

Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
June 13, 2019
8:30 a.m.

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

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

AGENDA

1. *Call Meeting to Order*
2. *Introductions and Public Comments (non-agenda items only)*
3. *Approval of Minutes**
May 9, 2019
Action Requested: Approve/Disapprove/Modify
4. *CDOT Region 2 Updates (Informational)*
5. *Whole System Whole Safety* (Informational)*
6. *Minor Changes to the Memorandum of Understanding for Transit Asset Target Setting**
Action Requested: Approve/Disapprove/Modify
7. *Southwest Chief North Front Range Station Study (Informational Update)*
8. *Pueblo Transit Administration and Maintenance Building Relocation Study (Informational Update)*
9. *Update of Pedestrian/Bike Plan (Discussion)*
10. *Statewide Plan Public Outreach Events - Aaron Willis w/CDOT DTD (Discussion)*
11. *Items from TAC Members or scheduling of future agenda items (Roundtable Discussion)*
12. *Adjourn at or before 10:30 am*

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION
May 9, 2019
8:30 a.m.**

Roll Call Room (2nd Floor) of the Pueblo Municipal Justice Center, 200 South Main Street

Agenda items marked with * indicate additional materials are included in the packet.

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

AGENDA

1. Call Meeting to Order

Chairman: John Adams

Time of Call: 8:32 a.m.

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

TAC Members Present: Don Bruestle, Ian Turner, Wendy Pettit, Dave Benbow, Brad Curtis

CAC Members Present:

Others Present: Aaron Willis, Kevin Sparks, Sal Piscitelli, Glenn Krause

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

Introductions were made for Aaron Willis (CDOT Headquarters Office), Dave Benbow (Pueblo County Public Works), and Glenn Krause (CDOT).

Region 2 is wanting a letter of support to permanently open Gate 19 (off of I-25 by Fountain and Santa Fe Ave) for military use. CDOT will apply for the TIGER Grant to fund it. Brad Curtis suggested Exit 108 to be included.

Kevin Sparks said that there are 30 ACI Grade 1 (Concrete) students that have graduated and are ready to start construction.

3. Approval of Minutes of the regular meeting held on April 11, 2019.

Motion to Approve: Brad Curtis

Second: Sal Piscitelli

Unanimous

4. CDOT Region 2 Updates (Informational)

Wendy Pettit said the STAC meeting kick off of the 2045 Long-Range Plan is early because of the Holiday. County hearings for May has been canceled and will be rescheduled for July or August. TIP adopting will still be delayed. Final documents need to be approved by September. Everything drafted by August for public hearing. A good draft by July. Aaron Willis said there are going to be 3 rounds of meetings for the Statewide Plan for public

engagement. She also said that projects aren't moving in Pueblo and we need to execute contracts. John Adams said that they are probably on Sam Vigil's desk. We don't have to worry about STIP/TIP roll forwards this month.

5. 2019 Transportation Bonding Question on Hold* (Informational)

Senate Bill 1801 in 2018 will be pushed back a year to add it to the ballot. There are 267 Funds of \$50m SB 1801) and \$100m out of general fund. The state will get \$61m, the County will get \$22m, and the City will get \$18m. Hwy 50 West (Purcell interchange) is included in those funds. There are no funds to do I-25.

6. Transportation Planning Reset (Discussion)

There was a kickoff for the Long Range Plan for the CDOT's new Executive Director wants to take a look at the Transportation Planning Process for the State, the primary is the Transportation Improve Program that include 4 years and 6 years of projects. This time next year CDOT should have a draft.

7. Bustang Park-and-Ride (Discussion)

Bart Mikitowicz handed out a packet for the alternatives, he looked at the Nelson-Nygaard report back in 2016. The study included to hold 100-200 cars, have EV charging, and shelters. Lisa Streisfeld is the head of it. The Governor wants zero emissions. Bart's list included several locations north and south and in-between. A few members of TAC ruled out several locations just because of the flood plain.

Kevin Sparks asked if anyone has looked at the Transit center being adequate, Bart said that he heard there was going to be a north and south HUB. Bustang will be coming into downtown. John Adams did say that Pepper said (when she was Interim Transit Director) that Transit would be able to make a stop over in the Kohls area. The only problem with that area is that it would need to be rezoned for a parking lot. Our next step would be internal review and to narrow it down to one location.

