Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
February 9, 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) 553-2244 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*
   January 12, 2017
   Action Requested: Approve/Disapprove/Modify

4. CDOT Region II TIP/STIP Policy Agenda Item(s)
   There are no Policy TIP Amendment Notifications for January.

5. CDOT "DRAFT" FASTER and Highway Safety Improvement Projects (HSIP) - CDOT

6. National Freight Program – CDOT *

7. TIP/STIP Administration Modifications Agenda Item(s)
   Notification of Four (4) Administrative Amendments for a Roll Forward Project Funding to the
   PACOG Transportation Improvement Program (TIP) and Statewide Transportation Improvement
   Program (STIP) in the MPO/TPR area.
   Notification: No Action Required

   Project Name: Transit Bus Replacement and Related Equipment
   STIP Number: SST6740.031
   Project Description: Transit Bus Replacement
   Federal FTA Section 5309 Funds: $260,000
   Local Match: $ 65,000
   TOTAL PROJECT COST: $325,000

   Project Name: Paratransit Vehicle Purchase
   STIP Number: SST6740.032
   Project Description: Replacement of Paratransit Vehicle
   Federal FTA Section 5309 Funds: $96,000
   Local Match: $24,000
   TOTAL PROJECT COST: $120,000
Project Name: Pueblo Way Finding Signage  
STIP Number: SPB3865SR25079.031  
Federal Fiscal Year: 2017  
Project Location and Description: Wayfinding Phase II – Various Locations  
Federal Program Funds: $41,000.00  
Local Matching Funds: $10,000.00  
TOTAL PROJECT FUND AMENDMENT: $51,000.00

Notification of One (1) Administrative Amendment for additional local “OVERMATCH” Funding to the PACOG Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in the MPO/TPR area.  
Notification: No Action Required

Project Name: Pueblo West-Spaulding to West McCulloch Trail*  
STIP Number: SR25079.061  
Federal Fiscal Year: 2017  
Project Location: Spaulding to McCulloch – Pueblo West  
Federal TAP Program Funds: $304,000.00  
Local Match: $76,000.00  
Local “OVERMATCH”: $124,070.25  
TOTAL PROJECT FUNDS AS AMENDED: $504,070.25

8. CDOT Region II Updates*  
   • FY 2018-2021 Transportation Improvement Program Projects *
   • Other Updates

9. Public Participation Plan “DRAFT” *

10. Staff Reports:  
   • Transit Functionality Study – Update  
   • State Senate Bill Introduced Establishing the Southwest Chief and Front Range Passenger Rail Commission*  
   • FY 2018-2019 Work Activities for the UPWP – Discussion Only

11. April 13th, 2017 TAC Meeting Location

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

13. Adjourn at or before 10:30 am
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) 553-2244 by Noon on the Friday Preceding the Meeting.

1. Call Meeting to Order
   Chairman: John Adams
   Time of Call: 8:37 a.m.
   MPO Members Present: John Adams, Bart Mikitowicz, Hannah Haunert
   TAC Members Present: Alf Randall, Dan Centa, Darrin Tangeman, Don Bruestle, Joan Armstrong, Michael Snow, Pepper Whittlef, Wendy Pettit, Joe Garcia
   CAC Members Present: Kristen Castor
   Others Present: Salvatore Piscitelli, Gary Thomas

2. Introductions and Public Comments (non-agenda items only).
   Introductions were made for Gary Thomas and Joe Garcia.

3. Approval of Minutes of the regular meeting held on November 10, 2016
   Motion to Approve: Don Bruestle
   Second: Sal Piscitelli
   Unanimous

4. CDOT Region II TIP/STIP Policy Agenda Item(s)
   There are no Policy TIP Amendment Notifications for January.

5. Administration Modification to the TIP/STIP
   There are no Administrative TIP Amendment Notifications for January.

6. CDOT Region II Updates
   Wendt Pettit informed everyone about the Pilot Program for the alternative to collect revenue instead of the gas tax. The process is underway with a lot of exceptions: out of state, vehicle type, etc. The use of GPS might be used or manually recording mileage. The Gas Tax will not be sufficient in the new LRTP. John Adams said that he has the device and it has the time, average miles per hour and how much carbon output. It also has diagnostic for the car, i.e. to get a new battery. It cost 1.2 cent per mile. The study has a vast type of drivers. Kristen Castor had a question about people using older cars and how that would work with the technology. Michael Snow said that some people would self-report. Don Bruestle had a concern about this study impacting the people
who can't drive, low income, or doesn't have a car. Michael said that this study is to ask those questions. Joe Garcia asked who would cover the cost. Michael said it is part of the study too but CDOT would not be involved and would be questions for the Legislator. This does not mean that CDOT is for it. Bart Mikitowicz said that he would like to see sales tax on restaurants with a drive thru since they are contributing to road usage.

CDOT is working on a process on how to collect information to select freight projects for the freight funding that is available. The information will go to STAC in the process.

Michael Snow spoke again about the develop program to document priority needs that has been identify by what the public wants. This will help in the future because there can be a query done on the projects that fit the criteria.

7. Public Participation Plan “DRAFT” *

John Adams informed us that there is a handout in the packet and that it has been updated since it had been sent out for the Public Participation Plan.

Bart Mikitowicz asked about the strengths and/or weaknesses of the Public Participation Plan (PPP) efforts in Pueblo. Darrin Tangeman asked if it was the City or County. Bart said both. Sal Piscitelli said that the strength is having all the information and documentation and the weakness would be informing the public about the information/documentation. Sal suggested the local stations and to have it before it has happened rather than having it after the fact. Darrin asked who was responsible. Bart said that he has developed a stakeholder database for every business in the County. Mass emails will help reduce the cost. Kristen Castor said that presentation is a strength and the weakness would be that it is not put in a meaningful context to everyone. It should be more personal and how does that affect the general public. Don Bruestle asked if is referring to the business this committee deals with or citizen participation. Bart said that both are valuable discussions that need to happen. Don said that the weakness would be that most people don’t seem engaged unless that person is threatened and/or paying attention. Kristen said that “Have you heard” for a headline to draw people in. Real time information. Another example Kristen gave is “Why are we running empty buses?”. Alf Randall said that the government itself is a weakness. Kristen said that we need to track the input. Michael Snow said that the reliance of a narrow set of outreach mechanism is a weakness.

The next question is what percentage or sum of PACOG’s annual budget you feel should be allocated to the community outreach activities in a fiscal year. Don Bruestle asked if any money has been allocated. Kristen Castor asked what cost does other MPO’s have. Bart Mikitowicz did not know that information. Joe Garcia said that other Cities have an RTA that helps fund the PPP. Dan Centa asked about how much is already funded. John Adams said that there is already $13,000/year for staff time to update the PPP. Darrin Tangeman suggested talking to Debra Hill and Paris CarMichael. Sal Piscitelli suggests using a non-profit organization to mail out the flyers. Michael Snow asked who is responsible for PPP and involvement with public outreach. Kristen suggested to hire another person just specifically for media outreach.

The next question is what type of outreach activities do you feel are most effective and is there a type of outreach not currently being utilized that you would like to see implemented. Darrin Tengeman said that use of social media, mailers, how it is approached, and engagement with editorial board of the newspaper. Kristen Castor asked how effective is the newspaper. Joe Garcia
commented about that the others would get the feedback and not all of us would hear about it. Wendy Pettit suggested having an on-going education through social media with a topic at a time. Michael Snow said that personal relationship and personal outreach. Joan Armstrong emailed Louella (PACOG Recording Secretary) to see if there was any money from the PACOG's budget for public outreach. She said there is no money but it could come out of other projects as an assigned line item.

It was decided that mailers and the newspaper are not very effective for community outreach. Dan Centa asked how we contacted the West Pueblo meeting. John Adams said that we did direct mailing and a newspaper ad. Pepper Whittlef said to not just dismiss newspaper and mailers. Don Bruestle suggested having attractive graphics on a post card.

The next question is recommending one long term idea that will contribute to the PPP over the next 5 years. Don Bruestle said to change the culture to raise their expectations. Bart Mikitowicz wants to bring a festival that is fun, invite non-profits and leaders of each committee. We may need to add some music. Darrin Tangeman said that establishing a committee with all members that can create a consistent and coordinated message in education on all issues.

The next question is recommending one short term idea that will contribute to the PPP over the next 5 years. Wendy Pettit said that focused outreach would help. Michael Snow said to ask what type of input does PACOG get from their public outreach. Asking where we would get good input and not. He suggested to build new connections and add to the database. Darrin Tangeman said that timing, there are certain times to have community meetings. He said that his best turnout was on Saturday at noon. Kristen Castor said that it should include Pueblo Transit schedule. Wendy said that they have made arrangements for there and back. Bart Mikitowicz asked if there was a comment section under the video. Sal Piscitelli suggested maybe doing it by Postal zones.

The last question is to increase participation in the TAC/CAC meeting attendance. Don Bruestle said that we would need to be more than an advisory and have more power. Kristen Castor asked who else we would have at the meeting. Bart Mikitowicz said Pueblo Transit, Airport, and Freight. PACOG will be reorganizing and identifying a Transportation subcommittee within PACOG and TAC responsibility would be updated. The study is a final draft and will be presented on January 26, 2017 at the PACOG Meeting.

Pepper Whittlef had a concern about not having a say in TAP. Michael Snow informed us that TAP is gone. Wendy Pettit said that would probably be safe routes. She also said that we can go back to that and it would go through the competitors. There are some requirements that we would have to meet.

8. **Staff Reports:**

- **West Pueblo Connector – Final Alternatives**
  In the packet, there are 3 Alternatives that meet the purpose and needs. The consultants are doing the Traffic assignment. Don Bruestle wanted verification that the alternatives would need to build a new bridge over the railroad. John Adams said that there will be a new bridge over the railroad. He said that using the alternatives with the State Hospital's ROW would be nearly impossible to establish. There will be another TAC discussion regarding the final decision.
- **Transit Functionality Study – Additional Scope of Work***
  John Adams informed everyone that there was a change order to expand the routes that would include Pueblo West, extend Bustang services, and a Park-N-Ride.

  John Adams said that the location for the Park-N-Ride would be located northeast of American Furniture Warehouse. Darrin Tangeman asked which exit off of I-25 that would be close to and John Adams said either 102 or 104. There will be a few routes changed to accommodate the new services.

