

MINUTES

PUEBLO AREA COUNCIL OF GOVERNMENTS

FEBRUARY 23, 2017

A meeting of the Pueblo Area Council of Governments was held on Thursday, February 23, 2017, at the Pueblo County Department of Emergency Management, 101 West 10th Street, 1st Floor Conference Room. The meeting was called to order by Mr. Tony Montoya, Chairman, at 12:15 p.m.

ROLL CALL

Those members present were:

Ray Aguilera
Larry Atencio
Ed Brown
Robert Ferriter
Nick Gradisar
Terry Hart
Terry Kraus

Frank Latino
Judy Leonard
Tony Montoya
Steve Nawrocki
Sal Pace
Lori Winner

Those members absent were:

Ted Lopez
Chris Nicoll

Garrison Ortiz
Bob Schilling

Also present were:

John Adams
Joan Armstrong
Sam Azad
Scott Hobson

Dan Kogovsek
Louella Salazar
Greg Styduhar

Chairman Montoya announced that an amended agenda was distributed prior to the meeting.

CONSENT ITEMS:

Ms. Joan Armstrong, PACOG Manager, reported there was one item listed on the agenda under the Consent Items. She summarized the Consent Item for PACOG.

Chairman Montoya asked if there were any additions or amendments to the Consent Items or if any of the members or audience would like an item removed or discussed that was on the Consent agenda. There were no additions or amendments.

It was moved by Terry Hart, seconded by Ed Brown, and passed unanimously to approve the Consent Item listed below:

- Minutes of January 26, 2017 meeting.

REGULAR ITEMS:

CHAIRPERSON'S REPORT

(A) Lunch Appreciation

Chairman Montoya thanked the Pueblo City Council for providing lunch for today's meeting.

MANAGER'S REPORT

(A) EPAC Minutes/Statement/Report

Ms. Joan Armstrong, PACOG Manager, reported a draft of the February 2, 2017 Environmental Policy Advisory Committee (EPAC) meeting minutes were included in the PACOG members' packets. The next EPAC meeting is April 6, 2017.

This being an information item only, no formal action was taken.

(B) Letter from Rocky Mountain Railroad Xpress, Inc. (RMRX)

Ms. Armstrong distributed a letter from Bob Briggs, Rocky Mountain Railroad Xpress, Inc., updating PACOG on its progress. They have changed the name of the bypass from Eastern Colorado Rail Bypass to Denver Rail Bypass.

(C) PACOG Orientation (Training)

Ms. Armstrong announced there will be an orientation (training) for PACOG members. The training date, which was previously scheduled for March 16th, did not work. She has since received input from the different City and County offices on dates that would work. The date which works is April 13th. The training session will be from noon to 1:30 p.m. in the Pueblo County Department of Emergency Management 1st floor conference room, which is PACOG's current meeting location. Lunch will be served. She asked for the members to mark this date and time on their calendars.

A RESOLUTION APPROVING INTERGOVERNMENT CONTRACT CMS CONTRACT ROUTING NUMBER 17 FEFA 97519, FOR A RECYCLING RESOURCE ECONOMIC OPPORTUNITIES (RREO) GRANT, BETWEEN THE STATE OF COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT AND THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG), AND AUTHORIZING THE CHAIRPERSON OF PACOG TO EXECUTE SAME

Mr. Dan Kogovsek, PACOG Attorney, reported PACOG previously approved the submission of the grant application to the Recycling Resource Economic Opportunities program, which is administered by the Colorado Department of Public Health and Environment. The grant would be a regional study of the economic impacts of recycling. Staff was notified by the State of the grant's approval and was provided a copy of the grant contract. A resolution was distributed prior to the meeting to the PACOG members. The resolution would approve the contract and authorize the PACOG chair to sign the contract on behalf of PACOG.

It was moved by Terry Hart, seconded by Ed Brown, and passed unanimously to approve "A Resolution Approving Intergovernment Contract CMS Contract Routing Number 17 FEFA 97519, for a Recycling Resource Economic Opportunities (RREO) Grant, Between the State of Colorado Department of Public Health and Environment and the Pueblo Area Council of Governments (PACOG), and Authorizing the Chairperson of PACOG to Execute Same".

PACOG BUDGET COMMITTEE REPORT ON MATRIX CONSULTING GROUP RECOMMENDATIONS

Mr. Hart reported the PACOG budget committee met on February 10, 2017. They talked about putting together recommendations for PACOG. They talked about PACOG being the larger body, and the concept of having two subcommittees that are functioning in their specific arenas: (1) transportation, and (2) water quality. Each of those subcommittees would not have all members of PACOG on it, noting they would have the PACOG members that basically have interest. For example, transportation would have the three primary entities (i.e., City, Pueblo County, and Pueblo West). This subcommittee would do the primary work of the MPO, and then that recommendation would come to PACOG for ratification. It is important that those entities who have the main responsibility aren't diluted in their responsibility. With the water quality issue, there would probably be more members serving on this subcommittee. He stated there needs to be serious discussion on voting rights and responsibilities., not only at PACOG but at the two subcommittees' level. Discussion also needs to occur on dues. The theory would be that everyone has a different level, role, or responsibility, so the dues would be allocated according to that. For example, the City and County are involved in all of the matters on both issues, so if some type of layered due structure was created, then the City and County would be paying for those layers, noting other entities might not. There might be an entity like a school board that is not involved in water quality issues, so they may not have that level of dues associated with the water quality. He stated the budget committee would like feedback from the members.

