

MINUTES

PUEBLO AREA COUNCIL OF GOVERNMENTS

MAY 24, 2018

A meeting of the Pueblo Area Council of Governments was held on Thursday, May 24, 2018, at the Pueblo County Department of Emergency Management, 101 West 10th Street, 1st Floor Conference Room. The meeting was called to order by Ms. Judy Leonard, Chairwoman, at 12:15 p.m.

ROLL CALL

Those members present were:

Ray Aguilera
Dennis Flores
Nick Gradisar
Terry Hart
Terry Kraus

Frank Latino
Judy Leonard
Sal Pace
Dennis Prater

Those members absent were:

Mark Aliff
Larry Atencio
Ed Brown
Ted Lopez

Chris Nicoll
Ted Ortiviz
Garrison Ortiz
Bob Schilling

Also present were:

John Adams
Sam Azad
Dan Kogovsek

Cynthia Mitchell
Louella Salazar
Kallene West

CONSENT ITEMS:

Ms. Louella Salazar, PACOG Recording Secretary, reported there were two items listed on the agenda under the Consent Items. She summarized the Consent Items for PACOG.

Chairwoman Leonard asked if there were any other 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 other additions or amendments.

It was moved by Dennis Flores, seconded by Frank Latino, and passed unanimously to approve the Consent Items listed below:

- Minutes of April 26, 2018 Meeting; and
- Treasurer's Report (Receive and file March 2018 Financial Report).

REGULAR ITEMS:

CHAIRPERSON'S REPORT:

(A) Lunch Appreciation

Chairwoman Leonard thanked Pueblo West Metropolitan District for providing lunch for today's meeting.

(B) Introduction of Dennis Prater

Chairwoman Leonard introduced Mr. Dennis Prater, the new Mayor for the Town of Boone and who serves as a member of PACOG.

MANAGER'S REPORT:

(A) ADA Advisory Committee Minutes

Ms. Louella Salazar, PACOG Recording Secretary, reported the PACOG members received in their packets the minutes of the April 5, 2018 ADA Advisory Committee meeting. This being an information item only, no formal action was taken.

A RESOLUTION AMENDING THE RURAL AND URBAN TRANSPORTATION PLANNING DIVISION'S BUDGET FOR THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) FOR CALENDAR YEAR 2018; AUTHORIZING THE CHAIR OF PACOG TO EXECUTE GRANT AMENDMENT #1 OF CONTRACT WITH THE COLORADO DEPARTMENT OF TRANSPORTATION FOR SUPPLEMENTAL CARRYOVER FEDERAL AND STATE TRANSPORTATION PLANNING FUNDS FOR THE FY 2018-19 UNIFIED PLANNING WORK PROGRAM (UPWP); AND AUTHORIZING AND DIRECTING THE URBAN TRANSPORTATION PLANNING DIVISION TO ADMINISTER AND IMPLEMENT THE CONTRACT IN COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS

Mr. John Adams, MPO Manager, reported this deals with the 2016-2017 carryover for transportation planning dollars. When the 2018 budget was done in December 2017, those carryover dollars were estimated. When the controller for CDOT closed out 2016-2017, staff was given an actual figure on the carryover funds. This resolution adjusts the 2018 PACOG budget to reflect the actual carryover and it directs the Urban Transportation Planning Division to administer and implement the contract with CDOT for the carryover funds, as well as the other local transportation funds.

It was moved by Terry Hart, seconded by Nick Gradisar, and passed unanimously to approve "A Resolution Amending the Rural and Urban Transportation Planning Division's Budget for the Pueblo Area Council of Governments (PACOG) for Calendar Year 2018; Authorizing the Chair of PACOG to Execute Grant Amendment #1 of Contract with the Colorado Department of Transportation for Supplemental Carryover Federal and State Transportation Planning Funds for the FY 2018-19 Unified Planning Work Program (UPWP); and Authorizing and Directing the Urban Transportation Planning Division to

Administer and Implement the Contract in Compliance with All Applicable Federal, State and Local Laws and Regulations”.

TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

Chairwoman Leonard reported there were no comments received this month from Mr. Bill Thiebaut, the State Transportation Commissioner for the Pueblo region.

Ms. Ajin Hu, CDOT Region 2, reported on the Ilex project the lanes were switched a couple of weeks ago and it went smoothly. CDOT is still on schedule.

Ms. Hu reported CDOT is doing re-striping on 4th Street. The contractor is fixing some problems.