  The consultants will be back February 2, 2017 at 10a.m. to Noon located at 109 N Industrial, Pueblo West, CO.

9. **Items from TAC Members or scheduling of future agenda items**

10. **2017 TAC Meeting Schedule***
    The 2017 TAC Meeting schedule can be found in your packet.

11. **Adjournment**
    Chairman John Adams adjourned the meeting at 10:19 a.m.
Good Morning John;
This email is to ask for an administrative amendment to have an overmatch of $124,070.25 added to the Pueblo West TAP 1 trail, project number 20571 in the current year of the PACOG 2017-2020 TIP.

Thank you,
Carol Cosby
Pueblo West Parks & Rec. Director
<table>
<thead>
<tr>
<th>ID</th>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Activity</th>
<th>Participants</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2023-01-01</td>
<td>09:00</td>
<td>Office</td>
<td>Meeting</td>
<td>10 people</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2023-01-02</td>
<td>14:00</td>
<td>Library</td>
<td>Lecture</td>
<td>30 students</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>2023-01-03</td>
<td>08:00</td>
<td>Auditorium</td>
<td>Workshop</td>
<td>50 people</td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 46 participants
<table>
<thead>
<tr>
<th>№</th>
<th>Туры</th>
<th>Фотография</th>
<th>Цены</th>
<th>Ведущий</th>
<th>Дата проведения</th>
<th>Результаты проведения</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td><img src="image1" alt="Фото тура 1" /></td>
<td>1000</td>
<td>Дмитрий</td>
<td>01.04.2023</td>
<td>Оценка 4 (хорошо)</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td><img src="image2" alt="Фото тура 2" /></td>
<td>1500</td>
<td>Антон</td>
<td>05.04.2023</td>
<td>Оценка 3 (удовлетворительно)</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td><img src="image3" alt="Фото тура 3" /></td>
<td>2000</td>
<td>Евгений</td>
<td>10.04.2023</td>
<td>Оценка 5 (отлично)</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td><img src="image4" alt="Фото тура 4" /></td>
<td>2500</td>
<td>Иван</td>
<td>15.04.2023</td>
<td>Оценка 2 (неудовлетворительно)</td>
</tr>
</tbody>
</table>

**Примечание:** Оценки указаны в баллах, где 5 - наивысший, 1 - наименьший.
National Highway Freight Network

The Fixing America’s Surface Transportation Act (FAST Act) repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP-21), and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.

The NHFN includes the following subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consist of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The NHFN is an element of the National Multimodal Freight Network (NMFN), which also includes freight rail systems of Class I railroads, public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons; inland and intracoastal waterways of the U.S.; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the 50 airports located in the U.S. with the highest annual landed weight; and other strategic freight assets.

The initial NMFN will be designated by December 4, 2016. There is no deadline for designating and certifying CRFCs and CUFCs, although no formula funds from the National Highway Freight Program (NHFP) may be expended on a corridor prior to its designation. Designations may occur at any time, may be full or partial designations of the CRFCs or CUFCs mileage, and the two types do not need to be designated at the same time. Designations and certification may be provided to FHWA on a rolling basis. FHWA recommends that State Freight Plans are updated to include these routes once designated.

Excluding the CRFCs and CUFCs, the NHFN in Colorado currently includes the interstates, small segments of I-470, US 6, US 85, and SH 2 in the metro Denver area and eight intermodal connectors in the metro Denver area.

- **1,217.17 miles**
  - PHFS: 789.94 miles
  - PHFS Intermodal Connectors: 13.52 miles
  - Non-PHFS Interstates: 172.67 miles
  - CRFC: 160.69 miles
  - CUFC: 80.35 miles

National Highway Freight Program

The National Highway Freight Program (NHFP) provides formula funds to the States to improve the efficient movement of freight on the NHFN. Colorado is anticipated to receive approximately $15 million annually through this program, beginning in FY 16. In order for a project to be eligible for funding under the NHFP, a project must be located on the NHFN, or be a freight intermodal or freight rail project. The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
A wide range of other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

**Critical Corridor Designation – Proposed Approach**

- Use [State Highway Freight Plan](Colorado Freight Corridors and Freight Project Areas) as starting point
- Focus on smaller, logical corridor segments rather than entire corridors given limited allotment of miles
- Consider leaving some portion of miles unallocated to retain flexibility and assign if/when needed.
- Expedited process to identify initial corridor designations this fall – get in early in tandem with design of NMFN, get corridors designated in order to provide expanded eligibility of projects as we move forward in identifying priorities for funding under the formula freight program.
- Solicit input through Regions, TPRs, MPOs, STAC, and FAC
- Coordinate with DRCOG and PPACG processes for urbanized areas > 500,000
- Building on initial analysis, input and designations, conduct more detailed analysis of corridors and priorities as part of Multimodal Freight Plan development.
- Develop annual update process to update corridors annually as projects are completed, needs change, etc.

**Critical Rural Freight Corridors**

- 160.69 miles, designated by the State

**Criteria**

- Is not inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
  - Rural Principal Arterial with a minimum of 25% of AADT of the road measured in passenger vehicle equivalent units from trucks
  - Provides access to:
    - Energy exploration, development, installation or production areas
    - Grain elevators
    - Agricultural facilities
    - Mining facilities
    - Forestry facilities
    - Intermodal facilities
    - Significant air, rail, water or other freight facilities in the State
  - Connects the PHFS or Interstate System to facilities that handle more than:
    - 50,000 20 foot equivalent units per year
    - 500,000 tons per year of bulk commodities
  - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.
- States are encouraged to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities

**Proposed Timeline and Approach**

**June**

- Identify starting point for corridors based on:
  - Colorado Freight Corridors
  - Freight Project Areas

**July-September**

- Regions and TPRs/MPOs provide input on:
  - Most important logical segments
  - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
  - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)

**October**

- Identify up to 160 miles of initial Critical Rural Freight Corridors, based on Region, TPR/MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

**November/December**
- Transportation Commission review
- Submit Critical Rural Freight Corridors to FHWA

**Critical Urban Freight Corridors**

- 80.35 miles, designated by the State in consultation with MPO, or in urbanized areas with a population of 500,000 or more, designated by the MPO in consultation with the State.

**Criteria**

- is inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
  - Connects an intermodal facility to the PHFS, Interstate System, or an intermodal freight facility
  - Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
  - Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land, or
  - Is important to the movement of freight within the region, as determined by the MPO or the State.
- States and MPOs are encouraged to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial zoned land.

**Proposed Timeline and Approach**

**June**

- Identify starting point for corridors based on:
  - Colorado Freight Corridors
  - Freight Project Areas

**July-September**

- GVMPO, NFR MPO, and PACOG provide input on:
  - Most important logical segments
  - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
  - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)
- DRCOG, PPACG:
  - Identify Critical Urban Freight Corridors
- Coordinate with MPOs, negotiate mileage allocation between DRCOG, PPACG, and other urban areas

**October**

- Identify initial XX miles of Critical Urban Freight Corridors outside of DRCOG and PPACG, based on Region, MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

**November/December**

- Transportation Commission review
- Submit Critical Urban Freight Corridors outside of DRCOG, PPACG to FHWA

**Maps**

- **Critical Freight Corridor Designation**: Base map showing already identified NHFN corridors, Colorado Freight Corridors, and Freight Project Areas, Urbanized Areas, and other freight facilities such as ports of entry, airports, railroads, and intermodal facilities.

- **Colorado Freight Corridors with Freight Project Areas – Truck AADT**: Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and Truck AADT. Excludes corridors already identified NHFN corridors.

- **Colorado Freight Corridors with Freight Project Areas – Percent Truck AADT**: Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and percent off-peak Truck AADT. Excludes corridors already identified NHFN corridors.
January 31, 2017

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

Dear Mr. Adams,

CDOT Region 2 requests a TIP amendment for inclusion in the PACOG 2018-2021 Transportation Improvement Program (TIP). CDOT region 2 is asking that the below listed projects be included in the respective funding pool areas where projects have been selected through the public process we just concluded in January. These projects need to be included in the new 2018-2021 PACOG TIP. The below listed projects reflect the CDOT allocations to the PACOG area for the 2018-2021 fiscal year time frame. The amendment encompasses the following actions:

During the public process for the development of the 2018 to 2021 Statewide Transportation Improvement Plan (STIP), the CDOT Regional Priority funds and the Draft FASTER safety and draft HSIP funds were discussed with each Transportation planning region and each MPO in Region 2. The final RPP, TAP, surface treatment, and Bridge asset management project allocations though fiscal year 2021 have been determined through a joint CDOT Region 2 TPR meeting held on January 25, 2017 and the final lists for those funds were distributed at that time.

Region 2 awarded TAP projects for fiscal years 2018 through 2021. The PACOG area was awarded projects in 2018 and in 2020 and award letters were distributed in September 2016.

The asset management projects for fiscal year 2020 were also awarded by the Transportation Commission in November. The PACOG area has two surface treatment projects on the list as well as 5 bridge projects that will be implemented in the Region. These projects are listed below.

CDOT Region 2 is requesting that the new STIP projects be incorporated into the PACOG 2018-2021 TIP for consideration by the respective committees and the Board of Directors in the February through April 2017 time frame.

The Colorado Bridge Enterprise also released its four year plan. The plan has FASTER Bridge projects programmed over the 2017 to fiscal year 2020 time frame. The Pueblo Area has four allocations in the program. These projects are listed below.

The final FASTER and HSIP projects will be considered for inclusion into the PACOG TIP at a later date once a final decision is made on the allocations. Traffic will be presenting to the TAC and CAC on these proposed projects at the February 9th TAC/CAC meeting and the PACOG BOD at their February 23rd meeting.

Projects to be Included in 2018-2021 PACOG Transportation Improvement Plan:

**SPB3865.999**: -Corridor Management-Design and hazmat clean up: $250,000 RPP in 2021. This funding provides funding for design in the I-25 corridor. This funding was swapped with US 50C drainage improvements. The funds for the drainage project now are in 2020.

**SR26867.065**: US 50 C West-Drainage Improvements in Pueblo: $4.25 Million dollars RPP programmed in FY 2021 for completion of current widening project. Per the swap with I-25, the $250,000 is now in 2020.