Ms. Gradisar, PACOG Treasurer, reported one of the things which was decided at this meeting was the transportation subcommittee would be made up of the City, County, and Pueblo West. He stated there is money associated with this. One of the questions was would Pueblo West be willing to come up with its share of those transportation planning dollars if they were a member of this subcommittee and had a vote, noting this is the subcommittee where the transportation issues would be done? When the subcommittee comes back to the whole PACOG with its recommendation, that recommendation would be accepted by PACOG unless some super-majority (60%) of PACOG thought that the recommendation was a bad idea. He stated transportation is a bigger issue for these entities than the other members on PACOG. With respect to water quality, this subcommittee would be larger and made up of everybody except the school boards. This subcommittee would do the hard work and provide PACOG with a recommendation. Again, 60% of PACOG must agree with this recommendation. Pueblo West would need to share in the cost of the transportation planning dollars if it is to become a member of the transportation subcommittee. He stated the budget committee wanted to get further direction from Pueblo West. Mr. Hart stated the budget committee also felt that Pueblo West needs to be on the budget committee and become a part of this conversation. Mr. Atencio added these would be costs associated with transportation only. Mr. Gradisar replied yes, this is in addition to its membership dues.

Mr. Aguilera asked if energy just isn't as important as the other two subcommittees. At the PEDCo meetings, companies have said they do not want to come to Pueblo because of the cost of electricity and gas. He felt energy was going to be a big issue in the next couple of years. He felt it bears a subcommittee of its own simply because of the costs that are involved and the implications it has on people in the community and poverty issues that have resulted. Mr. Gradisar replied the reason the budget committee focused first on transportation and water quality is because PACOG has statutory obligations with those two issues. PACOG has legal responsibilities to make decisions on these issues. With respect to energy, he agreed with Mr. Aguilera that it is an important issue in the community, noting PACOG might weigh in on it, but with transportation and water quality PACOG has legal obligations to make decisions.

Ms. Leonard asked if the cost would be based on the projects. Mr. Gradisar replied it would be based on the transportation planning dollars. Mr. Adams, MPO Program Manager, responded it is based on the local match to the Consolidated Planning Grant (transportation) funds or approximately \$60,000. Mr. Gradisar stated this cost would be split between the City, County, and Pueblo West. Mr. Hart stated the budget committee talked about the most equitable way to divvy up the costs (e.g., population, road miles, etc.). It still needs to be decided what is the fairest and most logical way to equitably distribute the costs. Ms. Leonard stated she just wanted to have a base point so she could present it to the Pueblo West Metropolitan District board.

Mr. Gradisar stated the other cost, which the budget committee talked about with respect to transportation, was whether PACOG should hire a lobbyist. This would allow PACOG to be involved and try to get the most transportation dollars for the region as possible.

Chairman Montoya asked if there was any discussion about the amount charged to each entity with respect to transportation and would it be based upon their areas or a flat one-third of the cost. Mr. Gradisar responded the budget committee did not discuss this. The question, at this point, is whether Pueblo West is interested in being on the transportation subcommittee, especially if there are costs associated with it.

Mr. Latino stated he would continue to throw the pitch for community and school safety because there are a lot of things that are directly affected by it. There are federal grants. He suggested a subcommittee with community and school safety as the category. No matter what else we do, if we don't continue to address this, it is going to have a negative play on the image of Pueblo. Chairman Montoya asked Mr. Latino if he was thinking that this would be another subcommittee. Mr. Latino replied yes.

Mr. Hart stated there are very significant policy issues. The budget committee needs to discuss all the issues, noting everyone is entitled to be a part of the conversation. Mr. Atencio stated the conversations which were held at the budget committee are extensive. He stated it would be difficult to get the issues done in one meeting, and they are getting it done in pieces. At the next budget committee meeting, another subject will be discussed, noting it will take a few meetings to complete the list.

TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

Chairman Montoya read into the record the following comments regarding the State Transportation Commission, which were received from Mr. Bill Thiebaut, State Transportation Commissioner:

At its February meeting, the Transportation Commission:

- Discussed the National Highway Freight Program project funding, selection process, and scenarios. Scenario 1 would fund realignment of Fountain Creek and bank stabilization to protect State Highway 47 from high water events; and Scenarios 2 and 4 would initiate design for I-25 improvements between City Center Drive (Ilex) and 13th Street (NHFP funding could advance this project to the RFP stage for design build so that it could be considered for future rounds of FASTLANE grant funding for the construction phase).
- Briefed that on February 7th, CDOT began widening U.S. 50 westbound from Wills Boulevard to Mile Point 312.5 near the BNSF railroad bridge, from two to three lanes. Work is scheduled to be completed by this summer. Notably, widening of this divided highway westbound and eastbound from two lanes to three lanes between Wills Boulevard and McCulloch Boulevard is his top priority for District 10 funding.
- Met with STAC for an informal discussion.

Mr. Rob Fry, CDOT, reported the National Highway Freight Program (NHFP) came about due to the FAST Act. It is a five-year program. For the State of Colorado, it totals \$85 million. CDOT is looking at allocating the first two years of funding of the program, which is approximately \$35 million. This program is for freight specific projects across the State. All interstate within the State of Colorado is already on the NHFP corridor list. The State also has the opportunity to add 85 miles of urban mileage and 160 miles of rural roads to the list. CDOT worked with the MPO staff. Three corridors were identified in the Pueblo area: (1) U.S. 50 West, (2) U.S. 50 East near the industrial park, and (3) I-25 through Pueblo (Civic Center Drive to 13th Street). CDOT also looked at the 10-year draft development program and came up with a list of projects to submit. The three projects are: (1) I-25 from Civic Center Drive to 13th Street (i.e., design to get it ready for construction) at a cost of \$130 million, noting CDOT needs seed money to get the project ready, (2) U.S. 50 West (Pueblo West bound, Phase 3) for the third lane all the way to McCulloch, noting CDOT is \$12 million short, and (3) U.S. 50 East widening for the Tier 1 EIS, noting the EIS was completed last summer and CDOT is currently working on getting a Record of Decision (ROD) completed. CDOT took these group of projects and figured out which were most ready by September 2017, so the three projects that were advanced from the region were 1st to Civic Center Drive for design, the third lane on U.S. 50 West to McCulloch in both directions, and State Highway 47 being threatened by Fountain Creek (this was added to the list), at a cost of \$2 million, noting \$4 million will be matched from the Fountain Creek Watershed Flood Control and Greenway District. A \$2 million request was submitted by CDOT for design of Civic Center Drive to 13th Street. CDOT submitted a \$12 million request for U.S. 50 West.

Mr. Fry reported there were four scenarios presented at the State Transportation Advisory Committee (STAC) in January. He referred PACOG to a document which is a list of projects that are ready for construction by September 2017. On Page 1, under the first draft scenario for construction, the realignment of Fountain Creek project on State Highway 47 has been identified as receiving funding. On Page 2, which includes projects for design, if funding should become available, the City Center Drive to 13th Street project is listed. On Page 3 is another scenario, which is a Statewide programmatic approach, which looks at freight corridors across the State, noting there are no specific projects in the PACOG area. There is a potential for truck parking, truck ramp restoration, and truck safety projects, which possibly could occur in the Pueblo area. On the last page, there are hybrid projects which encompass both construction,

design, and Statewide approach. He stated CDOT was originally going to go to the State Transportation Commission to get approval on one of these scenarios in March, but they wanted to get a little more feedback from PACOG to see if they were on the right approach, are missing any projects, or comments on other scenarios PACOG may like. He reiterated these are freight specific projects and the more freight specific they are the better. Some of the comments which were received from the Freight Advisory Committee indicate that while some of the projects might benefit freight, they are not specific. For example, I-25 from Civic Center Drive to 13th Street might benefit everyone but it's not specifically freight. Those projects that benefit freight heavily would have a greater potential for future funding. This is the first year, noting there is still three more years of funding of \$15-\$16 million.

Mr. Aguilera asked regarding repair on the "bumpiness" of Highway 50 to Thatcher Avenue on Pueblo Boulevard. He stated every 30' you hit a bump, noting it is irritating. Mr. Dan Dahlke, CDOT, replied they have a project going out the end of March to repair this. The roadway will have to be reconstructed. The asphalt will be ground up and concrete will be placed on top of it. When the road was originally built, full depth asphalt was tried and it didn't work. The heat and contraction have caused huge cracks and there is no base course underneath it. CDOT has saved its money to try and get this done, noting the project should be going out the end of March and should be starting this summer and wrapping it up next spring.

Mr. Styduhar asked if PACOG's action on the freight list affects the 10-year development program. Mr. Fry replied no, they are separate. Mr. Styduhar asked if there is a project on both the freight and the 10-year development program, there is no interplay. Mr. Fry answered they are trying to take those priority projects with the limited funding, and putting them on the 10-year development program, the capital improvement plan, and the freight corridor list. Mr. Styduhar stated putting one project on one list to the exclusion of the other list you are trying to get funding by both. Mr. Fry replied yes.