The new Transit Admin and Maintenance have narrowed it down to one location and will meet with the property owner's.

8. Rural Transportation Authority (RTA) (Discussion)

John Adams had a meeting with the Mayor, and he is receptive to looking into one. John will be talking to Commission Hart next Wednesday. The MPO is putting together a scope of work for FY 20-21, this is in the UWP (Unified Work Program). There was some work done on an RTA, but a lot more needs to be done. Don Bruestle asked about the City/County Comprehension Plan, John said there will be an RFP/RFQ to do a total update of the plan. Long Range Transportation Plan will incorporate the RTA if it stays in.

Dave Benbow said that Transportation Director would be interested in an RTA.

9. Update of Pedestrian/Bike Plan (Discussion)

Bart Mikitowicz said that there is an article in the Pulp if anyone wants to read about the development of the plan. He is focusing on the Pueblo County Trails (southeast - Salt Creek/Avondale). He is creating an attraction layer for the County. Aaron Willis asked when he will finish, Bart said that he has a rough draft that will be out for public comment at the end of May. Final adoption would be in October.

10. Items from TAC Members or scheduling of future agenda items (*Roundtable Discussion*)

RTA

Bustang Park'n'Ride

Scope of Work

Truck Parking Workshop – Freight safety/parking

Amenities for Bus Stops

North Front Range Rail Commission

Hwy 50 East expansion

Transit Relocation Study

11. Adjournment

Chairman John Adams adjourned the meeting at 9:41 a.m.

WHOLE SYSTEM. WHOLE SAFETY.

Behavior • Organizational • Built

Fact Sheet | 2019–2020

CDOT doubles down on safety by introducing a new strategy to improve safety on our roads. **Whole System. Whole Safety.** *Bringing everyone home safely.* This strategy capitalizes on current and planned safety efforts to help reduce traffic injuries and deaths.

PROBLEM: Despite a three percent reduction in 2018, traffic fatalities are up 40 percent since 2010 (from 450 in 2010 to 628 in 2018).

GOAL: Improve the safety of Colorado's transportation network by reducing the rate and severity of crashes and improving safety conditions for those traveling via all transportation modes.

VISION: Zero Deaths. The *Toward Zero Deaths* initiative was launched in 2015 when the *Strategic Highway Safety Plan* was released.

METRICS: Reduce fatalities and injuries by at least two percent per year – meaning fewer people get hurt and more people live. Those people could include you or someone you know.

PROGRAM: Continue the newly developed systematic statewide safety program that combines the benefits of CDOT programs. This approach addresses human factors, physical assets and organizational culture to fully integrate safety in everything that CDOT does and supports real time operations.

EXAMPLES OF ONGOING SUCCESS:

- Seat belts saved 229 lives in Colorado in 2017.
- Record seat belt use achieved in 2018 (86 percent).
- Highest ownership of personal breathalyzers in the country.
- Cable rail on I-25 and wildlife barriers save lives and prevent crashes.
- For every \$2 million spent on safety programs, a life is saved and 60 fewer persons are injured (proven by before/after analysis).

OVER ↘

SPECIFIC PROGRAMS:

Multimodal Options. Increase choices across the state to provide a more sustainable, efficient and equitable transportation network – reducing per capita Vehicle Miles Traveled by one percent annually. Fewer vehicles on roadways increase safety. Examples include:

- Programming \$50 million in 2019 to advance multimodal hubs.
- Increasing CDOT funding of ride-sharing programs.
- Expanding *Bustang* and *Bustang Outrider* service.

Physical Assets. Safety depends on keeping infrastructure in good repair, better managing congestion and accommodating population growth. Integrating new technology will provide a system with improved efficiency and safety. Goals include:

- Delivering 100 projects each year worth over \$100 million to specifically fix safety issues.
- For every \$2 million spent, a life will be saved and 60 fewer persons will be injured. Because of this dedicated funding, 50 fewer people will die each year and 3000 fewer people will be injured.

Safety Activities. Continue and originate projects delivering low cost and high impacts.