**SR25079.078**: Northern Avenue Phase three $481,000 TAP funds awarded in 2020 $120,250 in Local Match
SR25079.079: Joe Martinez Trail Pueblo West $537,035 TAP funds awarded in 2020 $134,259 in Local Match
SR25079.080: River Trail Extension Study $132,800 TAP funds awarded in 2018 $33,200 in Local Match
SR25079.081: Arkansas River Levee Trail Design $200,000 TAP funds awarded in 2018 $50,000 in Local Match
SR25079.082: Arkansas River Levee Trail Construction $500,000 TAP funds awarded in 2020 $125,000 in Local Match

SR25216.135: Elizabeth -Eagleridge to Ridge Drive $1,600,000 Surface Treatment funds in 2020
SR25216.133: I-25 North of Colorado City to Houseman Road $6,950,000 Surface Treatment funds in 2020

SR26710.028: I-25 North of Colorado City to Houseman Road, $156,229 Bridge repairs in conjunction with the paving project from Colorado City to Houseman Rd on structure L-18-A.

SR25164.054 SH 96 over Rush Creek K-17-F $2,873,000 is the estimated cost of the FASTER Bridge project with design happening in 2017 and construction happening in 2020.

SR25164.055 I-25 SB over CO Rd 640, Butte Creek N-17-BN $5,927,000 is the estimated cost of the FASTER project with design happening in 2018 and construction happening in 2019.

SR25164.056 I-25 NB over CO Rd 103, Butte Creek N-17-S $7,015,000 is the estimated cost of the FASTER project with design happening in 2018 and construction happening in 2019.

SR25164.057 US 50 Business Route over Draw L-19-F $3,075,000 is the estimated cost of the FASTER project with $431,000 in 2020 for design and estimated cost of $2,644,000 for construction to be done in 2021 or later.

Please let me know if you have any additional questions about the proposed TIP modification action. You may reach me at 719-546-5748. These changes should bring the PACOG 2018 to 2021 TIP up to current CDOT planned and expected funding streams and should reflect current projects selection results.

Sincerely,

Wendy Pettit
CDOT Region 2 Planning

Cc:
Jamie Collins (OFMB)
Karen Rowe (R2 RTD)
Jason Ahrens (R2 BO)
Michael Snow (DTD)
Ajin Hu (R2 SPE)
Pueblo Area Council of Governments

Prepared by:
Pueblo Area Council of Governments

DISCLAIMER
CONTENTS

INTRODUCTION ....................................................................................................................... 3
REGULATIONS AND REQUIREMENTS ......................................................................................... 3
  Federal Requirements ........................................................................................................... 3
  Title VI .................................................................................................................................. 4
  Participation Plan Comment Period ...................................................................................... 4
  Disclaimer .............................................................................................................................. 4
  Fixing America’s Surface Transportation Act (FAST Act) ...................................................... 4
  Environmental Justice (EJ) ..................................................................................................... 5
  Executive Order 12898 – 1994 .............................................................................................. 5
  DOT Order 5610.2(a) – May 2012 ......................................................................................... 5
  PACOG MPO Environmental Justice Process ...................................................................... 5
  - State Guidelines .................................................................................................................. 5

COMMUNITY PROFILE ........................................................................................................... 8

PUBLIC INVOLVEMENT OBJECTIVES ..................................................................................... 10

PROCESS ELEMENTS ........................................................................................................... 11

POTENTIAL STAKEHOLDERS ................................................................................................... 11

PRE-MEETING: COMMUNITY OUTREACH TO PROMOTE INVOLVEMENT ......................... 12
  Public Involvement Methods ............................................................................................... 13

PUBLIC MEETINGS ................................................................................................................ 14
  Engaging Traditionally Underserved Populations ................................................................. 15

POST-MEETINGS: ANALYSIS, FOLLOW-UP, AND FOLLOW THROUGH .................................. 16
  Value of Public Involvement and Evaluation ........................................................................ 16
  Additional Post-Meeting Outreach Considerations ............................................................. 16

PLANNING PROGRAMS ......................................................................................................... 17
  Unified Planning Work Program (UPWP) - Every 2 Years .................................................. 18
  Long Range Transportation Plan (LRTP) - Every 5 Years ................................................... 19
  Transportation Improvement Program (TIP) - Every Year .................................................... 20
  Public Participation Plan (PPP) – Every 5 Years .................................................................... 21

PROGRAM CONTACTS ............................................................................................................ 23

GLOSSARY ............................................................................................................................... 24

FIGURE 1: POPULATION BY RACE PUEBLO COUNTY .......................................................... 8
FIGURE 2: ENVIRONMENTAL JUSTICE AREA ......................................................................... 8
FIGURE 3: URBAN & RURAL PLANNING BOUNDARIES ......................................................... 8
FIGURE 4: POPULATION DENSITY PUEBLO COUNTY ............................................................ 9
FIGURE 5: PUBLIC COMMENT DOCUMENT LOCATIONS ..................................................... 14

TABLE 1: POPULATION CHARACTERISTICS PUEBLO COUNTY ........................................ 8
TABLE 2: PUBLIC INVOLVEMENT METHODS ......................................................................... 13
TABLE 3: OUTREACH TO UNDERSERVED COMMUNITIES .................................................... 14
TABLE 4: EVALUATION CRITERIA .......................................................................................... 17
TABLE 5: PLANNING PROGRAMS CHART .............................................................................. 22

INDIVIDUALS REQUIRING SPECIAL ACCOMMODATIONS SHOULD
NOTIFY THE CITY MPO’s OFFICE (719) 553-2244 BY NOON ON THE
FRIDAY PRECEDING THE MEETING
INTRODUCTION

A Metropolitan Planning Organizations (MPO) is a regional planning agency established by federal law to engage in a continuing, comprehensive, and cooperative transportation planning and decision-making processes for urbanized areas containing a population of 50,000 or more.

The Transportation Planning Region (TPR) includes the rural areas of Pueblo County including Avondale, Boone, Beulah, Colorado City, Rye and other rural communities. The urban and rural planning boundaries are shown on Figure 1.

The Pueblo Area Council of Governments (PACOG), supported by the city, county, and regional stakeholders is the organization responsible for transportation planning. This involves both urban and rural planning in Pueblo County.

Walking, riding a bicycle, hopping on a bus, driving a car, or traveling by plane or rail require conscious choices on the part of the participant/s. How well each component functions or does not function within the entire system is where public input is needed to identify disconnects and plan improvements in an orderly, fiscally constrained manner. Public involvement in the transportation planning process doesn’t just occur, it must be a priority of staff, elected officials, and the local citizenry. The purpose of the Public Participation Plan (PPP) is to identify ways in which the public may participate in the planning process.

Who is PACOG?

The Pueblo Area Council of Governments (PACOG) is an intergovernmental organization consisting of the following member entities:

- City of Pueblo
- County of Pueblo
- Board of Water Works
- School District No. 60
- School District No. 70
- Pueblo West Metropolitan District
- Colorado City Metropolitan District
- Salt Creek Sanitation District

The sixteen voting members of PACOG consist of the seven City Council members, three County Commissioners, and one member each from the Water Board, both School Boards, the two Metropolitan Districts, and Salt Creek Sanitation District. The Co-Executive Directors of PACOG are the City Manager and County Attorney. The Director of the Pueblo County Department of Planning and Development serves as PACOG’s Manager. Among other functions, PACOG serves as an urban transportation planning organization. Both the long-term and short-term transportation plans are acted upon by PACOG and prepared on behalf of PACOG by the City’s Transportation Planning staff.

REGULATIONS AND REQUIREMENTS

Federal Requirements

The transportation planning process carried out by MPOs must encourage and solicit stakeholder input. According to Title 23 CFR 450.316, as amended in the
FAST Act of the federal regulations, “each MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.” The transportation planning process must be “pro-active and provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans.”

In April 1995, the US DOT addressed the environmental justice policy objectives by issuing the following regulation: It states that “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies on the grounds of race, color, or national origin... (49 CFR 21.5 (b)(3)).”

Information derived from Census data pertinent to the Pueblo planning region will be used to identify those with affected interests and the underserved including, but not limited to, Hispanic community members, low income community members, physically challenged community members, people without access to an automobile such as the youth or elderly and those community members who do not speak English. Appropriate efforts to encourage participation in the process can be determined based on the demographics of the affected populations.

**Title VI**
The Pueblo Area Council of Governments’ (PACOG) policy is to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the PACOG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the PACOG. Any such complaint must be in writing and filed with the PACOG Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence.

**Participation Plan Comment Period**
Federal regulations also require this Public Participation Plan (PPP) to be released for a minimum public comment period of 45 calendar days before it is adopted by the PACOG Board. These guidelines and requirements have all been addressed in this document.

**Fixing America’s Surface Transportation Act (FAST ACT)**
Fixing America’s Surface Transportation Act (FAST ACT) lists the following ten factors that must be addressed by the MPO’s transportation planning process:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate Stormwater impacts of surface transportation; and
- Enhance travel and tourism.

PACOG intends to use the standards set forth in FAST Act as the primary goals for its LRTP, TIP, and UPWP, expanding on them where necessary to conform to the regulations of other agencies
and how to better meet the needs of the residents of the region.

**Environmental Justice (EJ)**

**Executive Order 12898 – 1994**

Executive Order 12898, Federal Action to address Environmental Justice (EJ) in minority and low-income Populations, requires the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA), to make EJ part of the MPO’s transportation planning mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies and activities on minority populations and/or low-income populations (collectively “EJ populations”). EJ at FTA and FHWA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

**DOT Order 5610.2(a) – May 2012**

In May 2012, DOT issued an updated internal Order, Actions to Address EJ in Minority Populations and Low-Income Populations (DOT Order). The DOT Order updates the Department’s original EJ Order, which was published April 15, 1997. The DOT Order continues to be a key component of their strategy to promote the principles of EJ in all DOT programs, policies, and activities.

**PACOG MPO Environmental Justice Process**

EJ analyses are completed for projects considered and/or included within the TIP. Figure 3 below shows the location of areas within the MPO that are classified as EJ - Minority Populations and Low-Income Populations. The benefits and burdens of each project must be examined individually on all EJ and Non-EJ projects. An overall analysis on projects in the TIP determines if it meets EJ requirements. The analysis process follows three guiding principles outlined in DOT Order 5610.2(a):

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under DOT order, an adverse effect means:
- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community’s economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or non-profit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of individuals within a given community or from the broader community;
- Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities. An EJ analysis also includes a determination of whether the activity will result in a “disproportionately high and adverse effect on human health or the environment” as defined in DOT Order 5610.2(a) as:
- Being predominately borne by a minority population and/or low-income population, or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income populations.

