Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE
September 8, 2020
9:00 a.m.

ZOOM - https://pueblo.zoom.us/j/94613129536
Meeting Number 946 1312 9536 Password 598875

There are no accommodations for those wishing to attend
in Person Due to COVID-19

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

3. Approval of Minutes*
   August 11, 2020 Minutes
   Action Requested: Approve/ Disapprove/ Modify

4. CDOT Region 2 and HQ Updates - Wendy Pettit and Aaron Willis
   Action Requested: Informational

5. PACOG 2045 Long Range Transportation Plan Update (LRTP) -
   Maureen Paz de Araujo-Wilson and Company
   Action Requested: Informational

6. Featured Mode of Transportation:
   Pueblo Area Station Area Plan (Passenger Rail) * - Bryan Robinson -
   WSP Consultants
   Action Requested: Informational

7. Highway and Federal Transit Updates (If Needed)
   Action Requested: Informational
8. Next TAC - October 13, 2020 Location - TBD -- Virtual ?
    Action Requested: Informational

9. Items from TAC Members or scheduling of future Agenda Items
    (Roundtable Discussion)

10. Adjourn at or before 11:00 am
Minutes of the
TRANSPORTATION ADVISORY COMMITTEE
August 11, 2020
9:00 a.m.

Online at https://pueblo.zoom.us/j/94613129536
Meeting Number 964 1312 9536 Password 598875

There are no accommodations for those wishing to attend in
Person Due to COVI D-19

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: 9:02 a.m.
   MPO Members Present: John Adams, Hannah Haunert, Eva Cosyleon
   TAC Members Present: Wendy Pettit, Ben Valdez, Aaron Willis, Shawn Winters, Dan Centa, Greg Pedroza
   CAC Members Present: Heather Norton, Kevin Sparks, Joe Garcia, Cheryl Spinuzzi, Don Bruestle
   Others Present: Melanie Turner, Ron Go-Aco, Eric Richardson, Glenn Krause, Geoff Guthrie,
   Melanie Monarco, Maureen Paz de Araujo, Emma Belmont, Bryan Robinson, Myron Hora

2. Introductions and Public Comments (non-agenda items only)
   There were no introductions nor public comments.

3. July 14, 2020 Minutes*
   Motion to Approve: Cheryl Spinuzzi
   Second: Joe Garcia
   Unanimous:

4. Featured Mode of Transportation:
   Pueblo Area Station Area Plan (Passenger Rail) * - Bryan Robinson - WSP
   Consultants
   Action Requested: Informational
   In the presentation, Bryan Robinson talked about the 2 major site locations: Union Ave
   Station Area and Civic Center Station Area, this will be for Amtrak Southwest Chief and
   Front Range Passenger Rail (FRPR). He then explained that the public was for either of
   these locations. There are still a few hiccups with what comes next. AmTrak would see
   100-200 passengers weekly and FRPR would see about 450 weekly. The station would
require volunteers, limited building, minimum services, and parking. As the environmental review, both locations do not impact wetlands or water resources, and does not impact traffic. In the presentation, there were a few slideshows of how the Station would look.

The next meeting will be August 18, 2020 at 6 p.m.

5. **Statewide 2045 Long Range Transportation Plan Update - Aaron Willis (CDOT HQ)**
   **Action Requested: Informational**
   Aaron Willis said that the 60-day public review and comment has ended, it was June 1, 2020 to July 30, 2020. There were 100 comments from all platforms. The comments included safety, mobility, and a few grammatical errors.

6. **PACOG 2045 Long Range Transportation Plan Update (LRTP) - Wilson and Company**
   **Action Requested: Informational**
   Maureen Paz De Araujo said that the survey is now live at https://pacog2045.metroquest.com/. Please share with everybody you know.

   **Action Requested: Informational**
   Eva Cosyleon suggested looking up Indianapolis Cultural Trail – it is an 8-mile trail that connects 5 different neighborhoods. She also learned about Tactical urbanism - demo/quick method to temporarily calm traffic, add bike lanes, or turn a 2-way into a 1-way street (for a school drop off). She gave an example of the 1-way street by painting a crosswalk striping on a roofing tarp and use of cheap barriers. It was a 2-day demonstration project. There was a survey when the parents were leaving to either thumbs up or thumbs down if they liked it or not.

