

MINUTES

PUEBLO AREA COUNCIL OF GOVERNMENTS

JULY 27, 2017

A meeting of the Pueblo Area Council of Governments was held on Thursday, July 27, 2017, at the Pueblo County Department of Emergency Management, 101 West 10th Street, 1st Floor Conference Room. The meeting was called to order by Mr. Tony Montoya, Chairman, at 12:15 p.m.

ROLL CALL

Those members present were:

Ray Aguilera
Larry Atencio
Ed Brown
Robert Ferriter
Nick Gradisar
Judy Leonard

Ted Lopez
Tony Montoya
Steve Nawrocki
Bob Schilling
Lori Winner

Those members absent were:

Terry Hart
Terry Kraus
Frank Latino

Chris Nicoll
Garrison Ortiz
Sal Pace

Also present were:

John Adams
Joan Armstrong

Sam Azad
Louella Salazar

CONSENT ITEMS:

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

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

It was moved by Nick Gradisar, seconded by Ray Aguilera, and passed unanimously to approve the Consent Items listed below:

- Minutes of June 22, 2017 Meeting;
- Treasurer's Report (Receive and file June 2017 Financial Report); and
- A Resolution Appointing a Member to the Environmental Policy Advisory Committee (Jim Sharp was appointed.)

REGULAR ITEMS:

CHAIRPERSON'S REPORT

(A) Lunch Appreciation

Chairman Montoya thanked Colorado City Metropolitan District for providing lunch for today's meeting.

MANAGER'S REPORT

There was no Manager's Report.

A RESOLUTION AMENDING THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ALLOCATE FUNDING FOR THE DESIGN AND REHABILITATION OF TWO (2) BRIDGES LOCATED ON SH 96 (FOURTH STREET) AND U.S. 50 IN THE AMOUNT OF \$341,750 AND DIRECTING THE URBAN TRANSPORTATION PLANNING DIVISION TO EXECUTE SAID AMENDMENT

Mr. John Adams, MPO Manager, reported this is an amendment to the Transportation Improvement Program. This is for two bridges which are located on State Highway 96/4th Street and U.S. 50. The amount of funding to be allocated is \$341,750. This is additional funding to the projects that are currently going on. The funding will cover traffic control, design efforts and rehabilitation of structure on the Fountain Creek Bridge, and design and rehabilitation of the U.S. 50 and I-25 bridge.

It was moved by Bob Schilling, seconded by Ed Brown, and passed unanimously to approve "A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2017-2020 Transportation Improvement Program (TIP) to Allocate Funding for the Design and Rehabilitation of Two (2) Bridges Located on S.H. 96 (Fourth Street) and U.S. 50 in the Amount of \$341,750 and Directing the Urban Transportation Planning Division to Execute Said Amendment".

TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

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

- The Transportation Commission, acting as the Bridge Enterprise Board, had before it in July a budget supplement in the amount of \$3,431,141 for the I-25/Ilex project relating to the portion of the schedule delay that is the responsibility of Bridge Enterprise (see June 22, 2017 PACOG minutes).
- The Transportation Commission continues to discuss the new transportation funding law, SB 267, such as project selection, how to repay the debt service, etc. (see June 22, 2017 PACOG minutes).

Ms. Karen Rowe, CDOT Region 2 Director, reported CDOT staff has been talking to different local officials regarding the Ilex project completion. The flow on the interstate will be done by December 2018. Final paving, striping, and landscaping will be done by Spring 2019. The railroad dispute was resolved and CDOT is moving forward with the project.