The table below lists the benefits and burdens of an EJ or Non-EJ project.

**State Guidelines**

According to the Colorado Department of Transportation publication “Guidelines for Public Participation in Statewide Transportation Planning & Programming”, the Transportation Planning Regions
and Metropolitan Planning Organizations are responsible for ensuring that verbal or written responses are produced in a timely manner to issues, comments and questions raised by the public during public participation activities."

CDOT staff actively encourage the TPRs to communicate with the department throughout the process as well as with each TPRs’ respective stakeholders. “Direct citizen input and participation should be solicited early and continuously in both the regional and statewide transportation planning and programming processes. Opportunities for involvement such as public meetings, citizen advisory groups, surveys, focus groups, and other mechanisms should be provided.”
COMMUNITY PROFILE

2010 POPULATION CHARACTERISTICS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Pueblo</td>
<td>91,181</td>
<td>97,774</td>
<td>101,686</td>
<td>98,640</td>
<td>102,121</td>
<td>108,595</td>
</tr>
<tr>
<td>Pueblo West</td>
<td>--</td>
<td>2,618</td>
<td>4,386</td>
<td>16,899</td>
<td>29,637</td>
<td></td>
</tr>
<tr>
<td>Balance of County</td>
<td>27,526</td>
<td>20,464</td>
<td>21,668</td>
<td>20,025</td>
<td>22,452</td>
<td>22,831</td>
</tr>
<tr>
<td>Pueblo County</td>
<td>118,707</td>
<td>118,238</td>
<td>125,972</td>
<td>123,051</td>
<td>141,472</td>
<td>159,063</td>
</tr>
</tbody>
</table>

AGE DISTRIBUTION (PUEBLO COUNTY)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under Age 18</td>
<td>45,834</td>
<td>38.5%</td>
</tr>
<tr>
<td>18-64</td>
<td>61,697</td>
<td>52.0%</td>
</tr>
<tr>
<td>65 yrs. and over</td>
<td>11,176</td>
<td>9.4%</td>
</tr>
<tr>
<td>Median Age (yrs.)</td>
<td>28.1</td>
<td>38.7</td>
</tr>
</tbody>
</table>

Source: US Bureau of the Census

2010 POPULATION BY RACE AND HISPANIC ORIGIN

<table>
<thead>
<tr>
<th>Race</th>
<th>City of Pueblo</th>
<th>Pueblo County</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>52,202</td>
<td>81,624</td>
</tr>
<tr>
<td>Black</td>
<td>2,199</td>
<td>2,391</td>
</tr>
<tr>
<td>Amer. Ind. Alaska Native</td>
<td>622</td>
<td>917</td>
</tr>
<tr>
<td>Asian</td>
<td>623</td>
<td>847</td>
</tr>
<tr>
<td>Native Hawaiian, Pacific Islander</td>
<td>39</td>
<td>58</td>
</tr>
<tr>
<td>Other, incl. 2 or more Races</td>
<td>1,370</td>
<td>1,925</td>
</tr>
<tr>
<td>HISPANIC or LATINO</td>
<td>45,066</td>
<td>53,098</td>
</tr>
<tr>
<td>TOTAL</td>
<td>102,121</td>
<td>141,472</td>
</tr>
</tbody>
</table>

Source: US Bureau of the Census

TABLE 1: POPULATION CHARACTERISTICS PUEBLO COUNTY

Population by Race (Pueblo County)
FIGURE 2: URBAN & RURAL PLANNING BOUNDARIES

FIGURE 3: ENVIRONMENTAL JUSTICE AREA
FIGURE 2: POPULATION DENSITY PUEBLO COUNTY

2010 Distribution of Population Density

2040 Distribution of Population Density

2010 Distribution of Minority Population

2010 Distribution of Low Income Population
**PUBLIC INVOLVEMENT OBJECTIVES**

<table>
<thead>
<tr>
<th></th>
<th>PROVIDE TIMELY NOTICE OF PUBLIC INVOLVEMENT OPPORTUNITIES;</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MEASURE: MEETINGS ARE SCHEDULED IN REGULAR INTERVALS AND NOTICE OF PUBLIC MEETINGS WILL BE PROVIDED NO LESS THAN SEVEN DAYS PRIOR TO ANY FORUM. MEETING NOTICES ARE TO BE DISSEMINATED BY ELECTRONIC, PRINT, AND BROADCAST MEDIA OUTLETS. NOTICES WILL ALSO BE DISTRIBUTED VIA POST AND DIRECT OUTREACH WHEN APPLICABLE.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>OBTAIN ACTIVE PUBLIC INPUT EARLY IN THE PROCESS;</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>MEASURE: SURVEYS, COMMENT FORMS, AND DEDICATED DISCUSSION TIME WILL BE PROVIDED FOR THE PUBLIC TO OBTAIN FEEDBACK FOR ALL COMMUNITY INPUT INITIATIVES. FURTHERMORE, IN A PARALLEL EFFORT, UPDATES, NOTICES, RELATED DOCUMENTS, FORMS, AND SURVEYS WILL BE MADE AVAILABLE VIA THE PACOG WEBSITE PRIOR TO SCHEDULED MEETINGS. A STAKEHOLDER DATABASE WILL BE CREATED, MAINTAINED AND UTILIZED BY STAFF FOR CONTINUOUS OUTREACH.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>ENSURE THAT ALL CITIZENS WHO WISH TO HAVE INPUT HAVE THAT OPPORTUNITY, AND THAT ALL IDEAS ARE GIVEN FAIR CONSIDERATION;</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>MEASURE: IN THE EVENT THAT A CITIZEN/STAKEHOLDER CANNOT ATTEND A SCHEDULED MEETING, GAIN ACCESS TO THE PACOG WEBSITE; OR SIMPLY WANTS TO DISCUSS AN ITEM DISCRETELY OR IN GREATER DETAIL, STAFF WILL MAKE SPECIAL CONSIDERATIONS AND ALLOCATE TIME SPECIFICALLY TO ENSURE THAT THE INDIVIDUAL IS PROVIDED ALL RELATIVE INFORMATION AND OPPORTUNITY TO SHARE THEIR IDEAS AND CONCERNS.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>OBTAIN WIDESPREAD COMMUNITY INVOLVEMENT THROUGHOUT THE PLANNING PROCESS;</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>MEASURE: THROUGH A VARIETY OF METHODS OUTLINED IN THE &quot;PUBLIC INVOLVEMENT METHOD&quot; SECTION PACOG AIMS TO MAXIMIZE PARTICIPATION BY USING DIVERSE ESTABLISHED ENGAGEMENT PRACTICES AS WELL AS EMERGING TECHNOLOGIES. FURTHERMORE, SPECIFIC STRATEGIES FOR &quot;ENGAGING TRADITIONALLY UNDERSERVED POPULATIONS&quot; CAN BE FOUND UNDER THE SECTION OF THE SAME NAME.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>CONDUCT A PPP AS A TWO-WAY LEARNING PROCESS;</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>MEASURE: ALL COMMUNITY FEEDBACK, INCLUDING SURVEYS, COMMENT FORMS, AND PUBLIC COMMENTS WILL BE TREATED AS DATA BY THE PACOG STAFF. IT WILL BE REVIEWED, ANALYZED, REPORTED ON, AND IMPLEMENTED INTO THE FUTURE STUDY AND PROJECT IF APPLICABLE.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>PERFORM OUTREACH TO THOSE PARTICULARLY AFFECTED BY ALTERNATIVES AND PLAN RECOMMENDATIONS TO INVOLVE THEM IN THE ALTERNATIVES EVALUATION PROCESS;</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>MEASURE: 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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>INTEGRATE AND COORDINATE PUBLIC INPUT FROM REGIONAL AND LOCAL ENTITY PLANNING PROCESSES, WHERE POSSIBLE;</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>MEASURE: PUBLIC INPUT DATA WILL CONTINUE TO BE COLLECTED DIRECTLY BY PACOG STAFF AND IN A LARGER COLLABORATIVE INTERDEPARTMENTAL EFFORT WITH LOCAL, REGIONAL, STATE, AND FEDERAL PARTNERS. STUDY RESULTS ARE SHARED ELECTRONICALLY WITH DEPARTMENTAL STAKEHOLDERS FOR UTILIZATION IN PROJECT/PROGRAM DEVELOPMENT.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>OBTAIN AND MAINTAIN THE INVOLVEMENT OF SUPPORTERS OF PLAN RECOMMENDATIONS;</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>MEASURE: PROCEEDING THE FINALIZATION OF PLAN RECOMMENDATIONS, PACOG STAFF WILL MAINTAIN AN &quot;OPEN-DOOR&quot; POLICY THROUGHOUT THE LIFE OF THE PROJECT/PROGRAM, WHEREAS INTERESTED PARTIES ARE WELCOME TO PARTICIPATE AT A VARIETY OF MONTHLY PUBLIC STAKEHOLDER MEETINGS (INCLUDING TAC) AND WILL BE GIVEN OPPORTUNITY TO INQUIRE INTO IMPLEMENTATION PROGRESS. FURTHERMORE, STAFF CAN PROVIDE NETWORKING RECOMMENDATIONS FOR LIKE-MINDED INDIVIDUALS AND ORGANIZATIONS WHO ARE LOOKING TO COLLABORATE TO SUPPORT (OR OPPOSE) A PLAN'S RECOMMENDATION.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>PROVIDE FEEDBACK TO THE PUBLIC TO ENCOURAGE THEIR FUTURE INVOLVEMENT; AND EVALUATE THE EFFECTIVENESS OF THE PPP ON AN ONGOING BASIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>MEASURE: ALL DATA, SURVEY RESULTS, AND PARTICIPATION STATISTICS COLLECTED DURING THE PPP ARE ANALYZED AND DISSEMINATED VIA THE PACOG WEBSITE. INFORMATION RELATIVE TO THE EFFECTIVENESS OF THE PPP WILL BE RECORDED AND STUDIED FOR USE AS BASELINE DATA IN FUTURE UPDATES. ADDITIONALLY, EACH PLANNING PROGRAM WILL HAVE A PROCESS CHECKLIST TO BE COMPLETED BY PACOG STAFF TO ENSURE REGULATIONS ARE FOLLOWED AND ALL EXPECTATIONS OF THE PLANNING PROCESS ARE MET.</td>
</tr>
</tbody>
</table>
PROCESS ELEMENTS
POTENTIAL STAKEHOLDERS

by Travel Type
- Public Transit Commuters (Bus)
- Motorized Commuters (Car/Motorcycle)
- Non-Motorized Commuters (Bicycles/Skateboards/Roller Skates/Scooters)
- Pedestrian Commuters
- Private Commuters (Taxi/Uber)
- Freight Transportation Providers (Tractor-trailers)
- Special Needs Commuters (Children/Elderly/Disabled)

by Community
- Major employers & employees
- Downtown businesses
- High school students & faculty
- University students & faculty
- Law enforcement & public safety officials
- Parks & recreational attractions
- The service industry
- Tourism officials
- Faith-based organizations
- Hospitals & social services
- Neighborhood associations
- Business associations
- Non-profit associations
- Low-income populations
- Government officials
- Freight shippers & transportation providers
- Minority populations & associations
- Youth service organizations
- Airport authorities
- Economic development groups
- Homeowners associations
- Media
- Persons with disabilities
- Regulatory agencies
- Senior Populations & organizations

