

## MINUTES

### PUEBLO AREA COUNCIL OF GOVERNMENTS

NOVEMBER 14, 2013

A meeting of the Pueblo Area Council of Governments was held on Thursday, November 14, 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 12:16 p.m.

#### ROLL CALL

Those members present were:

Ed Brown  
Michael Colucci  
Michael Connolly  
Sandy Daff  
Nick Gradisar  
Terry Hart  
Ted Lopez

Roger Lowe  
Eva Montoya  
Ami Nawrocki  
Steve Nawrocki  
Sal Pace  
Lewis Quigley

Those members absent were:

Chris Kaufman  
Buffie McFadyen

Chris Nicoll

Also present were:

Joan Armstrong  
Sam Azad  
Scott Hobson

Louella Salazar  
Greg Styduhar

#### CONSENT ITEMS:

Ms. Joan Armstrong, PACOG Manager, reported there were three items listed on the agenda under the Consent Items. She summarized the three 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 Nick Gradisar, seconded by Roger Lowe, and passed unanimously to approve the three Consent Items listed below:

- Minutes of October 24, 2013 Meeting;
- A Resolution Approving the 2014 Colorado Department of Transportation Consolidated Planning Grant Agreement between the Pueblo Area Council of Governments and the Colorado Department of Transportation, an Agency of the State of Colorado, and Authorizing the Chair of the Council to Execute Same; and
- A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) to Allocate Funding for the Platteville/Purcell

Round-About Project in the Amount of \$565,500 from 2014 Hazard Elimination Funds, and Directing the Urban Transportation Planning Division to Execute Said Amendment.

**REGULAR ITEMS:**

**CHAIRPERSON'S REPORT**

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

Chairman Colucci presented to Mr. Gilbert Ortiz, Sr., the outgoing Region 10 State Transportation Commissioner, a certificate of appreciation for his dedicated services to PACOG and the region from April 2009 to July 2013.

Mr. Ortiz thanked CDOT staff for their tremendous work.

Mr. Nawrocki thanked Mr. Ortiz for his time and efforts in getting Pueblo the \$108 million for the road improvements.

(B) Lunch Appreciation

Chairman Colucci thanked Salt Creek Sanitation District for providing lunch for today's meeting.

**MANAGER'S REPORT**

(A) PACOG Budget Committee

Ms. Joan Armstrong, PACOG Manager, reported there will be a public hearing held on December 5, 2013 regarding the PACOG 2014 budget. She noted the PACOG Budget Committee met on November 6, 2013. In 2014, the Budget Committee will be looking at the revenues to evaluate the membership dues and come up with an equitable distribution of payment. The Budget Committee will hopefully make that presentation to PACOG in March of 2014.

**A RESOLUTION AMENDING THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) FY 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ALLOCATE FUNDING FOR THE I-25 CORRIDOR ILEX TO 1ST STREET, U.S. 50 WEST CORRIDOR WILLS TO PURCELL BOULEVARD, U.S. 50 PURCELL BOULEVARD AND MCCULLOCH BOULEVARD INTERSECTION IMPROVEMENTS, AND THE U.S. 50 32ND LANE, COTTONWOOD AVENUE AND 34TH LANE INTERSECTION IMPROVEMENTS, SAID PROJECTS FUNDED FROM THE RESPONSIBLE ACCELERATION OF MAINTENANCE AND PARTNERSHIPS PROGRAM (RAMP) TOTALING \$30,900,000, AND DIRECTING THE URBAN TRANSPORTATION PLANNING DIVISION TO EXECUTE SAID AMENDMENT**

Mr. Scott Hobson, MPO Administrator, reported this resolution pertains to the projects which are being funded through the RAMP Program for I-25. It is a total of \$23.2 million, which is \$18.213 million in Federal funds and \$3.786 million is the State matching funds, which are safety funds that are already in the TIP which are being advanced. The remainder of matching funds is \$1.2 million from the City of Pueblo via the Black Hills Energy underground utilities fund.

