

**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE**

November 5, 2015

8:30 a.m.

H.R. Conference Room, 301 W. "B" Street

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

1. *Call Meeting to Order*
2. *Introductions and Public Comments (non-agenda items only).*
3. *Approval of Minutes**
October 1, 2015 Meeting
September 3, 2014 Meeting
Action Requested: Approve/Disapprove/Modify
4. *CDOT Region II TIP/STIP Policy Agenda Item(s) **
There are no Policy TIP Amendment Notifications for September
5. *CDOT Region II TIP/STIP Administration Agenda Item(s) **
CDOT Region II has Notification of Three (3) Administrative Amendments of Roll Forward Project Funding to the PACOG Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in the MPO/TPR area. Additional Information is Available in the Attached Letter and Spreadsheet.

Notification: No Action Required

Change in CDOT/FHWA procedure.

Project Name: US 50B East of Boone

STIP Number:

Project Location and Description: **US 50 – Surface Treatment**

Federal Program Funds: **\$ 1,813,100**

State Matching Funds: **\$ 376,900**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$2,190,000

This project will perform a minor rehab on the surface of the highway between MM 69.5 and 76.2

Project Name: US 50B to Junction SH96B

STIP Number:

Project Location and Description: **US 50 – Surface Treatment**

Federal Program Funds: **\$ 1,204,590**

State Matching Funds: **\$ 250,410**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$1,455,000

This project will perform a minor rehab on the surface of the highway between MM 0.0 and 5.9

6. *PACOG Bylaws**
7. *2040 Long Range Transportation Plan Update*
8. *Staff Reports:*
 - *West Pueblo Connector Study*
 - *Additional Staffing Positions**
 - *CAC Membership Application*
9. *Attachments :*
 - *Federal Transportation Bill Comparison**
 - *State Transportation Commission Meeting Summary**
10. *Adjourn At Or Before 10:30 AM*

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION**

September 3, 2015

8:30 a.m.

H.R. Conference Room, 301 W. "B" Street

Agenda Items Marked with * indicate additional materials included in packet

1. Call Meeting to Order

Chairman: Scott Hobson

Time of Call: 8:52 a.m.

MPO Members Present: Scott Hobson, Reyna Quintana

TAC Members Present: Dan Centa, Don Bruestle, Pepper Whittlef, Michael Snow, Eppie Griego

CAC Members Present: Kristen Castor, Salvatore Piscitelli

Others Present:

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

No introductions

Scott noticed that were several County Planning Commission members in attendance however there were no City Planning Commission members. He mentioned that we need to send a memo to get City Planning Commission members to attend.

3. Approval of Minutes of the regular meeting held on August 6, 2015 and July 9, 2015

There was a typo on page 2 of the August minutes which referred to Intersection 258 as 285. There was also a correction to the July minutes on page 2 paragraph 5 which read "Dan Centa asked how we all of sudden" Corrected to "all of a sudden". Minutes were approved with these changes.

Motion to Approve: Don Bruestle

Second: Kristen Castor

Unanimous

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

There were no Policy Notifications for November.

5. CDOT Region II TIP/STIP Administrative Agenda Items *

CDOT Region II had notification of four (4) administrative amendments of Roll Forward Project Funding to the PACOG Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) in the MPO/TPR area.

Project Name: **State Highway 96 Signal Project**
STIP Number: SR26644.058
Project Location and Description: Signal Replacement
Federal Program Funds: **\$ 675,000**
State Matching Funds: **\$ 75,000**
Local Matching Funds: **\$**
Other Project Funds: **\$**
TOTAL PROJECT FUND AMENDMENT: \$ 750,000

This project is being moved from fiscal year 2016 to fiscal year 2019 to be included in SH 96 paving project.

Project Name: **State Highway 45 at Hollywood Signal Project**
STIP Number: SR26644.059
Project Location and Description: Signal Replacement
Federal Program Funds: **\$ 405,000**
State Matching Funds: **\$ 45,000**
Local Matching Funds: **\$**
Other Project Funds: **\$**
TOTAL PROJECT FUND AMENDMENT: \$ 450,000

This project is being moved from fiscal year 2017 to fiscal year 2018 to be included in SH 45 paving project.

Project Name: **State Highway 45 at LeHigh Signal Project**
STIP Number: SR26644.060
Project Location and Description: Signal Replacement
Federal Program Funds: **\$ 405,000**
State Matching Funds: **\$ 45,000**
Local Matching Funds: **\$**
Other Project Funds: **\$**
TOTAL PROJECT FUND AMENDMENT: \$ 450,000

This project is being moved from fiscal year 2017 to fiscal year 2018 to be included in SH 45 paving project.

Project Name: **FTA 5310 Capital Awards for Calendar Year 2015**
STIP Number: SST2727
Project Location and Description: Bus Replacement
Federal Program Funds: **\$ 308,000**
State Matching Funds: **\$**
Local Matching Funds: **\$ 77,000**
Other Project Funds: **\$**
TOTAL PROJECT FUND AMENDMENT: \$ 385,000

Awarded in January 2015

6. Proposed RTA Projects – Role of TAC/CAC *

The incorrect memo was in the packet, Scott will forward the correct memo to all TAC members. The memo stated that we want to identify projects to include in an RTA but we don't want to create the list until after the 2040 Long Range Transportation Plan is complete. Scott stated that we need to utilize the TAC committee in choosing these projects rather than just going to the PACOG Committee.

A discussion regarding an RTA was started when Don Brustle asked if we could hold public meetings to get more input on creating an RTA. Michael Snow asked if there was a spearhead committee to form the RTA and warned that because the MPO staff was funded through federal grants those individuals cannot do any lobbying or political effort behind an RTA. There has to be a committee or even a single person to request creation of an RTA to the MPO. It was determined that PACOG had already made this request and what is needed now is a list of potential projects to present to those interested in possibly spearheading an RTA. Scott mentioned that the list of projects in the 2040 LRTP that are not federally, state or developer funded could make up the list of projects for an RTA.

7. 2040 LRTP Update *

Nine out of the twelve chapters are in final draft form. Once all chapters are complete we will make them available to the TAC before they become open to the public. When a final document is completed it will go to PACOG and have a 30 day comment period. Reyna mentioned that in chapter 2 section 2.3.2 the amount of curb ramps installed per year needs to be changed to an average. She stated she will talk to the consultants about this change. Scott set a date of Thursday, September 17 to have comments on the chapters currently provided back to the MPO staff. An email will be sent out one week prior to remind TAC members to get their comments in.

8. West Pueblo Connector – RFP – 11th to Downtown *

Scott stated that the focus of this study is the road alignment from West 18th Street over the railroad yard and connecting to West 8th Street. A prebid for this study is set for September 16th with proposals due September 30th. This project has been moved forward to be included in the new UPWP.

9. Staff Report

• **Pueblo Transit Operation Study**

Reyna informed the TAC that she is waiting for Pat Manzanares at Transit to complete her portion of the Transit RFP. The study will be looking at the Transit system as a whole and how it can better serve the customers. Scott stated that it would also look at a potential express route from Pueblo West to the Transit Center.

• **Pueblo County Safe Routes to Schools Planning**

Scott stated that the county staff which was scheduled to present to this item was unable to attend the meeting. This item will be moved to next month's agenda.

10. Adjournment

Chairman Scott Hobson adjourned the meeting at 10:00 a.m.

**Minutes of the
TRANSPORTATION ADVISORY COMMISSION**

October 1, 2015

8:30 a.m.

Community Room of the Municipal Justice Center, 200 South Main Street

Agenda Items Marked with * indicate additional materials included in packet

1. Call Meeting to Order

Chairman: Scott Hobson

Time of Call: 8:38 a.m.

MPO Members Present: Scott Hobson, Reyna Quintana

TAC Members Present: Dan Centa, Don Bruestle, Jeff, Woeber, Joan Armstrong, Mike Castellucci, Michael Snow, Pepper Whittleff, Wendy Pettit

CAC Members Present: Kristen Castor, Salvatore Piscitelli

Others Present: Dan Dahlke

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

Introductions were done to benefit Mike Castellucci.

3. Approval of Minutes of the regular meeting held on September 3, 2015

Minutes were inadvertently omitted and will be brought to the next meeting for approval

Motion to Approve:

Second:

Unanimous

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

There were no Policy Notifications for October.

5. CDOT Region II TIP/STIP Administrative Notification *

CDOT Region II had notification of one (1) administrative amendment of Roll Forward Project Funding to the PACOG Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) in the MPO/TPR area.

| | |
|--------------------------------------|------------------------------|
| Project Name: | SH 231 Bridge Repairs |
| STIP Number: | SR25164.047 |
| Project Location and Description: | Bridge Asset Management |
| Federal Program Funds: | \$ 480,000 |
| State Matching Funds: | \$ 120,000 |
| Local Matching Funds: | \$ |
| Other Project Funds: | \$ |
| TOTAL PROJECT FUND AMENDMENT: | \$ 600,000 |

Dan Dahlke explained the reason behind the administrative amendment. He explained that an increase in material costs has caused higher bids than anticipated for many CDOT projects. The estimate for this particular project was completed a year and half ago and therefore is outdated due to the increased material costs. He explained that due to CDOT policy, it is easier to add money into the project fund before the bids take place rather than after.

6. 2040 Long Range Transportation Plan Discussion – Financial Plan *

Scott stated that an email was sent out for comments on the chapters previously handed out but the only suggestions we received were from Pepper. He informed that the plan is still under works and we can still take suggestions but we want to have final approval of the plan by the end of the year.

Additional handouts were given by Scott at the beginning of the meeting regarding the financial plan for the 2040 LRTP. Scott explained the first handout which showed all of the state and federal highways within the TPR region. He then stated that he looked at the cost to complete one rotomill with a 3" overlay as well as two chip seals within the 25 year period and estimated a cost per lane foot. He used this to get a total estimate for the 25 year period. Wendy notified Scott that chip seal cannot be used on I-25. Scott replied that he can make adjustments and asked for suggestions to make these estimates better.