Stakeholder:
Any individual, organization, governmental entity, transportation professional or member of the public who has an interest in or who will be affected by the results of the transportation planning process.
PRE-MEETING: COMMUNITY OUT REACH TO PROMOTE INVOLVEMENT

The following methods are used to communicate with stakeholders in the Pueblo area: They comprise the “tools” for obtaining public input.

The Pueblo MPO/TPR has a website, www.pacog.net. Interested parties can easily access notices of PACOG and the Transportation Advisory Commission (TAC) meetings, agendas, and minutes of prior meetings as well as links to CDOT, The Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and other transportation websites. Questions or comments can be sent to the webmaster, at pueblo_mpo@pueblo.us.
Paid advertisements are currently used to announce formal meetings and informal open houses to the public. Brochures describing the planning process and highlighting project successes will be developed for educational purposes. Public opinion surveys and comment forms will be used to assess how well the transportation planning and implementation processes are working from a public perspective. Maps and other visual displays such as PowerPoint presentations will be used to aid the public in understanding the scope of various projects.

Staff also attends special events and neighborhood meetings to answer questions about topics of interest. Meetings will be scheduled neighborhood organizations. Responses may be verbal at the meeting or a follow-up written response may be provided if more information is needed. Staff will also use these opportunities for communication with the public to announce upcoming meetings and to distribute handouts about the planning process, as appropriate.

Meetings with large-scale employers and employees to solicit input on transportation issues will be conducted by staff. The staff will use these meetings to gather and identify primary transportation needs and issues identified by company administrators that make up approximately 1/3 of Pueblo.

<table>
<thead>
<tr>
<th>PUBLIC PARTICIPATION PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Table 2: Public Involvement Methods</strong></td>
</tr>
</tbody>
</table>

| PRINTED MEDIA | brochures<br>flyers<br>advertisements<br>news articles<br>news letters<br>posters<br>press releases<br>public bulletin boards<br>public notices<br>bill stuffers<br>surveys<br>take-home materials for area students<br>billboards<br>religious bulletins |
| DIGITAL MEDIA | online advertising<br>online videos and simulations<br>e-mails, text messages, and SMS blasts<br>electronic newsletters<br>groups on social networking websites<br>project websites |
| BROADCAST MEDIA | public service announcements<br>radio advertisements<br>TV advertisements<br>professional forums w/ call-in opportunities |
| DIRECT COMMUNITY ENGAGEMENT | educational workshops<br>portable exhibits<br>kiosks |
| ENGAGINGUNDERSERVEDCOMMUNITIES | working w/ community leaders<br>working w/ religious institutions<br>utilizing ethnic news outlets<br>translation of materials<br>providing of transportation<br>use of non-conventional meeting spaces & times |
PUBLIC MEETINGS

All meetings of the PACOG and TAC are held on a regularly scheduled basis throughout the year. The PACOG meets on the 4th Thursday of each month: TAC meetings are on the 2nd Thursday. These meetings are open to the public and held in accessible locations. The meeting format is formal with a chairperson, printed agenda, and recorded minutes. Persons requesting to speak must be acknowledged by the chair before addressing meeting attendees.

Open Houses are scheduled on an “as-needed” basis per project requirements. Staff are available to respond verbally to questions posed by the public in a “one-on-one” format. Comment forms are provided for everyone to complete and either hand in or mail in. There are no formal presentations or agendas. Open Houses are advertised at least twice in the Legal Notices section of the local newspaper and held in locations that are accessible to the public. Meeting attendees are free to move about the meeting room to view and comment on maps, posters, etc.

Staff will schedule meetings with interest groups such as Pueblo Active Community Environments, Pueblo ADA Committee, Pueblo Economic Development Corporation (PEDCO), Pueblo Downtown Association, and the Pueblo West Merchants Association to review transportation plans and answer questions about topics of interest.

A Telephone Town Hall will be coordinated through CDOT in which attendance will be acquired through telephone outreach giving citizens the opportunity to participate in a telephone conference. A verbal presentation will be given and participants can provide feedback on their interest regarding the Transportation Plan.

Additional Considerations

<table>
<thead>
<tr>
<th>PROVIDING ACCESS</th>
<th>teleconference support, call-in participation, providing ground transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>USE OF NON-CONVENTIONAL MEETING LOCATIONS</td>
<td>shopping malls, farmer’s markets, agricultural fairs, local events, central buildings (libraries, churches, halls), community sporting events and complexes</td>
</tr>
<tr>
<td>OVERCOMING LANGUAGE BARRIERS</td>
<td>providing translated materials, use of professional language interpreters, oral interviews, and sign-language experts</td>
</tr>
</tbody>
</table>

FIGURE 3: PUBLIC COMMENT DOCUMENT LOCATIONS

<table>
<thead>
<tr>
<th>HARD COPIES OF DOCUMENTS OUT FOR PUBLIC COMMENT ARE AVAILABLE AT:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rawlings Library</td>
</tr>
<tr>
<td>County Courthouse</td>
</tr>
<tr>
<td>The Justice Center</td>
</tr>
</tbody>
</table>

TABLE 3: OUTREACH TO UNDERSERVED COMMUNITIES
ENGAGING TRADITIONALLY UNDERSERVED POPULATIONS

While a federal requirement, it is also a practice of the PACOG to make special effort to consider the concerns of traditionally underserved populations, including low-income, minority, elderly, immigrant, and disabled populations. PACOG meetings are open to the public and held in locations that are accessible by transit and in buildings compliant with the Americans with Disabilities Act (ADA). The PACOG staff will use a combination of the following techniques, as appropriate, to engage the traditionally underserved populations:

- Conduct interviews orally to reduce low-literacy as a barrier.
- Utilize local residents to help interview citizens in their own communities.
- Provide a comfortable meeting space with appropriate accommodations.
- Involve local officials and community representatives, as appropriate.
- Use traditional, non-computer based means during public outreach efforts.
- Hold meetings in “neutral” locations like schools, community centers, or public libraries (when necessary).
- Utilize the knowledge and connections of existing organizations.
- Attend scheduled and special events (the “don’t wait for them to come to you, go to them” approach).
- Provide documents in alternative formats upon request when feasible.
- Use interpreters and translated materials where appropriate and feasible.
POST-MEETINGS: ANALYSIS, FOLLOW-UP, AND FOLLOW THROUGH

Value of Public Involvement and Evaluation

Involving interested members of the community generally results in better planning overall. Gathering input from the public can help staff develop better technical information that, in turn, can help policymakers make better-informed decisions on behalf of the community or region they represent. It is important that the community understands how the transportation planning process works and how they can contribute to the Long Range Transportation Plan, Transportation Improvement Program, and the Unified Planning Work Program. The public’s role is important in providing information that will help to avoid errors in or omissions of important facts.

Whenever interaction or outreach occurs, a mechanism for evaluating the effectiveness of the discussion should be provided. Several methods that can be used to obtain feedback from participants include comment forms at meetings, workshops and displays; meeting evaluation forms, citizen letters (and responses), telephone comments, internet email and recorded comments at public meetings. All this information will be maintained and made readily available to the public for on-going educational purposes and to establish an historical record.

Additional Post-Meeting Outreach Considerations

- Providing comment forms that can be taken home, filled-out, and then mailed back for review
- The creation and distribution of “Thank You” letters for those who participated and contribute to the meetings
- Providing a summary of what topics, items, and ideas discussed at the forum
- Communication with media outlets regarding decisions and new developments which arouse from the community’s input
**PLANNING PROGRAMS**

Below are the four central opportunities for shaping, steering, and participating in the Transportation Planning process through PACOG. Public participation is critical to assessing the individual concerns and also gathering a snapshot of community sentiment as a whole. Therefore, the greater participation in the process throughout the community; the more accurately future services can reflect the quality of life vision for all the residence and tourists of the MPO.
Unified Planning Work Program (UPWP) - Every 2 Years*

New UPWP:
* Every 2 years

Amended:
* As needed

Public Comment Period:
* Minimum of 30 days for new UPWP
* Minimum of 15 days for amendments
* No comment period required for administrative modifications

Minimum Required Techniques & Strategies
* Discussion with the Policy Board and TAC prior to public comment period.
* Newspaper and MPO website advertisements announcing public comment period for new UPWP.
* Email notification of public comment period.

Amendments
* Discussions with TAC and the Policy Board prior to posting the draft for public comment.
* MPO website advertisements announcing public comment period.
* Email notification of public comment period.
* Draft made available for review at the locations listed in Figure 3.

The UPWP is a guide for all planning related work to be completed or continued each year. Work performed by Pueblo MPO/TPR staff is outlined in each task and progress reported monthly to the Colorado Department of Transportation (CDOT). The work program is updated annually. *The TIP maybe reviewed annually in accordance with FAST ACT.

Unified Planning Work Program [PACOG]
Long Range Transportation Plan (LRTP) - Every 5 Years

Updated:
• Every 5 years

Amended:
• As needed

Public Comment Period:
• Minimum of 30 days for updates and amendments

Minimum Required Techniques & Strategies
• Discussion and reviewing of the draft document with the Policy Board and TAC.
• TAC recommendation and Policy Board approval to release the draft LRTP for public review and comment.
• Newspaper and MPO website advertisements announcing public comment period.
• Email notification of public comment period.
• Open houses/public meetings.
• Summarize public comments, including how the comments were addressed, and include in the final LRTP draft.