Mr. Hobson reported the 2<sup>nd</sup> project is the U.S. 50 West project which has been awarded \$5 million of funding. In addition, there is \$5 million in mitigation funds that are already in the TIP and are being advanced for the project. There is also \$1.2 million in Asset Management RAMP

funds being awarded for U.S. 50 West for intersections of Purcell and McCulloch Boulevards. The overall total for the U.S. 50 West project is \$11.2 million, with the grant money and the advanced TIP money.

Mr. Hobson stated the third project is for U.S. 50 at 32<sup>nd</sup> Lane, Cottonwood Lane, and 34<sup>th</sup> Lane intersection improvements, totaling \$1.5 million.

Ms. Daff commended the staff and CDOT staff for their efforts.

It was moved by Sandy Daff, seconded by Ami Nawrocki, and passed unanimously to approve "A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) to Allocate Funding for the I-25 Corridor Ilex to 1st Street, U.S. 50 West Corridor Wills to Purcell Boulevard, U.S. 50 Purcell Boulevard and McCulloch Boulevard Intersection Improvements, and the U.S. 50 32nd Lane, Cottonwood Avenue and 34th Lane Intersection Improvements, Said Projects Funded from the Responsible Acceleration of Maintenance and Partnerships Program (RAMP) Totaling \$30,900,000, and Directing the Urban Transportation Planning Division to Execute Said Amendment".

A RESOLUTION AMENDING THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) FY 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ALLOCATE FUNDING FOR THE I-25 AT ILEX BRIDGE REPLACEMENT PROJECT IN THE AMOUNT OF \$36,307,127 FROM 2014 FASTER BRIDGE FUNDING, AND DIRECTING THE URBAN TRANSPORTATION PLANNING DIVISION TO EXECUTE SAID AMENDMENT

Mr. Scott Hobson, MPO Administrator, reported this is a TIP amendment, which allocates the FASTER bridge funds for the replacement of Ilex Bridge, which totals \$36,307,127. This is the project that spurred on the interest of expanding the I-25 Corridor from Ilex to 1<sup>st</sup> Street.

It was moved by Ami Nawrocki, seconded by Ed Brown, and passed unanimously to approve "A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) to Allocate Funding for the I-25 at Ilex Bridge Replacement Project in the Amount of \$36,307,127 from 2014 FASTER Bridge Funding, and Directing the Urban Transportation Planning Division to Execute Said Amendment".

A RESOLUTION AMENDING THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) FY 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ALLOCATE FUNDING FROM THE 2014 FASTER BRIDGE FUND, TOTALING \$10,734,392, FOR FIVE BRIDGE IMPROVEMENT PROJECTS INCLUDING I-25 AT MESA AVENUE, I-25 AT NORTHERN AVENUE, I-25 AT INDIANA AVENUE, U.S. 50C BUSINESS OVER THE ARKANSAS RIVER, AND I-25 AT SANTA FE AVENUE, AND DIRECTING THE URBAN TRANSPORTATION PLANNING DIVISION TO EXECUTE SAID AMENDMENT

Mr. Scott Hobson, MPO Administrator, reported this is a TIP amendment regarding bridge improvements for five bridge projects on South I-25. These bridges are: I-25 at Mesa Avenue, I-25 at Northern Avenue, I-25 at Indiana Avenue, U.S. 50C Business over the Arkansas River, and I-25 at Santa Fe Avenue. The project total is \$10,734,392. He noted these are rehabilitation and improvements to the existing bridges.

Chairman Colucci asked if there are specific improvements to create better traffic flow. Mr. Joe DeHeart, CDOT staff, responded the deck removal and replacement will be the biggest part of the bridge rehabilitation. This will bring the sufficiency rating up to a point where CDOT expects to get another 20 years out of the bridge. There will be other things done such as where

concrete is falling off the abutments there will be concrete repair, bad bearings will be repaired, and bridge railings redone, depending on what each bridge needs.

