

MINUTES

PUEBLO AREA COUNCIL OF GOVERNMENTS

OCTOBER 22, 2015

A meeting of the Pueblo Area Council of Governments was held on Thursday, October 22, 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. Nick Gradisar, Treasurer, at 12:15 p.m.

ROLL CALL

Those members present were:

Ed Brown
Michael Colucci
John Cordova
Nick Gradisar
Judy Leonard
Ted Lopez

Roger Lowe
Buffie McFadyen
Tony Montoya
Steve Nawrocki
Sal Pace
Bob Schilling

Those members absent were:

Dennis Flores
Terry Hart

Eva Montoya
Chris Nicoll

Also present were:

Joan Armstrong
Scott Hobson
Dan Kogovsek

Louella Salazar
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.

Acting Chairman Gradisar 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 Tony Montoya, seconded by Mike Colucci, and passed unanimously to approve the two Consent Items listed below:

- Minutes of September 24, 2015 Meeting; and
- Treasurer's Report (Receive and File September 2015 Financial Report).

REGULAR ITEMS:

CHAIRPERSON'S REPORT

(A) Lunch Appreciation

Acting Chairman Gradisar thanked Pueblo School District No. 60 for providing lunch for today's meeting.

(B) Schedule December Meeting

Acting Chairman Gradisar asked the PACOG members whether December 3 or 10, 2015 would work better for the next meeting. This would combine the November and December meeting dates because of the holidays.

After discussion, it was moved by Tony Montoya, seconded by Bob Schilling and passed unanimously to conduct the next PACOG meeting on December 3rd.

(C) Schedule PACOG Budget Committee Meeting

Acting Chairman Gradisar stated the next PACOG Budget Committee meeting has been scheduled for Tuesday, November 17, 2015, at 4:00 p.m., in the first floor conference room at the Pueblo County Department of Planning and Development office.

(D) Introduction of Mayor of Boone

Acting Chairman Gradisar introduced Mr. Robert Ferriter, the mayor of Boone. He stated he spoke with Mr. Ferriter and let him know that PACOG has talked about expanding its membership.

Note: Mr. Ed Brown, the Vice Chair, arrived and the gavel was exchanged.

MANAGER'S REPORT

(A) EPAC Minutes/Statement Report

Ms. Joan Armstrong, PACOG Manager, referred the members to the October 1, 2015 minutes of the Environmental Policy Advisory Committee. She highlighted the items of interest, which included: (1) EPAC Chair Kester reporting on Ms. Cortese and her presentation to PACOG on the amendment to the Pueblo Municipal Code; (2) Mr. Chad Wolgram, filling in for Ms. Finzel-Aldred for the Environmental Coordinator Report, stated it is unsure if the Health Department would be doing a tire event in November depending on funding; (3) Mr. Michael for the Water Quality Subcommittee distributed correspondence regarding the City of Pueblo's Water Quality Standards Proposal, followed by his presentation; and (4) Other discussion on Pueblo Municipal Code Solid Waste Disposal Sites and Facilities Ordinance Amendment.

(B) PACOG Financial Statements

Mr. Larry Daveline from McPherson, Breyfogle, Daveline & Goodrich, PC reported on a possible change in the financial reporting for PACOG beginning in 2016. He stated their professional standards were modified with respect to the services they have provided, which historically for several years has been a compilation service. On Page 1 of the PACOG financial statement, there is an Accountants' Compilation Report. Beginning at the end of this year and going forward there is a service available to PACOG called a Financial Statement Preparation Service. The accountant would continue to prepare the financial statements as in the past, but the difference is that this Accountants' Compilation Report would not exist and not be attached. The other difference would be at the bottom of the report where it states, "See Accountants' compilation report". If they elected to pursue and adopt the Financial Statement Preparation Service, there would be a legend saying "No assurance is being provided".