Amendments
• Discussions with TAC and the Policy Board prior to posting the draft for public comment.
• Advertisements announcing the public comment period on PACOG website and in newspapers.
• Email notification of public comment period.
• Draft made available for review at the locations listed in Figure 3.
• Public meetings are not required for LRTP amendments.

NOTE: If the final MPO document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.

The Pueblo Area Long Range Transportation Plan (LRTP) is a 25-year plan for the development of transportation programs and projects within the Pueblo Area. The Plan identifies the Existing Conditions for each of the transportation modes and identifies the need for and location of future facilities. The Vision Plan sets out a strategy to meet the transportation goals of the region between 2015 and 2040 while the Fiscally Constrained Plan applies financial constraints to that same strategy. The LRTP also includes the Coordinated Public Transit and Human Services Transportation Plan, prepared as a locally developed plan to assure Pueblo’s eligibility for projects funded through FAST ACT. The LRTP has been developed by the Pueblo Area Council of Governments (PACOG) in cooperation with the jurisdictions and agencies responsible for development and maintenance of the transportation system and adopted May 2016.

Long Range Transportation Plan 2040 [PACOG]
Transportation Improvement Program (TIP) - Every Year

**Updated:**
- Every year

**Amended:**
- As needed

**Public Comment Period:**
- Minimum of 30 days (Complete Update)
- Minimum of 15 days (Amendments)
- None (Administrative Revisions)

**Minimum Required Techniques & Strategies**
- Discussion with the Policy Board and TAC prior to public comment period.
- Newspaper and MPO website advertisements announcing public comment period.
- Email notification of public comment period.
- Summarize public comments, including how the comments were addressed, and include in the TIP.

**Amendments**
- Discussions with TAC and the Policy Board prior to posting the draft for public comment.
- Newspaper and MPO website advertisements announcing public comment period.
- Email notification of public comment period.
- Draft made available for review at the locations listed in Figure 3.

The TIP identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and the implementation schedule. The TIP has a significant element of flexibility and projects may be moved administratively within the four years of the TIP if funds become available or if priorities change. In addition, amendments may be made PACOG MPO as necessary, per the adopted TIP amendment process. The TIP’s project list must be included without changes into the STIP developed by CDOT and approved by the Governor of the State of Colorado.

**Transportation Improvement Program [PACOG]**

NOTE: If the final TIP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided.
Public Participation Plan (PPP) – Every 5 Years

Updated:
* Every 5 years, prior to LRTP updates

Amended:
* As needed

Public Comment Period:
- Minimum of 45 days for complete updates
- Minimum of 30 days for amendments
- No comment period required for administrative modifications

Minimum Required Techniques & Strategies
- Discussion with the Policy Board and TAC prior to public comment period.
- Public and stakeholder consultation through a variety of methods including surveys, stakeholder meetings, and/or public meetings.
- Summarize public comments, including how the comments were addressed, and include summary in the final DRAFT of PPP.
- Newspaper and MPO webpage advertisements announcing public comment period.
- Email notification of public comment period to identified stakeholders
- Draft made available for review at PACOG webpage and Pueblo City Hall.

NOTE: If the final PPP document differs significantly from the draft made available for public comment, an additional opportunity for public comment will be provided
### PLANNING PROGRAMS CHART

<table>
<thead>
<tr>
<th>PLAN</th>
<th>UPDATED</th>
<th>DRAFT DEVELOPMENT</th>
<th>PUBLIC MEETING/DRAFT AVAILABILITY</th>
<th>PUBLIC COMMENT PERIOD</th>
<th>ADOPTION</th>
<th>AVAILABILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Range Transportation Plan (LRTP)</td>
<td>Every 5 years</td>
<td>PACOG staff; with input from interested state and local parties, environmental and cultural /historic agencies</td>
<td>A draft is posted on PACOG’s website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
<td>Minimum of 30 days for updates and amendments</td>
<td>Adopted during a regularly scheduled MPO meeting</td>
<td>PACOG office and website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
</tr>
<tr>
<td>Transportation Improvement Program (TIP)</td>
<td>Every year</td>
<td>PACOG staff; with input from interested state and local parties, Environmental and cultural/historic agencies</td>
<td>A draft is posted on PACOG’s website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
<td>Minimum of 30 days (Complete Update) Minimum of 15 days (Amendments) None (Administrative Revisions)</td>
<td>Adopted during a regularly scheduled MPO meeting</td>
<td>PACOG office and website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
</tr>
<tr>
<td>Unified Planning Work Program (UPWP)</td>
<td>Every 2 years</td>
<td>PACOG staff; with input from interested state and local parties</td>
<td>A draft is posted on PACOG’s website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
<td>Minimum of 30 days for new UPWP Minimum of 15 days for amendments No comment period required for administrative modifications</td>
<td>Adopted during a regularly scheduled MPO meeting</td>
<td>PACOG office and website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
</tr>
<tr>
<td>Public Participation Plan (PPP)</td>
<td>Every 5 years</td>
<td>PACOG staff; with input from interested state and local parties</td>
<td>A draft is posted on PACOG’s website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
<td>Minimum of 45 days for complete updates Minimum of 30 days for amendments No comment period required for administrative modifications</td>
<td>Adopted during a regularly scheduled MPO meeting</td>
<td>PACOG office and website and can be found at Rawlings Library, County Courthouse, and The Justice Center</td>
</tr>
</tbody>
</table>

**TABLE 5: PLANNING PROGRAMS CHART**
PROGRAM CONTACTS

Participation in the transportation planning process is critical to building a desirable community. If you have questions regarding these policies, or if you would like to become involved in the transportation planning process, please contact.

JOHN ADAMS // johnadams@pueblo.us
Transportation Program Manager
211 EAST D ST.
PUEBLO, CO 81003
(719) 553-2242

COMMITTEE / BOARD MEETINGS*

PACOG Board of Directors
4th Thursday of each month @ 12:15 pm

Transportation Advisory Committee (TAC)
2nd Thursday of each month @ 8:30 am

*PLEASE CONFIRM MEETING DATES & TIMES THROUGH PACOG.NET
GLOSSARY

Accountability: To obtain documented input from the public, interest groups, environmental agencies, and citizen groups, elected officials and others who have participated in the transportation planning processes, and a structure for providing responses to issues, concerns, and questions raised by individuals and groups.

MPO: Metropolitan Planning Organization – an organization required by the United States Department of Transportation in areas over 50,000 population to provide a regional transportation-planning forum.

PACOG: Pueblo Area Council of Governments – the regional policy-making body empowered to decide regional transportation planning/programming issues. The PACOG consists of elected officials from the city and county, representatives from School Districts 60 and 70, and members from the Colorado City Metropolitan District, Pueblo West Metropolitan District, the Pueblo Board of Water Works and the Salt Creek Sanitation District.

FAST Act: The Fixing America’s Surface Transportation (FAST) Act is a funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress on December 3, 2015, and President Barack Obama signed it on December 4.

RTP: The Regional Transportation Plan (RTP) is a long-term blueprint of a region’s transportation system. ... The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for project priorities.

CFR: The Code of Federal Regulations (CFR) is the codification of the general and permanent rules and regulations (sometimes called administrative law) published in the Federal Register by the executive departments and agencies of the federal government of the United States.

Public: Individuals of the general public and groups of organizations, governmental entities and transportation professionals served by the transportation planning process as well as being users of the transportation system.

Stakeholder: Any individual, organization, governmental entity, transportation professional or member of the general public who has an interest in or who will be affected by the results of the transportation planning process.

Underserved: Any individual or group for which it is important to make a special effort to reach out due to particular needs or a lack of previous involvement. For example: people who do not have or cannot operate an automobile; those who are physically challenged; the lowcome; and minority community members.

PPP: The Public Participation Plan (PPP) is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement brings diverse viewpoints and values into the decision-making process.

Urbanization: the process by which towns and cities are formed and become larger as more and more people begin living and working in central areas.

ADA: The Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.
### PUBLIC PARTICIPATION PLAN – PROCESS CHECKLIST

