

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
September 14, 2017
8:30 a.m.**

Community Room of the Pueblo Municipal Justice Center, 200 South Main Street
Agenda items marked with * indicate additional materials are included in the packet.

**Individuals Requiring Special Accommodations Should Notify the City MPO's
Office (719) 553-2242 by Noon on the Friday Preceding the Meeting.**

- 1. Call Meeting to Order**
- 2. Introductions and Public Comments (*non-agenda items only*)**
- 3. Approval of Minutes***
August 10, 2017
Action Requested: Approve/Disapprove/Modify
- 4. CTIP/STIP Administration Modifications Agenda Item(s)**
CDOT Region 2 requests for PACOG MPO/TPR TIP amendment(s)
Action Requested: Approve/Disapprove/Modify
Project Name: **US50 Permanent Water Quality Pond Between Purcell and Pueblo Blvd.**
STIP Number: SPB7004
Project Location and Description: US 50 Between Purcell and Pueblo Blvd.
Fund Source(s):
Federal Program Funds: **\$ 122,331**
State Matching Funds: **\$ 25,430**
Local Matching Funds: **\$ -0-**
TOTAL PROJECT FUND AMENDMENT: \$ 147,761

This request is to add more water quality funding to the right-of-way and design phases of the project in FY 2018. \$25,000 will go into the right-of-way phase and \$122,761 will be added to the design phase.
- 5. Bike/Ped Trails and Grade Separation Over US50 - Pueblo West/CDOT**
Action Requested: Discussion
- 6. CDOT Region 2 Updates (*Informational Updates*)**
- 7. Pueblo Memorial Airport Activities -Ian Turner, Director of Aviation, Pueblo Memorial Airport (*Informational*)**
- 8. Volkswagen Settlement (*Informational*)***

9. Staff Reports/Updates (*Informational Updates*)

Public Participation Plan

Update of Bike Map

2018-2019 – Unified Planning Work Program

10. Items from TAC Members or scheduling of future agenda items

11. Adjourn at or before 10:30 am

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION
August 10, 2017
8:30 a.m.**

Community Room of the Municipal Justice Center, 200 South Main Street
Agenda Items Marked with * indicate additional materials included in packet

1. Call Meeting to Order

Chairman: John Adams

Time of Call: 8:33 a.m.

MPO Members Present: John Adams, Bart Mikitowicz, Hannah Haunert

TAC Members Present: Alf Randall, Darrin Tangeman, Don Bruestle, Joan Armstrong, Pepper Whittlef, Wendy Pettit, Shawn Winters, Timothy Kirby

CAC Members Present: Kristen Castor, Joe Garcia, Michael Klaus

Others Present: Salvatore Piscitelli, Craig Curtis, Michael Nusen, Ajin Hu, Joe DeHeart, Jennifer Billings

2. Introductions and Public Comments (non-agenda items only).

Introductions were made for Craig Curtis, Michael Nusen, Timothy Kirby (temporary replacement for Michael Snow), and Jennifer Billings.

3. Approval of Minutes of the regular meeting held on July 13, 2017

Motion to Approve: Sal Piscitelli

Second: Darrin Tangeman

Unanimous

Joe Garcia would like to add that UDOT puts a lot of money and effort into their roads.

4. CDOT Region II TIP/STIP Policy Agenda Item(s)

Motion to Approve: Don Bruestle

Second: Kristen Castor

Unanimous

Project Name: **Pueblo West High School (Capistrano Ave.)**

Project Location and Description: Add turn Lanes

Fund Source(s): **HSIP/HRRR**

Federal Program Funds: **\$ 342,000**

State Matching Funds: **\$ -0-**

Local Matching Funds: **\$ 38,000**

Other Project Funds: **\$ -0-**

TOTAL PROJECT FUND AMENDMENT: \$380,000

Project Name: **McCulloch Blvd. & Platteville Blvd.**

Project Location and Description: Add Right turn Lane Northbound to Eastbound

Fund Source(s): **HSIP/HRRR**

Federal Program Funds: **\$ 237,330**

State Matching Funds: \$ -0-
Local Matching Funds: \$ 26,370
Other Project Funds: \$ -0-