Mr. Connolly asked if all these bridges will be in place after the highway realignment. Mr. DeHeart replied no, and this is the reason why they are moving forward with rehabilitation instead of replacement. When the new Pueblo freeway modified alignment is built, all of the bridges get torn out that are used in the realignment. CDOT didn't think it was appropriate to rebuild the bridges so they could get torn down sometime in the future. Rehabilitation made sense to get another 20 years out of the bridges. Mr. Connolly asked when we expect to get around to the realignment. Mr. DeHeart stated we have to put them in the Long Range Plan between now and 2035. After that, we have to wait to see what kind of funding comes to the area.

Ms. Daff thanked CDOT staff for taking care of the Bessemer and Southside areas. She stated if they would like to roll out any plans to the community, she would be willing to partner with them on setting these community meetings.

It was moved by Sandy Daff, seconded by Ami Nawrocki, and passed unanimously to approve "A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) to Allocate Funding from the 2014 FASTER Bridge Fund, Totaling \$10,734,392, for Five Bridge Improvement Projects including I-25 at Mesa Avenue, I-25 at Northern Avenue, I-25 at Indiana Avenue, U.S. 50C Business over the Arkansas River, and I-25 at Santa Fe Avenue, and Directing the Urban Transportation Planning Division to Execute Said Amendment".

Mr. Hobson thanked the City Council, County Commissioners, PACOG, and CDOT staff.

#### TRANSPORTATION COMMISSIONER'S COMMENTS

Chairman Colucci read into the record the following comments from Mr. Bill Thiebaut, Region 10 Transportation Commissioner, since he could not attend the meeting because he would be in an all day meeting with representatives from La Junta and Lamar:

- (1) The Transportation Commission does not meet at its regularly scheduled November meeting until November 20 so he had no report about official action by the Commission since the Commission's October meeting.
- (2) There are two important items are on the Transportation Commission agenda: a) budget setting for FY15; and b) continued discussion of asset management programs such as pavement, bridges, tunnels, culverts etc. (FY15 and FY16 allocations, the role of the regions, and its link to RAMP).

#### PRESENTATION ON TRANSPORTATION MATTERS AND THE MPACT64 BALLOT INITIATIVE

Mr. Don Hunt, CDOT Executive Director, reported transportation is an underpinning on the foundation for economic growth in the State. There is some debate as to whether vehicle miles traveled is actually going to go up on a per capita basis. He felt it was flattening out, but we have to remember that Colorado is not losing jobs to other states and it is continuing to grow. It is important to keep the transportation up with that growth, noting this is going to be a challenge for CDOT in order to continue to be competitive. In 2007, the CDOT budget peaked to over \$1.6 billion. This was because the State Legislature in 2007 was able to provide CDOT with

\$468 million from the General Fund. This money went away in 2008, and they are currently at a \$1.2 billion budget. CDOT has to focus on what they have, and with the current budget they are more of a maintenance organization. In the meantime, it is important to take the money they have to do the forms and business practices necessary in order for CDOT to become an even more effective organization. He stated he would be talking about getting more dollars to construction, which is RAMP and getting more out of the system (asset management).

