

MINUTES

PUEBLO AREA COUNCIL OF GOVERNMENTS

JULY 24, 2014

A meeting of the Pueblo Area Council of Governments was held on Thursday, July 24, 2014, at the Pueblo County Department of Emergency Management, 101 West 10th Street, 1st Floor Conference Room. The meeting was called to order by Mr. Chris Kaufman, Chairman, at 12:16 p.m.

ROLL CALL

Those members present were:

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

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

Those members absent were:

Eva Montoya
Ami Nawrocki

Chris Nicoll

Also present were:

Joan Armstrong
Sam Azad
Michael Cuppy
Scott Hobson

Louella Salazar
Greg Severance
Greg Styduhar

CONSENT ITEMS:

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

Chairman Kaufman 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 Roger Lowe, and passed unanimously to approve the two Consent Items listed below:

- Minutes of May 22, 2014 meeting; and
- Treasurer's Report (Receive and file May and June Financial Reports).

REGULAR ITEMS:

CHAIRPERSON'S REPORT

(A) Lunch Appreciation

Chairman Kaufman thanked Pueblo West Metropolitan District for providing lunch for today's meeting.

(B) Future Agenda Items

Chairman Kaufman asked if any members had any items they would like to add to future agendas. No items were provided by any of the members.

(C) City Town Hall Meeting

Chairman Kaufman reported the City is having a town hall meeting on Saturday, July 26th, at 10:00 a.m., at Neighbor Works, pertaining to Black Hills Energy's Power Plant Nos. 5 and 6 and their potential reuse.

MANAGER'S REPORT

(A) EPAC Minutes/Statement/Report

Ms. Joan Armstrong, PACOG Manager, stated the draft minutes of the Environmental Policy Advisory Committee's June 5, 2014 meeting were included in the PACOG packets. Information discussed at the meeting included: (1) a report from Susan Finzel-Aldred on waste and recycling events held in April and May throughout the community with the statistics on what was collected and how much was collected, and (2) a presentation/discussion from Gene Michael, from the Water Quality Subcommittee, who provided information on the criteria for selenium, an EPA article on human health ambient water quality criteria, and an article on the "Water Quality 501 An Overview of Clean Water Act Flaws" and the Clean Water Act.

Ms. Daff stated the number of people participating being down might be a good thing. She stated when the neighborhood cleanups started there was a lot of trash and now it is more manageable. She felt the cleanups are serving their purpose and the numbers going down shouldn't be viewed negatively.

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

(B) PACOG Exemption from 2013 Audit

Ms. Joan Armstrong, PACOG Manager, referred the members to a letter in their packets from Ms. Crystal Dorsey from the Office of the State Auditor approving PACOG's December 31, 2013 Application for Exemption from Audit.

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

PACOG DUES STRUCTURE AND BYLAW REVISIONS

Mr. Nick Gradisar, PACOG Budget Committee Chair and PACOG Treasurer, reported the Committee, consisting of Terry Hart, Roger Lowe, Eva Montoya, Lewis Quigley, and him, has been meeting awhile to discuss how PACOG started, its dues structure, and the purpose of PACOG. The idea was to possibly reorganize and make PACOG more relevant. One of the suggestions was to get other governmental entities to become members of PACOG and participate, and have discussions on relevant issues. The Budget Committee felt PACOG should possibly expand. In the past, other entities have been approached and decided not to become members. The Budget Committee felt, as an incentive, the new members' dues could be kept low, and possibly have one year of free membership. The dues for the new organizations would be \$300/year. As the Budget Committee got into this and looked at the current dues structure, it was found there was no reason or rationale for how the dues were established. The Budget Committee asked staff to contact other council of governments (COGs) around the State for the purpose of determining how they structure their dues and how they receive their money. He noted Pueblo is unique because it does not have a staff. Other COGs have significant dues structures, noting some of them do mill levies, some do per capita tax in addition to the mill levy for the constituents they represent, and some raise money to hire their own staff. He stated this is not done here and the Budget Committee felt it isn't necessary to have a staff at this time based on the workload. The dues are important to show a commitment to PACOG, but they are not necessary to operate in terms of paying staff. The Budget Committee concluded that PACOG should try to expand its membership and revise its dues structure. He stated a memorandum was sent to the PACOG members on July 9th requesting everyone to review the information and get their comments back to him by July 15th, so that the Budget Committee when it met on July 16th could make a recommendation to PACOG at this meeting. He stated only one comment was received, so they assumed everything was fine as proposed in terms of the structure, dues, and voting.