Ms. McFadyen asked why this is being changed. Mr. Daveline replied the financial statement preparation is a non-attest service, but a compilation is an attest service. Mr. Schilling asked what the liability is. Mr. Daveline replied none. He stated PACOG could continue the existing service. Mr. Schilling asked if there is a dollar difference. Mr. Daveline responded no. He stated Paragraph 3 in the Accountants' Compilation Report states, "The objective of a compilation is to assist the management of PACOG in presenting financial information in the form of financial statements without undertaking to obtain or provide any assurance that there are no material modifications that should be made to the financial statements." As it stands today, there is no assurance being provided on these statements at all. The Financial Statement Preparation Service would say this at the bottom of each page with no Accountants' Compilation Report. Mr. Gradisar stated then nothing changes. Mr. Daveline replied to a large degree that is correct. He stated there could be material misstatements in the financial statement. His goal was to inform PACOG that there is another option available starting at the end of this year going forward, if they should elect to do that. He stated PACOG does not have to do it, noting they could continue with the Accountants' Compilation Report as has been done for several years. Mr. Gradisar asked if they both cost the same. Mr. Daveline replied yes. Mr. Colucci asked Mr. Daveline if he has a recommendation. Mr. Daveline responded in this case his recommendation would be to continue with the Accountants' Compilation Service. He stated a decision needs to be made because an engagement letter needs to be prepared using one of the other services.

After discussion, it was moved by Buffie McFadyen, seconded by Tony Montoya, and passed unanimously that the PACOG budget committee provide a recommendation to the full PACOG board at its next meeting.

PUEBLO PROPOSAL FOR WATER QUALITY CONTROL COMMISSION DECEMBER
TEMPORARY MODIFICATIONS HEARING

Mr. Gene Michael, Director of the City Wastewater Department, referred PACOG to a letter from Vranesh and Raisch, LP, dated September 25, 2015, as well as the attachment, regarding the City of Pueblo's water quality standards proposal. The attached table is the proposal being made to the Water Quality Control Commission for the December 14, 2015 hearing on extension of temporary modifications. The City is asking for extension to selenium temporary modification through June 2026 and the

sulfate temporary modification through December 2018. He stated whenever the Water Quality Control Commission does a rulemaking hearing they include a narrative to explain why they made the decision. As the proponent for the hearing, the City was asked to provide the draft Statement of Basis and Purpose, noting this narrative presumes that the Commission approves the City's proposal. The Commission might not accept the City's proposal and, if they don't, someone else will have to write the Statement of Basis and Purpose or they could make modifications to this one. He stated the fourth paragraph states, "Based on these factors, the Commission found that an extension of the temporary modification to the sulfate standard through 2018 is appropriate. The Commission expects that the City of Pueblo will conduct a study to determine whether the water supply use should be removed, for the Commission to consider at or before the June 2018 scheduled Arkansas Basin review hearing. The Commission also found that an extension of the temporary modification to the selenium standard through 2026 is appropriate." To justify that, there is an extensive study plan the City has proposed, noting some of it will take place in its collection system and look at groundwater movement and sources of selenium. Another portion would look at the wastewater treatment plant with the intention of trying to optimize selenium removal at the treatment process. He stated this presentation is informational and no action is required from PACOG.

Mr. Gradisar asked what the difference was between what the City is requesting in this document as to what was requested five to six months ago. Mr. Michael replied the biggest difference is the extension for the sulfate was shortened. After several conversations with the State, the Water Quality Control Division is requesting whether the water quality use is appropriate. If it is not appropriate, then the sulfate issue goes away, but also the standard goes away. The sulfate standard that is not being achieved is the secondary drinking water standard. If studies show that there is nobody who has a surface water diversion between Pueblo and Avondale, basically, then they are willing to say that we don't need the drinking water classification and the sulfate standard changes to something much higher. Mr. Montoya asked for the length of time and the cost of the study. Mr. Michael responded for sulfate it will probably cost \$20,000, noting the main thing you have to do is go through the State Engineer's Water Division records to determine where there might be either surface water diversions or shallow alluvial wells close to the river that would be a source of drinking water. If there are no records that indicate such usages, then that is the end of it. As far as selenium, he stated this is more difficult, noting he didn't think this could even be answered in ten years. Part of the problem they are dealing with is groundwater. Groundwater moves very slowly and in many places less than one foot per year. In Pueblo, you probably get 2-3 feet per year, but the point is if you make a change to the system you can expect that water is going to reach the river directly instead of coming into the wastewater plant, but how long is it going to take to reach the river.

