

MINUTES

PUEBLO AREA COUNCIL OF GOVERNMENTS

MARCH 26, 2015

A meeting of the Pueblo Area Council of Governments was held on Thursday, March 26, 2015, at the Pueblo County Department of Emergency Management, 101 West 10th Street, 1st Floor Conference Room. The meeting was called to order by Mr. Terry Hart, Chairman, at 12:15 p.m.

ROLL CALL

Those members present were:

Ed Brown
Michael Colucci
John Cordova
Nick Gradisar
Terry Hart
Ted Lopez
Roger Lowe

Buffie McFadyen
Tony Montoya
Steve Nawrocki
Sal Pace
Lewis Quigley
Bob Schilling

Those members absent were:

Dennis Flores
Eva Montoya

Chris Nicoll

Also present were:

Joan Armstrong
Sam Azad
Scott Hobson

Dan Kogovsek
Louella Salazar
Greg Styduhar

CONSENT ITEMS:

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

Chairman Hart 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 or discussed that are on the Consent agenda.

It was moved by Buffie McFadyen, seconded by Tony Montoya, and passed unanimously to approve the seven Consent Items listed below:

- Minutes of February 26, 2015 Meeting;
- A Resolution Approving an Exemption from Audit for Fiscal Year 2014 for the Pueblo Area Council of Governments, State of Colorado;

- A Resolution Approving the FY 2015 Pueblo Area Council of Governments' Delegation Agreement for Regional Land Use Planning and Administration, and Authorizing the Chairperson of PACOG to Execute Same;
- A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) to Allocate Funding for the Pueblo Senior Resource Development Agency (SRDA) – Administration and Operations Costs in the Amount of \$121,700 from the FY 2015 – Federal Transit Administration (FTA) 5311 Program, SRDA Rural Operating Costs in the Amount of \$158,000 from the FY 2015 – FTA 5310 Program, and SRDA Vehicle Replacement Funds in the Amount of \$65,125 from FY 2014 – FTA 5310 Program, 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) Allocating Funding for the State Highway 231 Bridge Repair (K-19-A) Deck Replacement Project in the Amount of \$2,400,000 from FY 2017 Bridge Assessment Management Funds, and Allocating Funding for the US-50 Bridge Maintenance (K-18-FF) Bridge Joint Repairs Project in the Amount of \$263,000 from FY 2018 Bridge Assessment Management Funds, 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) Allocating Funding for the Interstate 25 Bridge Maintenance (K-18-U) - at Milepost 111.9 - Girder Repair Project in the Amount of \$50,000 from FY 2018 Bridge Assessment Management Funds, and Allocating Funding for the Interstate 25 Bridge Maintenance (K-18-FB) at Eagleridge Bridge Deck Repairs Project in the Amount of \$160,000 from the FY 2017 Bridge Assessment Management Funds, and Directing the Urban Transportation Planning Division to Execute Said Amendment; and
- A Resolution Amending the 2014-2015 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.

REGULAR ITEMS:

CHAIRPERSON'S REPORT

(A) Appointment of PACOG Budget Committee

Chairman Hart stated the PACOG Budget Committee appointments were continued from the February 26, 2015 meeting. He stated the bylaws state the committee shall consist of one representative designated by and from the City Council, one representative designated by and from the County Commissioners, and the Treasurer. He asked if the City has designated anyone for the budget committee. Mr. Azad stated at the last meeting John Cordova said he would be the City's representative. Chairman Hart stated he has been functioning as the County's representative on the budget committee, to which Commissioners McFadyen and Pace endorsed his reappointment. He noted Nick Gradisar will be the third member in his capacity as the 2015 Treasurer.

Chairman Hart stated the budget committee has had discussions regarding finance and structure. He asked if there is anyone else who would like to attend can do so. Mr. Lowe stated he would like to be notified when the meeting will be held so he could attend. Mr. Montoya stated he would like some discussion to occur on amending the

PACOG bylaws with respect to increasing the membership on the budget committee. Chairman Hart stated that this could be an item on the next budget committee meeting and a recommendation could be made to PACOG and possibly be included on PACOG's next meeting agenda. Mr. Azad stated he would also like to attend the next budget committee meeting, noting there will be discussion regarding the structure of the MPO. He stated he would work with the budget committee members to get a time, date, and location scheduled, noting a notice will be sent to the committee members and interested parties.