He then discussed the opposite side of the handout which showed the number of lane miles for principal arterials, minor arterials, and collector roads. Estimates for total cost within the 25 year period were completed in the same way. Scott confirmed that these estimates were done in 2015 dollars and were not inflated costs. He mentioned that he could also break these routes out into their separate entities (county, city, state) but no TAC member seemed to feel this was necessary. He asked for the TAC members' opinion on the estimation process. Kristen Castor stated she feels that we need this type of forecasting to help keep roads from deteriorating in the future. Mike Castellucci felt that this information was good to look at but he is not sure if it is relevant due to the many factors involved. He feels that the numbers are pretty much useless. Scott replied that he would state in the plan that projects costs would increase but currently the gas tax remains flat, and we need to look at how else we can fund transportation. Michael Snow stated that he thinks this is great because we need to show people what it would cost to make the roads better for motorists. The general public does not know or understand all that goes into making better roads, the more public information the better. Discussion continued regarding the lack of public education on these issues and the need for more education on what we have versus what we need.

The next handout showed the project list for the 2040 LRTP. Scott discussed the costs and estimates within the list. He feels that the estimates for the locally funded projects may be a bit too low because they are projects which cannot be funded by developers. He also stated the he feels this list is pretty aggressive in its number of roads for the next 25 years, but we have decreased the amount of roads by nearly 50% from the 2035 plan. He then asked the TAC to look at the Home of Heroes project which was shown in the developer driven category. He asked for input from the TAC as to whether we should move half of this project into the locally funded category. After discussion all members agreed the change should be made. Scott stated he would finalize the financial chapter and send it out for review and comments.

7. Staff Reports

- **Pueblo County Safe Routes to Schools Planning***

Jeff Woeber gave an overview of the Safe Routes to School Plan and handed out a map which showed a one mile radius around each of the three schools in Blende. The one mile radii shows the areas in which students are required to walk to school. He stated that he feels at this point we need to do site visits to see what there is to work with as well as meet with District 70 officials and other county departments. Don Bruestle suggested the need for outreach and awareness to the home owners within the radii. Kristen Castor stated that even simple bike lanes rather than sidewalks could benefit everyone whether you bike, walk or are in a wheelchair. Wendy Pettit suggested applying for design money through the newly funded Safe Routes to Schools Grant Program and get consultants on board so we can get some infrastructure built.

- **Colorado Parks and Wildlife 2015 – 2016 Grant Application Notice***

Scott discussed the attachment with information regarding the Parks and Wildlife Grant application. He stated we may apply for funding through this grant to use for the Wildhorse Creek connection near the YMCA.

- **CDOT's 2015 Transportation Summit***

Scott informed TAC members of the 2015 Transportation Summit event which will be held on October 28, 2015 in Denver at the Grand Hyatt Hotel. He stated PACOG has paid for a table for 10 people which he would like to fill with PACOG Board and TAC members. He asked for individuals to let us know if they are interested by October 14. Kristen Castor stated she was interested in going but would need a driver.

8. Items from TAC members or scheduling of future agenda items.

Scott stated we will be placing an application to fill Meagan Murillo's position on the PACOG website.

Scott suggested moving the monthly TAC meeting from the first Thursday of the month to the second Thursday of the month starting in January. He said an email will be sent to obtain input.

Scott stated that PACOG has approved a Regional Planning Grant to look at restructuring PACOG and their bylaws, as well as set up a Transportation Planning Committee and a Water Policy Board. Don Bruestle would like to see what PACOG's role is. Scott said we could include the bylaws in next month's meeting packet which would explain PACOG's role.

Scott informed that the RFP for the West Pueblo Connector received two submittals which would be reviewed next week. This project is to come up with alternatives and design for a road from West 18th Street to West 8th Street.

Kristen Castor informed TAC Members of the lack of parking at the Judicial Building and the need for some sort of change.

9. Adjournment

Chairman Scott Hobson adjourned the meeting at 10:03 a.m.



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

October 1, 2015

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

**CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s)
FY 2012-2017 Transportation Improvement Program**

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

Administrative Action: See attached worksheet

Project Name:
STIP Number:
Project Location and Description:
Federal Program Funds: \$
State Matching Funds: \$
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$

With the upgrade of the FHWA FEMIS system, there are new requirements in the FEMIS system that will require CDOT to make changes to both CDOT projects and local agency projects that have funds budgeted, but not obligated. OFMB has made the following request of the Regions to meet these new requirements.

State wide, CDOT has 130 projects that have funds budgeted but do not have FHWA obligation of the funds for various phases of the projects. Region 2 has 42 of those 130 projects. The PACOG area has 7 of the 42 Region 2 projects. The request of the regions by OFMB is to take all budgeted projects that do not have funding that is obligated in the project and debudget the funds. The funds then will be returned to their respective funding pools and be held in reserve for the respective project until the funds are requested to be budgeted back into the project when the appropriate phase is ready to go to advertisement.

The effected projects are from fiscal years 2008 to 2015. These projects will need to be rolled forward in the current fiscal year of the STIP and TIP for future rebudgeting and obligation. At the time the project is within 90 days of needing to have the funds back in the project, the CDOT project manager will send a budget action request to the CDOT Region 2 Business Office for that process to be completed so that FHWA can obligate the funding for the project needs. All local agency projects at the end of the state fiscal year that still have unobligated balances or that have funding that has not been budgeted will need to be rolled forward in the STIP and TIP to the next fiscal year.

The local agency will be responsible for making roll forward request to the PACOG MPO. A list of the affected projects has been attached. The funding that is being requested to be rolled forward into the STIP and in the TIP in fiscal year 2016 is also identified in the worksheet on a project by project basis.

The Transportation Commission recently acted upon the fiscal year 2019 Surface Treatment Program. This action by the Commission added two projects to the PACOG area.





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

Project Name: US 50B East of Boone
STIP Number:
Project Location and Description: **US 50 - Surface treatment**
Federal Program Funds: \$ 1,813,100
State Matching Funds: \$ 376,900
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$2,190,000

This project will preform a minor rehab on the surface of the highway between MM 69.5 and 76.2

Project Name: US 50B to Junction SH96B
STIP Number:
Project Location and Description: **US 50 - Surface treatment**
Federal Program Funds: \$ 1,204,590
State Matching Funds: \$ 250,410
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$1,455,000

This project will preform a minor rehab on the surface of the highway between MM 0.0 and 5.9

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

Sincerely,

Wendy Pettit
CDOT Region 2 Planning

Cc:

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



Unobligated Projects to be rolled forward into fiscal year 2016

| Doc.No. | Doc.Year. | Funds Ctr. | Func.Area. | Funded Program | project | APRJ Amount | region | ad date | name |
|------------|-----------|------------------|------------|----------------|---------|--------------------|--------|------------|--|
| 1000038733 | 2007 | SR25079.016ENH08 | FABR0140 | 16810.20.10 | 16810 | 66,350.00 | 2 | 2/19/2016 | 1ST/SANTA FE AVE. STREETSCAPING - PUEBLO |
| 1000039773 | 2009 | SR25079.016ENH08 | FABR0140 | 16810.20.10 | 16810 | 6,000.00 | 2 | 2/19/2016 | 1ST/SANTA FE AVE. STREETSCAPING - PUEBLO |
| 1000145370 | 2011 | SR25079.016ENH08 | FABR0140 | 16810.20.10 | 16810 | -2,600 | 2 | 2/19/2016 | 1ST/SANTA FE AVE. STREETSCAPING - PUEBLO |
| 1000146502 | 2012 | SR25079.016ENH08 | FABL22E | 16810.20.10 | 16810 | 279,000.00 | 2 | 2/19/2016 | 1ST/SANTA FE AVE. STREETSCAPING - PUEBLO |
| | | | | | | 16810 Total | | | 348,750.00 |
| 1000061419 | 2010 | SR27001.006BRO10 | FABR0140 | 17055.20.10 | 17055 | 229,000.00 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000065632 | 2010 | SR27001.006BRO10 | FABR0140 | 17055.20.10 | 17055 | 182,200.00 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000158382 | 2012 | SR27001.006BRO12 | FABR0140 | 17055.20.10 | 17055 | 243,700.00 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000165673 | 2013 | SR27001.006BRO10 | FABM233 | 17055.20.10 | 17055 | 1,644,800.00 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000165673 | 2013 | SR27001.006BRO12 | FABM233 | 17055.20.10 | 17055 | 974,800.00 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000171905 | 2013 | SR27001.006BRO12 | FABM233 | 17055.20.10 | 17055 | -80,000 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000171905 | 2013 | SR27001.006BRO12 | FABR0140 | 17055.20.10 | 17055 | -20,000 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000201673 | 2015 | SR27001.006BRO12 | FABM233 | 17055.20.10 | 17055 | -80,000 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000201673 | 2015 | SR27001.006BRO12 | FABR0140 | 17055.20.10 | 17055 | -20,000 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000211718 | 2016 | SR27001.006BRO12 | FABM233 | 17055.20.10 | 17055 | -32,000 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| 1000211718 | 2016 | SR27001.006BRO12 | FABR0140 | 17055.20.10 | 17055 | -8,000 | 2 | 12/18/2015 | WEST 11TH STREET BRIDGE REPLACEMENT |
| | | | | | | 17055 Total | | | 3,034,500 |
| 1000143926 | 2011 | SR25079.031ENH11 | FABL22E | 18353.20.10 | 18353 | 326,000.00 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| 1000144206 | 2011 | SR25079.031ENH11 | FABR0140 | 18353.20.10 | 18353 | 81,500.00 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| 1000181809 | 2014 | SR25079.031ENH11 | FABL22E | 18353.20.10 | 18353 | -6,764 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| 1000181809 | 2014 | SR25079.031ENH11 | FABR0140 | 18353.20.10 | 18353 | -1,691 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| 1000197315 | 2014 | SR25079.031ENH11 | FABL22E | 18353.20.10 | 18353 | -9,840 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| 1000197315 | 2014 | SR25079.031ENH11 | FABR0140 | 18353.20.10 | 18353 | -2,460 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| 1000212525 | 2016 | SR25079.031ENH11 | FABL22E | 18353.20.10 | 18353 | -3,440 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| 1000212525 | 2016 | SR25079.031ENH11 | FABR0140 | 18353.20.10 | 18353 | -860 | 2 | 12/18/2015 | SANTE FE AVENUE IMPROVEMENTS |
| | | | | | | 18353 Total | | | 382,445 |
| 1000174089 | 2013 | SR25079.035ENH13 | FABL22E | 19287.20.10 | 19287 | 41,600.00 | 2 | 2/19/2016 | PUEBLO WAYFINDING SIGNS PHASE II |
| 1000174089 | 2013 | SR25079.035ENH13 | FABR0140 | 19287.20.10 | 19287 | 10,400.00 | 2 | 2/19/2016 | PUEBLO WAYFINDING SIGNS PHASE II |
| 1000177118 | 2013 | SR25079.035ENH13 | FABL22E | 19287.20.10 | 19287 | -300 | 2 | 2/19/2016 | PUEBLO WAYFINDING SIGNS PHASE II |
| 1000177118 | 2013 | SR25079.035ENH13 | FABR0140 | 19287.20.10 | 19287 | -75 | 2 | 2/19/2016 | PUEBLO WAYFINDING SIGNS PHASE II |
| | | | | | | 19287 Total | | | 51,625 |
| 1000174091 | 2013 | SR25079.038ENH13 | FABL22E | 19288.20.10 | 19288 | 350,000.00 | 2 | 2/19/2016 | NORTHERN AVENUE STREETSCAPE PHASE II |
| 1000174091 | 2013 | SR25079.038ENH13 | FABR0140 | 19288.20.10 | 19288 | 87,500.00 | 2 | 2/19/2016 | NORTHERN AVENUE STREETSCAPE PHASE II |
| | | | | | | 19288 Total | | | 437,500.00 |
| 1000177117 | 2013 | SR25079.043ENH13 | FABL22E | 19319.20.10 | 19319 | 226,660.00 | 2 | 1/10/2016 | MAIN MCCULLOCH NORTH TRAIL |
| 1000177117 | 2013 | SR25079.043ENH13 | FABR0905 | 19319.20.10 | 19319 | 56,665.00 | 2 | 1/10/2016 | MAIN MCCULLOCH NORTH TRAIL |
| 1000184340 | 2014 | SR25079.043TAP14 | FABM302 | 19319.20.10 | 19319 | 91,200.00 | 2 | 1/10/2016 | MAIN MCCULLOCH NORTH TRAIL |
| 1000184340 | 2014 | SR25079.043TAP14 | FABR0905 | 19319.20.10 | 19319 | 22,800.00 | 2 | 1/10/2016 | MAIN MCCULLOCH NORTH TRAIL |
| | | | | | | 19319 Total | | | 397,325.00 |
| 1000202207 | 2015 | SR25079.058TAP15 | FABM302 | 20192.20.10 | 20192 | 616,494.00 | 2 | 2/19/2016 | ARKANSAS RIVER TRAIL UPGRADE - PHASE 4 |
| 1000202207 | 2015 | SR25079.058TAP15 | FABR0140 | 20192.20.10 | 20192 | 154,124.00 | 2 | 2/19/2016 | ARKANSAS RIVER TRAIL UPGRADE - PHASE 4 |
| | | | | | | 20192 Total | | | 770,618.00 |

Total amount to be moved into fiscal year 2016

5,422,763.00

**RESTATED BY-LAWS
OF
PUEBLO AREA COUNCIL OF GOVERNMENTS
(Including all amendments adopted through March 24, 2011)**

ARTICLE I
NAME

The name of this organization shall be the PUEBLO AREA COUNCIL OF GOVERNMENTS.

ARTICLE II
PURPOSES

The Pueblo Area Council of Governments is an intergovernmental agency and independent legal entity whose purpose is to foster a cooperative effort in considering problems, coordinating policies, developing plans and assisting, advising and supervising the operation of cooperative projects approved by the local governmental bodies. This organization may:

- A. Serve as a mutual forum for identification, discussion, and voluntary resolution of community and regional needs and problems;
- B. Administer such programs as the PACOG shall by resolution undertake in furtherance of public purposes;
- C. Provide for the study and planning of regional improvement development and conservation and provide a means for carrying out the result of said studies and planning;
- D. Provide a mechanism and organization to obtain public and private input, discuss, study, plan, develop policy and administer programs concerning health, welfare, education, environment, housing, economic development, resources and manpower in the Pueblo Area;
- E. Provide a mechanism for fostering effective communication, cooperative efforts and collective action among governmental and other agencies in the Pueblo Area;
- F. Act as the applicant and supervising body for federal and state funded programs where authorized to do so under federal and state laws and regulations;
- G. Engage in all functions authorized and permitted by PACOG's organization ordinance; and
- H. Establish a mechanism to encourage local governments to cooperate in providing services to the public in order to gain the maximum benefit from taxpayers' dollars.

ARTICLE III
MEMBERSHIP

A. Membership. The membership of PACOG shall consist of the cooperating and participating governmental subdivisions, within Pueblo County, Colorado, each of which shall designate, from the membership of their respective elected boards and councils, voting representatives as herein provided.

B. Governing Body. The governing body of PACOG shall consist of fifteen (15) voting representatives (the "Council"), each having one vote, designated by and from the membership of the respective elected boards and councils of the cooperating and participating governmental subdivisions within Pueblo County, Colorado, as hereinafter set forth. Each such governmental subdivision shall be entitled to at least one voting representative. Voting representatives are designated as follows:

1. Three (3) voting representatives shall be designated by and from the Board of County Commissioners of the County of Pueblo, State of Colorado; and

2. Seven (7) voting representatives shall be designated by and from the City Council of the City of Pueblo, Colorado; and

3. One (1) voting representative shall be designated by and from the Board of Water Works of the City of Pueblo, Colorado; and

4. One (1) voting representative shall be designated by and from the Board of School District No. 60, in Pueblo County, Colorado; and

5. One (1) voting representative shall be designated by and from the Board of School District No. 70, in Pueblo County, Colorado; and

6. One (1) voting representative shall be designated by and from the Board of Pueblo West Metropolitan District; and

7. One (1) voting representative shall be designated by and from the Board of Colorado City Metropolitan District; and

C. Ex Officio Members. The Colorado Department of Transportation Commissioner for Region 10 and the Chairperson of the 2020 Commission shall be ex officio members of the Council without voting rights.

D. Admission. Any governmental subdivision in Pueblo County, Colorado, desiring to become a member of PACOG may submit written application for membership in PACOG adopted by the governing body of such governmental subdivision and may be accepted as a member of PACOG upon approval by a majority of the voting representatives of the governing body of PACOG, and adoption of PACOG's organizational ordinances by such governmental subdivision. Each governmental subdivision accepted as a member of PACOG shall designate, from the membership of its elected boards, one (1) voting representative on the Council. The Council shall be increased by one (1) for each additional governmental subdivision accepted as a member of PACOG. A governmental subdivision member of PACOG shall contribute so much of the funds required for the annual operation of PACOG as determined by the Council subject to approval by the governing body of such governmental subdivision. (Note: Salt Creek Sanitation District was accepted as a member pursuant to this Subsection and membership was automatically increased to sixteen (16) voting members.)

E. Withdrawal. A governmental subdivision may withdraw as a member of PACOG by written request adopted by the governing body of such governmental subdivision and filed with PACOG.

F. Removal. Any member of PACOG may be removed as a member of PACOG by the affirmative vote of two-thirds of the voting representatives of PACOG.

ARTICLE IV MEETINGS AND PROCEDURE

A. The Council shall meet regularly at least monthly, and additionally as needed, on the 4th Thursday of any month at a time and place to be determined by the chairman. A notice by the most convenient means of communication shall be given to each member of the Council. Special meetings may also be called by the chairman. In the event a special meeting is called, at least five (5) days' written notice will be given to each member of the Council, which notice shall contain sufficient identification of the matters to be considered at such special meeting.

B. Quorum of the Council shall consist of eight or more voting members of the Council.

C. Each voting member shall have one vote. No proxy votes shall be allowed.

D. The Council may adopt rules and regulations not inconsistent with these By-Laws and in the absence of formal rules of order, Robert's Rules of Order shall control.

ARTICLE V
OFFICERS AND ADMINISTRATION

A. Officers. The officers of the Council shall be a chairman, a vice-chairman, a secretary, and treasurer. Officers shall serve as the executive committee of the Council.

B. Election and Term of Office. The officers shall be elected annually. Each officer shall hold office until his successor becomes duly elected and qualified for the office.

C. Vacancies. A vacancy in any office occurring between elections shall be filled by the Executive Committee.

D. Chairman. The chairman shall be the principal officer of the Council and shall have supervision and control of the business and affairs of the Council. He shall preside at meetings of the Council and may, together with the secretary or treasurer, sign any deeds, mortgages, contracts, bonds or other instruments which the Council has authorized and which do not conflict with the statutes of the State of Colorado, the Charter of the City of Pueblo or the laws of the United States.

E. Vice-Chairman. In the absence of the chairman or in the event of the chairman's inability to act, the vice-chairman shall perform the duties of the chairman, and while so acting, shall have the powers and authority of the chairman.