Mr. Hunt stated the overall budget is \$1.2 billion or a little more if you add in RAMP and the money they are going to have for the next 5 years. The Annual Maintenance is \$254 million, which is one-quarter of their budget. This includes maintaining the 9,000 mile State highway system, and includes plowing the snow, crack sealing, fixing the guardrails, and generally keeping the highway system safe on an annual maintenance perspective. He stated each maintenance patrol owns a section of highway and they really care about their respective section. This was particularly prevalent during the Colorado Springs' fires and the floods in Northeastern Colorado. A big chunk of the RAMP budget is capital maintenance, which is reinvesting in the capital plan and assets to make them last. Capital maintenance before RAMP was \$354 million per year. With the RAMP program, it has gone up to \$500 million. The other two programs are pass-through grants. The majority of money spent on annual maintenance is snow and ice control at a cost of \$61 million. There is also a \$10 million contingency carried every year. The patrols are usually on 8-hour shifts, but during snowstorms they can have 12-hour shifts around the clock. Signing and striping is \$60 million, noting he gets the most complaints about striping on the highways. He stated they really didn't have a total capital maintenance program (aka asset management program). Their surface maintenance treatment is fiscally constrained. He stated what they have to do is take the money they have and employ it in the best way possible to get our roads to last. CDOT needs to be more risk based, for example, with respect to rockfall, it needs to maintain hundreds of miles of areas in the mountains with unstable rock bases and bring it into asset management and get more proactive in rockfall management. CDOT wants to invest in capital asset at the right time and replace it at the right time to get the lowest life cycle cost. What is really hard in government is to make all of these trade-offs across all these different assets.

Mr. Hunt stated the Asset Management review started with the 2009 FASTER Act, which created the Bridge Enterprise Program for Colorado. This program said we have to look at all the bridges in Colorado and fix those which need to be fixed now. This has resulted in 3-4 years of getting up to 96% to good or fair condition. The Colorado Bridge Enterprise Map has completed 130 bridges since 2009. Under Asset Management, they are planning to spend most of their money in surface treatment or \$240 million per year. The Bridge Enterprise, plus Federal Bridge Funds, rounds out the big categories for Asset Management. They have added critical information infrastructure (i.e., cameras, fiber, VMS) in the amount of \$22 million. Maintenance and capital replacement of culverts, in the amount of \$12 million, are included in this category. Also included are rockfall mitigation, tunnels, equipment, and buildings. Probably the biggest change is on the surface treatment side. At some point, our roadway has zero surface life, but the problem is that one-third of the system is registering this and CDOT doesn't have the money to do all of it. CDOT needs to come up with treatments and get out there more frequently and take care of the roads by surfacing, etc. It is going to be important to look at the entire system on a hierarchy basis, which is what MAP-21 asks them to do. The systems are prioritized with interstates being first, national highway systems second, and then the remainder of the State highway system. CDOT has to find the right mixture of treatment such as asphalt overlays or chip seals on lower volume roads to get optimization across the entire system. On the national highway and interstate system, the Federal government is going to start setting maintenance standards to make sure CDOT hits the kind of performance that is in MAP-21. The Federal government gets to do this because half of CDOT's budget is received from the

Federal government. He stated surface treatment is the biggest change. The budget is being stepped up from \$150 to \$240 million for annual maintenance. With a greater mix of treatments, CDOT is going to get to every roadway in the State on the average of every 12½ years rather than every 25 years.

Mr. Hunt reported on pass-through grants. He stated PACOG is one of three MPOs in the State which has direct Federal money. The other two are Northern Front Range and DRCOG. Colorado has \$42 million of grant funding for secondary airports. This is because Colorado levies its sales tax (2.9%) on aviation fuel. This money is largely collected at Denver International Airport and a portion of it goes back there and a portion comes to the State to be redirected across it to secondary airports. He stated the Pueblo Memorial Airport has received grants over the years. The transit rail money was created through the FASTER Safety Bill in 2009, noting \$15 million is State money and the other \$13 million is a pass-through from the Federal government largely operating grants to local transit agencies. CDOT gives out about 150 transit grants every year. The Transportation Alternatives Program is a Federal program, which used to be called enhancements, which is now down to \$12 million/year, and is distributed throughout the entire State. The Bridge Off-System program is a Federal program and there is \$9 million in Federal assistance allocated for all the city and local bridges across the State. There is also \$8 million for Metropolitan Planning, and \$2 million for Recreational Trails.