Mr. Hart stated the work which has already been done on the State Highway 47 (Fountain Creek) project looks nice on how it was shored up. He inquired if what has been done already is the first part of the project (emergency funding), and if there would be long-term funding for realigning so that we don't face that kind of problem again. Mr. Fry replied CDOT's maintenance forces went out in the last couple of weeks and did a temporary fix. This \$2 million, coupled with the other \$4 million, would be a permanent fix. Mr. Hart asked if they are working with the Fountain Creek Watershed Flood Control and Greenway District on the design. Mr. Dahlke answered CDOT met with Larry Small last week and is working on getting into an IGA with the District, who already has a consultant on board who will do all of the design. CDOT will do the review. It is hoped all of this will be done by September, and try to get it done in the spring. He noted it is going to be a little tough because there is an Army Corps of Engineers' permit, which might take six months to get. The project will entail south of the Highway 47 bridge to around the corner where there was flooding issues with the City.

Mr. Dahlke reported the westbound lanes on Highway 50 starting from the railroad bridge going past Pueblo Boulevard, they are trying to get it out by this spring. The maintenance forces have been working 24/7 trying to get the Highway 47 project wrapped up before there is any flooding in the spring.

Mr. Styduhar stated Mr. Fry had mentioned the idea that if there is a project that integrates both freight and natural highway use, that it might not be seen as favorable as strictly a freight project. Mr. Fry replied there were a total of 39 projects submitted Statewide totaling \$275 million. Those projects that have the highest freight benefit are the ones that receive preference for that specific funding source. Mr. Styduhar stated that I-25 has several phases and several projects (i.e., Civic Center Drive to 13th Street, 13th Street to 29th Street). He stated he didn't know how those two projects are prioritized. He asked if the 13th Street to 29th Street project incorporates more of Highway 50 and wondered if it would be looked at favorably for purposes of freight. Mr. Fry responded potentially. He stated the current priority has been identified as Civic Center Drive to 13th Street. This needs to be constructed before doing 13th Street to 29th Street.

Mr. Dahlke reported the State Transportation Commission also approved separately additional design funds for I-25 from City Center Drive north. The Commission also gave CDOT \$25 million for Highway 50. The Commission wants CDOT to get a project on the shelf that would be ready this fall. On I-25, the Commission is giving additional funding to look at more projects along I-25. The prioritization has not been fully set. CDOT wants to concentrate on 13th Street first, but if another project could be designed and fixed first, and it is less expensive, then they may look at that.

Mr. Nawrocki asked what are the parameters of responsibility for keeping the rights-of-way on both sides of I-25 clean. Mr. Dahlke answered CDOT staff and City staff have been working on that division of authority. There has not been an IGA or MOU on who is supposed to maintain what. He stated a mediator was brought in, but that had kind of stalled out. There are certain sections that CDOT maintains and other sections that the City maintains. There is also a lot of gray area where they are not sure who is supposed to maintain it. Mr. Nawrocki commented that he has not seen the freeway looking so bad. Mr. Dahlke stated he would see if he could get a better answer and get back to him.

SENATE BILL 17-153 - ESTABLISHMENT OF THE SOUTHWEST AND FRONT RANGE PASSENGER RAIL COMMISSION TO OVERSEE THE PRESERVATION AND EXPANSION OF AMTRAK SOUTHWEST RAIL SERVICE IN COLORADO AND FACILITATE THE DEVELOPMENT AND OPERATION OF A FRONT RANGE PASSENGER RAIL SYSTEM THAT PROVIDES PASSENGER RAIL SERVICE IN AND ALONG THE INTERSTATE 25 CORRIDOR

Mr. Sal Pace updated PACOG on Senate Bill 17-153, which is the official recommendation from the Southwest Chief Commission. The bill was passed by the Senate this morning, and it is expected to "sail through" the House. The Southwest Chief Commission sunsets this year and has made some good strides towards its statutory mission. There have been TIGER applications which have been successful. Currently, with the passage of 1A, there is money available for the servicing into Pueblo. What the bill does is eliminate the sunset, it changes the name, it changes the composition of the Commission, and all of the existing statutory responsibilities of the Southwest Chief Commission will remain. They include continued upgrades and repairs of the Southwest Chief line and working on bringing a stop into Pueblo. The Southwest Chief Commission just contracted with a rail engineer to assist in negotiations with Amtrak and BNSF on the work going into Pueblo. There will be an added responsibility of pushing towards Front Range Rail from Fort Collins to Pueblo, and to recommend to