Mr. Gradisar discussed the rationale of the City having seven votes and the County having three votes. Most of the COGs looked at each entity has one vote. The Denver Regional Council of Governments (DRCOG) is different in that they can call for a weighed vote, and in this situation you pay for the number of votes. He stated PACOG's primary functions include serving as Pueblo's Metropolitan Planning Organization for transportation in the region, and is the designated Areawide 208 Water Quality Planning Agency for the Pueblo region. The Budget Committee felt that all the entities that want to participate could participate and each entity would get one vote. He stated in the proposed dues structure that the dues have been reduced for the City and County, and Pueblo West Metropolitan District's dues were increased significantly. The Budget Committee felt that with the number of people they represent that it was not equitable anymore to pay the same amount of money as Salt Creek Sanitation District or Colorado City Metropolitan District.

Mr. Gradisar stated the Budget Committee requests PACOG adopt the new dues structure for 2015, reach out to the other entities, and amend the bylaws so that each entity would get one vote. He stated the comment he received was how are the City and County going to decide their votes. The Budget Committee felt that decision is between the City and County. Discussion occurred on what kind of entity/organization PACOG should be. Should it be a place where the community is informed and let all of the

governmental entities sit around a table and talk about issues? The idea is when things are moving forward in the community that there would be a better result if it is embedded in front of more people rather than less, and that is why expanding the membership would be beneficial.

Mr. Hart stated the Budget Committee found out that lots of COGs do other things, and they are typically structured as standalone governments created by intergovernmental agreements and they have their own staff. Instead of them contracting out to do things, they have their own staff to do them. The staff is paid through grant contracts and by the dues revenue. He stated that the services provided by these COGs to their communities are no different from what is provided already in our community. PACOG does its transportation services through the City of Pueblo via a delegation agreement. In the past, the senior services (Pueblo Area Agency on Aging) were contracted through PACOG and the County provided the services via a delegation agreement. He stated Mr. Lowe wanted to use PACOG as a conversation place, and this is one of the driving reasons for getting some other entities involved. He stated a few years ago PACOG asked for other entities to join, and that is when the Pueblo West Metropolitan District and Colorado City Metropolitan District joined. He stated the Budget Committee talked about putting out an invitation for other governmental entities to join. PACOG could be used to bring other issues (e.g., marijuana) and be able to discuss and get another perspective.

Mr. Gradisar added that PACOG seems to be unique in terms of it is all one county. Some of the other COGs have multiple counties.

Mr. Lowe felt PACOG should be a sounding board for all the communities. He stated discussion occurred on giving new members one year of free dues. He felt six months would be better, noting after six months if they don't know if they want to join, then it doesn't make sense to go any further than that.

Ms. Daff asked if we are putting the cart before the horse. Do we want to reach out to communities with interest and then take a look into dues structure? She felt it was a little backwards. Mr. Gradisar felt it makes sense for them to come in knowing that each entity is going to have one vote. He felt it is easier to sell the membership to them if each entity has one vote on issues which come before PACOG. He stated no one is trying to take away the City's or the County's legal authority to do what they have to do in their communities. The Budget Committee felt it is easier to sell if each entity has one vote. Ms. Daff asked if the budget would be amended if other entities are brought onboard, and the dues structure would be changed again. Mr. Gradisar replied yes, noting the anticipation would be that we have this structure in place and the budget would be amended when they pay the dues.

Mr. Montoya asked how the Budget Committee figured out the equity between the organizations. He stated he understood the City and County are larger entities and that is why they are paying more, but how are the others figured out. He stated the dues between the two school districts is \$500, and wondered if the Budget Committee would be looking at how many people they represent, etc. Mr. Gradisar responded the Budget Committee did not do any of those mathematical calculations, but only came up with what they felt was fair. He stated District 60 has been paying around \$4,000 per year

and that was cut in half, and District 70's dues were reduced a small amount. Mr. Hart noted the Pueblo West Metropolitan District's dues were increased significantly.