F. Secretary. The secretary shall be responsible for maintaining the minutes of the meetings and, in general, perform all duties incident to the office of secretary and such other duties as the chairman may from time to time assign.

G. Treasurer. The Treasurer and the Budget Committee together shall be responsible for insuring proper accounting for both receipts and expenditures of all funds due and payable by the Council and see that proper disposition is made of same.

H. Budget Committee. The Budget Committee of the Council shall consist of one representative designated by and from the City Council, one representative designated by and from the County Commissioners, and the Treasurer. The Budget Committee may designate a financial officer or employee of the City or the County, or some other qualified person, to keep the books and accounts of the Council and perform ministerial and bookkeeping functions on behalf of the Council. They shall cause the books of the Council to be audited by a certified public accountant and, in general, have proper authority to handle the Council's funds in a careful and prudent manner. The Council, if it chooses, may require the Treasurer or members of the Budget Committee to post a fidelity bond, the cost of same to be borne by the Council.

I. Co-Executive Directors. The City Manager and County Attorney acting jointly shall be the Co-Executive Directors of PACOG and shall perform such acts and functions as shall be delegated to the Co-Executive Directors by PACOG. The Pueblo County Director of Planning and Development shall act as Manager of PACOG under the general supervision of the Co-Executive Directors. The Manager shall perform and be responsible for such official PACOG duties and functions as shall be assigned and delegated to the Manager by the Co-Executive Directors or as expressly delegated by the Council.

J. Compensation. Neither the officers of the Council nor the Co-Executive Directors shall be paid any compensation for their services. An officer or representative of the Council may be reimbursed for travel or any other personal expenditure made on behalf of the Council and approved by same.

ARTICLE VI
COMMITTEES AND COMMISSIONS

A. The following standing advisory commissions, committees and divisions are hereby created:

1. Land Use Planning Committee. The Pueblo County Planning Commission created under Section 30-28-103, C.R.S. and the City of Pueblo Planning and Zoning Commission created by Section 1-4 of the Charter of the City of Pueblo acting jointly shall be the land use planning committee to PACOG (the "Committee"). The Committee shall meet as needed and upon request of either PACOG, the City, or the County. The Committee may undertake such activities, studies and reviews as required by law or as directed and assigned by PACOG, the City or the County.

2. Environmental Policy Advisory Committee. The Environmental Policy Advisory Committee (EPAC) shall act as the advisory committee to PACOG for regional environmental and air and water quality matters. EPAC shall undertake such activities, studies and reviews as directed and assigned by PACOG.

3. PACOG serves as the federally-designated Metropolitan Planning Organization (MPO) for the Pueblo Urban Area and the state-designated Transportation Planning Region (TPR) for all of Pueblo County. In order to provide for integrated and comprehensive transportation planning in accordance with federal and state laws and regulations, and regional policies as adopted by PACOG for the county-wide region, there shall be appointed:

Transportation Advisory Commission. The regional Transportation Advisory Commission (TAC) shall consist of two standing committees: the Transportation Technical Committee (TTC) and the Citizens Advisory Committee (CAC). The TAC shall meet at least once per calendar quarter at such time and place as agreed upon by the members of the TAC. Reports and recommendations to the governing body of PACOG may be made jointly as the TAC or separately by each of the standing committees, as appropriate. The preparation of TAC agendas and organization of agenda support material shall be provided by the Urban Transportation Planning Division; and the MPO Administrator or his/her designee shall preside at TAC meetings.

(a) Transportation Technical Committee (TTC): The TTC shall consist of representatives from municipalities, counties, metropolitan districts, the Colorado Department of Transportation (CDOT) and other planning or implementing organizations within the PACOG region, as well as representatives of other State and Federal agencies as may be or become appropriate. The composition of the TTC may be specified in a Memorandum of Agreement (MOA) between PACOG and the Colorado Department of Transportation or by a Regional Transportation Planning Prospectus or by PACOG Resolution. The TTC is responsible for providing administrative and professional expertise and guidance for developing transportation policies, plans, and programs and serving as the technical information agent to PACOG and the TAC. Members of the TTC shall serve until removed or replaced by their respective appointing organizations.

(b) Citizens Advisory Committee (CAC): The CAC shall consist of nine members. Two shall be selected from and by the Pueblo City Planning and Zoning Commission, two shall be selected from and by the Pueblo County Planning Commission, and three shall be selected by the PACOG governing body from the Pueblo region community-at-large. Two ex-officio voting members shall also be appointed to the CAC: one representative of the Pueblo Economic Development Corporation (PEDCo) and one representative of the volunteer citizen association "2020 Commission" (or its successor, if any). Members of the CAC shall serve two-year terms beginning January 1 of each off-numbered year or until replaced by the governing body of PACOG.

B. The Council may appoint other advisory committees and commissions for planning and other functions as the same may be ordered and approved by the Council by resolution. The

duties of the committees or commission appointed will be designated and outlined in the resolution at the time of their appointment.

ARTICLE VII
BUDGET AND FINANCES

A. All cooperating and participating governmental entities shall contribute so much of the funds required for the annual operation of PACOG as shall be mutually agreed upon and separately approved by each of the participating governmental entities. Such contributions shall be disbursed only by action of the Council or pursuant to an annual line item budget approved by it.

B. The Council is specifically empowered to contract on behalf of PACOG or otherwise participate in and to accept grants, funds, gifts or services from any Federal, State or local government or its agencies or instrumentalities thereof, and from private and civic sources, and to expend funds received therefrom, under provisions as may be required of and agreed to by Council, in connection with any program or purpose of the Council.

C. The Council shall provide for systematic and continuous recordation of its financial affairs and transactions and shall obtain an audit of its financial transactions and expenditures.

D. For each fiscal year a proposed budget shall be prepared by the Co-Executive Directors (or by the Manager if such function is so delegated) after consultation with the Budget Committee, and submitted to the Council for consideration. The proposed budget, as well as the budget ultimately adopted by the Council, shall set forth the specific source of all revenues of the Council and all expenditures. Expenditures shall be detailed and set forth amounts for each separate work program of the Council, which shall be detailed as to personnel costs, operating costs, capital costs, if any, and all other expenses. The proposed and adopted budget shall identify all personnel positions and the salaries therefore. The Council shall approve the Budget by resolution and thereafter no expenditure shall be made except in accordance with the adopted Budget or an approved amendment thereto. Nothing in this paragraph shall be deemed to restrict the Council from subsequently amending the Budget at any duly called regular meeting.

ARTICLE VIII
AMENDMENTS

These By-Laws may be amended at regular or special meetings of the Council provided that a written notice shall be sent to each member at least ten (10) days prior to the meeting setting forth the proposed amendments. A majority of the entire Council is necessary for passage of the amendments.

ARTICLE IX
TIME OF TAKING EFFECT

These By-Laws and any amendment hereto shall be effective upon adoption by the Council.

**INITIALLY ADOPTED BY THE PUEBLO AREA COUNCIL OF GOVERNMENTS ON
FEBRUARY 26, 1998.**

CLASS TITLE: TRANSPORTATION PROGRAM MANAGER

DESCRIPTIVE STATEMENT:

This is a middle-management, FLSA-exempt position that works under the general direction of the Assistant City Manager for Community Investment. The position manages the planning activities of the City of Pueblo Urban Transportation Planning Division (UTPD) and the Metropolitan Planning Organization (MPO) through agreements with the Pueblo Area Council of Governments (PACOG), including regional transportation planning, multi-modal transportation planning, and contract management related to MPO programs. Assists with budget preparation, delegation of tasks, coordination of work, review of work, and transportation analysis, modeling, display and reporting on transportation-related issues. Develops and maintains a workable “vision” for regional cooperation on transportation capital improvements planning & programming within the Pueblo MPO urbanizing area and the Pueblo Transportation Planning Region (TPR) including transportation facilities inventory and monitoring. Works with local, state and federal agencies in coordinating the transportation needs and/or requirements in this planning region.

This job description is an overview and is intended to describe the general nature and level of work being performed. It's not intended to be an exhaustive list of all the functions and tasks required of the position.

ESSENTIAL FUNCTIONS:

- Serves as the manager of the Urban Transportation Planning Division including the Metropolitan Planning Organization (MPO) and the Transportation Planning Region (TPR) within Pueblo County.
- Works in close cooperation with staff from the Colorado Department of Transportation (CDOT) on various on-system highway, safety and multi-modal transportation projects.
- Works with local and state transit operators and planners to assist with planning studies, and securing federal and state grants.
- Performs program and project management duties, including: program and project work schedules, contract management, program cost estimating, budget monitoring, assignment of program tasks, coordination of work, and review of work.
- Cooperatively develops budgets, spending plans, and revenue analyses for capital and operational expenditures associated with transportation planning and projects, travel demand modeling system applications, and shared databases.
- Develops plans and implements various transportation-related demographic studies and analyses to assist the PACOG governmental entities.
- Develops requests for proposals and qualifications for consultants, and administers consultant contracts for PACOG.
- Serves as one of the Pueblo TPR's alternate representatives to the Colorado State Transportation Advisory Committee (STAC) and works with the primary STAC representative of STAC on regional and statewide transportation issues and related CDOT activities.
- Develops regionally coordinated transportation plans and programs through the PACOG Transportation Advisory Committee (TAC) and the PACOG of Directors regarding transportation policies and projects for the PACOG region.
- Develops coordinated funding strategies and methodologies for regional transportation improvements, including highways, roads, transit, airport, rail, bikeways, pedestrian paths within corridors and non-corridor areas.
- Updates and implements the PACOG region's 25-Year Regional Transportation Plan as part of the Colorado Statewide 25-Year Transportation Plan.

