

## MINUTES

### PUEBLO AREA COUNCIL OF GOVERNMENTS

JULY 28, 2022

A meeting of the Pueblo Area Council of Governments was held on Thursday, July 28, 2022, at the Pueblo County Department of Emergency Management, 101 West 10<sup>th</sup> Street, 1<sup>st</sup> Floor Conference Room. The meeting was called to order by Mr. Larry Atencio, PACOG Chairman, at 12:16 p.m.

#### ROLL CALL

Those members present were:

Larry Atencio  
Mike Cafasso  
Dennis Flores  
Epimenio Griego

Ed Gutierrez  
Vicente Martinez Ortega  
Doug Proal  
Chris Wiseman

Those members absent were:

Barbara Clementi  
Chris DeLuca  
Harry Hochstetler  
Heather Graham

Regina Maestri  
Sarah Martinez  
Garrison Ortiz  
Lori Winner

Also present were:

Eva Cosyleon  
Sabina Genesisio  
Nick Gradisar

Carmen Howard  
Dan Kogovsek  
Louella Salazar

#### **PUBLIC COMMENTS** (Citizen Comments)

There were no public comments.

#### **CONSENT ITEMS:**

Ms. Carmen Howard, PACOG Manager, reported there were three items listed on the agenda under the Consent Items. She summarized the Consent Items for PACOG.

Chairman Atencio asked if there were any other additions or amendments to the Consent Items or if any of the members or audience would like an item removed or discussed that was on the Consent agenda. There were no other additions or amendments.

It was moved by Dennis Flores, seconded by Vicente Martinez Ortega, and passed unanimously to approve the three Consent Items listed below:

- Minutes of June 23, 2022 Meeting;
- Treasurer's Report (receive and file May 2022 and June 2022 Financial Reports); and

- A Resolution Assigning Multimodal Transportation and Mitigation Option (MMO), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) in the Amount of \$5,989,093.00 for Projects that Promote “Complete and Integrated Multimodal System”.

**REGULAR ITEMS:**

**CHAIRPERSON'S REPORT**

Chairman Atencio stated that Regular Item 8A was being moved since formal action is required and, at the current time, there was a quorum present. The text to the item can be found under Regular Item 8A.

A) Lunch Appreciation

Chairman Atencio thanked Colorado City Metropolitan District for providing lunch for today's meeting.

**MANAGER'S REPORT**

A) ADA Committee Minutes

Ms. Howard reported in the PACOG members' packets are the minutes of the June 2, 2022 ADA Committee meeting. This being an information item, no formal action was required.

**CTO TOURISM RECOVERY MARKETING GRANT MATCH**

Mr. Martinez Ortega reported he is requesting a letter of support for funding from the Pueblo Area Council of Governments (PACOG) in the amount of \$5,000 for the Greater Pueblo Chamber of Commerce's grant application to the Colorado Tourism Office: Tourism Recovery Marketing grant. This is a one-time grant with 10% matching funds. The CTO grant can only be used for marketing to promote tourism (i.e., heritage tourism and arts and culture) throughout Pueblo and Pueblo County. The application is due August 1<sup>st</sup>.

Mr. Flores asked if there will be other organizations contributing to the 10% match. Mr. Martinez Ortega replied the City and Pueblo County will also be contributing \$5,000. The total amount on the 10% match is \$30,000, noting the total grant is for \$300,000.

Chairman Atencio read the letter of support into the record.

Mr. Kogovsek stated a formal resolution for the appropriation of the \$5,000 still needs to be approved. He asked if this could be done at the next meeting. Mr. Martinez Ortega replied the money isn't needed at this time; only the letter of support. Mr. Kogovsek stated he would provide a resolution for formal action from PACOG at its next meeting.