Ms. McFadyen stated she concurred with Mr. Lowe's suggestion regarding six months. She asked if there is a reason why we limited membership to the specific entities listed in the draft resolution. She stated there are several special districts in Pueblo County, noting there are more than are listed in the draft resolution. She asked why we are being so prescriptive. Mr. Gradisar replied the staff provided a list of potential entities. Mr. Hart stated the Budget Committee looked at a number of entities which could potentially become members, and the thought was why not start with a group of entities that might be representative of a group of folks which aren't represented today. The thought was to expand it more in the future. Ms. McFadyen stated she didn't have anyone in particular in mind. Mr. Gradisar read the list of those entities which were provided by staff. The entities included the different water and sanitation districts, the Towns of Boone and Rye, the fire districts, etc. Ms. McFadyen felt it wouldn't be a bad idea to have the fire districts involved. She stated part of her reasoning was the fire dangers in this County and having communication with PACOG might be helpful. She stated it would be nice to have the Pueblo Rural Fire District, as well as the City of Pueblo's Fire District onboard. She stated the Pueblo West Fire District functions under the auspices of the Pueblo West Metropolitan District and might not need to be a member. The Pueblo Rural Fire District functions as a separate entity. She wondered any entity that is an actual governmental entity and gets taxes would be precluded from being a member. Mr. Gradisar stated part of this was logistics. The Budget Committee questioned how they were going to reach out to them personally (one-on-one), and how much do we want to take on. If people want to ask if someone wants to join that is a decision that PACOG would have to make whether this is an appropriate organization to be a part or not. The entities listed on the draft resolution were those entities the Budget Committee felt we could reach out to and try to encourage them to join the table. Ms. McFadyen stated she didn't necessarily disagree, but felt it was too prescriptive to place it in the resolution.

Mr. Nawrocki asked theoretically how many people PACOG could have sitting around the table. He stated he didn't think anyone would refuse if they felt they could be on PACOG. Mr. Gradisar replied they have refused in the past. The Budget Committee wants them to be active if they are going to participate. Mr. Nawrocki stated the Budget Committee is saying everyone is going to have one vote, so a fire district could have the same vote as the County of Pueblo. Mr. Gradisar replied yes. Mr. Nawrocki stated this could have a lot of difference of an entity wanting to participate. He stated then there could be 35-40 people sitting in a room. He noted there are other functions which PACOG does other than transportation and water quality. PACOG used to be the Pueblo Area Agency on Aging, but now it is contracted out to the County. He questioned having a small district having the same vote as the City of Pueblo with 107,000 people. He stated, then again, maybe his constituents wouldn't be concerned about the City Council having one vote versus a district from one of the outlying areas. He noted we are talking about water issues, which could impact the City, which is a larger population than a small district. He stated he had some concerns about the voting representation.

Mr. Colucci stated we need to bear in mind that we need to have a quorum and these other entities would need to make sure they are active participants; otherwise, we wouldn't be having meetings because of a lack of quorum.

Mr. Lopez asked if PACOG was going to contact some of these other governments. Chairman Kaufman replied that is where the discussion is leading. He stated it might be worth having an idea on what their interest is. Mr. Lopez stated he had a hard time becoming a member of PACOG. He stated would be willing to contact some of these entities personally. He noted Blende Sanitation District has a line which goes across the river to the City and anything they negotiate with the City the Salt Creek Sanitation District has to take. He stated would like for Blende Sanitation District to be on PACOG. He stated there are three districts which go through Blende.

Mr. Lowe stated a weighted vote could be taken into play on certain issues. Mr. Gradisar stated what the Budget Committee has proposed does not contain any weighted voting. Each entity would have one vote on every issue. If it is the will of PACOG, then a weighted voting system could be developed on certain matters, such as MPO or water quality issues, noting this could make this a little more complicated.