Mr. Hunt reported on the Special Programs. He stated the State Transportation Commission will be discussing this in November. The FASTER Safety Program was created by the 2009 FASTER Bill. The money generated comes from the increase in registration fees. It raises \$200 million for CDOT annually, noting one-half goes to the Bridge Program and one-half goes to FASTER Safety. He stated all of the cities and counties get a share of FASTER Safety through the Highway Users Trust Fund. He stated they recently had an internal audit done on FASTER Safety and it said that CDOT needs to do a better job of accounting for its FASTER Safety expenditures to make sure to better align with improving safety in Colorado. He stated they are legal in terms of the statute, but they need to do a little better in terms of aligning that investment with safety programs. The other program in which there is a challenge is the Regional Priority Program. What used to be \$150 million a year for the State is down to \$10 million annually. The Pueblo region gets approximately \$2 million per year. CDOT and the Commission are looking at getting the Regional Priority Program back up to \$50 million/year. Since there is no money right now, what you do is take part of FASTER Safety and reinvest that into Asset Management and then take the flexible money they were using in Asset Management and bring it back to Regional Priority. The Highway Safety Investment is a Federal program which is very rigid and requires all sorts of cost-benefits analysis to get into a safety project. The other programs in this category include \$3 million for Railway Highway Crossing, \$2 million for Hot Spots, and \$1 million for Traffic Signals.

Mr. Azad asked if the FASTER Safety money would impact our region, noting right now it is based on some kind of formula or design. Mr. Hunt stated the program is allocated down to the regions. It started out as a very structured program in 2009 and 2010, and over time it became a very flexible program with a regional allocation. He stated this is what the internal audit is questioning. One idea is that maybe to lower the allocation of FASTER Safety to regions, noting it would bring up the Regional Priority Program allocation. Although the overall number of dollars might change per regions, it will be replaced with flexible dollars. Even when you move the \$40 million over from FASTER Safety to the Regional Priority Program that leaves \$47 million in FASTER Safety. Does that become a more competitive program with CDOT for major projects or does it continue to be allocated to regions but more on a safety/need formula than on a population formula? Mr. Wrona asked if the proposed change to the FASTER Safety

would have any impact on the portions being allocated to the cities and counties. Mr. Hunt replied no, noting AGTF distribution happens before.

Mr. Hart asked where passenger rail transportation (both high speed and low speed) were in the CDOT budget. Mr. Hunt replied it is in Transit and Rail and there is \$28 million annually. He stated there wasn't a Transit and Rail Division until the FASTER Act in 2009. It is funded by \$15 million of FASTER statutory money and at least \$5 million of the \$15 million has to be given out as grants across the State. There is another \$13 million in Federal funding, which is through pass-through grants. CDOT's total money for rail and transit per year is \$28 million. This has been invested in studies on inter-city rail, the advanced guide way system study for the I-70 corridor to the mountains, and some of it has been invested in the State-wide rail plan. What came out of the State-wide transit plan is--is it time to consider using some of that \$10 million per year for a backbone interregional bus system? That interregional bus system would connect Colorado Springs-Denver-Fort Collins and possibly Pueblo and it would also connect from Denver to Glenwood Springs on I-70. It would be one bus a day. From Colorado Springs, you might see 2-3 buses in the morning, such as how FREX was running to Denver. It is trying to do is a backbone service and provide people with service with a little bit of a choice and see how the system grows in time. Mr. Hart stated he would like to know where it is going. He stated he has attended a couple of presentations on high speed rail and had conversations about the Southwest Chief and its element coming through the State. He wanted to know where we are prioritizing the potential shifting to rail. Mr. Hunt responded we're not doing it. To develop a highly integrated, regular service bus system to connect to major population centers in the State, you are probably looking at a total investment of less than \$30 million once and a subsidized operating cost of \$10 million. He said you need to add about three 0s to those numbers when you're talking about rail. He stated what he hoped to do is while building the start of a bus system is to get one inter-city rail corridor to at least start moving along, so that the next time there is Federal money, that we could cobble together an investment for a real system that we would have gone at least far enough along in the corridor study and environmental work that would qualify them. He noted at the current time they don't even qualify. He stated CDOT is doing the groundwork to qualify.

