Scott Hobson stating the Statewide MPOs expediting the TIP process to try and get more dollars to fix the damaged roads and highways throughout the State. He stated if PACOG has not received this memorandum that he would forward it to them.

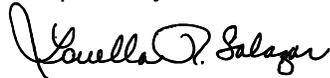
TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

See text above.

ADJOURNMENT

There being no further business before PACOG, it was moved by Sal Pace, seconded by Eva Montoya, and passed unanimously to adjourn the meeting. The meeting was adjourned at 1:27 p.m.

Respectfully submitted,



Louella R. Salazar
PACOG Recording Secretary

LRS