Mr. Lowe addressed contacting the different entities to join, and said letters could repeatedly be sent out and most of them would probably end up in the wrong file. He felt we need to go to the different entities' meetings and present PACOG (e.g., what it is, what can be done, and the reason for them to be a member). He stated he would be willing to attend some meetings. He felt if you are looking at them face-to-face that it is a whole different situation. Mr. Montoya stated he appreciated the fact that Mr. Lowe wanted to go to the different meetings, but he recommended sending letters to the different entities and this would cut down the numbers, and if they don't look at the letter then it is their fault not ours. Once they respond, then the visits to the different entities' meetings would be done.

Mr. Quigley stated when PACOG was originally formed it was because of revenue sharing money which was coming from the Federal government. The organization was created to monitor this. Originally, PACOG was nothing but a control issue, and the City and County created the governmental entity to meet the regulation and were in charge. PACOG wants to now change the philosophy of that idea and make it a place where people can come and discuss a concern and put it to a vote. He stated if there are more people on PACOG there would be more issues, more discussion, and lengthy meetings. He stated the concept is good, but you are changing the philosophy of the organization and what it was supposed to do. Mr. Gradisar stated the Pueblo Board of Water Works has five members, but only one vote on PACOG. He asked how did it arrive that the City had seven votes and the County three votes. Was this done because they set it up? Mr. Quigley replied yes. Mr. Gradisar stated the question is do we want to keep it that way or do we want to do something different. If everyone wants to keep it that way, then the Budget Committee could just stop what it is doing. Chairman Kaufman stated this may add another separate meeting that City Council would have to embark upon because that one person representing the vote of the seven City Council members would have to speak for the Council, which would require the City Council to meet on a separate occasion just to discuss PACOG agendas. He noted the City Council members are part-time, noting this isn't any different than what the Board of Directors from the Water Works does or any of the other boards. Mr. Hart stated this is the

conversation the Budget Committee hoped would happen. The conversation about the equity of the fees and the equity of vote has been going on for years. He stated the Budget Committee basically wanted to do some of the research and see what the other folks were doing and then throw out a concept and get the debate going. He stated it was hoped the debate would have began before this meeting when the email was sent out, but nothing really happened. He stated the Budget Committee is only trying to get the conversation going on what PACOG should look like. He stated maybe there are some issues where we do need some kind of a weighted voting concept and maybe there are other issues where we don't. There may be some functions of PACOG where we don't necessarily need a voting capacity and where we might want a lot of folks at the table so that they can have the ability to raise questions and engage in the dialogue, but it is not something where someone will have a binding vote, but simply a dialogue. He stated he is a critic in being a participant in the PACOG process for over 30 years on who we are and what we do. He stated he has been at PACOG meetings where there have been major battles going on between the City and County. He stated he didn't see a person at the table that isn't busy, so his thought is whatever we do he just wanted to make sure it is a valuable and effective use of our time. He stated he didn't have the magic solution on how to do this, but he loved the conversation to make them think about that so that we don't just keep doing what we have always done for no reason whatsoever. He wondered if we could continue the conversation and start fooling with some modifications. Chairman Kaufman asked if we could look at the parameters of a weighted vote. He felt this has to be a part of the reducing down to one vote each. He noted there is too much representation associated with this. He stated if DRCOG does this, then when do they call for a weighted vote?

Ms. McFadyen asked if everyone agrees to new entities joining, so we don't have to hash out with things we agree on already. She stated she just didn't see too many people joining. She thought Blende Sanitation District would join because Mr. Lopez would be talking with them. She stated PACOG is basically an organization because of transportation-related dollars. There is no reason why we can't use the same organization to communicate effectively with other organizations. She thought the one vote per entity would work. She felt it might make us all better governmental entities. Chairman Kaufman stated the County Commissioners are full-time employees. Ms. McFadyen stated we are all busy.

Mr. Gradisar asked how are the votes going to be weighed--based on the dues paid, based on the people we represent, based on the numbers on the board? Chairman Kaufman stated he didn't know if there was an answer, but thought we need to research and see how has that played in. Mr. Hart stated he is willing to go back to the Budget Committee with this dialogue. He stated anyone who has thoughts or suggestions could provide them to the Budget Committee, then that would give them some ideas or suggestions about what might be a palatable solution. He stated we may want to take a look at the way we vote. We might want to take a slightly different model on the way we vote on what issue. Transportation issues may only involve a portion of our membership, and there could be a weighted vote mechanism on the members who have transportation responsibilities. Water quality may only affect some of our members. He stated he didn't know the answer, but if someone should have some thoughts they should let the Budget Committee know.