(B) Lunch Appreciation

Chairman Hart thanked the Pueblo West Metropolitan District for providing lunch at today's meeting.

MANAGER'S REPORT

There was no Manager's Report.

PRESENTATION ON TOTAL MAXIMUM DAILY LOAD (TMDL) REGARDING POLLUTANTS/WATER QUALITY

Mr. Matt Alms, Colorado Department of Public Health and Environment (CDPHE), introduced his colleagues, Mmes. Tammy Allen, Holly Brown, and Joni Nuttle. He presented a PowerPoint presentation. He stated they are all in the Water Quality Control Division, Restoration and Protection unit, which has the TMDL program housed within it. He stated their Standards unit collects data and proposals from various entities and presents them to the Water Quality Control Commission (WQCC). Once a water quality standard is adopted, the Environmental Data unit collects data from the streams to determine any impairment. If a stream is found to be impaired, it is added to the State's 303(d) list. The Restoration and Protection unit takes the water bodies from the list and develops the TMDLs. Implementation of a TMDL is either through permits or voluntary efforts. The Clean Water Act requires them to list the water bodies that are not meeting the current standards. A segment can be removed from the list through several mechanisms, of which one is a completed TMDL for all listed constituents attaining the standards. TMDLs shown are the allowable of a pollutant that can be in a water stream that still attains the standards. The TMDL equation is waste load allocation plus load allocation plus the margin of safety.

Mr. Alms stated the waste load allocation is associated with point source discharges and the load allocation is associated with non-point source discharges. The point source discharges are discrete conveyances such as pipes or man-made ditches and are subject to discharge permitting regulations. Once a TMDL is complete for an impaired water body, if there are permitted dischargers on that segment, the permit must include the TMDL waste load allocation. He described the load allocations. While there are various non-point sources such as natural background such as geology or sources which include excess fertilizer from residential areas or agricultural lands, bacteria and nutrients from livestock or pet waste, sometimes there are abandoned mine drainages, and atmospheric deposition. The margin of safety accounts for uncertainty. It is specifically an explicit margin of safety calculation.

Mr. Alms stated there is a public and stakeholder role. They rely on the public to provide data and information. They also rely on the public to review and comment on the impaired waters list, as well as the TMDLs. They require voluntary efforts from the public to develop implementation plans. He stated once the TMDL has been completed, it is not self-implementing as it requires implementation through permits or implementation plans.

Mr. Alms showed a map of the Pueblo area, which included Boggs Creek, Wildhorse Creek, Fountain Creek and its tributaries, Lower Arkansas Segment 1a, St. Charles River, and Six Mile Creek. The TMDLs which are under development at the current time include: (1) the Arkansas Segment 1a, which he is working on, along with the St. Charles and Six Mile Creek which are tributaries to it, (2) Wildhorse Creek, which Joni Nuttle is working on, and (3) Holly Brown is working on Boggs Creek. He stated the TMDL for the Arkansas River Segment 1a is listed for selenium and sulfate. This particular segment is complex because the standards for Fountain Creek which feed into it and the standards for the upper segment of the Arkansas which feed into it are higher than that segment itself. Even if they meet standards, that automatically makes the next segment impaired. Ms. McFadyen asked for clarification that even if the Arkansas meets standards because the feeder streams are higher standards than those quantities, once they hit the other body, then it becomes impaired. Mr. Alms replied if the chemistry of the water is at the standard for each of those, then that would exceed the standard for the next one down. Mr. Kogovsek asked if he meant the next segment. Mr. Alms replied yes. Mr. Styduhar asked why that is. Mr. Alms responded there is size that comes behind it with a standard group, noting they collect data and collect proposals from different people on why they should change a certain standard to a different level. What happens is they will look at that particular segment and the WQCC can approve it and there isn't any consideration for the whole network around it. It is important to note that some of the chemistry is so much lower than the standard for that segment that it is still meeting the standard for the next segment, but not in all the months. Ms. McFadyen stated the margin of safety accounts for variability in load reduction calculations and it allows for seasonal variation. Mr. Alms stated when a TMDL is developed it doesn't necessarily mean that it is going to be impaired throughout the year because the flows change. He stated the St. Charles River is a tributary to this particular segment of the Arkansas River, and it is listed currently for selenium (i.e., 2012 list). He stated there was a recent standards change so he is still analyzing whether this will be an impairment or not. Regardless of whether that tributary is impaired, it is a source to the Arkansas and Fountain. Six Mile Creek is listed for selenium and iron; however, there is no permitted discharger located on the segment so everything is basically a non-point source (i.e., agricultural or natural geology). Wildhorse Creek is listed for E-coli and selenium. The TMDL development currently is for E-coli. Boggs Creek is listed for selenium, zinc, and uranium. Again, there are no point sources on the stream so it is all related to non-point sources.