FRONT RANGE RAIL PROPOSED EASTERN RAIL BYPASS

Mr. Dave Ruble, Front Range Rail, reported he made a presentation in April on the proposed rail system from Trinidad to Cheyenne. A letter of support was received from PACOG on the proposal. The concept uses the Burlington Northern Santa Fe (BNSF) rail line. Eventually, it is hoped to connect up with rail services going on in New Mexico (i.e., the Rail Runner). The approximate cost to get the service up and running is \$2.3 million. The first challenge is to get the railroads to agree to let them use their right-of-way. He stated the key to achieving intercity passenger rail service along the Front

Range is the railroads letting them use their right-of-way and their track. It has been difficult trying to get to the railroads. Their response has always been when you give them a formal proposal they will let them know what they think and what it will cost. Ms. McFadyen asked if the cost figure includes the purchasing of right-of-way. Mr. Ruble replied no. It is hoped that new track could be laid in their right-of-way and maybe use their existing track in some places. They are trying to get their long distance freight, the freight that starts in the river basin and goes to Texas, and get it out of the Front Range. They have no desire to stop in Colorado. They do have some local customers they have to service, but they are only dealing with the long distance freight trains that are taking up a lot of capacity on the Front Range. Ms. McFadyen stated Pueblo has the largest freight yard for Union Pacific in Colorado and it is not utilized to its capacity. Mr. Ruble felt this might help to utilize it better.

Mr. Ruble stated in order to achieve this goal we will have to formalize a proposal to get to BNSF and make a presentation to them to show how it is in their best business interest to move traffic out of the Front Range to the Eastern Plains Bypass. At the current time, it takes from 24-36 hours to get through Colorado once they enter and leave it. Our proposal is to reduce that to no more than six hours.

Mr. Ruble stated they would like to hire a consultant to put a formal proposal together that would be presented to the president of BNSF, Matt Rose. The consultant they would like to retain is Asheridus. They would like to make it a condition of hiring them that they get a formal audience with Matt Rose. The proposal would identify the existing condition for BNSF only--how long does it take them to get through and the cost of trying to run through Colorado. A specific alignment would be presented. The consultant would take specific criteria of no more than a 1% grade and select an alignment between Sterling and Las Animas, Colorado. The cost of the alignment would be estimated and so would the usage the BNSF would get out of it. The operational benefits to BNSF would be identified, as well as a financing plan. He stated he has been asked why doesn't the railroad build it themselves if it is in their best interest, but BNSF is dealing with larger issues and it is not high on their list of things to invest their resources in. They don't see it as a big return for their investment. If it could be built by an outside source where they would lease the right-of-way and usage of the track, they might change their opinion. An interim operational plan would be identified to get BNSF to the Union Pacific side and free up their traffic. The final element of the proposal would be is to develop an implementation plan.

Mr. Ruble stated the rail bypass would be 240 miles long and would cost \$2.0-\$2.5 billion which would be constructed with private funds. He felt there are investors who might want to invest in infrastructure. This proposal is going to be based on the Great Lakes Basin Railroad model, which is being done in Chicago. It takes 37 hours once they enter the corridor. They are going through the process of getting Service Transportation approval to construct a 270-mile long bypass of Chicago. The freight trains would enter their right-of-way and their engineers would take control of the train and drive it through the corridor. Once they exit the corridor, it would be turned back to the railroad. There are six railroads they are trying to deal with. They would build a separate railroad and the different railroads would lease the usage of the tracks. Ms. McFadyen asked if this model uses the current right-of-way. Mr. Ruble replied he did not know if it was using new or existing right-of-way. He stated an EIS has to be done on the new alignment and Service Transportation approval for the new realignment. He felt this example applies to Colorado. The Front Range corridor is congested and it

takes time to go through it. The new Eastern Bypass would take them out on the Eastern Plains and free up the capacity for the existing tracks for intercity passenger service. The revenue to pay for the bypass would come through the usage of Class 1 railroads (i.e., BNSF and Union Pacific).