Mr. Nawrocki stated he did not agree with the one vote. He stated he did agree with adding other entities. He stated coalitions can be formed and if the City has seven votes and if they feel strongly about something because they think it impacts the residents of the City, there could be 20 other members of this organization and they could still be outvoted. He stated he didn't want this changed. Mr. Gradisar asked why would they only get one vote? Mr. Nawrocki replied they only have one representative and only have one vote. Mr. Gradisar stated they may have five board representatives such as the Board of Water Works. Ms. Daff stated it could be based on population. Discussion occurred on the number of people represented by each entity. Chairman Kaufman felt we could continue this on for awhile, but he appreciated the efforts they have received so far and would like to know more about DRCOG's weighted voting.

FRONT RANGE RAIL - A CONCEPTUAL OVERVIEW

Mr. Dave Ruble, Jr., P.E., Front Range Rail, presented a PowerPoint presentation. He introduced Messrs. Bob Briggs and Roger Hoffman. He stated the Front Range Rail would be an intercity passenger rail service from Cheyenne, Wyoming to Trinidad, Colorado. He stated the rail service would be fiscally responsible and balanced and would use a creative mix of Federal, State, local, and private funding sources. He stated they are now looking at whether people support the concept of intercity passenger rail service along the Front Range. They are trying to develop a common vision with all the local governments along the Front Range. The project has been divided into four phases. Phase I includes commuter rail service from Cheyenne to Denver (Union Station) using the BNSF rail line and part of the RTD system and DIA. The estimated cost is \$691.8 million. Phase II extends service south to Colorado Springs and provides another line to Greeley. The estimated cost is \$400.1 million from Denver Metro area to Colorado Springs, and \$630.6 million from Denver Metro area to Greeley. Phase III extends service to Pueblo. The estimated cost is \$193.9 million. Phase IV extends service from Pueblo to Trinidad. The estimated cost is \$231.1 million. The total cost is \$2,319.9 million. There is also a cost for an Eastern Rail Bypass line of \$1,818 million.

(Note: Chairman Kaufman excused himself. Mr. Lowe, Vice Chairman, presided over the remainder of the meeting.)

Mr. Hoffman reported the last estimate he saw the transportation deficit for the regional plan for the North Front Range region was \$5 billion. He stated how do we expect to do commuter rail? There are a number of different opportunities. Depending on the type of agency that would operate the system, they have various statutory authorities. As an example, if we were going to establish a rail district at the Federal, State, and local levels we might be looking at a mix of \$730.1 million, another \$635.9 million from Special Improvement Districts, \$556.4 million from Transit Access Fee, and \$397.5 million from Tax Increment Financing. He stated one of the things that make their proposal more doable and achievable in a shorter period of time is to use the notion of "value capture". It essentially what you do when you create a special assessment from a special improvement district. You say that the benefiting properties will pay over a period of time into a fund to pay off the debt or creating that service. The "value capture" could be used to negotiate an agreement on new development that would generate a fund. Also, they could use the special improvement districts to acquire some of the windfall back from the established properties, which would benefit within ¼ mile of a transit station. There would have to be collaborative agreements across jurisdictions to use these

typical funding mechanisms. The Regional Service Authority is another possible agency, noting it has slightly different statutory authorities. It can include and create special improvement districts. It would use some mix of Federal and State funding, noting there are also grants available on a 50-50 match. If there is a local, State, and private contribution, then the Federal government has under its formula, under New Starts Program, monies available. He stated a good example of this is a program called, "Sun Rail", which was recently developed in Florida to develop a commuter rail system using the same general principle of using freight rail lines to provide for repurposing for commuter rail. The numbers, both on the cost side and the revenue side, are ballpark numbers. The numbers are based on Mr. Ruble's best research using cost figures that have already been derived from other systems. On the financing side, they have taken some very broad brush attempts to quantify the amounts that could be done. These numbers are not final, noting they would have to be verified in a feasibility study.