Mr. Schilling asked Ms. Rowe if CDOT is meeting with the residents on 4th Street from Abriendo to Orman Avenues, who have concerns regarding the newly proposed project. He felt both sides need to talk to each other more. He felt the project would hurt the property values of those living in the affected area. He stated one listing on the street had 125 showings, which is unheard of. Ms. Rowe replied CDOT is setting up one-on-one meetings with each property owner and going over it. CDOT will also be coming to a City Council workshop to go over it. Ms. Winner mentioned that the street is being patrolled more lately and it has cut down on the speeders. Mr. Schilling asked if this could be handled through enforcement rather than distressing those people's lives. Ms. Rowe stated the issue is not high speed, but felt the concern is if CDOT widens the street that the traffic will go through the area faster. The concern is rear-ending when people are making turns. She stated it is difficult to do this through enforcement, noting if they are going slower that doesn't mean they are paying attention to the vehicle in front of them who is turning. She stated CDOT would like to add the middle turning lane to deter the rear-end accidents. The concern is if you widen to get that middle turn lane you are going to speed things up. She felt they are putting things in place like narrowing the lanes, which would make them 11' rather than 12' and placing wider (from 4" to 6") stripes that is a new slowing technique. CDOT is using other measures to help slow down traffic, noting the reason for the project is not to slow down but rather to help with the turning movements. She didn't know how enforcement would help with rear-ending vehicles. Mr. Schilling asked at what cost to the property owner. Ms. Rowe felt it was a value to the property because you have driveways off of the street and you would be able to make the left-hand turn. Mr. Schilling replied that most of the people don't use their driveways, noting many of them come through the alley. He felt the landowners have legitimate concerns. Ms. Rowe responded CDOT will continue to go through the process, noting they felt it is a good safety project. CDOT doesn't plan to go to advertisement until next summer or fall, so there is time on their side. They will keep looking at it and listening to the concerns. She stated enforcement is the City's responsibility. Mr. Schilling stated as soon as CDOT announces they will be doing this that it will be hard to sell a property because no one will really know where the property line is going to be. He felt this paralyzes the sale of any property in this area. Ms. Rowe stated they would continue to work with the property owners and listen to their concerns.

Mr. Azad stated the City Manager's office has been getting several calls regarding the North I-25 rest area in Pueblo County, and the lack of any rest areas between Denver and the southern part of Colorado. He stated there is heavy congestion of traffic between Castle Rock and Monument, and there is a lack of rest areas in this area also. He questioned when the North I-25 rest area in Pueblo County would be open to the public. Ms. Rowe replied the Transportation Commission is looking at rest areas around the State. A study was done last year on the rest areas around the State and their conditions and services. There is a proposal for a tier effect. CDOT is looking at where they would have Tier 1, Tier 2, and Tier 3 rest areas. Also being looked at is what level of service or operation should the tiered rest areas have. The third question is how is it funded. The proposal will be before the Transportation Commission this fall at a presentation on the initial assumption of those tiers, outlooks on where the rest areas

would be, and where they are around the State. The Commission will be working with different stakeholders to determine the final recommendation for those tiers and the funding that is needed. She stated the rest area north of Pueblo was never functioning well, the septic system never worked, and all the trash being put into it would never get processed. It was a health hazard to the public, so CDOT shut it down and had someone come in and clean it all out. CDOT is now getting contractors to come in and look to see what it would take to design it correctly and what would it cost to construct. She stated the contractors indicated they need a design before giving a bid to CDOT. Once CDOT gets what it costs to do everything, they will go back to the Commission for funding. She stated with respect to other rest areas around the State, if you are within 60 minutes of a rest area then there isn't a need for another. She stated CDOT is also looking at Statewide trucking stops. She felt it probably won't be until the end of the calendar year before the design is done, etc. She stated CDOT would keep PACOG updated.

Ms. Winner stated at I-25 and Abriendo Avenue there are homeless camps in the area. The City has kicked them out and there have been volunteers cleaning up the trash in the area, but the volunteers are not able to get the trash down the hill because it too close to the highway. Ms. Rowe stated every summer CDOT hires two extra temporary people to help with the Pueblo I-25 area and CDOT ramps up with maintaining the corridor, noting it is an ongoing battle. She stated she would bring it to their attention.

Ms. Rowe stated that CDOT does a newsletter on Ilex every month. Updates are provided on CDOT's webpage. She stated if you sign up you can get it by email.

Ms. Winner inquired about watering the grass area off of Elizabeth Street. Ms. Rowe replied they have a hard time maintaining sprinkler systems.

TRANSPORTATION FUNDING AND SENATE BILL 267 PRESENTATION

Ms. Karen Rowe, CDOT, presented a report on Senate Bill 267, which passed this year in the Colorado State Legislature. She stated House Bill 1242 proposed to increase the sales tax for transportation; however, it got killed in committee and Senate Bill 267 got put in. It was a complicated bill in that it had things on hospital provider fees. Because of this, the general fund could collect more taxes because of TABOR. The hope is that the general fund budget was allowed to be higher. Senate Bill 267 helps fund transportation. CDOT's existing budget has \$770 million for maintenance (i.e., Asset Management System). Pass-through grants are showing at \$200 million. The language "Maximize What We Have" (or what we have) is over \$100 million, which includes Regional Priority Program operations. Program Delivery is what it takes the staff to deliver this in their business offices. The other categories are Emergency/Contingency and Increase Capacity. She stated Senate Bill 228 will go with Senate Bill 267. They were allowed to get up to \$200 million per year for up to five years if the general fund had extra funds that would be transferred over to transportation to use at their discretion. They had three years of that, and it will go away next fiscal year. The basis for Senate Bill 267 states you will have four years of loans, you will take out certificates of participation against State buildings, and take your assets as collateral and take out these loans. Those loans would be paid back over a 20-year period, but again it is being done for four years so it would be a 24-year period. CDOT is responsible for \$50 million per year to pay back those loans. We would get up to \$1.88 billion in transportation upfront with those loans. Because CDOT has to pay back \$50 million per year, that will more than likely come out of the Asset Management Program (i.e., pavement