Mr. Ruble stated the next step is to hire a consultant to prepare a proposal. If we convince BNSF from a business standpoint that they don't have to build it but are paying a lease amount to use the right-of-way and they agree to that, then the consultant will go to Union Pacific to get the same commitment. A lot of Union Pacific's traffic is east-west, not north-south, but next year the new Panama Canal will be opened. This means they can unload their freight in Houston, and start bringing it north-south. Ms. McFadyen asked how you would utilize getting the right-of-way on the Eastern Plains, which would be difficult. Mr. Ruble replied the alignment is going to be on the KP line, which goes down through Cheyenne Wells, noting there are existing rights-of-way along this area. They are trying to run along existing county roads so that they don't go through the middle of a farm. He stated down south they will have to buy some right-of-way. An EIS will have to be prepared for the alignment. They will have to demonstrate how they will mitigate any impact this might cause. They are trying to make the new alignment high speed, not Europe high speed, but high speed for the freight operators or 79 miles per hour or less depending on the curves. They are going to propose to grade separate every crossing on the public crossings. If they should bisect a piece of property, they will find a way for the farmer to get across the tracks.

Mr. Ruble stated he is contacting local and regional governments to talk about how to pay for this formal proposal, which is from \$50,000 to \$100,000. What they are buying is access to get in to talk to Mr. Rose and talk to him one-on-one. He stated he has made a presentation to the Cheyenne MPO and they are considering contributing financially. They have met with Fort Collins' city government and they have agreed to give \$5,000, noting they are asking for this amount from the different agencies so no one has to pay for the full cost. Ms. McFadyen stated the biggest benefactors of moving the freight rail would be Castle Rock and Douglas County. She felt they should pay more. Mr. Ruble replied he would be meeting with them. Ms. McFadyen stated Castle Rock and Douglas County are one of the major users of the RTD and they refuse to tax themselves. Mr. Ruble stated if someone said they would give \$3,000 instead of \$5,000 he wouldn't turn them down. He stated you can't expand the highway from Castle Rock to Denver, and this is another way to move people around, and this is the way to do it. He asked PACOG if they would be willing to contribute \$5,000, noting all he is asking for is a letter today saying if he should get the rest of the money that PACOG would be willing to contribute \$5,000. He stated he is trying to raise \$100,000, but if it should come in for less, then the money would go back proportionately to those who contributed. He stated it is estimated 90-100 stations could be built along the line, and they could be used to help to reinvest in the re-expansion of the system. Mr. Lowe stated as a former railroad employee he ran trains on most of this line. He stated he knows that Union Pacific and BNSF have done studies of an eastern bypass. He stated if Mr. Ruble can get to the engineers that made these studies that it could be a big help. Mr. Ruble replied there have been several alignment studies done. He stated they would work with the railroads on the final line. He stated they are open to picking the best alignment. It has to be within our financial means based on the anticipated usage of the line. He stated the railroads don't want to be in the Front Range, so they would be able to bail them out and pick up their freight and move it to the different locations. Mr. Lowe agreed that there should be some kind of passenger service on the Front Range. Mr. Ruble stated they

have talked to the railroad operator in the San Luis Valley and, if we were to get this service, he said he would run his freight from San Luis Valley into Walsenburg and we could pick it up. He stated we are competing for limited dollars in Colorado. He stated the passenger rail service would make it convenient to go to different places, noting it would be an economic engine for Colorado for future growth.

Acting Chairman Brown asked staff if there is any funding. Mr. Scott Hobson, MPO Administrator, responded as part of the Unified Planning Work Program (UPWP) there is a line item in the budget for \$30,000 for next year that could be used for consultant services, noting it was primarily placed in the budget just in case there would have to be modifications to the Travel Demand Model. He stated he would like to check with CDOT to see whether or not they would need to modify the UPWP to use the money for the Front Range Rail Study and make it a component of the UPWP. If so, staff would come to PACOG and propose the modification to the UPWP.

Mr. Ruble stated they would be using an existing governmental agency along the Front Range to receive the funds. They have approached the City of Fort Collins, who has agreed to give them \$5,000, to be the recipient of whatever funds are taken in. They would manage the consultant and funds. Mr. Gradisar asked if all he is asking for is a letter of support and no funding is being asked today. Mr. Ruble replied the money isn't really needed yet. As they get closer to getting all the funding, they will come back and ask for the money. Mr. Colucci stated his only comment is Mr. Ruble is giving PACOG 100% variation in the consultant's cost from \$50,000 to \$100,000. He asked if a firm number could be provided. Mr. Ruble replied they will try to get better number. At the current time, they are asking for people to contribute and will get a firmer number as they proceed. Once they get all the funding, they will stop asking. He stated when they spoke to the consultant this was the number that was given, noting they haven't asked the consultant to provide a final figure. He added he will be meeting with those community leaders who would benefit from this service with respect to funding.