   Eva Cosyleon said there is another called NACTO Street Design for Kids and Data Bike. The Data Bike is where someone rides at a consistent speed that goes along the trail and takes pictures of the condition of how the trail looks. This shows riders how difficult the trail is and if there is any shade to rest.

8. **CDOT Region 2 and HQ Updates - Wendy Pettit and Aaron Willis**
   **Action Requested: Informational**
   Wendy Pettit said that Region 2 will probably not go back to the office until after Halloween. Eric Richardson said that there is still money in the new grants (Revitalizing Main Streets, and Community Telework Challenge). Joe Garcia asked about the local match and if it is required to have. Wendy Pettit said that if the MMOF for TAP couldn’t make the match, Toll Credits would be used to backfill, this will cut scope work. Wendy said that if you can’t match in TAP, they could figure something else out.
Ron Go-Aco asked about the Environmental Impact and where Clean Transportation falls in it, Aaron said there are some sections in the Statewide Plan, and he can send more information.

9. Highway and Federal Transit Updates (If Needed)
   **Action Requested: Informational**
   Emma Belmont said that she is still working with Ben Valdez for the CARES Fund.

10. Next TAC - September 8th, 2020 Location - TBD -- Virtual ?
    **Action Requested: Informational**
    We will be doing a Zoom meeting.

11. Items from TAC Members or scheduling of future Agenda Items
    (Roundtable Discussion)
    Hwy 50 W and Purcell Update
    I-25 Corridor (Hwy 50B) Update
    Airport Master Plan

12. Adjournment
    Chairman John Adams adjourned the meeting at 10:26 a.m.
PUEBLO STATION AREA PLAN
Pueblo, CO

Pueblo Area Council of Governments
TAC Meeting 09.08.20
WELCOME!
AGENDA

• Project & Process
• Evaluation Summary
• Preferred Station Area
• Overall Recommendations
• Question & Answer
EVALUATION
SUMMARY

3 Areas > 5 Areas > 2 Areas
EVALUATION

> 5 AREAS

1. The Union Avenue Station Area
2. The Civic Center Station Area
3. The Recreation complex Station Area
4. The Grove Neighborhood Station Area
5. The North Riverwalk Station Area
EVALUATION

>ENGAGEMENT

• Public meetings (3)
  • January 2020 – 150 Attendees
  • May 2020 – 60-75 Attendees
  • August 2020 - 60-75 Attendees

• Public Surveys (3)

• Rail Stakeholders
  • Amtrak (2 + Commission Meetings)
  • FRPR (5 + Design Team Meetings)
  • BNSF (3+ Commission Meetings)
  • UPRR (1+ Commission Meetings)

• 1A Project Team Meetings (8)
EVALUATION FRAMEWORK

COMMUNITY  60%
Want the station site to align with comp plan, long range plan, and other projects.

RAILROAD  74%
Want the station site to be compatible with FRPR and other modes of transportation.

STATION AREA  47%
Want the station site to build on historic identity and build character/place with urban design.

ECON/ENVIR  50%
Want the station site to foster additional development, redevelopment, and adaptive reuse.
## EVALUATION > CRITERIA SUMMARY

<table>
<thead>
<tr>
<th>AREA</th>
<th>COMMUNITY</th>
<th>RAILROAD</th>
<th>STATION AREA</th>
<th>ECON/ENVIR</th>
<th>TAKEAWAY</th>
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<td>AVERAGE</td>
<td>VERY WEAK</td>
<td>WEAK</td>
<td>Do not proceed</td>
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<tr>
<td>Grove Neighborhood Station Area</td>
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<td>WEAK</td>
<td>WEAK</td>
<td>VERY WEAK</td>
<td>Do not proceed</td>
</tr>
<tr>
<td>North Riverwalk Station Area</td>
<td>WEAK</td>
<td>VERY WEAK</td>
<td>AVERAGE</td>
<td>AVERAGE</td>
<td>Do not proceed</td>
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## EVALUATION > FATAL FLAWS