Ms. Hu reported the bridge work at the I-25 Belmont Interchange should be done by the end of May. CDOT is going to add some barriers in the median of the ramp because there were two head-to-head accidents this year nearby this interchange. This should help to prevent any more accidents in the area.

Ms. Hu reported on Highway 50 project is still going on and is on schedule. It should be finished by October, except for the railroad bridge which will probably go on until December 2018.

STATE TRANSPORTATION ADVISORY COMMITTEE (STAC) UPDATE

Mr. Terry Hart, PACOG's STAC representative, reported the main attention of the STAC meeting was the highway funding question. The basic conversation was talking about the fact that Senate Bill 1 did pass and it does provide highway funding now for various projects we are working on. It links into the ballot question, which is proposed for November 2018, which provides a .62% increase in sales tax, noting this is about how much the sales tax was rolled back a few years ago. This funding, along with the funding from Senate Bill 1, would be the funding we are now using for all of our State and regional projects. The regional projects would include continue going north on I-25 (from Ilex to I-25 north), continue the Highway 50 West project, and continue with the work being queued up for Highway 50 East and it becoming four lanes.

Mr. Hart stated at the next STAC meeting in June they will be meeting at the new CDOT headquarters in Denver.

Mr. Gradisar asked if the sales tax increase is a referred measure by the Legislature or is it initiated. Mr. Adams replied this is citizen driven. They are going to go forward with getting the signatures required to place it on the ballot. Mr. Pace stated this ballot question is being done by the Denver Metropolitan Chamber of Commerce. Mr. Adams added it is the Chamber plus various other organizations.

Mr. Flores asked how much money would the .62% generate a year. Mr. Adams stated he wasn't sure of the amount, but noted that when discussion initially occurred on .5% it was estimated the money generated would be \$3.2 billion over 20 years. Mr. Hart stated they would try to pin down that number because it is going to be critical. He stated what has been assessed as the need is \$9 billion, and between Senate Bill 1 and even with this

initiated ballot question, we are probably only getting half of what is anticipated as the need. This is still less than what the State needs to maintain its transportation system. Mr. Flores stated he heard that the cost from City Center Drive to 13th Street is \$225 million. Mr. Hart stated there are no small amounts when it comes to transportation. He stated he is glad that these dollar amounts for the Pueblo region are large because in the Denver metropolitan area these types of dollar amounts are tossed around on a regular basis. The work being done on I-70 north of Denver is over \$1 billion. Pueblo and Southern Colorado need to start talking about having these dollars going into their projects.

MPO STAFF REPORT

(A) U.S. 50 East Environmental Assessment and Future Activities

Mr. Rob Frei, Planning and Environmental Manager, CDOT Region 2, reported they recently wrapped up the Highway 50 East corridor Tier 1 Environmental Impact Statement (EIS). The purpose was to look at local, regional, and national transportation needs along U.S. Highway 50 between the Kansas state line and Pueblo. This portion of U.S. Highway 50 is a major transportation corridor and an alternative route to I-70 and it connects I-25 to U.S. 287, which is a Ports-to-Plains corridor. U.S. Highway 50 also serves as a main street through nine local communities east of Pueblo. There are a bunch of transportation mobility needs that conflicts with people that live in towns that are using U.S. Highway 50 as a main street and that conflicts with regional travelers that are trying to get from Point A to Point B as quickly as possible. In 2000, a Corridor Selection Study was started. It was suggested that CDOT go for a Tier 1 EIS. A Tier 1 document was chosen because the corridor is large (150 miles long). It is known that one project at a time cannot be built because it is over \$1 billion, noting this figure was from 10 years ago. The EIS was initiated in 2006 and the draft EIS was completed in June 2016. Four public meetings were held, noting one was in Pueblo. Public comments were addressed for the next year and a half. CDOT got a final EIS and a Record of Decision (ROD). The ROD allows them to go onto the next phase or into construction of these projects. This is the first project in Colorado to do a combined EIS and ROD, noting this was a result of MAPS-21. The public review period ended in March 2018. CDOT is now able to look ahead and start constructing projects (Tier 2). The purpose and need for the U.S. Highway 50 corridor was to improve safety and mobility. It is not a congestion project, but there are conflicts with farm equipment. He stated the highway goes from a four-lane to two-lane facility from one town to the other. There are inadequate shoulders. There are a lot of field and residence accesses along the roadway. There are drainage ditches. There is curb and gutter which is not safe. The study area was 1-4 miles wide. The 4 miles was done in order to look at around-town routes through each of the communities to address mobility along the corridor. The EIS identified the selected alternative as a four-lane express lane either on or near the existing U.S. Highway 50 alignment. It also looked at around-town routes for each of the nine communities east of Pueblo. Either a northern or southern route were selected around each of those communities. Fowler and Swink will be evaluated during the Tier 2 level. This is going to increase passing opportunities, will provide shoulders, and there will be fewer speed restrictions (you can go 65 mph from Kansas to Pueblo once it is fully built out). Since the highway is a main street for many of these communities, moving trucks and people in a hurry and getting them to go around town provides safety for the pedestrians. The typical cross-section would be two travel lanes in each direction that would be 12 feet wide and have a four-foot wide inside