It was moved by Nick Gradisar, seconded by Bob Schilling, and passed unanimously that PACOG provide a letter of support for funding up to \$5,000 if there are commitments for the balance from other entities to fund the study.

TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

There were no comments from Mr. Bill Thiebaut, Transportation Commissioner.

Ms. Ajin Hu, South Program Engineer for the Colorado Department of Transportation, reported there are three signal projects which are being done in Pueblo. The cost estimates were lower than the bids, and CDOT will be advertising in November or December. Construction should start sometime in February.

Ms. Hu reported CDOT received \$1.8 million to widen 4th Street/Highway 96/Lincoln Avenue from Orman to Abriendo Avenue, which provide left turn lanes. The project will be combined with signal upgrades to the area.

Ms. Hu reported the design builder for the CDOT Region 2 facility has been selected. The design builder is Neenan. The same group is working on the Region 4 facility. There will be a kick-off meeting in December.

Ms. McFadyen asked staff if they could send flowers from PACOG to Ms. Rowe who is ill. Staff stated they could do this.

Acting Chairman Brown stated CDOT is redoing 4th Street from Albany out east. Ms. Hu replied the overlay is from the Arkansas River (4th Street Bridge) up to Highway 47/50. Acting Chairman Brown asked if bump-outs would be done. Ms. Hu replied yes. Acting Chairman Brown stated there was a concern about trucks being able to turn off 4th Street onto the side streets. Ms. Hu responded she knows one person who has expressed concern. The City and CDOT staff will be meeting with that person and showing him how the trucks will turn. Acting Chairman Brown asked if CDOT could meet with the businesses on 4th Street and Santa Fe, noting there are tire marks all over. Ms. Hu responded CDOT would take a look at this.

WRIGHT WATER ENGINEERING PRESENTATION

Ms. Salazar informed PACOG that Wright Water Engineering will be making a presentation on the Fountain Creek Watershed on Thursday, October 29th from 6:00 p.m. to 8:00 p.m., in this conference room. Ms. McFadyen asked that an email be sent to the members reminding them of the presentation.

MPO STAFF REPORT

(A) Administrative Amendment

Mr. Scott Hobson, MPO Administrator, introduced Mr. Dan Dahlke, CDOT, who would provide the report on the administrative amendment, which relates to bridge repairs to State Highway 231. Mr. Dahlke reported the repair is to 36th Lane (SH 231) over the Arkansas River. CDOT will be re-decking the 680' long bridge. The plans were finalized in August. Due to bids received this summer, the cost estimates were revised. For instance, earlier in the year the asphalt was going for \$90/ton, but it is now at \$120/ton. Structural concrete earlier in the summer was \$450/cubic yard and is now \$850/cubic yard. A lot of this is due to the amount of work CDOT has been putting out, noting there is limited supplies and workers. In an effort to make sure this project moves forward, CDOT is requesting an additional \$600,000 before the project goes to advertisement. If the project goes to advertisement with short funds, it takes longer to get it going. Currently, there are bid savings from a future project on I-25 down by Aguilar. They are \$600,000 short, so CDOT is transferring funds internally in Region 2.

Mr. Schilling asked about the flow channel on the bridge. Mr. Dahlke replied CDOT will be doing some re-channelization underneath. He stated the sub-structure is in great shape, so basically they will be replacing some bearing pads, noting the girders and abutments are good. The bridge will be widened so there will be shoulders. With the flooding issues, they will be taking care of the minor things.

(B) CDOT's 2015 Transportation Summit - Registration for the PACOG Table

Mr. Hobson reported staff did secure a table for 10 representatives at the CDOT 2015 Transportation Summit in Denver on October 28th. He stated there was one person who was interested in going, but was not included. He asked if someone is not going to be able to attend if they would let him know. Mr. Montoya replied he would not be able to attend because School District 70 is in negotiations with the union. Mr. Hobson thanked Mr. Montoya and stated Ms. Leonard would now be able to attend. He reminded those attending to keep track of their mileage and submit this to either him or Ms. Salazar. MPO staff will apply for the reimbursement for travel and any parking for those attending. He stated staff will be sending a reminder email on Monday to those attending with details.