<table>
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<tr>
<th>AREA</th>
<th>COMMUNITY</th>
<th>RAILROAD - FATAL FLAWS</th>
<th>TAKEAWAY</th>
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<td><strong>Union Avenue Station Area</strong></td>
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</tr>
<tr>
<td><strong>Civic Center Station Area</strong></td>
<td>STRONG</td>
<td>NO FATAL FLAWS. MAY BE LIMITED ISSUES RELATED TO EASTERN APPROACH FOR FRONT RANGE PASSENGER RAIL.</td>
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<tr>
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<td>AVERAGE</td>
<td><strong>FATAL FLAWS. CONFLICT WITH PLANNED HARP EXPANSION RECREATION CENTER; RAILROAD ROW/PROPERTY ISSUES FOR SOUTHERN APPROACH; AND SOME OPERATIONAL ISSUES FOR FREIGHT</strong></td>
<td>Do not proceed</td>
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<tr>
<td><strong>Grove Neighborhood Station Area</strong></td>
<td>VERY WEAK</td>
<td><strong>NEAR FATAL FLAWS. MAY NOT ACCOMMODATE SOME OF AMTRAK’S SERVICE OPTIONS; MAJOR OPERATIONAL ISSUES FOR FREIGHT; AND POTENTIAL EXISTING COMMERCIAL RAIL ACCESS</strong></td>
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<tr>
<td><strong>North Riverwalk Station Area</strong></td>
<td>WEAK</td>
<td><strong>FATAL FLAWS. CANNOT ACCOMMODATE THE AMTRAK REROUTE OPTION; SOME OPERATIONAL ISSUES FOR FREIGHT; AND MAJOR ISSUES FOR SITE / STATION DEVELOPMENT.</strong></td>
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</tr>
</tbody>
</table>
1. The Union Avenue Station Area
2. The Civic Center Station Area
3. The Recreation complex Station Area
4. The Grove Neighborhood Station Area
5. The North Riverwalk Station Area
6. The Midtown Station Area
PREFERRED STATION AREAS

Concepts + Options + Phasing + Considerations
AREA 1: INTRODUCTION
UNION AVENUE DISTRICT STATION
Ideas:

• Weaves “past, present, and future” of rail together into destination experience.
• Centers all uses and customer experience around rail culture and history.
• Establish central public outdoor space for community activities and events.
• Link programming of the depot, railway museum, heritage museum, and new station.
• Celebrate historic character of Depot and district with station architecture and design.
• Connects with Union Avenue commercial area, Neon Alley, bike lanes, Arkansas River trails, and potential modified bus service.
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<th>Criteria</th>
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<th>1B</th>
<th>2A</th>
<th>2B</th>
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<td>Thru Station both services</td>
<td>Amtrak - Thru Station FRPR - Stub End</td>
<td>Thru Station both services</td>
<td>Amtrak - Thru Station FRPR - Stub End</td>
<td>Thru Station both services</td>
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<td>Modified Side Platforms</td>
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<td>Modified Side Platforms</td>
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<td>18’</td>
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<td>No. 9 &amp; No. 15</td>
<td>No. 9</td>
<td>No. 9 &amp; No. 15</td>
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<td>3</td>
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<td>4</td>
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<td>None on Site</td>
<td>None on Site</td>
<td>Yes (~400’)</td>
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<td>Yes (~800’)</td>
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<td><strong>Amtrak Loop / Reversing</strong></td>
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<td>None on Site</td>
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**AREA 1: RAIL LAYOUT OPTIONS**

**UNION AVENUE DISTRICT STATION**
Pros:
- Good location near existing union depot, museums, and Union Avenue.
- Great opportunity for identity related to historic district and Neon alley.
- Excellent walking connection to Union Avenue and Riverwalk area.
- Some connections to Arkansas River, waterfront, and bike network.
- Potential available land, limited ownership, and strong project partners.
- Multiple track and station configurations allows flexibility for services.