**PROGRAM/PROJECT/STUDY NAME & YEAR:**

**UPWP#**

**COMMENT PERIOD:**

**FROM**

**TO**

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>MEASURE</th>
<th>EVALUATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROVIDE TIMELY NOTICE OF PUBLIC INVOLVEMENT OPPORTUNITIES;</td>
<td>MEASURE: MEETINGS ARE SCHEDULED IN REGULAR INTERVALS AND NOTICE OF PUBLIC MEETINGS WILL BE PROVIDED NO LESS THAN SEVEN DAYS PRIOR TO ANY FORUM. MEETING NOTICES ARE TO BE DISSEMINATED BY ELECTRONIC, PRINT, AND BROADCAST MEDIA OUTLETS. NOTICES WILL ALSO BE DISTRIBUTED VIA POST AND DIRECT OUTREACH WHEN APPLICABLE.</td>
<td>[x] REGULARLY SCHEDULED MEETINGS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] MEETING NOTICES 7 DAYS IN ADVANCE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] TYPE OF NOTICES SENT OUT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] ELECTRONIC [ ] PRINT [ ] BROADCAST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] POST [ ] PHONE [ ] OTHER</td>
</tr>
<tr>
<td></td>
<td>INITIALS: ____________ DATE: ______________</td>
<td></td>
</tr>
<tr>
<td>OBTAIN ACTIVE PUBLIC INPUT EARLY IN THE PROCESS;</td>
<td>MEASURE: SURVEYS, COMMENT FORMS, AND DEDICATED DISCUSSION TIME WILL BE PROVIDED FOR THE PUBLIC TO OBTAIN FEEDBACK FOR ALL COMMUNITY INPUT INITIATIVES. FURTHERMORE, IN A PARALLEL EFFORT, UPDATES, NOTICES, RELATED DOCUMENTS, FORMS, AND SURVEYS WILL BE MADE AVAILABLE VIA THE PACOG WEBSITE PRIOR TO SCHEDULED MEETINGS.</td>
<td>[ ] SURVEYS PREPARED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] COMMENT FORMS PREPARED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] DISCUSSION TIME IN AGENDA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] MATERIAL POSTED TO PACOG WEBSITE</td>
</tr>
<tr>
<td></td>
<td>INITIALS: ____________ DATE: ______________</td>
<td></td>
</tr>
<tr>
<td>ENSURE THAT ALL CITIZENS WHO WISH TO HAVE INPUT HAVE THAT OPPORTUNITY, AND THAT ALL IDEAS ARE GIVEN FAIR CONSIDERATION;</td>
<td>MEASURE: IN THE EVENT THAT A CITIZEN/STAKEHOLDER CANNOT ATTEND A SCHEDULED MEETING, GAIN ACCESS TO THE PACOG WEBSITE, OR SIMPLY WANTS TO DISCUSS AN ITEM DISCRETELY OR IN GREATER DETAIL. STAFF WILL MAKE SPECIAL CONSIDERATIONS AND ALLOCATE TIME SPECIFICALLY TO ENSURE THAT THE INDIVIDUAL IS PROVIDED ALL RELATIVE INFORMATION AND OPPORTUNITY TO SHARE THEIR IDEAS AND CONCERNS.</td>
<td>INDIVIDUAL OUTREACH REQUESTED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] YES [ ] NO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ADDITIONAL IDEAS GATHERED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] YES [ ] NO</td>
</tr>
<tr>
<td></td>
<td></td>
<td># OF MEETINGS ____________</td>
</tr>
<tr>
<td></td>
<td>INITIALS: ____________ DATE: ______________</td>
<td></td>
</tr>
<tr>
<td>OBTAIN WIDESPREAD COMMUNITY INVOLVEMENT THROUGHOUT THE PLANNING PROCESS;</td>
<td>MEASURE: THROUGH A VARIETY OF METHODS OUTLINED IN THE “PUBLIC INVOLVEMENT METHOD” SECTION PACOG AIMS TO MAXIMIZE PARTICIPATION BY USING DIVERSE ESTABLISHED ENGAGEMENT PRACTICES AS WELL AS EMERGING TECHNOLOGIES. FURTHERMORE, SPECIFIC STRATEGIES FOR “ENGAGING TRADITIONALLY UNDERSERVED POPULATIONS” CAN BE FOUND UNDER THE SECTION OF THE SAME NAME.</td>
<td>[ ] ESTABLISHED METHODS USED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] EMERGING TECHNOLOGIES USED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] UNDERSERVED ENGAGEMENT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>INITIALS: ____________ DATE: ______________</td>
</tr>
<tr>
<td>CONDUCT A PPP AS A TWO-WAY LEARNING PROCESS;</td>
<td>MEASURE: ALL COMMUNITY FEEDBACK, INCLUDING, SURVEYS, COMMENT FORMS, AND PUBLIC COMMENTS WILL BE TREATED AS DATA BY THE PACOG STAFF. IT WILL BE REVIEWED, ANALYZED, REPORTED ON, AND IMPLEMENTED INTO THE FUTURE STUDY AND PROJECT IF APPLICABLE.</td>
<td>[ ] FORMS &amp; SURVEYS COLLECTED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] DATA ENTERED, ANALYZED, &amp; FILED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>INITIALS: ____________ DATE: ______________</td>
</tr>
<tr>
<td>PERFORM OUTREACH TO THOSE PARTICULARLY AFFECTED BY ALTERNATIVES AND PLAN RECOMMENDATIONS TO INVOLVE THEM IN THE ALTERNATIVES EVALUATION PROCESS;</td>
<td>MEASURE: 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.</td>
<td>PROJECT WILL CAUSE SIGNIFICANT DISRUPTION TO THE SURROUNDING AREA?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] YES [ ] NO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NEPA STUDY NEEDED?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] YES [ ] NO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DIRECT OUTREACH TO IMPACTED AREA RESIDENTS NEEDED?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ ] YES [ ] NO</td>
</tr>
<tr>
<td></td>
<td>INITIALS: ____________ DATE: ______________</td>
<td></td>
</tr>
</tbody>
</table>

---

**PUBLIC PARTICIPATION PLAN**

Puente Area Council of Governments

**Page 25**
<table>
<thead>
<tr>
<th>INTEGRATE AND COORDINATE PUBLIC INPUT FOR REGIONAL AND LOCAL ENTITY PLANNING PROCESSES, WHERE POSSIBLE;</th>
<th>MEASURE: PUBLIC INPUT DATA WILL CONTINUE TO BE COLLECTED DIRECTLY BY PACOG STAFF AND IN A LARGER COLLABORATIVE INTERDEPARTMENTAL EFFORT WITH LOCAL, REGIONAL, STATE, AND FEDERAL PARTNERS. STUDY RESULTS ARE SHARED ELECTRONICALLY WITH DEPARTMENTAL STAKEHOLDERS FOR UTILIZATION IN PROJECT/PROGRAM DEVELOPMENT.</th>
<th>COMPLETED FINDINGS SHARED WITH STAKEHOLDERS: [ ] LOCAL [ ] REGIONAL [ ] STATE [ ] FEDERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBTAIN AND MAINTAIN THE INVOLVEMENT OF SUPPORTERS OF PLAN RECOMMENDATIONS;</td>
<td>MEASURE: PROCEEDING THE FINALIZATION OF PLAN RECOMMENDATIONS, PACOG STAFF WILL MAINTAIN AN &quot;OPEN-DOOR&quot; POLICY THROUGHOUT THE LIFE OF THE PROJECT/PROGRAM. WHEREAS INTERESTED PARTIES ARE WELCOME TO PARTICIPATE AT A VARIETY OF MONTHLY PUBLIC STAKEHOLDER’S MEETINGS (INCLUDING TAC) AND WILL BE GIVEN OPPORTUNITY TO INQUIRE INTO IMPLEMENTATION PROGRESS. FURTHERMORE, STAFF CAN PROVIDE NETWORKING RECOMMENDATIONS FOR LIKE-MINDED INDIVIDUALS AND ORGANIZATIONS WHO ARE LOOKING TO COLLABORATE TO SUPPORT (OR OPPOSE) A PLAN’S RECOMMENDATION.</td>
<td>[X] OPEN DOOR POLICY [X] TAC MEETINGS CITIZEN PARTICIPATION IN TAC? [ ] YES [ ] NO</td>
</tr>
<tr>
<td>PROVIDE FEEDBACK TO THE PUBLIC TO ENCOURAGE THEIR FUTURE INVOLVEMENT; AND EVALUATE THE EFFECTIVENESS OF THE PPP ON AN ONGOING BASIS</td>
<td>MEASURE: ALL DATA, SURVEY RESULTS, AND PARTICIPATION STATISTICS COLLECTED DURING THE PPP ARE ANALYZED AND DISSEMINATED VIA THE PACOG WEBSITE. INFORMATION RELATIVE TO THE EFFECTIVENESS OF THE PPP WILL BE RECORDED AND STUDIED FOR USE AS BASELINE DATA IN FUTURE UPDATES. ADDITIONALLY, EACH PLANNING PROGRAM WILL HAVE A PROCESS CHECKLIST TO BE COMPLETED BY PACOG STAFF TO ENSURE REGULATIONS ARE FOLLOWED AND ALL EXPECTATIONS OF THE PLANNING PROCESS ARE MET.</td>
<td>PARTICIPATION SUMMARY POSTED TO PACOG WEBSITE [ ] YES [ ] NO PPP BASE LINE DATA COLLECTED [ ] YES [ ] NO PROCESS CHECKLIST COMPLETE [ ] YES [ ] NO</td>
</tr>
</tbody>
</table>

INITIALS: ____________     DATE: ______________
Once Executed, A Signed Copy of the Resolution Supporting This Public Participation Plan Will Be Inserted Here
INTRODUCED

SENATE BILL 17-153

Garcia and Crowder, Kefalas

HOUSE SPONSORSHIP

Esgar, Bridges, Rosenthal

Senate Committees
Local Government
Finance

House Committees

A BILL FOR AN ACT

101 CONCERNING ESTABLISHMENT OF THE SOUTHWEST CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION TO OVERSEE THE PRESERVATION AND EXPANSION OF AMTRAK SOUTHWEST CHIEF RAIL SERVICE IN COLORADO AND FACILITATE THE DEVELOPMENT AND OPERATION OF A FRONT RANGE PASSENGER RAIL SYSTEM THAT PROVIDES PASSENGER RAIL SERVICE IN AND ALONG THE INTERSTATE 25 CORRIDOR.

Bill Summary

(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at http://leg.colorado.gov.)

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.
Capital letters indicate new material to be added to existing statute.
Dashes through the words indicate deletions from existing statute.
The bill replaces the existing southwest chief rail line economic development, rural tourism, and infrastructure repair and maintenance commission (old commission), the current statutory authorization for which expires on July 1, 2017, with an expanded southwest chief and front range passenger rail commission (new commission). The new commission must:

- Assume the old commission's powers and duties and its mission of preserving existing Amtrak southwest chief rail line service in the state, extending such service to Pueblo, and exploring the benefits of extending such service to Walsenburg; and
- Facilitate the future of front range passenger rail and specifically develop and present by December 1, 2017, to the local government committees of the house of representatives and the senate, draft legislation to facilitate the development of a front range passenger rail system that provides passenger rail service in and along the interstate 25 corridor.

---

**Be it enacted by the General Assembly of the State of Colorado:**

**SECTION 1.** In Colorado Revised Statutes, 24-1-128.7, add (8)

as follows:

**24-1-128.7. Department of transportation - creation - repeal.**

(8) (a) **The southwest chief and front range passenger rail commission created in section 43-4-1001 (2)(a) shall exercise its powers and perform its duties and functions as if the same were transferred by a Type I transfer, as defined in section 24-1-105, to the department of transportation.**

(b) **The southwest chief rail line economic development, rural tourism, and infrastructure repair and maintenance commission created in section 43-4-1001 (4) prior to the repeal and reenactment of said section by Senate Bill 17-___, enacted in 2017, and its powers, duties, and functions are transferred by**
A TYPE 3 TRANSFER, AS DEFINED IN SECTION 24-1-105, TO THE SOUTHWEST
CHIEF AND FRONT RANGE PASSENGER RAIL COMMISSION CREATED IN
SECTION 43-4-1001 (2)(a) AND THE SOUTHWEST CHIEF RAIL LINE
ECONOMIC DEVELOPMENT, RURAL TOURISM, AND INFRASTRUCTURE REPAIR
AND MAINTENANCE COMMISSION IS ABOLISHED.