(C) Federal Highway Administration - Approval of the PACOG FY2016-FY2017 UPWP

Mr. Hobson reported included in the PACOG packet was a letter from the Federal Highway Administration to Mr. Shailen Bhatt, CDOT Executive Director, approving all of the UPWPs completed by the five MPOs in the State.

(D) CDOT STIP Annual Update Guidance

Mr. Hobson referred PACOG to a guidance policy for amendment to the State Transportation Improvement Plan (STIP), which relates to PACOG's TIP. On an annual basis, the STIP is being proposed to be modified two times per year in May and December. Each of the MPOs will make calls for projects that would be added to our TIP. Currently, our TIP goes from 2016 to 2019. The plan is to have a "rolling STIP and rolling TIP" that each year you would add another year's project into the TIP. The next time the TIP would be amended it would become 2017-2020. As a MPO, we will be required to solicit projects to add to the 2020 segment. The years of funding can also be adjusted during that time period. Just because a project gets put into the TIP that doesn't mean it absolutely has to be funded within the year identified. If funding becomes available or projects are combined, you can modify it. Staff will primarily be asking for CDOT funded projects to be added to our TIP. In April 2016, PACOG should be seeing an amendment to our TIP and then if there are other changes towards the end of 2016, modifications will be made in November and the State Transportation Commission would ratify them and make those a part of the STIP at the end of 2016.

Mr. Hobson reported CDOT, as well as all of the MPOs, will be taking a look at their public processes for the adoption of the TIPs. These will tie back whether we want to look at other ways to get public input on the process. PACOG adopted a public process by resolution about 18 months ago. Changes may be made during the FY 2016 work program, which is in the UPWP, to look at the public information process. Staff should be coming to PACOG with suggested changes which mirror what CDOT is asking to be done as part of the public involvement process for any modifications to the TIP or the Long Range Transportation Plan.

(E) West Pueblo Connector - 11th to Downtown, Two Proposals Submitted

Mr. Hobson reported proposals were received from two firms, Matrix Design Group and Felsburg Holt & Ullevig. They were both qualified consulting firms, and had experience in these types of studies. Interviews were held last week and the interview committee is recommending that Matrix Design Group be selected. The contract with Matrix should be approved and work started by mid-November. The study is scheduled to be completed within six months. The study will be done from 18th Street and Tuxedo Boulevard to 11th Street across the railroad yard and connects to the east side of 8th Street by the Pueblo Chieftain. The railroad crossing is northwest of downtown in between the State Hospital property and downtown Pueblo.

(F) Colorado DOLA COG Competitive Grant Cycle Submitted September 29, 2015

Mr. Hobson reported the DOLA Competitive Grant application was submitted on behalf of PACOG for the Organizational Restructure Study/Implementation Project. It is currently being reviewed by the DOLA staff. It is hoped that an answer will be received by the next PACOG meeting.

(G) PACOG Safe Routes to School Planning Grant

Mr. Hobson reported on the reduction of busing in the St. Charles Mesa. At the last Transportation Advisory Committee meeting, there was a presentation from CDOT and a suggestion that PACOG apply for Safe Routes to School Planning funds. Essentially, the same amount of money which would have been paid internally to staff will now be used to match the Safe Routes to School Planning grants, which would bring in approximately \$80,000. Between the two funding sources, there would be \$100,000 to engage a consultant to do a more complete analysis. He stated they would like to have the County departments involved. MPO staff will be working with County Public Works, County Facilities, and County Planning and Development to help put the application together. The deadline for the grant application for the St. Charles Mesa School Accessibility Study is January 8, 2016. Following completion of the plan, hopefully, a project will be identified that the County would apply for Safe Routes to School funds to help address the issue. Mr. Pace asked if the Safe Routes to School funds are federal funds which come through CDOT. Mr. Hobson replied there are two sources. CDOT has established a Safe Routes funding program, which is separate from the federal funds. Also, you can apply for Transportation Alternative funds, like bike trails, aesthetics, etc. He noted the Safe Routes to School funds compete against the other projects. CDOT money is purely for safe routes planning and some infrastructure.

Mr. Pace stated there is a ballot question (i.e., 1B) and if it passes there would be funds in there which he hoped would be enough for some County schools. He stated he needed help identifying how much is needed locally and how aggressive we could be. Mr. Hobson replied PACOG staff will need to rely on the County being able to help identify the scope and which areas we need to be doing the planning in so we can have competitive applications.