Mr. Alms stated when a TMDL is completed it gets put on notice for 30 days where the public has a chance to respond. For the upcoming TMDLs which he mentioned, their goal is to finalize those soon, but each one will be finished at a different time because they are all working at different paces and different complexities. They also have a TMDL prioritization strategy that is an EPA new vision, which gives them a new way to look at how they are going to prioritize the impaired streams. Along with that is a new tracking measure from EPA.

Ms. McFadyen stated that uranium is a substantially occurring point source on Boggs Creek. Mr. Alms replied it is a naturally occurring source, but not a point source. Ms. McFadyen stated her concern has been the runoff that drains from the different ditches in Lincoln Park in Fremont County, which drain into the Arkansas, contain uranium. She wondered if the WQCC is still measuring uranium as a point source from the ponds at Cotter Corporation. She stated the pond is leaking. Mr. Alms replied this would be a point source. He asked if this is near the Boggs Creek watershed. Ms. McFadyen replied no. Mr. Alms stated their Environmental Data unit is the team that goes out and collects data from all the water bodies of the State. If it is on their list of to dos then they collect it, noting it goes on a cycle. Ms. McFadyen stated just because there are two different counties involved, we still share the same body of water. She stated Cotter, from their perspective, will tell you they are not leaking. She stated those ditch companies' ditches drain into the Arkansas.

Chairman Hart stated PACOG has a role when it comes to determinations of water quality issues not only on the Arkansas but various tributaries. He asked if this is the reason the presentation is being presented to PACOG. Mr. Alms responded the CDPHE is outreaching because they are developing these now. He stated he is going to carry on the Lower Arkansas downstream to the Kansas border. CDPHE would like feedback and information, such as the ponds which contain uranium. Chairman Hart stated we have not had a TMDL determination for the Arkansas yet so we are going through the process of doing this. Mr. Alms replied yes. He stated there will be public notice done. Chairman Hart asked if this is based on a lot of criteria which includes what is in the river currently, what the levels are, etc., which will go into that determination. Mr. Alms replied yes. Chairman Hart stated there are three sources of water quality challenges: (1) the natural existing conditions, (2) point sources, and (3) non-point sources. He stated when the CDPHE comes to the draft stage of the TMDL determination if there will be an allocation for the point source. Mr. Alms replied this is the waste load allocation. They have a handful of point source dischargers on that segment so he has looked at their discharge reports and the chemistry they have submitted and there are a lot of calculations involved on who is submitting how much. Waste load allocations are for the point sources, and load allocations are for the non-point sources that are more diffuse. Chairman Hart stated then what they are trying to say is this is the maximum and here is how we are going to divide it. Mr. Alms replied that is correct. Chairman Hart asked if there is an allocation for non-point sources. Mr. Alms responded yes. Chairman Hart stated according to the PowerPoint slide the way to control the non-point is more voluntary. Mr. Alms answered they have implementation efforts they are promoting. There are Best Management Practices (BMPs) and they get involved with contracts to help people. It is all voluntary, but since there isn't a point source or no permittee, there is no one to go after. Chairman Hart stated the Board of County Commissioners got into a discussion with Colorado Springs over Fountain Creek and they pointed out they have their point source, but they believe there are significant contributors of non-point sources into it. Mr. Alms replied that is entirely possible. Chairman Hart stated then once CDPHE determines this and we all weigh in and the TMDL is set, then there is a duty and responsibility to, based on what he has identified as a pollutant challenge on the waterway, try to within reason and economic ability to control that. Mr. Alms replied yes, it will be improve the quality of the water so it meets the water quality standards.