It was moved by Mike Cafasso, seconded by Dennis Flores, and passed unanimously to approve a letter of support from PACOG for funding in the amount of \$5,000 for the Greater Pueblo Chamber of Commerce's grant application to the Colorado Tourism Office (CTO) grant for marketing to promote tourism (i.e., heritage tourism and arts and culture) throughout Pueblo and Pueblo County.

### TRANSPORTATION COMMISSIONER/CDOT REGION 2 DIRECTOR'S REPORT

Chairman Atencio reported that neither Mr. Terry Hart, Region 10 Transportation Commissioner or Mr. Richard Zamora, CDOT Region 2 Director were able to attend today due to prior commitments.

Ms. Wendy Pettit, CDOT, stated the 10-Year Plan is going to the Colorado Transportation Commission for review and action. The document has been taken through the PACOG process, so it is a matter now of the Transportation Commission giving its approval.

### STATE TRANSPORTATION ADVISORY COMMITTEE (STAC) UPDATE

Mr. Chris Wiseman, PACOG's representative to the State Transportation Advisory Committee, reported STAC met on July 7<sup>th</sup>. The major part of the meeting concerned the 10-Year Plan update. He stated he would forward the information to the PACOG members.

Mr. Wiseman stated STAC must deliver a report with priorities to the Legislature and Governor before the end of the year. There was a discussion about not working on this until it was known who the new Governor would be. He stated this proposal came from El Paso County and was supported by Weld County. He stated he didn't like seeing an entity like STAC being used for political purposes. Hopefully, by the next meeting, some of this should be worked out. He stated there is three months to the election, but it was disappointing that the discussion went this direction. Chairman Atencio stated the business of the State should be taken care of as fast as it can be done.

### STATUS ON FRONT RANGE PASSENGER RAIL DISTRICT

Mr. Dennis Flores, PACOG's representative to the Front Range Passenger Rail District, reported the former Southwest Chief Passenger and Rail Commission fell under the auspices of the State. A Senate bill was passed, and it is now a full-blown district. As a district, it has its own autonomy. For the last two months, what has been done is trying to create a new business. He stated he put all the insurance paperwork together. He stated he was concerned they were making decisions as they went along. Their last meeting was July 22<sup>nd</sup>, noting they have not met as a group. There are 16 members, and they have only met by Zoom. He stated they are in the process of putting together the bylaws and policies and procedures. They have an acting interim director, Andy Carsian. They are looking for a permanent director and staff member. They still don't have a bank account, noting money needs to be transferred to it. Everything currently is in a mode of forming the district. No decisions have been made about focusing on getting the rail system from Fort Collins to Trinidad. They are supposed to be getting together in a month or two to have a retreat.

### DISCUSSION ON FUNDING FOR TRANSPORTATION RELATED PROJECTS

Chairman Atencio asked the members if they have an appetite to research a Regional Transportation District (RTD). He did not receive any feedback, so he asked that the item be postponed and be brought back in a few months. He felt that the RTD, at some point or other, is a good idea but it needs to be figured out. He asked that this be revisited in 3-4 months.

MPO STAFF REPORT

A) 2022-2023 UPWP Draft Amendment

Ms. Eva Cosyleon, MPO Planner, reported this is an amendment to the 2022-2023 UPWP draft amendment. It is currently in the 30-day public comment period. The document outlines how the MPO budget will be allocated to the transportation planning work. The document was sent in the packet and can also be found on the PACOG website. A formal resolution will be presented at the next PACOG meeting.

It was moved by Chris Wiseman, seconded by Epimenio Griego, and passed unanimously to approve the 2022-2023 UPWP draft amendment.

B) Administrative Notification of Roll Forward Project Funding or TIP/STIP Policy Amendment(s) in the MPO and TPR Area(s)

Ms. Eva Cosyleon, MPO Planner, reported there were two administrative notification amendments. The first is the I-25 and Exit 104 improvements, which includes frontage road repairs and construction on I-25 at Mile Post 104, in the amount of \$138,118 through the Asset Wall Program. The second project is also on I-25 through Pueblo, which is for right-of-way purchases for the U.S. 50 and I-25 project. This is an addition of the \$2.5 million from the State, which will allow for the right-of-way transactions to begin sooner. The Transportation Commission advanced funding for this phase in May 2022.