- Six-inch striping • Roundabout • Cable rail • Smart work zone technology
- Crash attenuators • Rumble strips • Wildlife barriers • Variable speed limits

Human Factors. Focus on influencing human behavior to improve safety. Examples include:

- Deploying best-in-class safety awareness campaigns on DUI, seat belt use, distracted driving, and others topics.
- Supporting local traffic safety grantees.
- Collaborating with DMV to help drivers adapt to changes in technology, driving conditions and rules of the road.
- Supporting law enforcement in high-visibility enforcement campaigns.

Organizational Changes. Realign CDOT's structure to improve safety. Examples include:

- Integrating maintenance and operations to streamline incident command and response.
- Rapidly deploying CDOT resources to quickly clear to reduce secondary crashes.
- Maximizing available technology and existing resources for accident and incident detection along congested corridors.
- Using photo, video and data for early detection of crashes and incidents to communicate quickly with maintenance staff to deploy resources to mitigate hazards to the public.
- Developing a comprehensive weather forecasting network and response planning that includes state and local resources.
- Increasing staffing of snowplow operators to maximize CDOT equipment resources during weather incident response statewide.
- Creating new standards for using temporary rumble strips leading into work zones.

Bringing Everyone Home Safely

MEMORANDUM OF UNDERSTANDING (MOU)

Among

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT),

And

PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG),

for the

THE ESTABLISHMENT OF A PROCESS TO FACILITATE TRANSIT ASSET
MANAGEMENT (TAM) TARGET SETTING FOR THE FAST ACT PERFORMANCE
MEASURES

This MOU identifies the process between CDOT, MPOs, Tier 1 public transit agencies and Tier 2 public transit agencies that are developing individual TAM Plans in order to set required national performance measure targets pertaining to TAM.

The FAST ACT and 49 USC §5326, requires FTA Chapter 53 grant recipients or subrecipients to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure. Tier I Public Transportation Providers must develop individual TAM Plans, and Tier II providers may participate in the CDOT-sponsored Group TAM Plan or develop individual TAM Plans. These plans must include, among other things, measures and targets for the condition of specific transit related assets that are reported annually to the National Transit Database (NTD).

Further, requirements in 23 CFR §450.314(h) state: "The Metropolitan Planning Organizations (MPOs), States (CDOT), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the National Highway System (NHS)".

In order to implement 23 CFR § 450.314(h), the parties to this MOU agree to the following TAM performance-based planning and programming as outlined below:

1. Transit Asset Management Performance Targets

A. TAM plans will be integrated with the development of the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP). Each TAM Plan will cover a four-year horizon and will be updated no less frequently than every four years.

B. The following national State of Good Repair (SGR) performance measures for capital assets apply to TAM plans [49 CFR § 625.43]:

- i. Equipment: (non-revenue) service vehicles. Percentage of vehicles that have met or exceeded their Useful Life Benchmarks (ULB).
- ii. Rolling stock: Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB.
- iii. Infrastructure: For fixed-guideway, track, signals, and systems, the percentage of track segments with performance restrictions.
- iv. Facilities: Percentage of facilities rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale.

C. Setting Performance Targets:

- i. Per 49 CFR §625.45, Tier I and II public transit providers, in coordination with Group TAM Plan sponsors as appropriate, were to have set asset class initial internal targets for each of the applicable performance measures for fiscal year 2018, by January 1, 2017. By January 1st of every fiscal year, future targets will be set for the following fiscal year.
- ii. CDOT and PACOG will coordinate to the extent practicable in the development and selection of SGR measures and determination of targets.
- iii. PACOG will establish performance targets not later than 180 days after CDOT establishes initial performance targets.
- iv. PACOG TAM targets are not required to be updated annually, but may be revisited when their Regional Transportation Plan and/or TIP is adopted, as needed or applicable.

2. CDOT and PACOG will share with one another sufficient information necessary to understand the SGR performance measures and targets as set out in Section 1 of the MOU (“SGR Data Summary”). CDOT also will provide to PACOG the annual narrative reports that provide a description of any change in the condition of their transit system from the previous year and progress made during the year to meet performance targets, as reported to the National Transit Database (NTD) (“Plan Summary”). SGR Data Summaries will be shared annually and within 30 days of the completion of any TAM Plan adoption or updates as applicable. Plan Narratives will be shared within 30 days of annual NTD reporting deadlines. The first SGR performance measures and targets will be shared in 2018 and the first narrative shared in 2020 with the completion of the 2019 plan year NTD report [49 CFR § 625.55]. The Parties will use any information exchanged solely for the purpose of performance based planning and regulatory

compliance and will not share such information for any other purpose without prior written approval by the owner of the information.