Mr. Pace stated his number one priority in transportation is saving the Southwest Chief and bringing it to Pueblo. He stated he understood the restrictions on the CDOT budget and he thanked the CDOT staff (Kurt Morrison and Aaron Greco) for working with us. He felt for a small chunk of money we can add passenger rail to Pueblo. He stated he has already been talking to Joint Budget Committee members and is convinced we can fund a small amount of money without touching any existing highway money. He stated he looks forward to working with Mr. Hunt in the next legislative session to get this accomplished without ever affecting or altering the mission of CDOT. He felt it would be an economic game changer and a tourism attraction for Pueblo. Mr. Hunt replied CDOT would continue working on the Southwest Chief and felt they could probably come up with \$1 million per year. Mr. Pace felt there is money somewhere in the budget where it could be squeezed out without going into CDOT's transportation budget.

Mr. Hunt stated the RAMP Program was done because CDOT wanted to change the way they budget themselves. They felt it would be better to save up money over multiple years and put the money in the bank for different projects and then spend it over multiple years. He stated in any given year if CDOT has projects available to go they will manage the money across all the projects. On a one-time basis that will allow CDOT to free up \$300 million per year for five years. There will be \$646 million in Partnership Projects and \$800 million in boosting the Asset Management Program. He stated he was impressed on the sacrifices Pueblo made to look at how they could come up with their local match for RAMP projects on I-25, and the creativity it took to do it. He stated he brags about it when he goes to other parts of the State. He stated it

teaches a lesson across the State. He was appreciative of what Pueblo did, noting this is something he doesn't like to do, but it does help the State to extend its money. He stated there are RAMP projects being done throughout the State, but a lot of the projects are being done where there is more tax base and more employment, noting it isn't the best thing for the less populated areas of Colorado. He noted the RAMP Program is not only about partnerships, but about asset management too.

Mr. Hunt stated CDOT is not out promoting future funding. There is a group called MPACT 64 talking about future funding. MPACT 64 started with metropolitan mayors of Denver that expanded to commissioners that expanded to other cities. He felt he has done what he can at CDOT with RAMP and Asset Management in trying to get more out of the money they do have. There is a point where you have to say if you want more projects you will have to fund those additional projects. Gas tax is not the way to do it. The gas tax in Colorado (40.4¢) has not changed in 20 years--Federal or State-wise. The reason there hasn't been an increase in Colorado is because of TABOR. He stated CDOT is \$772 million short per year of what it should do--\$157 million for maintenance, \$100 million for rural road safety, \$500 million for congestion relief (new lanes) and to have a better bus system and rail system. He said the industry paid for a fairly extensive survey on transportation of 1,000 registered voters last November, and it found that people generally understand the need to keep funding transportation. However, when you asked them if they would consider increasing the gasoline tax by a nickel or a dime or fifteen cents per gallon, it flips. Somehow people are willing to pay, but they have had it with the gasoline tax. He stated the best explanation he has heard is the high cost of gasoline and it is just not a discretionary item and you have to buy gasoline to travel, go to work, take the kids to school, etc. The survey asked if there are any other options, such as a vehicle mile travel tax or a mileage based user fee tax. He stated the question was asked about increasing the general sales tax by 1/2¢, and the survey indicated there is a chance of this being approved. He stated MPACT stands for Metro Mayors-Progressive 15-Action 22-Club 20 for Transportation (all 64 Colorado counties). MPACT felt what looks good right now is a 0.7% general sales tax with a 15-year sunset. This would raise \$600 million per year. The State general sales tax would increase from 2.9% to 3.6%. With some of the city's taxes that would push it up to close to 10%. The \$600 million would be divided two-thirds/one-third. The two-thirds would be for highways and the one-third would be for transit. The transit would be for the entire State. With the 67% that would be going to highways, you would use the Highway Users Trust Fund (HUTF) where 60% goes to CDOT for projects across the State and 40% for cities and counties. That 40% would increase the HUTF proceeds to cities and counties by about 55%. One-third would be for transit or 60% flowing into the Denver metropolitan area, noting since about 60% of the sales tax is collected in the area. The remainder (40%) would be for transit agencies across the rest of the State and could be used for capital investment or operating subsidy to help local transit agencies improve their regularly scheduled fix service to more rural areas beyond demand service, elderly service, and health care service. He stated he would like to see some carved out for CDOT to invest in future rail corridors. There is another survey which will go out in the field in December, which will help to fine tune this idea. He stated given the fact that Amendment 66 went down on a 2-1 basis during the last election, he stated he should get prepared for some tough results during the next survey. He felt they could demonstrate and develop projects which would go along with the tax. He felt this would be a benefit for city and county transportation and is different from education (Amendment 66). Mr. Wrona added there was another document which was distributed to PACOG asking the public, at a meeting, to describe what projects CDOT could undertake. It listed the two high priority corridors, i.e., I-25 (Ilex to 13<sup>th</sup>) and U.S. 50 West (Purcell to west of Pueblo). Chairman Colucci felt it wasn't just Amendment 66, but a complete lack of commitment State-wide to increasing any tax. The message was we don't care, and he said he has heard the same about MPACT 64. Mr. Hart stated he didn't know if he agreed with that