Cons:
- Limited access to Interstate-25 (north-south corridor).
- Challenges related to district access, parking, and circulation.
- Lacks connections to the existing bus routes and stops.
- Unlikely that there would be any associated new development.
- Lots of complexity related to bridges and track design / layout.
Phase 1.0 (3-5 Years)

Let’s get Amtrak rolling!

- Focus on Amtrak Branch Service / Reroute Options.
- Partnership with City and property owners to allocate/consolidate/acquire land.
- Relocation of the existing outdoor railyard museum to adjacent property.
- Reconfiguration of existing parking and service for Union Depot
- Amtrak platform with minimum station facilities and support parking.
- Volunteer staffing and operations (potentially with the Heritage Museum or Depot partnership)
Phase 2.0 (5-15 Years)

Let’s make a big splash with Front Range Passenger Rail!

- Continued partnership with City to complete sub-area / master plan for the district.
- Complete traffic study / bus service feasibility study for B/Union.
- New combined Amtrak / Front Range Passenger Rail station with support structured parking and services.
- Additional public/street infrastructure improvements along B Street.
- Support independent improvements and investment by the property owners, Union Depot and Heritage Museum.
AREA 1: STATION LAYOUT
UNION AVENUE DISTRICT STATION

Level 1
Lower level breezeway area with ground level connection to existing building, structured parking, outdoor plaza and Amtrak platforms. Bottom of station is primarily service, escalators, and elevator up to main station level.

Level 2
Main level waiting area, ticketing, daily-level parking area, and bridge across to the FRPR Platforms. View into the district and view of the arriving FRPR trains.

Level 3
Upper level with connection to long term parking and primarily a lounge/restaurant and waiting area (long term for Amtrak or FRPR) with exterior areas and direct view over the historic district and depot.
Phase 3.0 (12-18 years)

Let’s make sure the district has additional support!

- Partnership with City, County, and property owners to consolidate land for support parking area and expanded rideshare.
- Additional public improvements to add support parking along the expanded Neon Alley.
ALTERNATE SOLUTION

- Modification to Phase 1 to build out 700’ platform for Amtrak Branch Service Option only with full trackage built for the Reroute option, if necessary in the future.
- This option can will reduce initial investment in the Branch Service option being investigated by the CRISI grant.
- Modification to Phase 1 for FRPR to assume use of Amtrak platform in future and build new platform for double-sided thru-station and one additional storage.
Evaluation Criteria

• This area is extremely well-supported by the Community with between 80-90% of the public likely to support the station here.

• This area is well-supported by rail stakeholders and does not preclude any options for Front Range Passenger Rail.

• This area is less aligned with the Community’s goals of getting connected to other modes of transportation like bus routes and the bike network; but, more aligned with goals to build on historic character of the area.

• This area is less aligned with the Community’s goals for increased economic development and development, the area will be slower and incremental over longer time.
AREA 2: INTRODUCTION
CIVIC CENTER STATION
Ideas:

• Build the concept of “the Station on the Civic Square” or “Civic Station”.
• Create a central municipal hub by consolidating existing facilities.
• Bring a real variety of station, civic, transit, hotel, and commercial uses together onto major public space.
• Leverage a lot of existing amenities such as structured parking, Riverwalk, and City-owned land.
• Focus on connection to Main Street / Union Avenue, Riverwalk, bus system, and Arkansas River trails.
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<td><strong>Amtrak Loop / Reversing</strong></td>
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<td>None on Site</td>
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**ARENA 2: RAIL LAYOUT OPTIONS**

**CIVIC CENTER STATION**
Pros:
• Great walking and biking access to Main Street and Riverwalk area.
• Good access to local bus routes / stops connecting to regional routes.
• Pretty good (and quick) access to Interstate-25 (north-south corridor).
• Easy access to existing surface and structured parking areas.
• Possibility for more substantial new development associated to station.
• Potential available land and strong partnership with the City of Pueblo.
• Location on trackage provides flexibility for service planning outcomes.