TOTAL PROJECT FUND AMENDMENT: \$263,700

Project Name: **Capistrano Ave. & Spaulding Ave.**

Project Location and Description: Roundabout

Fund Source(s): **HSIP/HRRR**

Federal Program Funds: \$ 450,000

State Matching Funds: \$ -0-

Local Matching Funds and "OVERMATCH" \$ 150,000

Other Project Funds: \$ -0-

TOTAL PROJECT FUND AMENDMENT: \$ 600,000

The three will be added to the 2018-2022 Transportation Improvement Plan. Darrin Tangeman said that it is not directly related to the safety projects. There was a fatality on Capistrano & Spaulding. Joe Garcia asked about the money. Shawn Winters said that the roundabout has been awarded the \$500k and will need \$100k match. The amount is without design. There is a TBR webinar meeting September 11, 2017 at 2pm-4pm eastern time.

**5. TIP/STIP Administration Modifications Agenda Item(s)
CDOT Region 2 requests for PACOG MPO/TPR TIP amendment(s)**

Motion to Approve: Kristen Castor

Second: Joe Garcia

Unanimous

Project Name: **8TH Street Bridge Rehabilitation**

STIP Number: SR27001.019

Project Location and Description: Bridge over I-25

Fund Source(s): **Bridge Off-System**

Federal Program Funds: \$ 280,000

State Matching Funds: \$ -0-

Local Matching Funds: \$ 70,000

Other Project Funds City "OVERMATCH" \$ 156,639

TOTAL PROJECT FUND AMENDMENT: \$ 506,639

This TIP Amendment request adds additional local match to the construction phase.

The total amount of local "OVERMATCH" is \$156,639.

6. FFY 2018-2019 Unified Planning Work Program*

Motion to Approve: Kristen Castor

Second: Don Bruestle

Unanimous

There were no changes to the Scope of Work.

7. Pueblo Memorial Airport Activities

Ian Turner had something come up and couldn't make it to the meeting.

8. Southwest Chief North Front Range Commission Update

Please see page 21 of the packet for more information

Step 1 – Establish Preliminary Cost Estimate & Project Feasibility

Step 2 – Initial Pueblo Stakeholders Meeting

Step 2.1 – Establish Committee Meeting Schedule

Step 2.2 – Develop Statement of Purpose & Needs

Step 2.3 – Develop & Sign Memorandums of Understanding

Step 2.4 – Develop Funding Strategies & Responsible Agents

Step 2.5 – Facilitate Site Feasibility Study for Union Depot & Southwest Chief

Step 3 – Develop Pueblo Rail Public Outreach Campaign

Michael Klaus said that the train will travel 200 mph between Pueblo and Fort Collins, it will stop 10-12 times a day with one hour transit time. There are plans to link the airport. This will help reduce congestion issues on I-25 and help people get to and from work out of town. It will cost less to build the rail than to add more lanes miles to I-25. The Union Depot does want to use their building for future use. The other possibility is to make a deal with the railroad companies to use their rails. Don Bruestle asked about extending to New Mexico or other states. Michael said that would be in the future phases. Kristen Castor asked how this would tie into the local Transit System. Bart Mikitowicz said that he is working on it.

9. Transportation Planning Toolkit "Project Ideas"– Timothy Kirby/CDOT HQ*

Tim Kirby said that the main topic for MPO's is upfront information. This is where the Toolkit comes to play. More information is in the packet on page 32.

a. Idea/Suggestion/Issue

b. Planning

c. Funding

d. Selection

e. Improvement

This will be on CDOT's website.

Module #1 – Sources of Project Ideas or Issues

Ideas for congestion is to add a lane of capacity. Adding a lane is not the best or smartest solution but it would be best to look at all options including multimodal.