the Legislature no later than a December 1st date of this year, a recommended piece of legislation, if applicable, to fund and structure a district or commission into the future. This came about because some members talked about creating a special district and taxing district. They started focusing on Southern Colorado and bringing the stakeholders to the table. There needs to be a buy-in from all the stakeholders. The old Commission had two representatives from Southeastern Colorado, who are advocates for public rail, noting he is one of them and Rick Klein is the other. There is a passenger rail advocate who serves on the Commission as a tourism advocate. CDOT can place a bus advocate on their passenger rail spot to make sure we are not taking any money away from buses. There is also a freight executive on the Commission, and members of CDOT and Amtrak. The new Commission will give one appointment to Southeastern Colorado, specifically with consideration of the Southwest Chief portion. He stated he would encourage it to be Rick Klein so he can continue on the Commission. There are two rail advocates, two Tier 1 freight representatives (Union Pacific and BNSF), and all the MPOs make one appointment starting in Larimer and going down to South Central. PACOG will have an appointment onto this Commission, noting they have until May 15th to make the appointment. The Governor will fill in some slots by June 1st. He stated the bill cleans up some existing language. In the original Southwest Chief bill, they set up some conditions for expending money based on the dollars other states had to put in. It's language that became non-applicable after the Federal TIGER grants were successful. He stated he would try to get back on the Commission as one of the Statewide advocate railroad slots, noting this would leave another slot open for PACOG.

Mr. Pace stated it might be gratuitous if PACOG would want to endorse the bill. He stated it would be nice to say that our local MPO supports the bill.

It was moved by Terry Hart, seconded by Ray Aguilera, and passed unanimously to endorse Senate Bill 17-153.

HOUSE BILL 17-1171 - "FIX COLORADO ROADS ACT" - A BALLOT QUESTION TO THE VOTERS OF THE STATE AT THE NOVEMBER 2017 STATEWIDE ELECTION WHICH, IF APPROVED, WOULD AUTHORIZE THE STATE, WITH NO INCREASE IN ANY TAXES, TO ISSUE ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES FOR THE PURPOSE OF ADDRESSING CRITICAL PRIORITY TRANSPORTATION NEEDS IN THE STATE BY FINANCING TRANSPORTATION PROJECTS AND WOULD EXCLUDE NOTE PROCEEDS AND INVESTMENT EARNINGS ON NOTE PROCEEDS FROM STATE FISCAL YEAR SPENDING LIMITS

Mr. John Adams, MPO Program Manager, reported this is a notice of what is currently going on in the Legislature. There was a House Bill proposed on February 6th to issue notes last year. This bill, as written, will not go forward and there will be another bill. There are impacts going on, specifically in the Denver metropolitan area, to do another TRANS bill. The next item on the agenda is a result of this bill.

Mr. Pace stated there is a lot of talk about the Speaker of the House and Senate President working on a piece of legislation. The Denver Post covered a joint address presented at the Colorado Business Roundtable. Colorado lawmakers are looking to find \$250-\$300 million a year to support a \$3.5 billion bond package for road construction. If the lawmakers reach a compromise, the measure is expected to appear on the November 7, 2017 ballot. Governor Hickenlooper has asked the Colorado lawmakers to make a deal by the end of March, which is the deadline for outside organizations. He stated he will be meeting with the Governor next week and talking

about what is being done with the transportation proposal, noting part of his agenda is pushing the rail piece. He stated he wanted to make sure Pueblo gets higher up on the list. He stated he would be happy to discuss Pueblo's priorities.

Mr. Hart asked if the bill was pulled because of arguments over the priority of projects. Mr. Pace felt the bill was pulled because Republicans in the Legislature are proposing re-upping the big bond measure and the administrative is vehemently opposed to that. CDOT has said it does not want to incur all this debt and responsibility without bringing in new revenues. He stated he didn't know where they got their priority list, but it certainly didn't include enough for Pueblo.

Mr. Nawrocki asked where the Highway Commissioners stand on the bill that was pulled. Mr. Pace answered he didn't feel they were in support of it. In the past, PACOG has received letters from Mr. Thiebaut stating the Commission was opposed to re-upping those big bonds. Mr. Nawrocki asked Mr. Pace if his discussion with the Governor would be done in conjunction with Mr. Thiebaut. Mr. Pace stated he would check with Mr. Thiebaut.

A RESOLUTION REAFFIRMING TIER PROJECTS DEVELOPED IN THE DRAFT COLORADO DEPARTMENT OF TRANSPORTATION 10-YEAR DEVELOPMENT PROGRAM, AND PRIORITIZATION OF THOSE PROJECTS AND DIRECTING AND AUTHORIZING THE CITY OF PUEBLO URBAN TRANSPORTATION DIVISION TO DELIVER SAID RESOLUTION TO THE COLORADO DEPARTMENT OF TRANSPORTATION ON BEHALF OF THE PUEBLO AREA COUNCIL OF GOVERNMENTS ACTING AS THE DESIGNATED METROPOLITAN PLANNING ORGANIZATION AND TRANSPORTATION PLANNING REGION FOR THE PUEBLO REGION

Mr. John Adams, MPO Program Manager, reported in July 2016, PACOG passed a resolution approving the 10-year development plan. This resolution would prioritize the list of projects for Pueblo as follows: I-25 from City Center Drive to 13th Street-1st Priority, U.S. 50 widening west of Pueblo-2nd Priority, and U.S. 50B widening east of Pueblo-3rd Priority. This would formalize what the local MPO wants.