Cons:
• Lacking good existing built character, identity, and brand in the area.
• Circulation challenges created by dead ends and rights-of-way.
• Potential impacts on existing City / PD operations and facilities.
• Challenges related to critical junction point for freight rail providers.
AREA 2
CIVIC CENTER STATION

Phase 1.0 (3-5 Years)

Let’s get Amtrak rolling!

• Focus on Amtrak Branch Service / Reroute Options.

• Partnership with City to consolidate/allocate land for immediate improvements.

• Amtrak platform with minimum station facilities and support parking.

• Volunteer staffing and operations (potentially with the City or County)
Phase 2.0 A (5-15 Years)
Let’s make a big splash with Front Range Passenger Rail!

- Partnership with City to complete a facilities needs assessment and consolidation feasibility study.
- Street and public infrastructure improvements along D and Oneida Streets.
- New combined Amtrak / Front Range Passenger Rail station with support parking and services.
- Supportive additional station area infrastructure such as bicycle connection and multi-modal improvements for bus connection.
AREA 2: STATION LAYOUT
CIVIC CENTER STATION

Level 1
Main level open waiting area with ticketing, services, and connections to exterior plaza, bicycle lanes, surface parking, and bus connection.

Atrium Area
Open atrium area with view from both sides down D Street to union and to platform area.

Roof
AREA 2: STATION SECTION
CIVIC CENTER STATION

Diagram showing the existing building, station, and renovation areas with a focus on the surface parking area.
ALTERNATE SOLUTION:

• Modification to Phase 2.A to extend the length of platform to 700’ and build for the Amtrak Branch Service Only option and trackage to be positioned to accommodate the full Reroute option.

• Some additional impacts may include: Potential additional ROW acquisition, modified siding locations, potential increase in pier protection needs, and additional PUC application.
Phase 2.0 B (5-15 Years)
If an eastern approach or thru-station is desired by Front Range Passenger Rail.

- Modification or revised platform location to make sure that FRPR has access from the east.
- ROW acquisition not ideal for FRPR, and would necessitate takings or land acquisition.
Let’s continue to expand and support the new district!

- Conduct market / development feasibility study for City properties (north of D and Oneida Streets)
- Utilize economic development tools to facilitate development on City properties to leverage the Riverwalk and Station.
- Conduct an access, circulation, and parking study for the entire district to determine any additional parking demand and needs.
- Complete additional supportive infrastructure and parking projects to support the new district.
Evaluation Criteria

- This area is well-supported by the Community with between 60-70% of the public likely to support the station here.
- This area is supported by rail stakeholders; but, may impact some options for Front Range Passenger Rail.
- This area is well-aligned with the Community’s goals of getting connected to other modes of transportation like bus routes and the bike network; but, potentially less aligned with goals to build on historic character of the area.
- This area is more aligned with the Community’s goals for increased economic development and development, the area may be quicker due to City ownership and available tools.
TWO PREFERRED STATION AREAS
RECOMMENDATIONS
Station Area + Amtrak Phase 1
1. We recommend that **Phase 1 (3-5 years)** provide Amtrak with basic essentials such as land and parking necessary to implement either branch/re-route options (TBD in CRISI Grant).

2. We recommend that **Phase 2 (5-10 years)** focus on new station for combined Amtrak/Front Range Passenger Rail and supportive studies to ensure station area can further the economic development and multi-modal connection goals set forth by the community.

3. We recommend that **Phase 3 (8-15 years)** expand the established station area with added development/parking, etc.
AMTRAK: PHASE 1
> RECOMMENDATIONS

1. Pueblo County/PACOG to adopt the Station Area Plan with final recommendations, phased plan, and site preference.

2. Pueblo County to partner with City to identify funding for land acquisition and design and engineering for P1.

3. Pueblo County to support CRISI Grant Study for Branch Service Planning between La Junta and Colorado Springs.

4. Pueblo County to coordinate with the Amtrak regarding design and engineering for P1, including design review.

5. Pueblo County to continue to work with Amtrak SW Chief / FRPR Commission regarding implementation of access rights, station ownership, freight coordination, and PH 1 implementation.
QUESTION & ANSWER