analysis, but he also felt there were some problems with the design of Amendment 66. Chairman Colucci stated it wasn't just Amendment 66, but also 1A. Mr. Nawrocki stated he didn't see any parallel and felt that roads are pretty black and white. He felt education has too many shades that you just can't put your hand on. He felt education has too many shades that you just can't put your hand on. He felt roads might have a better chance of passing. Mr. Hart felt that being explicit in how the money is raised and it is proposed to be used would be beneficial. He felt the advertising campaign wasn't done right. He felt the design of the campaign had some flaws. He stated people are also being tired of being taxed. He stated Colorado Springs has been incredibly successful recently in passing tax questions. He felt we should all get a lesson in what they are doing in those areas.

Mr. Hart asked if everything is cast in stone on MPACT 64, particularly on the division of the funds. Mr. Hunt replied no. It is subject to the polling and continued discussion around the table. The numbers have fluctuated back and forth. Mr. Hart thanked Mr. Hunt for explaining why 60% would be going to the Denver metropolitan area. He stated Pueblo always feels they don't want to be taxed for things that are going on in the Denver metropolitan area. Mr. Hunt felt the 60% will probably come down a little bit. He stated the Denver metropolitan area may generate 60% of the sales tax, but 60% of the roadways in the State are not in the Denver metropolitan area. He felt Denver has to be a supporter of the entire State, noting there are other areas which create tourism, recreation, etc. He felt Denver has bought into this, but when it comes to transit, Denver felt they have huge congestion problems and they need to finish FASTTRAX. Mr. Hart stated he grew up in the Denver metropolitan area and he knows the conversation is very myopic. He felt it is workable. He stated he did know it is a sore point in Southern Colorado about the percentage that may go into the Denver metropolitan area when they have other taxing mechanisms to take care of that. Mr. Azad asked Mr. Hunt if he is supporting the MPACT 64 transit funding allocation to the local transit agencies as being totally flexible. Mr. Hunt responded yes, noting it is very flexible on how the money is to be spent and there has to be a distribution formula, which will say population, sales tax, etc.