Mr. Hart felt this is consistent with what PACOG has been saying, and this would formalize those priorities. Mr. Adams agreed, noting PACOG had never formalized its priorities and this resolution would provide prioritization of projects in the Pueblo region.

It was moved by Terry Hart, seconded by Sal Pace, and passed unanimously to approve "A Resolution Reaffirming Tier Projects Developed in the Draft Colorado Department of Transportation 10-Year Development Program, and Prioritization of Those Projects and Directing and Authorizing the City of Pueblo Urban Transportation Division to Deliver Said Resolution to the Colorado Department of Transportation on Behalf of the Pueblo Area Council of Governments Acting as the Designated Metropolitan Planning Organization and Transportation Planning Region for the Pueblo Region".

MPO STAFF REPORT

(A) TIP/STIP Administrative Modifications

Mr. John Adams, MPO Program Manager, reported there are four TIP/STIP administrative amendments. The first three projects are Roll Forward Projects. The first project is the Transit Bus Replacement and Related Equipment, which is a Federal Transit Administration grant, for \$325,000. The second project is the Paratransit Vehicle Purchase for \$120,000, and the third project is the Pueblo Way Finding Signage for \$51,000, which is Phase II of the project which directs travelers to finding tourist locations in Pueblo. The fourth project is a request by Pueblo West for its Spaulding to West McCulloch Trail, noting this is an overmatch in local funds. The cost of the project is \$504,070.25.

Mr. Aguilera asked if the \$260,000 in Federal FTA Section 5309 funds could even buy one bus. Mr. Adams replied it does not buy one large bus, but possibly a 30-foot bus for possible \$260,000. This is possibly why the funding was dormant, because the transit folks and CDOT were looking for more funds to add to the program. He stated we do not want to lose those funds and not be able to add to it. Mr. Aguilera asked what is the cost of a bus. Mr. Adams responded buses cost approximately \$330,000. The higher efficiency, diesel-burning engines cost more.

This being an informational only, no formal action was required.

(B) Change to FY 2017 UPWP to Include Passenger Rail Planning to the PACOG UPWP in the MPO/TPR Area (1642 - Transit and Passenger Rail Planning and Coordination)

Mr. Adams reported at last month's meeting Mr. Pace asked staff to identify in the UPWP passenger rail planning in the MPO/TPR area. This change to the UPWP will allow staff to do passenger rail planning.

It was moved by Sal Pace, seconded by Terry Hart, and passed unanimously to change the FY 2017 UPWP to include passenger rail planning to the PACOG UPWP in the MPO/TPR area.

(C) Public Participation Plan – 45-Day Public Comment Period

Mr. Adams reported the Public Participation Plan (Plan) is a requirement that comes out of the Fixing America's Surface Transportation (FAST) Act, which is a federal transportation bill that the MPO does business under. He stated the Plan has been taken to the Technical Advisory Committee twice and it has been handed out for public comment once. He stated staff was going to ask PACOG to allow for a 45-day public comment period, after which time, staff would bring the comments back to PACOG and make a final motion to accept the Plan.

Mr. Michael Snow, CDOT MPO and Regional Planning Liaison, distributed a document regarding the MPO Public Participation Plan. He stated CDOT, by way of Federal Highways, is directly responsible for the stewardship of transportation planning and the existence of MPOs and their role in transportation planning, which is outlined in the federal regulations. CDOT is commissioned to be the steward of that program, which includes the oversight of the funding the MPOs receive to carry out planning activities.

CDOT, as a liaison, provides support to MPOs and rural organizations and their transportation planning activities. He stated the document provides what is required in public participation planning from the federal regulations. It is required that the MPOs develop a Public Participation Plan. The Plan would identify what are the strategies and the things that will be done in the activities in order to ensure a public, open, cooperative, and comprehensive planning process that all interested parties can take part in. One thing of importance in developing the Plan is that the document is not just drafted and approved, but that it be developed in consultation with the interested parties. The interested parties include: citizens, affected public agencies, representatives of public transportation employees, freight shippers and providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. These parties should have participation in the Plan, noting the purpose of this is to make sure that staff and PACOG are doing this in a way that maximizes their input and involvement into all of its processes. The Plan must be explicit in the procedures, strategies, and the desired outcomes for the following: public notice of public participation activities, providing timely notice and reasonable access to information, employing visualization techniques, holding any public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, seeking out and considering the needs of those traditionally underserved, coordinating with the Statewide transportation planning process, and periodically reviewing the effectiveness of the procedures and strategies in the Plan. He stated it is important to seek out input. It is no service to anybody to call a meeting and nobody comes, but you say you have done your due diligence. It is explicit that the planning activities must involve some seeking out, especially in populations and representatives of those who may not typically get to the table (e.g., low income, seniors). You need to show that you plan to and are taking some actions to try to reach out to those individuals. The current Plan, which was done in 2014, identifies some ways PACOG will measure and assess its Plan and whether or not it is working. The implementation of the Plan is far more important than just having the document itself. It is important that what is said in the Plan is what you are doing, and measures need to be taken to make sure it is working and it is adjusted as necessary. The Plan requires a 45-day public comment period so people have an opportunity to see what is changing and have some additional input.