3. In order to comply with 49 CFR § 625.53, the Parties will make available any pertinent records or documents supporting their TAM Plan including performance measures and targets documentation, investment strategies, and annual condition assessment reports [49 CFR § 625.53].
4. This MOU reflects the Parties' common understanding of their mutual commitments to comply with applicable law, rules, and regulations and is not intended to create any new legal obligations except what currently exists by law, rules and regulations. Any disputes regarding this MOU will be resolved by good faith discussions amongst the Parties.

This agreement is made by the authorized signatures below.

COLORADO DEPARTMENT OF TRANSPORTATION

Signed: _____

Name & Title: Director, CDOT Division of Transit & Rail

Date: _____

PUEBLO AREA COUNCIL OF GOVERNMENTS

Signed: _____

Name & Title: _____

Date: _____

John Adams

From: Snow - CDOT, Michael <michael.snow@state.co.us>
Sent: Friday, May 31, 2019 5:40 PM
To: John Adams
Cc: Sharon Terranova - CDOT; David Krutsinger
Subject: [External] IMPORTANT - Pueblo Area Transit Planning MOU alterations - response requested
Attachments: CDOT-PACOG Transit PBPP MOU - UPDATED - 31May2019.pdf

External email. Please use caution.

Good afternoon John,

I wanted to update you on the status of the Transit Planning MOUs and to request your consideration on an urgent matter.

At the Statewide MPO meeting of May 17, I explained that with CDOT's recent leadership reorganization and new processes put in place for executing agreements, that the Transit Planning MOUs had not yet been signed by CDOT. Part of the process changes include that agreements may only be signed by the Executive Director, not by any department heads, and also that agreements/MOUs must only be drafted by and then facilitated through our Procurement division.

While the Transit Planning MOU forms were largely finalized prior to these CDOT process changes, a review by our adept Procurement staff revealed general regulatory citation errors. Due to this, in addition to another minor item described below, CDOT is requesting the parties to the MOU consider agreeing to alter the MOU without necessarily circulating it again for adoption and signatures by its parties (in this case, just PACOG).

The needed alterations are for accuracy and clarity, and do not impart any meaningful changes or additions to the content or intent of the MOU. What's more, they are confined only to the first two pages of the three-page MOU, whereby these preceding pages could be replaced, if you agree, without affecting the third page which contains the parties completed signatures.

The alterations are highlighted in the attached PDF and include:

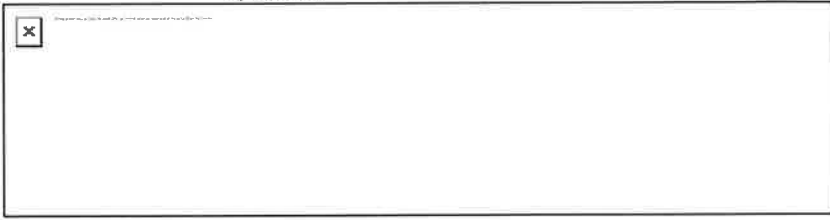
1. On page 1, the original opening paragraph incorrectly cited the regulatory section that requires the performance measure, target-setting and agreement requirements. Correcting the citation (49 USC §5326) in what was the third paragraph of the original fixes this, and also allows the redundant first paragraph to be eliminated altogether.
2. On page 2, Item 1.C.i., the original wording specified initial targets *to be set* in the future, while that date had actually already passed. The rewording states this as past-tense and clarifies the future annual target-setting requirements.

If the Parties agree to this proposal, we will replace Page 1 & 2 of the signed three-page MOU copies in our possession and expedite their signatures through CDOT before returning copies to you. It is completely understandable, as well, if any parties would prefer to present the alterations to your governing boards and await scheduling for their formal re-adoption.

Please let me know how you want to proceed and if you have questions on this matter. I'm preparing for annual leave and will not be back in the office until June 13, at which time I will follow up. If you have any urgent questions or concerns, feel free to reach out to David Krutsinger, cc:d here.

Regards,

Michael Snow, MA, MPA
Transit Infrastructure Specialist



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