shoulder and 10-foot wide outside shoulder and 12-foot clear zone outside of that. There would be a median whenever possible between the eastbound and westbound lanes ranging anywhere from 26 to 100 feet.

Mr. Frei stated with the 2018 ballot initiative previously discussed, the State Transportation Commission approved seed money to start looking at areas along the corridor that would be the best first project to move forward with and start looking at some level of design. With the 2018 sales tax ballot initiative, there is \$50 million set aside for this corridor. Two different locations are being looked at: east of Pueblo from State Highway 96 to Fowler and the other is from Mile Posts 283 to 395 which are east of La Junta. They are looking at environmental concerns, wetlands, and other things which may influence the cost. Once the location is identified CDOT will initiate preliminary design.

Mr. Frei reported on future projects along U.S. Highway 50 which aren't necessarily a part of the EIS. CDOT is looking at doing an overlay on U.S. Highway 50 between Fowler and Manzanola with passing lanes between Mile Posts 352 to 359. They are looking for construction in 2020. CDOT is also looking at doing an overlay near Highway 96, noting they will overlay the ramps to the Pueblo Chemical Depot and overlay State Highway 96 to Boone. Construction should be in summer 2019. CDOT is looking at passing lanes between La Junta and Las Animas with FASTER Safety funds.

Mr. Hart asked about the overlay on the ramps to the Pueblo Chemical Depot. Mr. Frei replied it is not a part of the EIS, but it is part of CDOT's construction program for 2019. Mr. Hart stated the Depot has been asking when this is going to be done.

Mr. Flores stated that Mr. Frei mentioned that U.S. Highway 50 is not a congestion problem. He felt the congestion on Interstate 70 could be utilized as a reason to move some of the traffic to U.S. Highway 50, noting there are a lot of trucking companies that do not use U.S. Highway 50 because of all the problems which were outlined in Mr. Frei's presentation. He stated many trucking companies won't allow their truckers to go through there even though it is faster than Interstate 70. He emphasized, in his mind, that it might not be a direct congestion problem, but it is a congestion problem in that it would help alleviate the traffic on Interstate 70, which can't be contained anymore. Mr. Frei agreed it would alleviate some of the congestion on Interstate 70.

Mr. Aguilera asked if the highway would be overlaid or are they going to be four lanes. Mr. Frei responded they will be overlaid. The ultimate four-lane facility will entail reconstruction on those areas of the corridor which would be most appropriate.

(B) Amtrak Southwest Chief Update

Mr. John Adams, MPO Manager, reported there is a scope of work with the consultants and they are working on getting the contracts signed to start it. One of the elements is a site assessment within the City of Pueblo, which is being looked at to be funded by the Urban Transportation Division's planning dollars in 2019.

Mr. Sal Pace reported Ballot 1A from 2016 contemplated money for an Amtrak car coming off the Southwest Chief into Pueblo. At that time, we were contemplating an expense of approximately \$7 million. Since then, there has been a change in federal law on positive train control. The previous waivers that had been given to the Class 1 railroads all across

the country have seemed to have worn out its welcome in Congress due to a couple of wrecks in the past year. This has changed the entire dynamics of everything, including a push by the new Amtrak CEO to cut back on long distance Amtrak traffic. The work defined a "stationary act" isn't just relevant for Southwest Chief and Amtrak. It is becoming more realistic with Front Range rail and he didn't believe it was a gratuitous effort to continue this. At the same time, we are seeing a rollback of support for passenger rail federally, the Legislature with split control has put more effort into passenger rail and more into pushing the Front Range effort. He stated PACOG supported a letter to the Legislature, and the Legislature heeded PACOG's request that funded the efforts to try to bring forth a Passenger Rail Authority that would operate similar to an RTD governance. He stated over the next year and a half we will be seeing public outreach opportunities for public input on alignments. He thinks the plan is to go back to the Legislature and ask for a referred measure for 2020 on this.