Mr. Snow stated it is CDOT's and FHWA's recommendation that PACOG facilitate or make it possible to facilitate a thorough overview of its Plan and the planning activities to test its effectiveness. Questions should be asked such as: Is it working? Where is it not working? Where does it need to be adjusted? You must seek out interested parties to receive their input. If there are populations you are not seeking, then you need to ask why and find out how they might be included. He stated the PACOG Planning Review conducted and issued by CDOT and FHWA in 2015 identified several public participation issues and challenges in the region. A review and update of PACOG's current Plan should address these, include: elements of the current Plan that are not fully implemented; availability to the public or difficulty in obtaining information on public participation documents and activities, including notice and information of PACOG meetings, TAC meetings, public comment opportunities, etc.; the level of participation and clarification of the purpose of PACOG's advisory committees (TTC, CAC, etc.); public attendance and participation in PACOG meetings; effectiveness and outreach efforts to parties interested and affected by the transportation system, including populations that do not normally engage in planning activities; and means for ensuring

accountability to its Plan and to continually evaluate its effectiveness. He stated the Plan is somewhat of an agreement with the community on what will be conducted and how it will make it possible for them to participate. He stated some of these things have not been carried out and felt it was an opportune time to carry out and reassess. PACOG should either re-implement them or figure out why they are not done. Mr. Gradisar asked for an example of it not being fully implemented. Mr. Snow replied one example would be reaching out to populations that do not normally engage in planning activities, noting the planning review talks about a few others.

Mr. Aguilera stated there should be sound barriers placed between Mesa Avenue and Northern Avenue. There are residences in the area. On the entrance to Abriendo Avenue, a sound barrier should be erected. He felt the dirtiest part of I-25 is from the Abriendo Avenue to Northern Avenue exits. Mr. Gradisar stated then we should figure out a way to get those people involved in this planning.

Mr. Snow stated PACOG should be talking about the Plan more regularly than every four years. It should get regular feedback on activities and how they are working and making adjustments as necessary. Mr. Hart stated PACOG has a draft Plan before them. He asked Mr. Snow if what he is recommending is that PACOG not act on it yet, but work with Mr. Snow and PACOG staff to go through the issues and see if we can get those issues addressed before PACOG adopts it. Mr. Snow replied yes. Mr. Hart stated what PACOG was being asked to do is to put the Plan out for the 45-day comment period, but what Mr. Snow is requesting is PACOG address the issues before approving the Plan. Mr. Snow replied that is correct. The current draft Plan is exceptionally well written and the Pueblo MPO staff should be commended for their research and quality of the document, but the quality of the document is not what it is about but the process of getting there. He felt the transportation subcommittee would be an excellent topic for them to take up. Mr. Hart stated the transportation subcommittee has not been formed yet. He asked if there was a timing issue and if we need to get the updated Plan out sometime in the course of this year. Mr. Adams stated, during the review, one of the things was that similar documents needed to be updated. The Plan is a process for agencies below 200,000 in population; it's not necessary to have a document. When it came out, SAFETEA-LU said that if you are a smaller MO you have the responsibility and you have the right to dictate what you want in your planning process. The "planning process" not the Plan itself. This coincides with the Long Range Transportation Plan, which was approved in 2016, and it is updated every five years. By 2019, the Public Participation Plan needs to be updated, so timing is not an issue at the present time. Mr. Hart stated if something needs to be done now, there is authority under the current PACOG bylaws for the creation of a committee to deal with this issue. He suggested possibly forming a special committee which is designed to review the Plan and work with staff and CDOT to go over the issues, and then come back to PACOG. He suggested the special committee would be comprised of PACOG members (i.e., City, County, and Pueblo West), staff, and CDOT. He suggested creating the subcommittee now. Chairman Montoya felt this needs to be in the form of a motion. He felt a meeting would need to be held with Mr. Snow. Mr. Brown stated PACOG already has an ADA committee, which meets monthly, and wondered if this committee would be able to do this. Mr. Snow replied the ADA committee is a significant "slide" of the intricate parties that are outlined in the summary. Mr. Adams stated that MPO staff is active in the ADA committee. Mr. Hart stated what he is recommending is something a little higher level and felt it should be a working subcommittee of PACOG.