Mr. Colucci asked how they deal with the fact that the upstream numbers are higher in developing the plan. Mr. Alms answered he is the middle of analyzing that at the current time. It could be that it might get wrapped up in the background part of the segment

because those have separate water quality standards and there is nothing he can do about that. If the sources are coming from the upstream areas, then that it is background to that particular segment, noting it is not from that segment and it is factored in.

Mr. Quigley asked if this is based on the standards set arbitrarily. Mr. Alms replied the standards are not set arbitrarily. The Standards unit collects data and they analyze it scientifically. They take input from the public as far as the data and proposals because there are some groups that can make a proposal to the WQCC that would say this source is this much and the standard should be set to this much. Mr. Quigley asked if the number is based on some criteria. Mr. Alms replied yes. Mr. Quigley stated then this drives whatever happens below that in order to meet the standard, noting it would be a trickle down to meet that level to meet the standard. He stated that people swimming in the river, etc. impacts the standard. Mr. Alms replied that is correct, and it is all considered.

Chairman Hart asked if the CDPHE will be conducting any hearings in our community. Mr. Alms answered they don't conduct hearings as far as the TMDLs rather they have a public notice period. The hearings are usually related to setting the standards and the data involved with that. Chairman Hart asked if those are the hearings in front of the WQCC, to which Mr. Alms replied that is correct. Chairman Hart thanked him for providing the different CDPHE's staff contact information. He asked if any of the information as it is being developed would be posted some place so that we can have access to it. Mr. Alms responded when they publish the public notice for the TMDL they will have summary tables of the data, but the actual spreadsheets will not be posted. Chairman Hart asked if there is a way to get this information. Mr. Alms replied you can make a request.

STATUS OF THE IMPLEMENTATION OF THE TIGER GRANT FOR THE SOUTHWEST CHIEF

Mr. Sal Pace, Pueblo County Commissioner, reported Colorado, Kansas, and New Mexico were told a few years ago that the Burlington, Northern, and Santa Fe (BNSF) railroad would not be providing passenger level maintenance and repairs for the Southwest Chief Route, which runs between Chicago and Los Angeles and goes through Colorado, Kansas, and New Mexico, noting the contract ends in 2015 and a deal needs to be done with the repairs. The reason for this was because there wasn't enough freight traffic on those lines to make it economically feasible for BNSF to replace those lines. A proposal was put on the table about two years ago to split the cost five ways for replacing the rail and taking care of maintenance. The overall price tag was \$200 million. About \$100 million was for replacement of old rails, which are stamped with CF&I, noting the new ones would be stamped with Evraz, and the other \$100 million would be for annual maintenance over 10 years. The split would be between Kansas, New Mexico, Colorado, BNSF, and Amtrak, for roughly a \$40 million expense. In the meantime, legislation was ran last year, sponsored by Senators Leroy Garcia and Larry Crowder, to create a Southwest Chief Commission with the task of going after and securing money and also negotiating with the other partners to get costs down and looking at rerouting and adding stops in Pueblo and Walsenburg. At the same time, Kansas was going after a TIGER grant from the U.S. Department of Transportation (USDOT) to replace lines in Kansas, noting this was done even before the Commission was formed. He stated he has headed up local (i.e., Southeastern Colorado) efforts to