1. Public Input

a. Reporting issues can be done by meetings, social network, elected officials, business/industry groups, special interest organizations, or to CDOT Staff.

i. CDOT switched from using Town Hall Meetings to Telephone Town Hall Meetings. A lot more people participated.

2. Asset Management – risk-based approach to ensure CDOT's limited funding is applied to the right projects at the right time. 41% of the budget goes into Asset Management.

a. Multimodal System

i. Useful life of the vehicle and cycle when they are old.

b. Inspect & Assess

c. Establish Goals & Set Objectives

d. Identify Risks & Opportunities

e. Develop Mitigation & Investment Strategy

f. Prioritize Design & Construct

g. Remaining Service Life vs Drivability Life

i. Priority Based on Age vs Priority Based on Driver's Experience

1. Maintain the system for the long term using more frequent targeted investments rather than large scale rebuilds.

3. Data Analysis

a. Data

i. Collect performance data

b. Knowledge

i. Identify a pattern (safety, congestion, etc.)

c. Action

i. Identify potential improvements

Big Data – Emerging technologies will generate more data with greater analytic potential.

10. Ilex Projects Status – Update by Joe DeHeart and/or Ajin Hu

Joe DeHeart said that everything is on schedule, there was a delay with the railroad company not selling a piece of the railroad. There was going to be a pedestrian tunnel under I-25 by the tracks but instead a 2-span bridge will take its place. I-25 will be realigned to the east for future improvements of elevation. The 1st traffic shift will be in March 2018 and it will be NB. In August 2018, SB will shift and the old I-25 will be demolished.

The Hwy 50 Bypass Bridge is getting fixed but not replaced because for the new Freeway, it will be reconfigured and reconstructed.

All bridges along I-25 and included in the Ilex project will be repaired and finished by early 2018. There is more information in the packet on the last 7 pages. Wendy Pettit wanted to know how long it took Flatiron to do a basic build. Joe said that it was about a year. Joe Garcia asked if this project cost \$5m. Joe DeHeart said yes. Joe Garcia also asked what happens when the bridges are needing repair in 30-40 years. Joe DeHeart said that the rehab bridges would go away or be in another location in the new Pueblo Freeway (alignment change). There is only enough funding to do I-25 from Arkansas River to Hwy 50/47 (north half).

11. CDOT Region II Updates

Ajin Hu said that Hwy 45 Pueblo Blvd is moving nicely and the traffic will be switched on Monday. The project will finish before Thanksgiving. Hwy 50 W will continue until next summer. CDOT's building will be done by April 18th, 2018.

12. Road Usage Charge Pilot Research Program – +++If Time Permits+++

The gas tax has not been raised in about 25 years, it is about \$.22/gallon. In Colorado, gas tax would need to be voted by the people to have it increased. The problem with our current funding is with increased vehicle fuel efficiency, declining purchase power, and increase in population.

New fuel economy standards mandate that newer vehicles from 2016 must have an economy of 35.5 mpg (miles per gallon) and in 2025 54.5mpg. There are other vehicles that use electric, hybrid, natural gas, or propane. This means that less vehicles will consume gas and less gas tax for future road improvements.

We are expected to have a 47% increase in population by 2040. Traffic delay will increase 2 to 3 times.

Colorado Transportation Finance and Implementation Panel looks at other options for funding, most of them didn't work.

Road Usage Charge (RUC) will address the funding problem by charging drivers for what they use instead of how much gas is consumed, like a utility (you pay for what you use: ex water). Sal Piscitelli asked if it would be like tolls roads. Tim Kirby said that these are two different things. This will replace gas tax. There will still be registration fees. Michael Klaus asked how would this work with the different type of vehicles. Tim said that they would look to the Legislator to see if the heavier traffic would be different. There will be a carve out for the different type of vehicles. Darrin Tangeman asked if they looked at a flat fee for socio-economic populations. Tim said that they are still doing research and keeping this in mind.