- Works in coordination with UTPD staff and PACOG members to develop and implement the annual Unified Planning Work Program (UPWP) for the MPO on behalf of PACOG, CDOT, FHWA and FTA.
- Completes amendments to the Transportation Improvement Program (TIP) for the MPO area, the TPR area, and related portions of the Colorado Statewide Transportation Improvement Program (STIP).
- Supervises and coordinates the activities of employees of the UTPD, including planners, and technical staff, clerical staff, and external contract employees.

IMPORTANT FUNCTIONS:

- Performs other related duties of similar classifications of an equal or lower pay grade, as assigned.

PHYSICAL REQUIREMENTS:

The physical standards an employee must meet in order to perform the essential job duties with or without a reasonable accommodation include, but are not limited to:

- Must have ability to lift and move files and supplies weighing up to 30 pounds, with or without accommodation.
- Work is mostly sedentary and done in a seated position, but requires frequent moving about, standing, bending, kneeling, reaching or stooping to perform filing.
- Will be required to travel to various locations around Colorado for meetings with governmental agencies and training.
- Position requires the ability to input large amounts of data using repetitive motion on a frequent and prolonged basis.
- The incumbent must be able to hear all communication from customers and employees by telephone or in person, and use vision to work with written documents, forms, and to respond to employees and customers.

KNOWLEDGE, SKILLS, AND ABILITIES:

- Knowledge of transportation planning and multi-modal principles, travel demand modeling principles, transportation safety principles, and general land use planning.
- Knowledge of the FHWA, MPO, and TPR Transportation Planning Process.
- Knowledge of computer systems and software utilized for transportation planning including an understanding of TransCAD transportation modeling software and related parts of ArcView GIS.
- Understanding of basic principles of cartography, research principles related to transportation, and basic program and operating methodologies for personal computers.
- Knowledge of Federal, State and Local statutes and regulations related to Transportation Planning and MPO/TPR functions.
- Excellent skills working with elected and appointed officials and guiding transportation planning issues and policy development.
- Exceptional oral and written communication skills, and the ability to develop presentations which communicate complex transportation issues in a group or public setting.
- Skilled in researching, compiling, and summarizing a variety of informational and statistical data and materials; and organizing work, setting priorities, meeting critical deadlines, and following up assignments with a minimum of direction.
- Ability to see and read computer monitors, printouts, reports and software information, and to compose on computer routine reports and correspondence using word processing, spreadsheet, and various graphical programs.
- Skill and ability to supervise and lead diverse individuals and groups.
- Knowledge, skill and ability to administer funds, and prepare and monitor budgets.
- Ability to work successfully with and provide good customer service to supervisors, other City employees, the public and other agencies and organizations.
- Ability to perform all the job duties in a safe manner.

MINIMUM QUALIFICATIONS:

In addition to the knowledge, skills and abilities listed above, this position requires the following:

- A Bachelor's degree or higher education from an accredited college or university in Transportation Planning, Urban Planning, Business Administration, Public Administration or related field (A Master's degree is highly desirable);
- At least five (5) years of increasingly responsible professional experience in transportation planning including experience working on a professional level with governmental agencies, community groups and organizations; with at least three (3) of those years in transportation program management; and
- A valid driver's license by date of application and a valid Colorado driver's license by date of appointment.

SPECIAL CONDITIONS OF EMPLOYMENT:

Work assignment is generally unstructured and the employee is responsible for assigning and supervising a variety of functions to achieve the objectives. Duties performed involve weighing and evaluating factors requiring judgment, analytical ability, and problem solving. The employee is responsible for simultaneous coordination and supervision of several functions, programs, or projects in various stages of completion with tight deadlines.

Majority of the work is sedentary in nature and is conducted in a comfortable office environment, requiring travel to work sites, meetings, and training.

The incumbent is subject to pressure to meet multiple tight deadlines and frequent interruptions. Must be able to attend night/weekend meetings on a regular basis.

All required licenses and certifications must be maintained throughout the term of employment. Failure to obtain or maintain licenses and certifications may result in demotion or termination.

LINES OF PROMOTION: OPEN

Director Name: _____ Title: _____

Signature: _____ Date: _____

HR Representative: Manuel Alcala Title: HR Analyst

Signature: _____ Date: _____

CLASS TITLE: TRANSPORTATION PLANNING TECHNICIAN

DESCRIPTIVE STATEMENT:

The Transportation Planning Technician is a non-exempt position under general direction of the Assistant City Manager for Community Investment and the MPO Program Manager. The Transportation Planning Technician (TPT) is a full time position in the City of Pueblo Urban Transportation Planning Division (UTPD) and the Metropolitan Planning Organization (MPO) through agreements with the Pueblo Area Council of Governments (PACOG) that includes data collection, data entry, communications, assistance with preparation and scheduling of various transportation related meetings, maintaining and disseminating information to staff and communities, assist with organization and maintenance of transportation planning website, equipment, displays and other materials for meetings.

This job description is an overview and is intended to describe the general nature and level of work being performed. It's not intended to be an exhaustive list of all the functions and tasks required of the position.

ESSENTIAL FUNCTIONS:

- Assists staff in administrative duties including the preparation of materials, agendas, and minutes of the PACOG Transportation Advisory Committee;
- Utilizes processing, spreadsheet, presentation, communication and research applications such as Microsoft Access, Word, Excel, and PowerPoint, Outlook, Internet Explorer and GIS (Geographic Information Systems) to prepare memorandums, letters, calendars and mailing lists for the transportation staff;
- Preparation of materials for PACOG Board meetings, securing the location and formats for regular board and committee meetings and other public meetings;
- Assists with the organization and development of transportation reports;
- Assists with the preparation of reports and Transportation Improvement Program amendments and listings;
- Filing and organization of transportation materials for the transportation staff including the scanning and maintenance of documents for the transportation digital library;
- Responsible for the placement of automatic counting devices at designated sites, and ensure counting machines operate accurately;
- Collects and records data including traffic volumes, travel speeds and turning movements along roadways and intersections necessary for the completion of various reports;
- Collects pedestrian and bicycle volumes either manually or with counting equipment and survey activities;
- Assists with the a wide array of data management efforts including information for the National Transit Database (NTD) and MAP reporting needs;
- Updates and maintains transportation mapping data using GIS/GPS data collection and collection of any information necessary for transportation studies;
- Assists with identification and mapping of existing and future transportation improvements including highway, transit, and other multi-modal facilities;
- Assists with updating and maintaining the PACOG Transportation Planning website, and the public participation and public outreach requirements of the PACOG MPO;
- Works in close cooperation with staff from the Colorado Department of Transportation (CDOT) on various communications and reports related to transportation projects within the region.

IMPORTANT FUNCTIONS:

- May perform the duties of similar classifications of an equal or lower pay grade.
- May be required to prepare agendas, summary minutes and actions steps.
- May be required to prepare City Council Agenda items including Ordinances and Resolutions.

PHYSICAL REQUIREMENTS:

The physical standards an employee must meet in order to perform the essential job duties with or without a reasonable accommodation include, but are not limited to:

Must have ability to lift and move files and supplies weighing up to 30 pounds, with or without accommodation. Work is sedentary and done in a seated position, but requires frequent moving about, standing, bending, kneeling, reaching or stooping to perform filing and/or placement of traffic counters/covers. Position requires the ability to input large amounts of data using repetitive motion on a frequent and prolonged basis. This position may require the use of a sledge hammer and/or crow bar to install and/or remove traffic counters from the roadway. This position requires the incumbent work both indoors and outdoors in inclement weather. The incumbent must be able to hear all communication from customers and employees by telephone or in person. The incumbent must be able to hear, see and observe traffic while working in the roadway. The incumbent must use vision to work with written documents, forms, to respond to employees and customers including creating maps and able to differentiate between colors.

KNOWLEDGE, SKILLS, AND ABILITIES:

Demonstrated Knowledge of:

- Modern office practices, procedures, methods and equipment to include computers;
- Current word processing, spreadsheet, presentation, communication, and research applications such as Adobe Creative Suite, Microsoft Word, Excel and PowerPoint, Microsoft Outlook, and Internet Explorer utilized for transportation planning projects;
- Geographic Information Systems such as ArcView GIS (GIS software);
- Proper business English usage, spelling, punctuation, and grammar;
- Principles of business letter writing and basic report preparation;
- Mathematical computations and tabulations sufficient to perform the essential functions, which include basic arithmetic, division, multiplication, and rudimentary statistics;
- Transportation planning and multi-modal principles, transportation safety principles, and general land use planning;
- The FHWA, MPO, and TPR Transportation Planning Process;
- Basic principles of cartography;
- Research principles related to transportation;
- Federal, State and Local statutes and regulations related to Transportation Planning and MPO/TPR functions;
- Knowledge in planning with an understanding of the local planning processes, community board and other public processes.

Skill and ability to:

- Use and operate MS Office products and knowledge of computer systems and software utilized for transportation planning including an understanding of ArcView GIS;
- Work with traffic count equipment and software, census data, GPS units and software used in collecting comprehensive data for a wide variety of transportation planning surveys and studies;
- Operate a motor vehicle in a safe and lawful manner;
- Research, compile, and summarize a variety of informational and statistical data and materials;
- Develop presentations which communicate complex transportation issues in a group or public setting;

- Work successfully with and provide good customer service to supervisors, other City employees, the public, elected and appointed officials and other agencies and organizations;
- Perform all the job duties in a safe manner;
- Must have excellent oral and written communication skills;
- Organize work, set priorities, meet critical deadlines, and follow up on projects/assignments with a little direction;
- Write persuasively and conduct public outreach and;
- Conduct field work, including extensive on-site analysis.

MINIMUM QUALIFICATIONS:

In addition to the knowledge, skills and abilities listed above, this position requires the following:

- A Bachelor’s Degree or higher education from an accredited college or university with a major in geography, urban regional planning or Civil/Transportation Engineering and one (1) year of full-time experience performing analysis and interpretation of data or conducting research relative to planning issues or providing planning services for a community or other organization;
- A minimum of two (2) years verifiable experience utilizing Microsoft Office products, InDesign, Adobe Products, GIS, graphic and CAD programs and;
- A valid driver’s license by date of application and a valid Colorado driver’s license by date of appointment.