Mr. Hoffman stated the reason they are proposing to doing this beyond just the narrow boundaries of interest they originally had from Fort Collins to the Denver Metro area was that there is a great interest in commuter rail and intercity passenger rail. He stated some places may not have the population density necessary to support the 15-20 minute headways between major urban centers, but with the type of development which follows (i.e., economic development) sometimes that actually changes. He stated they need to look at the greater State-wide picture develop and they need to look at the boundaries. He stated they have spoken with Cheyenne and they have expressed interest. They would like to have access to be able to get business from Denver to Cheyenne and back. He showed a slide on how you might stage rail districts to support a State-wide model. Initially, we would probably benefit from a centralized single entity like the Front Range Rail District. He stated why they came to PACOG is to give them an idea of what is being hatched. They are a nonprofit and doing it voluntarily because of their longstanding interest. They need to know that there is a possibility of shared vision and objectives that would match that vision. A feasibility study would have to be done, noting a central piece would be the collaboration and cooperation of the freight railroads whose lines they would like to use.

Mr. Bob Briggs stated in 1998 he was elected to the RTD Board and part of that campaign was why they didn't have rail up and down the Front Range. Now, 15 years later, we don't seem to be any closer than we were then. What he is trying to do is keep on the front burner the opportunity. He stated they tried to establish a rail authority State-wide and it got opposed by the freight railroads. There is a rail district that is in the State statutes which has never been used, noting it has been there for 30+ years. He stated with some modifications to the statutes, he felt this new concept could be done.

Mr. Briggs stated RTD represents half of the State's population and the rest of the State needs to be represented in this process. At the RTD meeting long ago, the following was approved: TREX, FASTRAX, and rail going into Union Station. He stated the 30+ acres at Union Station, at that time, had virtually no development. Today, the Union Station has development going all the way around it. He stated we need to create a State-wide rail system. He stated the freight trains which come up and down Pueblo start in Cheyenne and come all the way through or beyond. If we can't solve that issue, we can't use those tracks. This is why you need a bypass set of tracks.

Mr. Pace stated PACOG has been working the last year and a half on the Southwest Chief issue and helping to craft the legislation. He stated the first step is saving the line, the second step is adding a stop in Pueblo, and the third step is connecting to the Front Range Rail. He stated he met with the CEO of Amtrak, and they talked about the concept. Amtrak wants an RFP where they can manage the Front Range Rail. He stated in talking with railroaders and freight people, they think the BNSF and UP tracks go to slow in some places such as Monument through Denver. The ideal path of the railroad would be I-25, noting the State owns right-of-way along I-25. He stated we shouldn't get stuck on this concept that we need to use the BNSF or UP right-of-ways. We don't have to put rail where there are rails when there are right-of-ways existing. He felt it is appropriate to have a legislator designating some of that for this type of project.

Mr. Hart stated he is in favor of passenger rail service, noting it is a lot more efficient and better use of tax dollars. He stated he supports the project. He understood the funding problems, noting the State is facing enormous challenges for transportation purposes. He stated he is glad that this plan comes south. He stated he wasn't thrilled with the phasing process and putting Southern Colorado last. He stated in a meeting with CDOT a year ago, there was talk about studies determining where the passenger rail population would come from. CDOT was stunned to find out how much of that population would come from Southern Colorado. He stated he loved the concept of forming a district and the concept of the district being stretched throughout the State so we can all have a piece of that pie. He stated whatever financing which is done that we will all be sharing in it because we all will be receiving the benefits from it.

Mr. Colucci felt we also need to see that this is time efficient. If it takes 1¾ hours to drive to Southern Denver and the train in going to take 2½ hours, it is not going to sell and it will not have the ridership to support it. He stated taking the RTD from Lincoln Avenue to Coors Field takes twice as long as driving. He stated it is convenient and if you have the time it is great, but it takes too long.