People feel that driver privacy is sacrificed; People have a choice of which method they would like to use. Privacy will always be protected and only mileage will be documented. There is a legal separation between CDOT and Private Sector Consultant. After 30 days, the data will be destroyed unless the user tells them otherwise.

Joe Garcia asked how out of state drivers are charged. Tim Kirby said that CDOT does not have a good answer at this moment but there will be a grant for research. There are 16 Western States that pool money together to research it. The legal framework in each state will be different and how it can interlock into one flawless project. Joe asked how much time and when will it be on the ballot. Tim said that they are not sure.

Bart Mikitowicz asked if this will meet the funding. Tim Kirby said that CDOT's goal is to stabilize and maintain revenue. Joe Garcia asked if Federal and Government vehicles would be exempt. Tim said no.

The Pilot Program's purpose is to create a sandbox where legislators, CDOT, and policy makers can experience the Road Usage Charge (RUC). This would help identify and evaluate potential issues related to implementation of the full system and test the feasibility and the acceptability of the methods to report mileage. It will solicit feedback from the pilot participants for future system design.

There was a 4-month Statewide Pilot Program (December 2016-April 2017) that had about 100 participants from all over. The payment and revenues were simulated.

Participants of the program chose a mileage reporting option, created an account, and registered their vehicle, installed or reported mileage, received/reviewed invoices, made payments, completed surveys and closed out the account.

There are three types of mileage report: odometer reading, non-GPS enabled, and GPS enabled. GPS enabled monitoring has a device that plugs into their vehicle's OBD-II port and uses location based data to calculate total miles driven with differentiation between in-state and out-of-state roads. The non-GPS monitoring has a device that plugs into the vehicle's OBD-II port but does not use GPS to track mileage and location but counts distance traveled and gasoline consumption. Odometer reading is the participant manually reports the odometer reading to the website or through a mobile app. Tim Kirby said that when people got more experienced, they wanted to upgrade to the full GPS device because they were comfortable with their data.

There are a few issues that had been identified: Improve Roadway Ownership Data, Address OBD-II port competition, and multiple fuel types. CDOT is also looking at how to collect revenue and the cost for administration. CDOT has also identified urban/rural equity perceptions and data privacy concerns.

Bart Mikitowicz asked if motorcycles have the OBD-II port, Tim said that they do not and will use AVL (automatic vehicle locator). Alf Randall asked if this would be tied to a jurisdiction. Tim said that would be up to the legislator.

CDOT's next steps are to continue to progress research, pilot with Farm Bureau for Agriculture Community, coordinate with other State Agencies (Department of Revenue and Office of Information Technology), focus groups and education, white papers on issues and leverage RUC West on Regional or Industry Issues.

Bart Mikitowicz asked if this would eliminate getting revenue from the use of lawn mowers, construction, generators etc... Tim Kirby said yes but CDOT is looking at the roads traveled.

13. Items from TAC Members or scheduling of future agenda items

There were no items for future agenda items.

14. Adjournment

Chairman John Adams adjourned the meeting at 10:31 a.m.



COLORADO

Department of Transportation

Region 2

Region 2 Planning
905 N Erie Ave
Pueblo CO 81001-2915

August 29, 2017

To: PACOG
211 E. D Street.
Pueblo, Colorado 81003
(719) 553-2244 FAX (719) 549-2359

**CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2017-2020 Transportation Improvement Program**

Administrative notification of Roll Forward Project Funding or TIP/STIP Policy amendment(s) in the MPO and TPR area(s) -no TAC or Board action required.

Project Name: US 50 Permanent Water Quality Pond Between Purcell and Pueblo Blvd
STIP Number: SPB7004
Project Location and Description: **US 50 Between Purcell and Pueblo Blvd**
Federal Program Funds: \$ 122,331
State Matching Funds: \$ 25,430
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$147,761

This request is to add more water quality funding to the right of way and design phases of the project in FY 2018. \$25,000 will go into the right of way phase and \$122,761 will be added to the design phase

Please let me know if you have any additional questions about the proposed Administrative Notifications.