(C) Infrastructure Week

Mr. Adams reported Infrastructure Week was held last Friday, May 18, 2018, at 2:00 p.m., at the new CDOT Region 2 headquarters. The CDOT Regional Transportation Director, Region 2 Transportation Commissioner, Colorado Chief Engineer, and a County Commissioner made presentations on funding. One of the primary messages was Senate Bill 18-01 and Senate 267 passed, but there is still a greater need in Colorado on its transportation system.

(D) Other Transportation Matters

There were no other transportation matters.

PLAN OF ACTION FOR SCHOOL AND COMMUNITY SAFETY

Mr. Frank Latino reported since the last PACOG meeting, there was another shooting that occurred at Santa Fe High School in Texas. He stated these shootings keep occurring and we need to remain proactive. He stated he has heard from students, noting there was a walk-out on March 14th nationwide regarding school shootings, that they do not feel safe. He stated the school district is doing everything humanly possible to keep our schools safe. He stated no one knows what the unexpected holds. We need to address these and keep it in the forefront of our minds.

Mr. Latino stated the Colorado School Finance Commission recently released a report. Since 2010, 178 school districts in the State of Colorado have been cut a total of \$7.2 billion because of the negative factor and other constraints. What this equates to School District No. 60 is \$159 million on an annual basis. He stated when decisions are made, they are made with a fiscal outlook of a school district versus sustainability and declining school enrollment. He stated as a former educator it was difficult for him to vote against the fact finders report. He walked in those shoes for 13 years as a teacher and 23 years as an administrator. He stated it is difficult to be told you have to cut teachers because of the budget.

Mr. Joe Latino reported that the Pillars of Unity was formed about three years ago. During this time, they have tried to address school and community safety. On Saturday, June 16th, the 2nd Annual Pillars of Unity Community/School Safety Pueblo Image Summit will

be held at Pueblo County High School. The first year it was held at Pueblo Central High School and the entities involved included Pueblo School District No. 60, Pueblo School District No. 70, Pueblo Community College, Colorado State University-Pueblo, Sheriff's Department, Pueblo Police Department, and other entities. The June 16th summit will start at 10:00 a.m. and will conclude at 2:00 p.m. There will be a 1:00 p.m. presentation given by Mr. Frank DeAngelis, the featured speaker, who was the principal at Columbine High School when the horrific event occurred in 1999. Mr. DeAngelis has been all over the country making presentations, noting he has a strong and profound message. Mr. Latino stated there will be breakout sessions on bullying, school safety, etc. There will be a play presented by County High School students entitled "The Scream". The forum has been condensed to four hours. He requested that the City and County officials be a part of this event.

Mr. Steve Pineda reported the play, "The Scream", was written and is acted out by the Pueblo County High School students. He stated we are learning firsthand what is on their minds. The Pillars of Unity have decided to include a Pillars of Unity Junior Group and select students from each school throughout the City and County of Pueblo to come to their meetings and tell us what they need. Meetings will be arranged and the students will help set the format. He stated Pueblo is no different from any other city in the United States. We need to act for the future now, and the students need to be a part of it. He stated the school districts are willing to give credit to the teachers and administrative personnel who attend the summit. He invited everyone to attend.

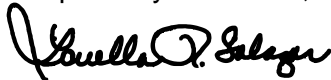
FUTURE AGENDA ITEMS

There were no future agenda items.

ADJOURNMENT

There being no further regular business before PACOG, the meeting was adjourned at 12:58 p.m. The next meeting is scheduled to be held on Thursday, June 28, 2018, at 12:15 p.m., at the Pueblo County Emergency Operations Center, 101 West 10th Street, 1st Floor Conference Room.

Respectfully submitted,



Louella R. Salazar
PACOG Recording Secretary

LRS

JOINT CITY COUNCIL AND BOARD OF COUNTY COMMISSIONERS' MEETING

Following the regular PACOG meeting, there was a joint meeting held between the City Council and Board of County Commissioners to make appointments to the Pueblo Regional Building Boards of Appeals. The following persons were selected for appointments:

MINUTES--PACOG Meeting

May 24, 2018

Page 8

- Building Board of Appeals: Rodney Scott (General Contractor); Matthew Dick (Experienced Person)
- Mechanical Board of Appeals: Louis Fesmire III (Journeyman)
- Electrical Board of Appeals: Charles Montera (Contractor); Daniel Henderson (Engineer)
- Plumbing Board of Appeals: Dennis Gardner (Journeyman).

These appointments will need to be ratified by the City Council and Board of County Commissioners at their respective meetings.