There was no formal action required.

C) CDOT Region II Request(s) for PACOG MPO/TPR TIP Administrative Amendment(s) to Roll Forward Projects to FY 2022-2025 Transportation Improvement Program

Ms. Eva Cosyleon, MPO Planner, reported these administrative amendments, which were listed in the staff memorandum, need to be rolled forward to the FY 2022-2025 Transportation Improvement Program. These projects have already been identified and earmarked.

This being an information item, no formal action was taken.

D) Greenhouse Gas Directive

Ms. Eva Cosyleon, MPO Planner, reported the rules have been changed. At the current time, the City and PACOG do not have to meet greenhouse gas emissions. At some point in the future, the emissions will need to be met. She stated DRCOG and the North Front Range MPO are required to meet those different reduction levels. If they do not meet the reduction levels, then their MPOF funds will be restricted.

This being an information item, no formal action was taken.

E) EV Infrastructure Plan

Mr. Michael King, CDOT, presented a PowerPoint presentation on the National Electric Vehicle Infrastructure (NEVI) Program. This is one of the elements of the Bipartisan Infrastructure Bill, which was signed in November 2021. The State of Colorado's plan is being finalized to the federal

government on how it plans to invest the funds over the next five years. The Colorado EV Plan for 2020 established a State target of 940,000 registered Zero Emission Vehicles (ZEVs) by 2030. The State has a goal to convert all transit vehicle in-State to ZEVs, with an interim target of 1,000 transit ZEVs by 2030. Earlier this year, the State finalized a Clean Truck Strategy which identified a new target of 35,000 medium- and heavy-duty ZEVs by 2030. There is also a goal of electrifying all 26 Scenic and Historic Byways and ensuring that 100% of the State is within 30 miles of a DC fast-charging station.

Mr. King stated there are currently 56,010 EVs registered in Colorado (i.e., 39,602 are Battery Electric Vehicles (BEVs) and 16,408 are Plug-in Hydro-Electric Vehicles (PHEVs)). The adoption of these vehicles is largely along the Front Range. He stated it is anticipated that this will become more widespread in the next few years. There are currently 438 EVs registered in Pueblo County, of which 245 are BEVs and 193 are PHEVs. There was a map of the different charging stations in the County, which was derived from the Colorado Energy Office and is updated monthly.

Mr. King stated there have been sales forecasts done by independent groups the last few years, which indicate there is reason to believe we might have over one million EVs on the road by 2030. He stated we are starting to see ambitious commitments made by automakers. He stated the Ford F-150 Lightning has gone on sale and is beginning to be delivered in some parts of the U.S. This is going to be the first mass market electric pickup truck available in the U.S. The F-150 has been the top selling truck in America the last four+ years. The ability to electrify the vehicle is a big deal for the industry. There are over 100,000 pre-orders to date, and 37 are for CDOT. The other big auto dealers include Toyota, Volvo, Jaguar, General Motors, and Subaru. General Motors is expecting to be 100% electric by 2035. He stated these are not pledges, but major manufacturing facilities across the country to meet this demand.

Mr. King stated there are three levels of charging. Level 1 is a regular household plug. EVs can charge on these plugs but it is slow. Level 2 charging is the most common and is usually at municipal buildings, shopping centers, apartment complexes, and workplaces. They tend to fill a vehicle from nearly empty to full in about 4-6 hours. Level 3 is the Direct Current (DC) fast charger. This charging is the most like a gas station experience. They tend to be on highways or shopping centers, and they can charge between 20-40 minutes for most vehicles from empty to full. This is still slower than gas, but it does align well with a lot of people's daily activities. The NEVI Program is exclusively focused on DC fast-charging. The goal of the program is to build a statewide and nationwide charging network.