Acting Chair Lowe stated as a retired locomotive engineer he has seen the problems that Amtrak has had with the railroads themselves. He felt they are going to have major problems trying to talk to BNSF and UP. Mr. Briggs replied he was right, noting the only way they could solve their issues would be to build a bypass track out on the Eastern Plains instead of running a 3% grade over Monument and a single track, build a double track system which is 1% grade so they can go 79 miles per hour, which is their limit. That will allow them, if they could take over their existing right-of-way, to go 110 miles an hour if you made all the silent crossings. The average speed would be 70 miles per hour. He stated he understood Mr. Pace's comment regarding using the existing right-of-way, but there is also a need on a long-term basis for a high speed rail, which would go 250 miles per hour. He felt this belongs in the interstate byway. Mr. Pace stated if you use the CDOT right-of-way you don't have to negotiate with the freight rail. Mr. Hoffman stated there is another issue with that. He stated a lot of communities have invested a lot in their population centers in the downtown areas. It makes it simple if you could leverage and support that where the populations already are. He stated using the existing rails are another benefit, noting they already go through the centers of towns (at least in Northern Colorado). One of the reasons the high speed plan doesn't have any traction is they are talking about a \$15 billion plan and no source of funding. He stated that is why this plan could be done in a shorter period of time as an interim step, and then high speed to follow. Mr. Ruble stated they are trying to get their foot in the door by

getting people used to riding into the population centers, and then if they want they can go to Kansas City and hop on high speed rail. This particular plan is not designed for high speed service because it is only 200 miles long and high speed rail is for longer distances. He stated he would send copies of the one-page brochure which describes what they are doing. He stated he would also send the PowerPoint. He stated they are currently meeting with the local governments and it is hoped to have a State-wide meeting later. He stated the next step is a feasibility study. They are also hoping to get intergovernmental agreements.

MPO STAFF REPORT

A. An Administrative Amendment to the Pueblo Area Council of Governments (PACOG) FY 2012-2017 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in the MPO/TPR Area

Mr. Scott Hobson, MPO Administrator, reported the administrative notification would add \$44,336 in Federal earmark funds to the U.S. 50 Congestion Relief Signalization Project. This is the computerized program for the signalization (i.e., timing of signals) from U.S. 50 west of I-25.

B. Dillon-Eden Interchange Update

Mr. Earl Wilkinson, Director of the City's Public Works Department, reviewed the PowerPoint presentation, which was mailed in the members' packets. He showed the new preferred alternative to the Dillon-Eden Interchange, which is a round-a-bout. A valued engineering study was done, which was required because of the size of the project. The only significant change was that at each end of the bridge instead of a signalized intersection there would be round-a-bouts. There will be landscaping done. He stated they have been approached about doing some public art. What they are looking at is in the center area of the round-a-bout is setting up an area where they can place some form of statue or public art. It was not initially set up in the project, but they are going to try to accommodate this. He stated the right-of-way acquisition is completely done and the engineer's cost estimate is \$12.25 million, there is a construction contingency of \$1.25 million, and construction management of \$900,000. The \$900,000 will involve a consultant. The current funding includes \$5.45 in Federal earmark, noting \$3.10 million has been spent to bid out the project, which leaves a remainder of \$2.35 million. He stated CDOT has pledged \$8.5 million, which brings it to a total of \$10.85 million. He stated \$3.57 million is still needed for the project. What they are doing to cover the gap is a TIP district. The TIP district will only fund \$1.6 million, so the City is covering \$1.97 million using a yearly contribution of \$225,000 of our FASTER bridge money until the TIP district gets new development. This money will be reimbursed. He stated they are waiting on the contract amendment with CDOT for the construction. They will advertise the date of the project, which should be sometime in August. Construction should begin this fall, and should be completed in spring 2016 (18 months). He stated this project is catalyst for commercial and residential development. More importantly, it provides a link in the Long-Range Transportation Plan. Federal and State funding accounts for 75% of the total project costs. The construction phase is from 2014 to 2016.