OR

- An Associate’s degree from an accredited college or completion of two (2) years of study (60 credits) and two (2) years of full-time experience performing analysis and interpretation of data, or conducting research relative to planning issues, or providing planning services for a community or other organization;
- A minimum of three (3) years verifiable experience utilizing Microsoft Office products, InDesign, Adobe Products, GIS, graphic and CAD programs and;
- A valid driver’s license by date of application and a valid Colorado driver’s license by date of appointment.

SPECIAL CONDITIONS OF EMPLOYMENT:

The duties in this classification are primarily performed indoors, in a comfortable office environment. The incumbent will be required to install traffic counting devices in which the employee may be exposed to all weather conditions. The incumbent must demonstrate the ability to meet the physical demands of the job including the ability to retrieve information from various locations in the office when needed. The individual will be frequently exposed to periods of demanding activity and moderate mental stress. Incumbents must be willing to work additional hours or overtime if required. The incumbent may be required to attend evening or weekend community meetings. The incumbent may be required to travel/drive to training events and/or meetings. The position requires a great deal of interpersonal communication with City employees, the public, elected and/or appointed officials and outside agencies.

All required licenses and certifications must be maintained throughout the term of employment. Failure to obtain or maintain licenses and certifications may result in demotion or termination.

LINES OF PROMOTION: OPEN

Director Name: Steven Meier Title: Director/Planning & Community Development

Signature: _____ Date: _____

HR Representative: Shelly Carrillo Title: HR Analyst

Signature: _____ Date: _____

DRAFT



MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE
FROM: RON PAPSDORF *RP*
DATE: OCTOBER 22, 2015
SUBJECT: SURFACE TRANSPORTATION REAUTHORIZATION AND REFORM ACT (STRRA) OF 2015

On October 16, 2015 House Transportation & Infrastructure (T&I) Committee Chairman Bill Shuster (R-Pa.) and ranking Democrat Peter DeFazio (D-Ore.) released proposed legislation to reauthorize the federal highway and public transportation programs for six years. The "Surface Transportation Reauthorization and Reform Act (STRRA) of 2015" would authorize roughly \$330 billion in surface transportation investments through Fiscal Year (FY) 2021.

The proposal would maintain current highway and transit funding levels, plus annual inflationary adjustments. It does not address the permanent revenue deficit in the Highway Trust Fund (HTF).

Like the Senate's bill, this is basically a 3 year bill dressed up as a 6 year authorization because they have not identified enough funding to pay for the entire bill. In fact, funding authorizations for years 2019 through 2021 would be contingent on adding enough revenues to the HTF to maintain the "minimum prudent balance" level of \$4 billion for the Highway Account and \$1 billion for the Mass Transit Account in any given fiscal year. The House Ways and Means Committee has not yet indicated how it plans to proceed on the funding portion of the bill.

COMPARISON OF HOUSE AND SENATE HIGHWAY INVESTMENT LEVELS (in billions)

| | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
|--------|---------|---------|---------|---------|---------|---------|---------|
| Senate | \$40.3 | \$41.6 | \$42.9 | \$44.3 | \$45.8 | \$46.9 | \$48.0 |
| House | \$40.3 | \$40.9 | \$41.6 | \$42.5 | \$43.3 | \$44.2 | \$45.7 |

COMPARISON OF HOUSE AND SENATE TRANSIT INVESTMENT LEVELS (in billions)

| | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
|--------|---------|---------|---------|---------|---------|---------|---------|
| Senate | \$10.7 | \$11.6 | \$11.9 | \$12.2 | \$12.7 | \$13.0 | \$13.4 |
| House | \$10.7 | \$10.9 | \$11.1 | \$11.3 | \$11.5 | \$11.7 | \$11.9 |



Below are some key components of the House T&I Committee bill (prior to amendments adopted during mark-up on October 22).

- Create a new \$750 million per year Nationally Significant Freight and Highway Projects Program that would provide grants to highway, bridge, rail-grade crossing, intermodal and freight rail projects costing more than \$100 million. The program would allow up to \$500 million to be allocated to freight rail and/or intermodal projects.
- Accelerate the delivery of surface transportation improvement projects through a number of reforms to the environmental review and approval process. Specifically, the STRRA would: strengthen the abilities of the U.S. Department of Transportation to set schedules and deadlines for other agencies participating in environmental reviews; help eliminate duplication of reviews in the transportation planning and environmental approval processes; and expand and clarify the use of “categorical exclusions”—the lowest level of environmental reviews for transportation projects.
- Revise the current Surface Transportation Program (STP)—the second largest component of the federal-aid highway program—into a “Surface Transportation Block Grant Program.” The proposal is intended to give state and local governments more flexibility to use federal highway funds by expanding the existing STP to include activities like ferry boat construction, border infrastructure projects, truck parking facilities, recreational trails and others that had received separate funding in prior highway authorization acts.
- Reduce funding allocated to the Transportation Infrastructure Finance and Innovation Act (TFIA) Program to support credit assistance and loan guarantees from the current \$1 billion per year to \$200 million annually.
- Require increased transparency on Highway Trust Fund expenditure through a series of new reports that would show on a semi-annual and annual basis how federal highway funds are used and the benefits that accrue from these investments.
- Multi-year program certainty that will help states and localities better plan and deliver projects;
- Accelerated project delivery reforms aimed to improve collaboration between agencies and create deadlines for agency action(s);
- A focus on freight planning and funding for freight projects;
- Providing grants to states for continued and expanded pilot testing of future road user fee collection systems;
- A new competitive grant to address bus and bus facility needs;
- Increased focus on funding for roadway safety infrastructure and on the safety needs of rural roads; and
- An option for localities to bundle small projects such as bridges to increase efficiency.