Sincerely,

Wendy Pettit
CDOT Region 2 Planning

Cc:

Julia Spiker (OFMB)
Ajin Hu (R2 SPE)
Karen Rowe (R2 RTD)
Jason Ahrens (R2 BO)





Department of Public Health and Environment solicits comments from the public on Colorado's proposed spending plan for the Volkswagen settlement

Jeremy Neustifter, Public Information | 303-692-6302 | Jeremy.neustifter@state.co.us

FOR IMMEDIATE RELEASE: Aug. 29, 2017

The state of Colorado expects to receive \$68.7 million in settlement funds following resolution of the Volkswagen emissions scandal. Volkswagen Group of America and certain related entities admitted they violated the federal Clean Air Act by selling vehicles with 2.0-liter and 3.0-liter diesel engines that emitted more air pollution than the federal Clean Air Act allows and by cheating on federal emission tests to hide the excess pollution.

To mitigate the environmental damages from violating the federal Clean Air Act, the settlement requires Volkswagen to place \$2.9 billion in an independently administered environmental trust. The trust will fund projects across the country to mitigate the diesel emissions caused by the offending Volkswagen vehicles. Depending on when the trust is filed with the court, Colorado anticipates it will begin to receive funds in 2018.

The Colorado Department of Public Health and Environment will be designated as the state's lead agency to implement the trust. CDPHE partnered with the Colorado Department of Transportation, the Colorado Energy Office, and the Regional Air Quality Council to develop a spending plan. When the state receives funds from the trust, these agencies will work together to distribute the funds to public and private fleets to incentivize emission reduction projects.

CDPHE and its partner agencies conducted public outreach in fall 2016 regarding how the trust funds should be used. The agencies gave approximately 15 presentations about the trust, conducted media interviews, directly contacted more than 450 stakeholders and received approximately 120 comments regarding how to spend the funds. Based on initial public comments and legal requirements, CDPHE and its partner agencies drafted a spending plan, formally known as a Beneficiary Mitigation Plan, describing how Colorado

proposes to distribute the funds. CDPHE is now publishing the [Beneficiary Mitigation Plan](#) for additional public comments.

The terms of the trust require the funds to be spent on certain eligible categories of projects. To maximize air quality benefits, Colorado proposes to distribute the funds as follows:

- \$18 million to replace medium- and heavy-duty diesel trucks, school buses and shuttle buses with alternate fuel or electric vehicles. Small businesses with fleets of fewer than nine vehicles could receive incentives to replace old diesel vehicles with new diesels.
- \$18 million to replace diesel transit buses with alternate fuel or electric buses.
- \$10.3 million to install charging stations or fueling stations for zero-emission passenger cars and trucks.
- \$5 million to reduce emissions from non-road diesel engines or diesel equipment.
- \$12.2 million held by Colorado in a flexible fund that would be allocated to eligible projects based on demand.

Access additional details in the proposed Beneficiary Mitigation Plan.

The department will hold a meeting for public comment regarding the proposed plan Sept. 18, 2-5 p.m. at the CDOT headquarters building, 4201 E. Arkansas Ave., Denver. Comments will be accepted during the public meeting and in writing until Oct. 13. Written comments may be submitted to cdphe.commentsapcd@state.co.us or by mail or hand delivery to:

CDPHE Air Pollution Control Division
ATTN: Christine Hoefler
4300 Cherry Creek Drive South
Denver, CO 80246

Oral comments will be recorded during the public meeting. All oral and written comments will be posted on the department's website along with a summary of the comments received. CDPHE and its partner agencies will consider all timely comments and make any appropriate revisions to finalize the Beneficiary Mitigation Plan. The final Beneficiary Mitigation Plan will be posted on CDPHE's website and submitted to the trustee.

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