join Kansas in the TIGER grant. In order to participate, we needed local matching dollars. At that time, we couldn't get any support from the State, noting CDOT has a philosophical objection involving itself with Amtrak rail. Over a three-day period, they had to raise the money. There were 12 Southeastern Colorado communities, including Pueblo County, who joined in the TIGER grant. The other towns included Walsenburg, Trinidad, La Junta, Lamar, Bent and Prowers counties, etc., who through in money for the TIGER grant. He stated they were successful in obtaining the TIGER grant. Between Kansas, Amtrak, BNSF, and the local Southeastern communities, there was \$9.3 million in local match. Today, the matching dollars are being paid to the USDOT. He stated \$12 million was received from the federal government for the existing route. Railroad lines east of Las Animas are being replaced and should be done by this spring. As part of the TIGER grant, BNSF agreed to take over the annual maintenance expense, noting this means we won't have to split the maintenance expense as well as the repair expense. One area where they will not take over maintenance is over Raton Pass because the only trains that travel there are Amtrak, noting there is no freight over it. There is a bill at the State Capitol being sponsored by Senators Crowder and Garcia, which was passed out of the Transportation Committee that would appropriate the remaining expense for Colorado which was \$40 million and is now \$8.91 million, which is splitting the remaining repairs in Colorado three ways between Colorado, BNSF, and Amtrak. The maintenance expenses were taken out including the \$8.91 million which is study money to partner with Amtrak on the feasibility and economic impacts of adding the stops in Pueblo and Walsenburg.

Mr. Pace reported on the bill, which is sitting in Appropriations, noting the Joint Budget Committee (JBC) didn't appropriate anything explicitly for the Southwest Chief and the long bill is going to the legislature now. The JBC only left \$5 million for the Senate to fund all of the Senate bills, which is hardly enough to split the pie between everything that is needed. He stated there has been a grassroots campaign stressing to the Governor and JBC that this is something that we think is important for Pueblo and Southeastern Colorado. He stated he has an email list of self-identified Southwest Chief supporters of 4,000 people.

Mr. Pace stated he would like a motion today from PACOG supporting the State investment to the Southwest Chief. He stated they still have a chance of getting the funding in the State budget through the long bill. After it goes to the House and Senate, there will be a conference committee meeting to rectify the differences between the two versions. He stated he is hopeful to get Senator Grantham's vote, noting he is a native of Otero County and a representative of Fremont County.

Mr. Pace stated they are looking at going for another TIGER grant. This grant would be a three-state TIGER grant between Kansas, New Mexico, and Colorado. He stated Kansas put out \$3 million last year towards the TIGER grant. It would be nice if the State of Colorado put up real money. He stated the State of New Mexico will not put up real money, but the local communities there are ready to participate. He felt they have a better than average shot.

Mr. Schilling asked if all works out when the train would be going through Pueblo. Mr. Pace replied hopefully within the next 10 years.

It was moved by Sal Pace, seconded by Roger Lowe, and passed unanimously that PACOG supports the position that the State invest money to fund the Southwest Chief

and authorizes the PACOG chair to send a letter to the Governor with respect to its support.

TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

Chairman Hart read into the record Mr. Bill Thiebaut, the Region 2 Transportation Commissioner's comments:

At its Transportation Commission meeting in March, the Transportation Commission:

- Adopted CDOT's FY 2016 budget of \$1.4 billion; approved the 2040 Statewide Transportation Plan; and approved the draft FY 2016-2019 STIP; and
- As part of the 9th Supplemental to the FY 2015 budget, authorized increased funding for the following operational intersection improvement projects: U.S. 50/32nd Lane, U.S. 50/Cottonwood Avenue, and U.S. 50/34th Lane.

This increase plus additional HIS Funding brings the total cost of these projects to \$5.8 billion.

MPO STAFF REPORT:

(A) Administrative Amendment

Mr. Scott Hobson, MPO Administrator, reported there is one Administrative Amendment to the PACOG Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP), which is the U.S. 50B/32nd Lane and 36th Lane intersection improvements. This would include an administrative amendment to the TIP that allocates an additional \$1.8 million into the project.

This being an administrative notification, no formal PACOG action was required.

(B) Review of Pueblo Area Council of Governments FY2016-FY2019 Transportation Improvement Plan (Draft)

Mr. Hobson reported in their packet there was a listing of the projects that are being recommended to be included in the new Transportation Improvement Program (TIP). He stated he will be doing a PowerPoint presentation today to make PACOG aware of the projects. At the April PACOG meeting, they will be conducting a public hearing and adopt the FY 2016-2019 TIP which will be forwarded to CDOT. The MPOs follow a different schedule than the rest of the Transportation Planning Regions (TPRs) around the State. The MPOs are required to have their councils of governments adopt the TIP and then those plans are approved by the Governor. He pointed out to the members that he had distributed a copy of the document entitled, "2016-2019 Transportation Improvement Program (TIP)", which will be placed on the PACOG website for the public's view. It lists all the projects, a narrative, and the process which they go through in adopting and developing the TIP for PACOG.