management, bridges, maintenance, buildings, equipment). Nothing will be done with safety, noting these are Safety funds. The increased capacity will change in terms of Senate Bill 267, which will give us increased capacity money upfront. It authorizes the lease-purchase of State buildings beginning as soon as July 1, 2018 (or as late as June 30, 2019). CDOT will receive \$1.88 billion of proceeds over four years, of that, for transportation projects, at least 25% goes to rural counties and at least 10% to transit. Pueblo and El Paso counties are not rural counties in Region 2, noting the rural counties have a population of 50,000 or less. They are trying to identify projects that are needed and then figure out if they are rural counties or aren't rural counties, rather than trying to split up the money now. She stated everybody wants a project, but there isn't much. There is a \$320 million loss from Senate Bill 228 in FY 2018 and FY 2020. It effectively provides a low interest loan for CDOT to move forward on projects.

Ms. Rowe reported CDOT is working on the creation of the \$1.88 billion list. The Transportation Commission will consider the selection criteria over the summer. They will continue to work with transportation stakeholders. The projects do need to be identified so when the loans become available they are ready for moving forward, noting probably not until the end of the calendar year. Staff is working on refining the Tier 1 Development Plan into a "ballot list" of approximately \$3.5 billion. The Tier 1 list is a flexible list. As the list is refined, CDOT staff will come back to PACOG. All of the New Pueblo Freeway projects are on the list, the U.S. 50 West widening is on the list, as well as the Dillon frontage road extension, noting this would be a small off-ramp which leads to the other crossroad underneath the interstate. A lot of these projects are high cost. Mr. Azad asked if these projects are going to be competitive throughout the State on the \$1.88 billion. Ms. Rowe replied most likely it will be how much money can the locals bring to the project. Mr. Azad stated his question was if one of our local projects would compete with all the other State projects. Ms. Rowe replied yes, noting it is a Statewide competition. Mr. Azad asked if the Transportation Commission would be making the decision on what projects get funded. Ms. Rowe responded the Commission's current process is to identify the project criteria to determine which projects will be short listed. The Commission has not even determined the criteria, and there are different ideas going around. It is a Statewide competition and they are trying to avoid the rural versus urban competition. It does say that 25% goes to rural counties, but some rural counties have interstate. Mr. Azad stated it isn't like they took the \$1.88 billion and divided it up among the regions by population. Ms. Rowe replied she did not believe this was going to be done because the projects have to be Tier 1 projects. Most likely it will be competition Statewide, noting there may be some geographical equity that might come into the project selection. At the current time, the general fund is expected to fund \$100 million of our loan payment so that there will \$150 million/year which will have to be paid back on the \$1.88 billion.

Mr. Schilling asked if the word "toll" comes into effect. Ms. Rowe responded there is a policy that any new project that adds capacity has to look at express lanes. It is more about travel reliability. She stated she is on the GAP committee, which is the group looking at the expansion of I-25 between Monument to Castle Rock. There is a public meeting coming up at the end of September. Express lanes can be tolled and you can do the peak period shoulder. CDOT does not receive a lot of money on this, noting they barely break even. The reason it is done is for travel reliability. Some people are willing to pay to get back to Denver in a more reliable time. She stated express lanes can only be added on new capacity and cannot be added to existing lanes. You need to make sure it is financially viable. She stated CDOT staff could make a presentation on this if PACOG desires.

Ms. Rowe continued in FY 2019, CDOT will have \$380 million. There will be 10% off for transit and 25% for rural, which will leave \$256 million available for the first year. She stated the legislators could stop this bill at any time. CDOT doesn't want to promise projects beyond the loan. Staff will be working with TPRs and MPOs on the projects, and PACOG will be advised of the process, etc.