FUNDING TABLE

In millions of dollars / HTF = Highway Trust Fund / GF = General Fund

| Program Category | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | 6-Year Total | 6-Year Avg | | | | | | |
|---|---------------|---------------|---------------|---------------|--------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|----------------|---------------|
| HIGHWAYS | | | | | | | | | | | | | | | |
| National Highway Performance Program | 21,908 | 22,239 | 1.5% | 22,630 | 1.8% | 23,086 | 2.0% | 23,596 | 2.2% | 24,087 | 2.1% | 24,579 | 2.0% | 140,217 | 23,370 |
| Surface Transportation Program | 10,077 | 10,300 | 2.2% | 10,513 | 2.1% | 10,767 | 2.4% | 10,990 | 2.1% | 11,249 | 2.4% | 11,508 | 2.3% | 65,327 | 10,888 |
| Highway Safety Improvement Program | 2,192 | 2,215 | 1.0% | 2,253 | 1.7% | 2,298 | 2.0% | 2,344 | 2.0% | 2,391 | 2.0% | 2,439 | 2.0% | 13,940 | 2,323 |
| Railway-Highway Crossings Program | 220 | 225 | 2.3% | 230 | 2.2% | 235 | 2.2% | 240 | 2.1% | 245 | 2.1% | 250 | 2.0% | 1,425 | 238 |
| Congestion Mitigation and Air Quality Improvement Program | 2,267 | 2,299 | 1.4% | 2,340 | 1.8% | 2,387 | 2.0% | 2,434 | 2.0% | 2,484 | 2.1% | 2,533 | 2.0% | 14,477 | 2,413 |
| Metropolitan Planning Program | 314 | 318 | 1.4% | 324 | 1.9% | 330 | 1.9% | 337 | 2.1% | 344 | 2.1% | 351 | 2.0% | 2,004 | 334 |
| National Freight Program | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0 | 0 |
| Transportation Alternatives Program | 820 | 820 | 0.0% | 820 | 0.0% | 820 | 0.0% | 820 | 0.0% | 820 | 0.0% | 820 | 0.0% | 4,920 | 820 |
| Total, Apportioned Programs (HTF) | 37,798 | 38,416 | 1.6% | 39,110 | 1.8% | 39,923 | 2.1% | 40,761 | 2.1% | 41,620 | 2.1% | 42,480 | 2.1% | 242,310 | 40,385 |
| Federal Lands and Tribal Transportation Programs | 1,000 | 1,040 | 4.0% | 1,065 | 2.4% | 1,090 | 2.3% | 1,105 | 1.4% | 1,140 | 3.2% | 1,175 | 3.1% | 6,615 | 1,103 |
| Research Programs | 400 | 414 | 3.5% | 418 | 1.0% | 418 | 0.0% | 420 | 0.5% | 420 | 0.0% | 420 | 0.0% | 2,510 | 418 |
| Miscellaneous Programs | 357 | 367 | 2.8% | 367 | 0.0% | 367 | 0.0% | 367 | 0.0% | 367 | 0.0% | 367 | 0.0% | 2,202 | 367 |
| Transportation Infrastructure Financing and Innovation Act | 1,000 | 200 | -80.0% | 200 | 0.0% | 200 | 0.0% | 200 | 0.0% | 200 | 0.0% | 200 | 0.0% | 1,200 | 200 |
| Nationally Significant Freight and Highway Projects | n/a | 725 | n/a | 735 | 1.4% | 750 | 2.0% | 750 | 0.0% | 750 | 0.0% | 750 | 0.0% | 4,460 | 743 |
| FHWA Administrative | 440 | 440 | 0.0% | 440 | 0.0% | 440 | 0.0% | 440 | 0.0% | 440 | 0.0% | 440 | 0.0% | 2,640 | 440 |
| Total, Other Programs (HTF) | 3,197 | 3,186 | -0.3% | 3,225 | 1.2% | 3,265 | 1.2% | 3,282 | 0.5% | 3,317 | 1.1% | 3,352 | 1.1% | 19,627 | 3,271 |
| Total, Federal-aid Highway Program (HTF) | 40,995 | 41,602 | 1.5% | 42,335 | 1.8% | 43,188 | 2.0% | 44,043 | 2.0% | 44,937 | 2.0% | 45,832 | 2.0% | 261,937 | 43,656 |
| Obligation Limitation (Full Year) | 40,256 | 40,867 | 1.5% | 41,599 | 1.8% | 42,453 | 2.1% | 43,307 | 2.0% | 44,201 | 2.1% | 45,096 | 2.0% | 257,523 | 42,921 |
| AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms | 40,995 | 42,113 | 2.7% | 43,034 | 2.2% | 43,961 | 2.2% | 45,001 | 2.4% | 46,042 | 2.3% | 47,183 | 2.5% | 267,333 | 44,556 |
| TRANSIT | | | | | | | | | | | | | | | |
| Planning Programs | 129 | 129 | 0.0% | 129 | 0.0% | 131 | 2.0% | 134 | 2.0% | 137 | 2.1% | 140 | 2.0% | 799 | 133 |
| Urbanized Area Formula Grants | 4,459 | 4,459 | 0.0% | 4,459 | 0.0% | 4,549 | 2.0% | 4,640 | 2.0% | 4,735 | 2.0% | 4,829 | 2.0% | 27,671 | 4,612 |
| Elderly and Disabled | 258 | 262 | 1.4% | 267 | 1.9% | 272 | 1.9% | 278 | 2.2% | 283 | 1.8% | 289 | 2.1% | 1,651 | 275 |
| Rural Formula Grants | 608 | 608 | 0.0% | 608 | 0.0% | 620 | 2.0% | 632 | 1.9% | 645 | 2.1% | 658 | 2.0% | 3,771 | 629 |
| State of Good Repair | 2,166 | 2,198 | 1.5% | 2,238 | 1.8% | 2,283 | 2.0% | 2,329 | 2.0% | 2,376 | 2.0% | 2,424 | 2.0% | 13,848 | 2,308 |
| Bus and Bus Facility Formula | 428 | 430 | 0.5% | 432 | 0.5% | 445 | 3.0% | 458 | 2.9% | 472 | 3.1% | 486 | 3.0% | 2,723 | 454 |
| Competitive Bus Grants | n/a | 90 | n/a | 200 | 122.2% | 200 | 0.0% | 200 | 0.0% | 200 | 0.0% | 200 | 0.0% | 1,090 | 182 |
| Fast Growth/High Density | 526 | 526 | 0.0% | 526 | 0.0% | 537 | 2.1% | 547 | 1.9% | 558 | 2.0% | 570 | 2.2% | 3,264 | 544 |
| Other Programs | 22 | 22 | 0.5% | 22 | 0.0% | 22 | 0.0% | 22 | 0.0% | 22 | 0.0% | 22 | 0.0% | 132 | 22 |
| Total, Apportioned Programs (HTF) | 8,595 | 8,724 | 1.5% | 8,881 | 1.8% | 9,059 | 2.0% | 9,240 | 2.0% | 9,428 | 2.0% | 9,618 | 2.0% | 54,949 | 9,158 |
| Total, Other Programs (GF) | 187 | 146 | -21.9% | 148 | 1.4% | 151 | 2.0% | 154 | 2.0% | 157 | 1.9% | 160 | 1.9% | 916 | 153 |
| Capital Investment Grants (GF) | 1,907 | 2,029 | 6.4% | 2,065 | 1.8% | 2,106 | 2.0% | 2,149 | 2.0% | 2,193 | 2.0% | 2,237 | 2.0% | 12,779 | 2,130 |
| Total, Federal Transit Program (HTF and GF) | 10,689 | 10,899 | 2.0% | 11,094 | 1.8% | 11,316 | 2.0% | 11,543 | 2.0% | 11,778 | 2.0% | 12,015 | 2.0% | 68,644 | 11,441 |
| AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms | 10,694 | 12,007 | 12.3% | 12,210 | 1.7% | 12,414 | 1.7% | 12,657 | 2.0% | 12,901 | 1.9% | 12,996 | 0.7% | 75,185 | 12,531 |
| HIGHWAY SAFETY | | | | | | | | | | | | | | | |
| Federal Motor Carrier Safety Administration (HTF) | 572 | 597 | 4.4% | 569 | -4.7% | 585 | 2.8% | 601 | 2.7% | 617 | 2.7% | 633 | 2.6% | 3,602 | 600 |
| National Highway Traffic Safety Administration (HTF) | 680 | 712 | 4.7% | 726 | 2.0% | 741 | 2.1% | 757 | 2.2% | 774 | 2.2% | 790 | 2.1% | 4,500 | 750 |
| Total, Highway Safety Program (HTF) | 1,252 | 1,309 | 4.6% | 1,295 | -1.1% | 1,326 | 2.4% | 1,358 | 2.4% | 1,391 | 2.4% | 1,423 | 2.3% | 8,102 | 1,350 |
| Program Category | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | 6-Year Total | 6-Year Avg | | | | | | |

Wednesday October 14, 2015

Policy Directive (PD) 14.0 Performance Measures and Objectives (Debra Perkins-Smith)

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/01-policy-directive-14-report.pdf> for more details.

Purpose

To report on progress in meeting performance objectives in Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development”, and provide further details on ability to meet performance targets. Additionally, to reiterate the FY17 Asset Management planning budget that was approved by the TC Asset Management Committee in November 2014, that will be included in the FY17 budget setting process, and highlight the link between performance objectives and funding decisions.

Discussion and Comments

- Performance of the PD 14 objectives was reviewed. Fifteen objectives are being met and 17 objectives are not being met in the goal areas of safety, system performance, infrastructure condition, and maintenance.
- TC desires a more robust description about achievement of objectives for the next budget-setting session. The current report is based on roughly only on one year of data. Staff was requested to explore options for forecasting performance to better explain to the TC the trade-offs among goal area objectives.
- The performance data will be brought to the TC earlier in the process so staff can better inform budget-setting. The TC would then understand where CDOT is exceeding or falling short of the objectives, and make adjustments in the budget as deemed appropriate.
- CDOT appears to be doing well in system performance; however, areas of congestion are getting more congested, and CDOT will not be able to maintain the levels of performance.
- A staff work group is working to further develop and refine system performance measures.

Budget Workshop (Maria Sobota)

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-budget-workshop.pdf> for more information.

Purpose

This workshop allows TC to review and comment on:

- FY 2014-15 Revenue Reconciliation and FY 2015-16 Transportation Commission Contingency Reserve Fund (TCCRF)
- FY 2016-17 Annual Budget

Discussion and Comments

- The unaudited FY 2014-2015 revenue reconciliation for the main budget (not including the Colorado Bridge Enterprise [CBE] and High Performance Transportation Enterprise [HPTE]) indicates a surplus of \$137 million: \$27.8 million in federal redistribution, \$27.3 million in higher-than-forecasted State Highway User Tax Fund revenues, and \$85 million in more Permanent Recovery funds than anticipated.
- The final FY 2014-15 balance of the TC’s contingency fund is \$36.4 million.
- For FY 2016-17, CDOT estimates its revenues will be \$1.27 billion, a decrease of \$210 million from FY 2015-16 revenue estimates due to a prediction that CDOT will not receive any SB 09-228 revenue compared to the \$200.2 million budgeted for FY 2015-16. It is anticipated that SB 09-228 funds will be eliminated in FY 2017-18.
- FY 2016-17 revenues for the two CDOT enterprises are estimated to be \$7.7 million for HPTE and \$126.6 million for CBE.

- Two decision items for FY 2016-17 were brought to the TC for approval, one to increase Hazardous Materials funding from \$2.2 million to \$3.2 million and another from the Division of Transportation Development (DTD) to fund the Safe Routes to School program in the amount of \$2.5 million.
- A transfer from the TCRF to pay off money CDOT owed the Baptist Road Regional Transportation Authority (RTA) in the Pikes Peak Area Council of Governments (PPACG) area for a project completed in 2009 was questioned. The memorandum of agreement stated that CDOT would pay back when it could from a then undefined source of funds. The new Commissioner from the area, noted the partnership was good because it allowed the project to go forward. A couple of Commissioners indicated future arrangements should not be entered into without more analysis.
- A suggestion was made that CDOT consider potentially separating Snow and Ice from Maintenance Level of Service (MLOS).
- It was suggested that CDOT have SB 09-228 lists ready in case CDOT actually receives SB 09-228 funds in FY 2016-2017.

Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota)

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-program-management-workshop.pdf> for more details.

Purpose

The Program Management Workshop provides the TC with an update on the delivery of programs and significant projects. This month there is a focus on: the Flood Recovery program, Cash Balance details, the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program Controls Update, and the Region 2 Project - US 50 Near Parkdale Embankment Repair.

- **RAMP partnership projects**
 - The RAMP Partnership and Operations Program continues to show steadily increasing monthly expenditure totals.
 - Several large devolution payments have been made to a number of our Local Agency partners. Those funds will in turn be used towards locally administered construction projects.
 - All twenty-four of the locally-administered RAMP intergovernmental agreements (IGAs) are fully executed and approved by the State Controller and CDOT's Office of Procurement and Contracts.
 - I-25 and Arapahoe Rd. project is expected to have 90% of construction plans by November, with construction slated to begin in 2016.
- **Commission Contingency Relief Funds (TCCRF)**
 - There was a request for \$125,000 from the TCCRF for embankment repair near US 50 and Parkdale.
 - US 50 in this area was damaged from heavy rains in 2013 from runoff in the Royal Gorge Burn Scar.
 - The funding will be used for additional slope stabilization and additional drainage features.
- **Cash Balance**
 - The Capital Construction Fund (Fund 400) was projected to be \$666 million at September 30, 2015. The actual Fund 400 cash balance at September 30, 2015 was \$626 million – a difference of \$40 million.
 - The cumulative expenditure performance index (XPI) has risen to 0.89 in October from 0.85 in September.
 - The projected ending balance for federal obligation at September 30, 2015, was \$205 million. The actual ending balance for federal obligation at September 30, 2015, was approximately \$154 million – a difference of \$51 million.
 - There was a discussion on federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures. Typically, CDOT begins to spend down the Fund 400 cash balance only after the federal obligation has been exhausted.