Mr. Hobson reported the TIP will include \$103,359,203 in funds that will be programmed over the four-year time period. He stated there are various funding sources including FASTER Safety Funds, which is the funding generated by the State for vehicle registrations, which are the largest contributing revenue source for the program. This

funding is followed by CDOT's surface treatment portion of its Asset Management Program, which is \$24,136,000. Other significant funding sources are the Federal Transit Funds and Regional Priorities Program money which is federal and State pass-through money for discretionary transportation improvements within the region. The \$8,953,000 in RAMP funds was so the I-25/Ilex project could be awarded. Other sources include improvement intersection projects, a bridge on-system funding that is part of the Asset Management Program, Bridge Off-System funding, and surface treatment funding. In the TIP, there are 22 transportation projects and four transit pool programs identified. He stated each project is assigned a number and each of the projects is identified on a map that will be included in the TIP and the Long Range Transportation Plan. There are projects in the City, County, and Pueblo West. Most of the FASTER Safety funds and the Surface Treatment funds are identified on a "need basis". The roadways are evaluated and they have to qualify and be at a certain condition of disrepair in order for those projects to qualify for funding, noting the criteria is set by CDOT. The major projects in the Plan include: (1) I-25 Reconstruction between City Center (1st) to Ilex, (2) U.S. Highway 50 between Pueblo and Pueblo West, and U.S. Highway 50C (Blende) Drainage Improvements, and (4) safety improvements on East and West 4th Street. The east side segment will be completed within the next four years, and most of the west side segment will be completed. Other projects include: (1) urban, rural, regional, and intercity transit service, which includes SRDA's operations and Pueblo Transit City-Lift; (2) surface treatment projects (U.S. 50C, S.H. 47, Pueblo Boulevard), which includes repaving projects; (3) pedestrian/bike trails in Pueblo West; (4) Pueblo Boulevard intersection improvements at Hollywood and at Lehigh Avenue, which includes safety crosswalks, curb and gutter, and ADA access ramps; and (5) highway and bridge repairs at I-25, 8th Street bridge repair, and Boone Road (County Road 611) bridge improvements.

Mr. Hobson stated the list of projects which are funded for 2016 include: I-25 through Pueblo/Ilex (RAMP), eastbound third lane on U.S. 50A, start of westbound lane on U.S. 50A, and S.H. 96 at Abriendo Avenue intersection improvements. Transit will include about a 1½% increase for their administration and operation on an annual basis and 3% increase in funding for capital expenditures. Most of the transit funds you have to apply for competitively, but historically these are numbers the Pueblo Region has received. In 2017, there is more funding for I-25 through Pueblo, ITS traffic cameras on I-25 at the edges of the City, U.S. 50A west of Wills to McCulloch, and S.H. 45 at Hollywood Drive and Lehigh Avenue. Mr. Gradisar asked if Pueblo Boulevard was being overlaid this year. Mr. Hobson replied these are FASTER Safety funds and it is a matter of when the availability of those funds is being allocated. He stated if a project is ready to go especially within the first three years of the TIP, the project can be advanced to where it could be brought on sooner. Mr. Gradisar stated the State is buying easements now, noting it didn't make sense to do these improvements if CDOT plans to overlay it. Mr. Hobson responded he would have CDOT staff answer this question. He continued that the resurfacing on S.H. 45 (City Park north to East Spaulding) is also a 2017 project. In 2018, the projects include: U.S. 50A Wills-McCulloch (westbound lane), resurfacing of U.S. 50C (4th Street to Baxter Road), and Colorado Canal Bridge (County Road 611/Boone Road). In 2019, there would be more funding for U.S. 50A Wills/McCulloch (westbound lane) and the transit funds. Typically on the FASTER Safety funds, they only go out three years to determine warrants for funding, so that is why on the fourth year (2019) has fewer projects. It doesn't mean it will stay that way, but a process of evaluation will have to be done on roadway conditions, safety hazards, and safety problems. These projects will be evaluated to other projects within our region.