MPO STAFF REPORT

(A) TIP/STIP Administrative Modification Agenda Item(s)

Mr. John Adams, MPO Manager, reported there are two modifications to the Transportation Improvement Program (TIP). The first one is for the Ilex - I-25 at City Center Drive, which was discussed already on the agenda. The second modification was provided to staff from the Federal Transit Administration. The first project is Ilex - I-25 at City Center Drive, which is for an additional \$3,431,131, which is the funding that will be added to the construction phase to cover the cost associated with the owner delay expenses caused by the need for the 2-span bridge over Thomas Phelps Creek and the Union Pacific railroad easement. The second project is for Federal Transit Administration 5310 funds for capital improvement for a cutaway van. This is currently in the TIP at \$53,373, noting the cost increased to \$69,125. These amendments need to be placed into the TIP in order to be in the STIP

It was moved by Bob Schilling, seconded by Robert Ferriter, and passed unanimously to approve the two TIP amendments adding funding in the amount of \$3,431,141 to the Ilex - I-25 at City Center Drive construction phase to cover the cost associated with the owner delay expenses caused by the need for the 2-span bridge over Thomas Phelps Creek and the Union Pacific railroad easement and increasing the Federal Transit Administration 5310 funds for capital improvement for a cutaway van in the amount of \$53,373 to \$69,125.

(B) Public Participation Plan

Mr. Adams stated one of the requirements from the Federal Highway Administration is to develop a local public participation plan (PPP), noting PACOG has one in place, which was approved in 2014, and requires updating.

Mr. Bartholomew Mikitowicz, MPO staff, reported staff looked at the best practices and other plans and analyzed those. After developing some modifications, staff took it to the Transportation Advisory Committee (TAC) three different times. It was then taken to four ADA workshops and the League of Women Voters. This is a regional plan and these strategies are universal and can be implemented no matter what size of the entity. The format is consistent with the Long Range Transportation Plan and the TIP. Originally, the document was 12 pages and is now 37 pages. The document is fair, accessible, and representative of the full scope of the community. It is an essential element within the public participation plan. The second major consideration is the development of environmental justice. It is important to make decisions that do not negatively affect the community because their voice is probably not as loud as others in the community. There is a large amount of environmental justice areas that have minority and low income populations. The document is bound by PACOG in its form and PACOG heads four specific planning initiatives and plans.

Mr. Mikitowicz stated a step-by-step process was developed from start to finish. A checklist was also done to make sure you have accountability to make sure that the steps are done correctly. There are 10 steps. Step 1, Identify Potential Stakeholders and Outreach Leaders, is establishing a group of 10 or less community leaders who are going to support the outreach and help get it done. Another key is the outreach facilitators should establish the scope and budget for participation in the outreach project. The community leaders and technical experts should be rallied to assist in disseminating the critical project information and updates. In Step 2, Provide Timely Notice of Public Involvement Opportunities, meetings are scheduled in regular intervals and notice of public meetings are provided in a timely manner. The document must be placed within easy reach of the public. There are strategies which can be done in order to correctly take those strategies and implement them, which comes early in the process. Step 3, Obtain Active Public Input Early in Process, is done already by staff (i.e., comment forms, surveys, etc.). What could be modified is the level of exposure and what they bring to the circulation of the information. For example, getting the word out to take the survey is a critical step to obtain results. The PACOG Facebook page was recently added. Step 4, Insure That All Citizens Who Wish to Have Input Have an Opportunity and That All Ideas Are Given Consideration, is provided by staff on a daily basis either through emails, phone calls, correspondence, etc. In Step 5, Obtain Widespread Community Involvement Throughout the Planning Process, staff is looking at how to take the strategies and apply them to our underserved population and what strategies are going to work best for those populations (e.g., going and setting up nonconventional times and going to nonconventional places to interact with people you aren't going to find having access to different times. Strategies need to be effective to engage the Hispanic community and the ADA community (making accommodations for them within the public participation process such as interpreters, close captioning, etc.). Step 6, Conduct a PPP as a Two-Way Learning Process, includes structuring outreach so that your responses can produce data that can show changes and trends. For example, using a scale system such as unfavorable to favorable actually produces numeric data that can be analyzed to see trends. Step 7, Perform Outreach to Those Particularly Affected by Alternatives and Plan Recommendations to Involve Them in Alternatives Evaluation Process, measures all households and businesses within a quarter mile radius of a proposed municipal development site, projected to cause a significant disruption to the local area, will be asked directly to join in the planning process via post or telephone outreach. There are two tiers in the outreach process. In Step 8, Integrate and Coordinate Public Input for Regional and Local Entity Planning Process, Where Possible, the data collected on our level is both important to the State and Federal partners in organizing and collecting the data responsibly to streamline it. In Step 9, Obtain and Maintain the Involvement of Supporters of Plan Recommendations, PACOG staff will maintain an "open door" policy throughout the life of the project/program. All interested parties are welcome to participate and given the opportunity to inquire into the implementation process. In Step 10, Provide Feedback to the Public to Encourage Their Future Involvement and Evaluate the Effectiveness of the PPP on an Ongoing Basis, all data, survey results, and participation statistics collected during the PPP are analyzed and disseminated via the PACOG website.