C. Update on PACOG Travel Demand Model

Mr. Hobson referred PACOG to their packets and a copy of the presentation which was provided to Transportation Advisory Committee by HDR Engineering, who is the consultant hired to update the PACOG Travel Demand Model. The first phase of the contract with HDR was an analysis and review of our current Travel Demand Model. What the analysis determined was we have a functioning model based on Year 2000 data and it needs to be updated, noting it is an operating model. Phase 2, which was just rewarded by City Council, will allow for HDR to update the Travel Demand Model with 2010 Census data. HDR will determine the locations or points where travel is initiated to where people are leaving, where they are heading, and what roadway system they need to take to get from Point A to Point B. Those numbers will all be applied in the Travel Demand Model. Based on future growth and future employment numbers, HDR will do projections as to what will be the traffic volumes, where will traffic be, and destination and location numbers for the Years 2020, 2030, and 2040. You will be able to see as the growth of the urbanized area of the County where the travel demand numbers will be generated. As a basis for that, we will be making recommendations on where investments need to be made in the future as far as improvements to the roadway system. Those improvements will be a part of the Long Range Transportation Plan, which will be presented to PACOG later this year. After the new model is developed, staff will have HDR come in and provide presentations to TAC and PACOG.

TRANSPORTATION COMMISSIONER/CDOT REGION 2 REPORT

Ms. Karen Rowe, the Region 2 South Program Engineer, Colorado Department of Transportation, reported Mr. Tom Wrona has retired. Mr. Doug Lawler has been named acting CDOT Region 2 Director. She stated Mr. Bill Thiebaut, Region 10 Transportation Commissioner, asked her to speak on his behalf.

Ms. Rowe stated they are finalizing the budget on the U.S. 50 RAMP project, the widening of Purcell Boulevard to Wills Boulevard from two to three lanes east, which will go out to advertising in October. Messrs. Greg Severance and Scott Hobson, Ms. Buffie McFadyen, and she will be attending the next Pueblo West Metropolitan District meeting on August 26th to talk about the project.

Ms. Rowe stated the request for proposals from the three design-build teams for Ilex will be submitted at the end of the month. There is a two-week review of the proposals. After the proposals have been reviewed and scored, there will be a bid opening. She stated the selection is not based on low bid, but it is based on their proposals and their team and what they plan to do on the construction. This should be done by August 21st. CDOT is coordinating with the Governor's office to do a groundbreaking ceremony sometime in late September or early October. Construction could happen sometime in the next calendar year.

Ms. Rowe reported CDOT will be coming before the Board of County Commissioners for hearings. They will be making a presentation on September 15th at 1:30 p.m. CDOT will be updating the County on the transportation planning process.

Ms. Rowe reported there are a lot of surface treatment projects coming up in Pueblo. CDOT anticipates paving all of the State roads in Pueblo within the next 3-4 years. For example, by 2017, Pueblo Boulevard should be completely repaved. Fourth (4th) Street will be done in 2016. Highway 47 will be done next summer.

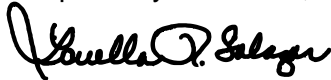
Mr. Nawrocki asked what other buildings are planned to be torn down on Santa Fe to make room for the new Pueblo Freeway. Ms. Rowe replied she didn't know if there are other buildings which need to be torn down. If any, they would be from Ilex to 1st Street. This will depend on the design/build team. She stated she would follow up on this and let everyone know.

Ms. Daff asked why Vestas is going down Pueblo Boulevard instead of I-25 to move their towers. She stated she has received complaints and photos of the towers being stuck. Ms. Rowe replied she didn't know. She stated Lime Road is being used because of clearance issues on I-25, especially south of Ilex because it is an old section of the interstate. She stated she would find out. Mr. Hart stated he talked with Vestas about the logistical problems, and was told they are going down Pueblo Boulevard because of the clearance of bridges on I-25 and the size of their towers.

ADJOURNMENT

There being no further regular business before PACOG, the meeting was adjourned at 1:45 p.m. The next meeting is scheduled on Thursday, August 28, 2014, and is to be held 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

JOINT CITY COUNCIL AND BOARD OF COUNTY COMMISSIONERS' APPOINTMENTS

Following the regular PACOG meeting, there was a joint meeting held between the Pueblo City Council and Board of County Commissioners to appoint members to the Community Services Advisory Commission and Human Relations Commission (youth appointment). The following persons were selected for the Community Services Advisory Commission for a four-year term expiring April 30, 2018: Catherine Valenzuela, Julianne M.T. White, David Nick Potter, and Barbara Bernard. The following person was selected for the Pueblo Human Relations Commission (youth appointment) completing a one-year term expiring on December 31, 2014: Ryan Madic. These appointments will need to be ratified at each entity's respective meetings.