Mr. Montoya asked who the County consists of (i.e., County Commissioners, school district officials, etc.). Mr. Hobson felt as part of the scope of work for the study that a stakeholders group would be organized that would include County staff, school district

representatives, and residents from within the community to help develop and review the information. They would come with projects. He felt the lead agency would be the County and the funding source would be through PACOG, but it will be an overall effort with the school district and key stakeholders. Mr. Montoya stated in Pueblo West it wasn't such a big deal in terms of the transportation issues to the schools (i.e., sidewalks, bike trails). He stated in the St. Charles Mesa this is different. Mr. Hobson responded both areas are challenging, but the St. Charles Mesa is not as fortunate as Pueblo West where they have utility easements which are a part of the original platted subdivisions in Pueblo West.

(H) CDOT Transportation Commission Meeting Summary - 9/16/2015

Mr. Hobson reported staff is now including in PACOG's packet a summary of Transportation Commission meetings. The Transportation Commission meets the Wednesday and Thursday prior to the week of the PACOG meeting. The updates which are received from Transportation Commissioner Thiebaut will be for the previous week's meeting of the Transportation Commission. What staff receives from CDOT is the month before summary of the meeting, and this is what will be included in PACOG's packet.

(I) Notices of Proposed Rulemaking (MAP-21)

Mr. Hobson reported the Federal Highway Administration, through the MAP-21 which is the current federal legislation that guides funding for transportation, is going through the Notice of Proposed Rulemaking (NPRM) to implement rules. There are four areas which are going through the rulemaking, which include: Safety, Highway Safety Improvement Program, Transportation Planning, and Air Quality. Since Pueblo is an attainment area for air quality, it does not receive or is eligible for air quality funds. He stated there are proposed requirements for System Performance Reports which are done every two years by the MPO. This includes quality of pavement, quality of bridges, and the overall assessment of the infrastructure within the PACOG region, as well as goals and plans to maintain our system at a certain level. He stated AASHTO, which is the American Association of State Highway Transportation Officials, sets goals for safety. Their goal is 50% reduction in fatalities or serious injuries within a certain timeframe. CDOT has been tracking this and, up until 2011, Colorado was meeting the goals of the AASHTO standards of having a reduction in fatalities and serious injuries. Since 2011, Colorado has not been able to stay within the proposed standards for reduction of injuries and fatalities. In the last year, the number of fatalities and injuries has increased. There is concern in Colorado of whether or not we are going to be able to meet the AASHTO standards. As part of the rulemaking, we are asking what can be done to provide a more realistic goal for Colorado. Part of the reason for serious injuries and fatalities are the number of rural roads in Colorado. Many of the injuries and fatalities in Colorado occur on rural highways. CDOT and the MPOs will be working on a realistic goal.

(J) Citizens Advisory Committee

Mr. Hobson reported there is one position vacancy on the Citizens Advisory Committee. The vacancy will be advertised. Ms. Megan Murrillo, who was previously appointed, did not complete her term. At PACOG's December meeting, the appointment will be done.

FUTURE AGENDA ITEMS

Mr. Pace distributed copies of a list of potential governmental entities that could be invited to join PACOG. He stated he would like to place it on a future agenda for discussion.

OTHER BUSINESS

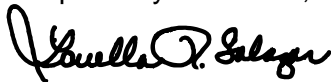
Mr. Schilling asked if it would be possible to place times on the different presentations on the agenda. Ms. Salazar replied that when people make presentations before PACOG, staff informs them that they are allotted a certain amount of time, but it is difficult to keep them to this time. Mr. Schilling stated maybe the chair needs to let the presenter know before making his/her presentation.

Mr. Lowe stated the new turn lanes on major intersections along Highway 165 in Colorado City have made it safer. He thanked PACOG, CDOT, and staff for their efforts.

ADJOURNMENT

There being no further regular business before PACOG, the meeting was adjourned at 1:40 p.m. The next meeting is scheduled to be held on Thursday, December 3, 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

JOINT CITY COUNCIL AND BOARD OF COUNTY COMMISSIONERS' APPOINTMENT

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 Pueblo Library District Board of Trustees. Mr. Brian Anselmo Casaus was selected. This appointment needs to be ratified by the City Council and Board of County Commissioners at their respective meetings.