It was moved by Terry Hart, seconded by Nick Gradisar, and passed unanimously to create a working transportation subcommittee and that each of the entities (i.e., City, County, and Pueblo West) appoint someone to the subcommittee to sit down with Mr. Snow and staff to see what needs to be done and that any other member of PACOG who would like to participate in that process notify the PACOG chair.

(D) Fiscal Year 2018-2021 CDOT Transportation Improvement Program Projects for FY 2021

Mr. Adams reported CDOT is proposing an amendment for inclusion of projects in the PACOG 2018-2021 TIP. A draft of the TIP will be presented to PACOG at its next meeting.

(E) Transit Functionality Study Update

Mr. Adams reported there will be a work session with City Council on Monday, February 27th at 5:30 p.m., in the City Council Chambers at City Hall, regarding the consultant's recommendation of changing the fixed bus routes for Pueblo Transit. The other part staff did was expand the study to include Park Avenue West and possibly a Park-N-Ride with Bustang's service to Colorado Springs.

Ms. Winner stated that earlier Mr. Aguilera mentioned the area of Abriendo and I-25. She stated there is illegal camping being done in the area. She has spoken with Code Enforcement, CDOT, and Representative Leroy Garcia regarding whose jurisdiction it is and no one seems to know. She stated it is growing and is like a shanty-apartment complex. She stated this is the reason for all the trash off the side of the hill onto I-25. She stated the property needs to be reassessed and the taxes increased. Mr. Hart stated they could ask the Assessor's office who owns the property. Mr. Snow replied that policing is absolutely a local jurisdiction. If there is some element of highway right-of-way maintenance, CDOT might be able to assist. He stated without being intimately sure of the spot, he couldn't say for certain. The local police should be notified with respect to enforcement.

PLAN OF ACTION FOR SCHOOL AND COMMUNITY SAFETY

Mr. Frank Latino announced that the first annual Pillars of Unity Community and School Safety Summit in Pueblo will be held on Saturday, June 10th, at Central High School. Mr. Frank DeAngelis, who was the principal of Columbine High School when the tragedy occurred in 1999, will be the keynote speaker. There will also be a speaker from the Colorado Chapter of Moms Demand Action group making a presentation regarding gun safety legislation. Breakout sessions will be held on the mental health component. He asked if there are any ideas or suggestions to please let him know.

Mr. Aguilera asked regarding the use of seatbelts in school buses and should they be provided. Mr. Latino replied he didn't think they were required at this time, but it is something which should be. He stated they could look into this. He stated as far as the summit, the community needs to be involved. He stated he would keep PACOG abreast as to what is going on with the summit.

Mr. Frank Arteaga reported Chicago had twice the number of homicides of Los Angeles and New York, or over 700 murders last year. They came down on the leadership and the original gangsters. When they did this, they created this vacuum. The young kids

were trying to get a reputation and there was inter-gang struggles and rivalries. He showed PACOG a document, "Prevention Objectives", that says high-risk settings can be cities, towns, or neighborhoods where multiple interconnected risk factors exist. These include a high rate of residential mobility, extreme social and economic deprivation, high crime rate, low commitment to education and poor academic achievement, alcohol and drug abuse as a community's norm, lack of opportunity, and lack of family and cultural attachments. He felt this describes Pueblo. The second thing is about a program that existed in Los Angeles where ex-gang members helped patrol schools. We, in the community, felt we have not been given the support, whether it is economic or physical resources, and this is why this problem keeps coming back. We get together and complain, etc., and then we sit back and wait to see what happens next. He felt we can't afford to do this anymore. He stated Ms. Pepper Whittlef, the City's traffic engineer, has agreed to train school crossing guards. He stated City Council paid for school crossing guards at one time, and then they eliminated that. He stated the bottom line is we need jobs for our children. There were several companies nationwide who pulled together to hire 100,000 children. He felt Pueblo is missing it. He stated "kids are our future". He felt this is why we are seeing the suicide rates of children increasing. When the family structure breaks down, the kids break down. He stated he has children in the program that their parents are strung out on drugs or mostly heroin. He stated another "Summer of Success" employment workshop will be done. Children will be able to fill out applications, complete resumes, and a self-analysis. The outcome wasn't too good last year, but he hopes it will be this year.

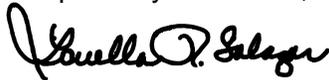
FUTURE AGENDA ITEMS

There were no future agenda items provided.

ADJOURNMENT

There being no further regular business before PACOG, the meeting was adjourned at 1:51 p.m. The next meeting is scheduled to be held on Thursday, April 27, 2017, at 12:15 p.m., at the Pueblo County Department of Emergency Management, 101 West 10th Street, 1st Floor Conference Room.

Respectfully submitted,



Louella R. Salazar
PACOG Recording Secretary

LRS