- The timing and amount of federal notices received impact CDOT's Fund 400 cash balance. Due to the Continuing Resolution impacting FHWA, CDOT has been receiving its federal obligation in prorated amounts. As a result, CDOT received approximately \$83 million in additional obligation limit through September 30, 2015.

Ten-Year Development Program (TDP) (Debra Perkins-Smith)

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/04-ten-year-development-program.pdf> for more details.

Purpose

To provide an overview of the TDP concept, and review progress to date. The TDP is intended to:

- Fill the gap between 25-year statewide Transportation Plan (SWP) and the four-year State Transportation Improvement Program (STIP).
- To be used as a proactive and logical method and starting point for future list-making exercises.
- Focuses on major project priorities and study areas.
- Constrained by approximately \$2 billion within the 10-year time frame.
- DTD will share more specific information on individual projects and studies at the next TC meeting.

Discussion and Comments

- There is often confusion in rural areas related to the planning process and difference between various plans - need to educate them better on these.
- CDOT must be clear with the public that there was transparency and a level playing field in developing this.
- There is a need to recognize the political reality of regional needs, even when they are not statewide needs.
- Need to distinguish between "real" project lists (e.g., going to be built) versus prospective project lists like the TDP. If not, there is a risk of creating misunderstanding with the public.

High Occupancy Vehicle (HOV) Policy Guidance (Debra Perkins-Smith)

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/05-hov-policy-workshop.pdf>

Purpose

To provide guidance on proposed policy for high occupancy vehicle (HOV) lanes.

HOV Policy Overview

- CDOT policy is that managed lanes must be considered in all capacity expansion projects.
- HOV 3+ policy is set to start in 2017.
- CDOT's position is that HOV lanes increase throughput, travel choice, etc.
- The proposed approach assumes that tolled express lanes are free for HOV 3+, however there are some potential exceptions:
 - If the presence of free HOV 3+ creates a safety concern
 - If the presence of free HOV 3+ makes it impossible for performance measures to be achieved
 - If the presence of free HOV 3+ makes the construction of the improvements financially infeasible
- In the case of C-470, an economic study of the corridor indicates that allowing free use of the managed lane by HOV 3+ vehicles would result in the loss of \$40 million in revenue. As a result, the project would be unable to achieve investment grade TIFIA status and therefore be impossible to complete. Therefore CDOT requests that the TC designate C-470 as a non-HOV 3+.

Discussion and Comments:

- The TC members agree that we would like to support HOV 3+ lanes wherever possible, but in this case we can't do that without chipping in an additional \$40 million.

- It's troubling that the new normal in Colorado is that users have to pay to use our roadways.
- The equity issue is understood, but the TC shouldn't reject a compromise just because it's imperfect.
- It's a pragmatic issue – the inclusion of toll-free HOV 3+ travel means the project won't get done.

Thursday, October 15, 2015

Roll Call

- Attendance - all TC members were present, with the exception of Commissioner Hofmeister, who was excused.

Audience Participation: Subject Limit: 10 minutes; Time Limit: 3 minutes

- Will Toor, Director of the Southwest Energy Efficiency Project (SWEEP) was the only audience participant. Mr. Toor congratulated CDOT on the Colorado Pedals Project effort.
- Mr. Toor issue raised a concern with regard to the proposed C-470 high occupancy vehicle (HOV) 3+ tolls. Stated that this is not equitable as toll-lanes accommodate mostly higher income populations. As technology improves, dynamic ride-sharing could be discouraged with the tolls.

Comments of Individual Commissioners

- Projects:
 - The diverging diamond interchange (DDI) in Superior is an exciting project for the community.
 - Colorado Rail is working closely with AMTRAK regarding issues with the Southwest Chief and the ski train.
 - I-70 and Horizon Drive in District 7 is addressing safety concerns.
 - I-70 West – concerned about this project – working with Idaho Springs, and hope to resolve issues; SH 9 going well with first wildlife overpass complete.
 - Red Mountain Pass project completed on time with a perfect safety record.
 - US 36 Project – Phase 1 complete – Megan Castle was recognized for contributions; Phase 2 moving forward.
- TC members attended numerous community events and were pleased with discussions regarding transportation needs of communities, for example: meetings with the Stone and Gravel Association, Transportation Legislative Review Committee (TLRC), West Connect, etc. (to name a few).
- TC members recognized CDOT staff at HQ and in the Engineering Regions numerous times. DRCOG staff noted to a Commissioner that Colorado transportation stakeholders are being treated as CDOT customers, and stakeholders are pleased.
- DTD Director, Debra Perkins-Smith was recognized by District 3 Commissioner for work with DRCOG.

Executive Director's Report (Shailen Bhatt)

- Welcomed David Spector is the new HPTE Director, recognized Michael Cheroutes' work, and that Michael's last day was October 14, 2015.
- The US 6 and I-25 realignment went flawlessly, noted that 400 crashes occurred previously at this location. Very pleased this all went well.
- Last month during C-470 noise wall comments, made a promise to follow letter of law on this. CDOT is working with FHWA. CDOT does respond to public comments.
- The Transportation Summit scheduled for Oct. 28th is sold out. A Volvo autonomous vehicle will be on site and attendees will be able to take rides.
- Region 2 RTD, Karen Rowe, is recuperating well and is planning to come back to work soon. Ajin Hu was recognized for her good work during Karen's absence.

- Passing of CDOT employee Craig Hansen was acknowledged.
- CDOT will conduct a Leadership Summit at the end of October to support the 3 Peaks to be the Best DOT – Chris Warner, co-author of *High Altitude Leadership* and mountain climber, will lead a discussion on what it means to climb peaks and be a team.

Chief Engineer's Report (Joshua Laipply)

- FHWA recognized CDOT nationally as a showcase project for their slide-in bridge construction.
- At last month's Project Management Workshop noted that we are behind \$30 million in expenditures. Since then, CDOT took a proactive approach to expend these dollars quickly, working with RTDs and Regions to add back in scope elements to catch up and help to achieve XPI and expenditure targets for the year. As early as next month the TC may see additional expenditures related to this.

High Performance Transportation Enterprise (HPTE) (David Spector)

- Just started at HPTE 3 days ago.
- The Chairman of the HPTE Board is leaving.
- HPTE Telephone Town Halls for I-70 and US 36 and were very successful (5,000 and 10,000 participants respectively – Communications did a great job).
- Toll rate changes have been approved for mountain express lane rates to be in operation this winter. US 36 phase 2 has also been approved.

Federal Highway Administration (FHWA) Division Report (John Cater)

- FHWA will be hiring a new Executive Director, as Jeff Paniati is retiring.
- Visited CDOT Regions 2 and 3: for SH 9 – scale of wildlife overpasses is much bigger than expected. The need for a Lamar reliever route was discussed, as well as other regional priorities and projects.
- Colorado traffic volumes are increasing as well as fatalities. This is happening both along on and off system roadways. Distractions may be a contributor – will need to double-up safety efforts to address this.

Act on Consent Agenda – Approved unanimously on October 15, 2015.

- Resolution to Approve the Regular Meeting Minutes of Sept. 17, 2015 (Herman Stockinger)
- Leadville SH 24 Minor Encroachment Disposal (Dave Eller)

Discuss and Act on the 4th Budget Supplement of FY 2016 (Maria Sobota) – Approved unanimously on October 15, 2015.

Region 2 - \$125,000 – US-50 NEAR PARKDALE, EMBANKMENT REPAIR – TCCRF- Additional funds; \$11,431,000 – *Baptist Road Liability* – TCCRF-This action repays the Baptist Road Rural Transportation Authority for costs incurred during the 2009 construction.

Transportation Systems Management & Operations - \$2,085,000 – Tolloed Express Lanes – TCCRF –for ITS device maintenance, IT network management, Traffic Management Center operators and dispatchers, and additional equipment and vehicles.

Property Management – \$546,321 – Pave 2 CDOT facilities – TCCRF – Combined cost to pave Platteville Yard and Greeley West Yard. This item was presented last month as part of the TCCRF reconciliation, now requesting formal approval.

RAMP - \$20,000,000-RAMP HPTE P3 Development Fund- Request access to the RAMP HPTE Public Private Partnership (P3) Development fund for C-470. The likely and preferred financial scenario (currently balanced) includes a TIFIA loan. However, a non-TIFIA dependent initial finance plan (IFP) is required in order for C-470 to go to construction summer 2016 prior to TIFIA loan close scheduled for fall 2016.

Discuss and Act on Amendment to the June 27, 2013 US 36 Concession Project IAA between CDOT and HPTE (Nick Farber) - Approved unanimously on October 15, 2015.

Discuss and Act on Adoption of HOV Policy (Deb Perkins Smith) - Approved unanimously on October 15, 2015.

Discuss and Act on C-470 HOV Policy (Brett Johnson) - Approved by a nine to one vote, with dissent by District 10 Commissioner on October 15, 2015.

Other Matters

CDOT Summer Bike Challenge Award (Debra Perkins-Smith)

- Approximately 120 CDOT employees participated in this event, representing over 200,000 miles traveled. Included a drawing to potentially win \$100; a total of 17 people won \$100.00 each from the drawing.
- Region 2 received the award for the most participation. Ajin Hu, acting Region 2 RTD, accepted the award for Region 2.