SECTION 2. In Colorado Revised Statutes, repeal and reenact,
with amendments, 43-4-1001 as follows:

43-4-1001. Southwest chief and front range passenger rail
service in Colorado - commission - membership and powers -
definitions. (1) As used in this part 10, unless the context
otherwise requires:

(a) "Commission" means the Southwest Chief and Front
range passenger rail commission created in subsection (2)(a) of
this section.

(b) "Front range passenger rail system" means a rail
system that transports passengers along the Front Range and
that may include stops at the cities of Fort Collins, Loveland,
Longmont, Boulder, Denver, Castle Rock, Colorado Springs,
and Pueblo, and includes any appurtenant equipment, buildings,
or facilities.

(c) "Fund" means the Southwest Chief rail line economic
development, rural tourism, and infrastructure repair and
maintenance fund created in section 43-4-1002.

(2)(a) The Southwest Chief and Front Range passenger rail
commission is created in the Department of Transportation. The
commission shall exercise its powers and perform its duties as if
the same were transferred to the Department by a TYPE 1

-3-
TRANSFER, AS DEFINED IN SECTION 24-1-105. THE COMMISSION CONSISTS
OF THE FOLLOWING ELEVEN COMMISSIONERS:

(I) FIVE COMMISSIONERS APPOINTED BY THE GOVERNOR AS
FOLLOWS:

(A) TWO PUBLIC RAIL TRANSPORTATION ADVOCATES;

(B) TWO REPRESENTATIVES OF CLASS I FREIGHT RAILROADS THAT
SERVE COLORADO; AND

(C) ONE RESIDENT OF HUERFANO, LAS ANIMAS, OTERO,
PROWSERS, OR PUEBLO COUNTY WHO HAS PUBLICLY ADVOCATED FOR
PUBLIC RAIL;

(II) ONE COMMISSIONER FROM EACH OF THE FOLLOWING
METROPOLITAN PLANNING ORGANIZATIONS, AS DEFINED IN SECTION
43-1-1102 (4), AND REGIONAL PLANNING COMMISSIONS, AS DEFINED IN
SECTION 43-4-1102 (5), APPOINTED BY THE GOVERNING BODY OF EACH
ORGANIZATION OR COMMISSION:

(A) THE NORTH FRONT RANGE METROPOLITAN PLANNING
ORGANIZATION;

(B) THE DENVER REGIONAL COUNCIL OF GOVERNMENTS;

(C) THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS;

(D) THE PUEBLO AREA COUNCIL OF GOVERNMENTS; AND

(E) THE SOUTH CENTRAL COUNCIL OF GOVERNMENTS; AND

(III) ONE COMMISSIONER WHO IS A REPRESENTATIVE OF THE
REGIONAL TRANSPORTATION DISTRICT CREATED AND EXISTING PURSUANT
TO ARTICLE 9 OF TITLE 32, APPOINTED BY THE BOARD OF THE DISTRICT.

(b) IN ADDITION TO THE ELEVEN COMMISSIONERS, THE
COMMISSION INCLUDES THE FOLLOWING TWO APPOINTED ADVISORS, WHO
SHALL ATTEND COMMISSION MEETINGS AND ADVISE THE COMMISSION BUT

-4-
ARE NOT VOTING MEMBERS OF THE COMMISSION:

(I) AN EMPLOYEE OF THE DEPARTMENT OF TRANSPORTATION, APPOINTED BY THE EXECUTIVE DIRECTOR OF THE DEPARTMENT; AND

(II) AN EMPLOYEE OF AMTRAK, APPOINTED BY THE PRESIDENT OF AMTRAK.

(c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (2)(c)(II) OF THIS SECTION, APPOINTING AUTHORITIES SHALL APPOINT THE INITIAL COMMISSIONERS AND APPOINTED ADVISORS OF THE COMMISSION NO LATER THAN JULY 1, 2017, FOR TERMS COMMENCING ON THAT DATE. COMMISSIONERS APPOINTED PURSUANT TO SUBSECTION (2)(a) OF THIS SECTION SHALL SERVE FOR TERMS OF FOUR YEARS; EXCEPT THAT THE INITIAL TERMS OF ONE OF THE COMMISSIONERS APPOINTED PURSUANT TO SUBSECTION (2)(a)(I)(A) OF THIS SECTION, ONE OF THE COMMISSIONERS APPOINTED PURSUANT TO SECTION (2)(a)(I)(B) OF THIS SECTION, AND THE COMMISSIONERS APPOINTED PURSUANT TO SUBSECTIONS (2)(a)(II)(A), (2)(a)(II)(C), AND (2)(a)(II)(E) OF THIS SECTION ARE TWO YEARS. THE COMMISSION SHALL ELECT A CHAIR FROM ITS MEMBERS AT ITS FIRST MEETING.

(II) COMMISSIONERS APPOINTED PURSUANT TO SUBSECTION (2)(a)(II) OF THIS SECTION SHALL BE APPOINTED NO LATER THAN MAY 15, 2017, FOR TERMS COMMENCING ON JULY 1, 2017.

(d) COMMISSIONERS SERVE WITHOUT COMPENSATION BUT RECEIVE REIMBURSEMENT FOR EXPENSES.

(3) (a) THE MISSION OF THE COMMISSION IS:

(I) TO ASSUME AND COMPLETE THE MISSION OF THE SOUTHWEST CHIEF RAIL LINE ECONOMIC DEVELOPMENT, RURAL TOURISM, AND INFRASTRUCTURE REPAIR AND MAINTENANCE COMMISSION, AS IT EXISTED
prior to July 1, 2017, by continuing to coordinate and oversee
efforts by the state and local governments and cooperate with
the states of Kansas and New Mexico, Amtrak, and the BNSF
railway to ensure that the track repairs and upgrades required
for the continuation of existing Southwest Chief rail service in
Colorado are completed, that such service is extended to
Pueblo, and that the benefits of extending such service to
Walsenburg are fully explored; and

(II) To facilitate the future of Front Range passenger rail
and, in so doing, to specifically develop draft legislation to
facilitate the development of a Front Range passenger rail
system that provides passenger rail service in and along the
Interstate 25 corridor and that is a well-integrated component
of a modern, efficient, and cost-effective multimodal
transportation system.

(b) In furtherance of its mission, and in addition to its
specific obligation to prepare draft legislation as set forth in
subsection (3)(c) of this section and its authority to exercise any
other powers and perform any other duties specified in this part
10, the commission has the following powers:

(I) To adopt bylaws for the regulation of its affairs and
the conduct of its business;

(II) To accept contributions to and expend money from the
fund as authorized by section 43-4-1002;

(III) To enter into memorandums of understanding and
intergovernmental agreements with agencies and political
subdivisions of the state;
(IV) To contract for necessary services;
(V) To enter into multistage agreements;
(VI) To facilitate the future of Front Range passenger rail; and
(VII) To have and exercise all powers necessary or incidental to or implied from the specific powers and duties granted in this part 10.

(c) The commission shall prepare draft legislation to facilitate the development of a Front Range passenger rail system that provides passenger rail service in and along the interstate 25 corridor and that is a well-integrated component of a modern, efficient, and cost-effective multimodal transportation system. The commission shall present the draft legislation to the local government committees of the House of Representatives and the Senate no later than December 1, 2017. The draft legislation may include any provisions that the commission deems necessary to facilitate the development of a Front Range passenger rail system.

SECTION 3. In Colorado Revised Statutes, 43-4-1002, amend (1); and repeal (2) as follows:

43-4-1002. Southwest chief rail line economic development, rural tourism, and infrastructure repair and maintenance fund - creation - use of fund. (1) The southwest chief rail line economic development, rural tourism, and infrastructure repair and maintenance fund is created in the state treasury. The fund consists of any moneys including but not limited to any gifts, grants, or donations, received by the state from the federal government, local governments, public-private
partnerships, or any other person, or as a result of any voter-approved
ballot measure, that are dedicated for the purposes of ensuring that the
Amtrak southwest chief rail line continues to pass through Colorado and
that an additional stop in Pueblo is added to the line, and any other
moneys that the general assembly may appropriate or transfer to the fund.
Interest and income earned on the deposit and investment of moneys in
the fund and all unencumbered and unexpended moneys in the fund at the
end of any fiscal year remain in the fund. Subject to annual appropriation
by the general assembly, the commission may expend moneys from the
fund for its administrative and staffing
any other operating expenses and for the costs of any necessary
studies. Subject to annual appropriation, and the limitations set forth in
subsection (2) of this section; the commission may also expend moneys
from the fund for rail replacement or other improvements to the portion
of the Burlington Northern and Santa Fe BNSF railway line used to
provide existing Amtrak southwest chief rail line service in Colorado and
to pay costs associated with the expansion of southwest chief rail line
service to include a stop in Pueblo.

(2) The commission may only expend moneys from the fund for
the purposes of rail replacement or other improvements or for costs
associated with the expansion of southwest chief rail line service to
include a stop in Pueblo if:

(a) Amtrak confirms in writing that the southwest chief rail line
will continue to stop in Lamar, La Junta, and Trinidad, that the southwest
chief rail line will add a regular stop in Pueblo within five years from the
date the commission first expends moneys for those purposes from the
fund; and that Amtrak will explore the potential benefits, including but
not limited to benefits of increased tourism and other economic benefits; of also adding a regular stop in Walsenburg; and

(b) The states of Kansas and New Mexico, Amtrak, and the Burlington Northern and Santa Fe railway commit in writing to expend an average aggregate amount of at least fifteen million two hundred thousand dollars per year for each of the ten years beginning with the year in which the commission first expends moneys for those purposes from the fund:

SECTION 4. In Colorado Revised Statutes, repeal 43-4-1003 as follows:

43-4-1003. Repeal of part. This part 10 is repealed, effective July 1, 2017.

SECTION 5. Effective date. (1) Except as otherwise provided in subsection (2) of this section, this act takes effect upon passage.

(2) Sections 1 and 2 of this act take effect July 1, 2017; except that section 43-4-1001 (2)(c), Colorado Revised Statutes, as enacted in section 2 of this act, takes effect upon passage.

SECTION 6. Safety clause. The general assembly hereby finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, and safety.