Chairman Montoya thanked Messrs. Mikitowicz and Adams for their efforts.

Mr. Adams requested PACOG to allow staff to go forward and advertise and conduct a 45-day comment period. During the comment period, staff will accumulate the significant comments and respond back to those. Staff will report back to PACOG before asking for final approval of the Public Participation Plan. Staff is requesting

PACOG to allow staff to advertise and start the public participation process to approve the Plan.

It was moved by Bob Schilling, seconded by Larry Atencio, and passed unanimously to allow staff to advertise and start the public participation process to approve the Plan.

(C) Other Transportation Matters

Mr. Nawrocki stated SRDA was contacted by CDOT to implement Bustang in Southern Colorado. The pilot program would be from Lamar to Pueblo and back five days a week. He stated people would be getting Bustang at the Downtown Transit Center. Those that are seniors would interface with SRDA transportation. The program would start January 1, 2018. The buses are 35' long with restrooms and Wi-Fi. The buses would stop at all towns in between. If the program works, CDOT is looking at another stop from Alamosa to Salida to Pueblo. Since Pueblo is the regional hub for all of the smaller communities outside it, who come for health care and other matters, it was the best choice. CDOT conducted a survey and the demand appears to be there.

Chairman Montoya stated one of the things he has noticed is people come to Pueblo to get their services done. He stated his brother is a veteran and comes to Pueblo for physicals and they pick him up and deliver him, but there are times when they actually pay for a cab because they are unavailable. He felt this would be an excellent opportunity for him to come if the military could be involved. Mr. Nawrocki replied he is only providing a general idea of what the plan sounds like, and wasn't sure of all the stops, etc.

Mr. Azad asked Ms. Rowe if there are any Bustang plans going from Pueblo to Colorado Springs and connecting up to Fort Collins. Ms. Rowe replied CDOT is looking at expanding Bustang down to Pueblo. There is no particular timeframe to do it. CDOT is looking at the outrider system, which Mr. Nawrocki explained, from Lamar to Pueblo and up to Colorado Springs. The first step might be the outrider system, which is a 35' bus versus the Bustang which is bigger. It would go from Lamar and stop at the towns between Pueblo and go to Colorado Springs to connect with Bustang. Ms. Winner stated she thought there were already plans for a park-n-ride. Ms. Rowe responded CDOT is looking at it, but are not under negotiations yet and are in the acquisition process for property. She stated she would get a Bustang update to PACOG. Bustang has two stops in Denver and three stops in Colorado Springs. The outrider is meant to be a smaller bus. Mr. Nawrocki stated he understood CDOT has put out requests for proposal for the outrider. Ms. Rowe replied that is correct. Mr. Nawrocki stated SRDA was approached by CDOT probably because it already has rural transportation. Ms. Rowe agreed this is a step towards Bustang. She stated she would ask about actual park-n-rides. CDOT is in the process of extending park-n-ride at Woodmen in Colorado Springs. Mr. Nawrocki stated when he was contacted he was told it was Bustang, but the concept could be outrider. He stated the concept was it could be seven days a week. Ms. Rowe replied Bustang will be starting seven days a week in August. They will have two buses to the Broncos games from Monument to Denver.

STATE TRANSPORTATION ADVISORY COMMITTEE (STAC) UPDATE

There was no STAC update.

PLAN OF ACTION FOR SCHOOL AND COMMUNITY SAFETY

There was no report.

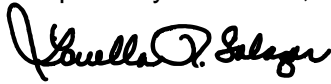
FUTURE AGENDA ITEMS

There were no future agenda items submitted.

ADJOURNMENT

There being no further regular business before PACOG, the meeting was adjourned at 1:17 p.m. The next meeting is scheduled to be held on Thursday, August 24, 2017, at 12:15 p.m., at the Pueblo County Department of Emergency Management, 101 West 10th Street, 1st Floor Conference Room.

Respectfully submitted,



Louella R. Salazar
PACOG Recording Secretary

LRS