Mr. Hunt reported on the flood recovery efforts in Northeastern Colorado. On September 18<sup>th</sup> or five days after the flooding, CDOT had 225 miles of closed roadways or damaged roadways. CDOT benchmarked 27 road closures where the road was completely gone in many cases. A promise was made to the residents that the roads would be rebuilt by December 1<sup>st</sup>. Today, CDOT sits at 25 out of 27 roads being rebuilt and reopened. U.S. 34 in Big Thompson Canyon will be reopened very soon. Highway 7 will be rebuilt shortly after. CDOT would like to keep its promise of going 27 for 27 by December 1<sup>st</sup>. The good news is the Federal government still appears to be holding up to its responsibility to ensure that State highways and Federal highways are assisted. Through the Federal Highway Administration Recovery Act, which is now in MAP-21, the Federal government has the responsibility to pay states back for recovery at an 80%-20% ratio. It's even better than that in Colorado because all of those roads like 72, 119, 7, 36, 34, and 14 that go up into the foothills to Estes Park are all considered Federal lands access roadways and will get 100% Federal government reimbursement. The initial estimate is \$380 million for CDOT and they probably spent about \$60 million this fall. After all is said and done, it should be about 10% when all of the recovery is done.

Ms. Montoya asked about the renaming of Highway 47 and where it is located and when will it be done. Mr. Wrona replied he wasn't prepared to give any answers. Mr. Pace stated the resolution which was brought before the Board of County Commissioners was about University Boulevard. University Boulevard is a stretch of City road on Highway 47. The Cesar Chavez Memorial Highway is similar to John F. Kennedy Highway going through Pueblo on I-25. The proposal for Thunderwolve Boulevard does not affect Cesar Chavez Memorial Highway. Cesar Chavez Memorial Highway is a State memorial designation and it will always be a State memorial highway designation. He felt we should recommend to the State that they expand it

the entire length and suggested placing a resolution on the agenda for the next PACOG meeting. He stated this would specifically be about the University Boulevard signs and changing those to Thunderwolve Boulevard. Ms. Montoya asked if this would be on the university grounds. Mr. Pace replied no. It would be on Highway 47, but it would still be Cesar Chavez Memorial Highway, noting we could request that the Legislature expand it. Ms. Montoya stated when she read about it in the newspaper it made her mad. Mr. Pace stated he would never support any resolution to change the name of Cesar Chavez Memorial Highway under any circumstances. Mr. Hobson added the discussion on the renaming will be on the City Council's work session on December 2<sup>nd</sup>. He stated there will also be a discussion on adding new signage on I-25 for HARP, etc. The potential of renaming University Boulevard will be part of that discussion at the City Council work session. Staff did some research and originally it was College Road before the State highway designation. In 1974 or 1975, City Council renamed College Road to University Boulevard. The current concept was do we want to consider changing the name from University Boulevard to Thunderwolve Boulevard. Mr. Pace stressed this has no impact on Cesar Chavez Memorial Highway. Mr. Hobson stated Cesar Chavez Memorial Highway was actually the designation that was provided through the Legislature. The City Council didn't have a formal role in that designation. It went before the City Council and Board of County Commissioners at that time for their support. Mr. Nawrocki stated the name changed from College Road to University Boulevard occurred after Southern Colorado State College changed its name to the University of Southern Colorado. Mr. Wrona stated the final decision still rests with CDOT. He stated they are willing to sit down and discuss the name change. He stated one of his biggest concerns when he read about it was the recent investment of new signs that said University Boulevard. He stated that a good time to make a change is after they wear out. Mr. Hunt stated CDOT will do whatever the Legislature tells them to do.

Chairman Colucci thanked Mr. Hunt and CDOT staff for their presentation.

#### TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

See text above.

#### ADJOURNMENT

There being no further business before PACOG, the meeting was adjourned at 1:34 p.m. The next meeting is scheduled on Thursday, December 5, 2013.

Respectfully submitted,



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Louella R. Salazar  
PACOG Recording Secretary

LRS