Mr. Hobson stated from a corridor standpoint the funding was divided up into each of the corridors. I-25 over the four-year period would receive \$32.35 million, U.S. 50 \$37.847 million, State Highway 96 \$2.050 million, State Highway 45 \$8.71 million, State Highway 47 \$7.74 million, State Highway 78 nothing, and State Highway 231 \$2.4 million. The off corridor areas would be the transit funds, the transportation alternative funds, and the other projects which are directly tied to a specific State highway corridor.

Mr. Hobson stated they have gone through a process of 20 meetings involving the staff of CDOT, City, County, and Pueblo West Metropolitan District. With respect to the transportation alternative projects, both the transit operators and the trail/bike/pedestrian groups met. The meetings started in 2014 and carried on until most recently. He stated the resolution to approve the Plan should be done at the next meeting.

Mr. Schilling asked why is it more expensive to complete U.S. 50A from Wills-McCulloch on one side than the other. Mr. Hobson replied because on U.S. 50 westbound there is a bridge which crosses Wildhorse Creek that will need to be replaced. Additionally, the highway is being realigned so it is parallel and in the distant future could have an overpass.

Mr. Pace asked how he could get funding added for the Southwest Chief and rail service. Mr. Hobson responded this is the four-year Transportation Improvement Program within the Long Range Transportation Plan. There will also be a section of the Plan that will have other transportation areas that we will want to focus on into the future and a financial segment that would cover the 25 years of the Plan. This is where we would want to incorporate Southwest Chief as part of the Plan. Mr. Pace asked when he would have to get that information. Mr. Hobson answered as soon as you can, noting they are working on the Plan. They have hired HGR Engineering to assist them with the development of the Plan. They are looking at a June or July adoption date for the Plan. Mr. Pace stated even if they got the study dollars and the study is done by then if there is any way to add money. Mr. Hobson replied we could include that in as a potential future project in the rail and transit segment of the Plan.

Mr. Gradisar asked if the overlay is done this year if there will be \$900,000 remaining to put somewhere else. Mr. Hobson replied the \$900,000 was to improve those specific intersections on Hollywood and Lehigh. He stated he did not believe this was included in the funding that was allocated for the overlay. He stated the overlay of South Pueblo Boulevard is in the current 2012-2017 TIP and the funds have already been approved by PACOG. Mr. Gradisar asked if the improvements of those intersections are included. Mr. Hobson replied not the Lehigh and Hollywood intersections. Mr. Matt Jagow from CDOT replied that the money is for upgrading signals and doing curb and ramp improvements. He stated he did not feel it would affect doing the overlay work. Mr. Gradisar stated there is no point in overlaying the area and then in two years going back and tearing it up. Mr. Jagow replied this is a signal improvement project and would not get into the pavement. Mr. Gradisar asked if they would get into the curb and gutter. Mr. Jagow replied generally not. It is a signal capitalization project for both intersections. He stated CDOT has been trying to identify locations where they are doing traffic improvement projects with overlay projects so that they are done at the same time. He stated he did not know why it wasn't done on this project, except for the possibility of the funding availability.

Chairman Hart asked if safe routes should be included in this Plan. Mr. Hobson replied the Long Range Transportation Plan should include future safe routes to school projects. The TIP only has identified projects that have been approved for funding to date. As projects are applied for grant funding, if those projects are funded then they will be added to the TIP. Chairman Hart stated School District 70 and the County staffs are working together to identify all the potential areas. He stated one of the hot spots identified was Gale Road between 28th and 30th Lanes. Mr. Hobson stated they are working with County staff to bring them in so that their staff time on this project is paid for by the MPO.

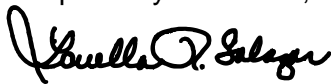
FUTURE AGENDA ITEMS

Mr. Pace asked that he would like discussion to occur on other potential, future members to PACOG. Chairman Hart stated that the PACOG Budget Committee would be discussing this at their meeting.

ADJOURNMENT

There being no further regular business before PACOG, Sal Pace moved, seconded by Nick Gradisar, and passed unanimously to adjourn the meeting at 1:30 p.m. The next meeting is scheduled to be held on Thursday, April 23, 2015, 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