Mr. King stated the Infrastructure Investment and Jobs Act (IIJA) provides \$7.5 billion for new electric vehicle charging programs, of which \$5 billion is in the NEVI formula program. Colorado is expected to receive \$57 million over five years. The FY 2023 apportionment will be \$8.3 million. There is another \$2.5 billion in the Discretionary Grant Program, which will be competitive on a nationwide basis, noting CDOT does not have a lot of details on this program yet. He stated each state must develop and submit EV Infrastructure Deployment Plans to the Joint Office of Energy and Transportation by August 1, 2022. CDOT is finalizing its plan, noting it is basically a plan-to-plan which talks about the general principles and the existing work. It does not identify specific projects or commit to any specific funding amounts across the State. This conversation will be ongoing with the communities. The Joint Office will review the document, and it should be approved, or feedback provided by September 30, 2022. Projects must be within one mile of federally-designated EV corridors. There is a prioritization of rural areas and disproportionately impact communities in the parts of the State and parts of the country where the private sector charging has not been developing to date, noting they do not want to leave anyone behind in this

transition. Charging locations should be no more than 50 miles apart along a corridor. There is a focus on DC fast-charging locations with a minimum 150 kW charging for four vehicles simultaneously. He stated this is a high standard of charging that is beyond the average station in Colorado. There is also eligibility for battery storage, renewable generation, and other elements to manage demand charges and increase resiliency. There is an ability to reimburse operational and maintenance expenses for up to five years. He showed a map of the EV fast-charging stations in Colorado. Many of these stations were built with State grant support and others were built with private investment. The map showed an outline of a Statewide network. He noted there are gaps in the southeast and northeast parts of the State. He stated it is hoped that the NEVI program will fill in the gaps in the 30-mile driving buffers, so that every part of the State has equitable coverage. The next map showed the federally-designated EV vehicle corridors in Colorado, both the designated corridors and those highways which were nominated to be corridors. He stated there isn't any part of Colorado that will not have access to funding, but it will just be whether it is NEVI or State funding. He showed a map of the Pueblo area.

Mr. King stated CDOT has been doing stakeholder engagements, and a webpage was developed where you could learn more. An online survey was developed to obtain public comment. CDOT has also been receiving written questions and requests for presentations. Two public meetings were held earlier in July. It is anticipated the stakeholder process will be ongoing over the next five years. He stated key questions from the feedback included: (1) Should Colorado prioritize funding of new station locations, upgrade of existing locations, or a mix? (2) How should Colorado prioritize the equitable deployment of chargers funded via the NEVI Program? (3) How should Colorado incorporate system resiliency into the NEVI planning process? (4) Should Colorado attempt to meet or exceed the minimum NEVI program standards requiring at least 4 x 150 kW chargers per funded location? (5) What metrics should Colorado use to measure the success of the NEVI program? and (6) What other strategic and logistical questions need to be addressed as part of Colorado's NEVI Plan?

Mr. Flores asked if there was some formula as to how many charging stations the State of Colorado should have by the number of EVs that are registered along with some other formula for tourists. Mr. King responded CDOT has an analysis that was done by an independent group last year that attempted to identify what is the target number of chargers that are needed to meet its vehicle goals. He stated this was done by county for the different charging stations. There was also tracking at the national level showing that charging and vehicle adoption tend to track with one another. Colorado is a little ahead in that it has more charging locations than the number of vehicles. Mr. Flores stated that Colorado is also a tourist state and it would appear there needs to be some formula for these EVs. Mr. King replied the State has a grant program specifically for EV byways and other rural tourist destinations. This helps to fund chargers on the byways in small towns and tourist destinations such as ski resorts or other attractions to meet that demand. The program also makes more rental cars available, noting there is a pilot program at the Eagle County airport that provides more EVs for people to rent. He stated CDOT is also working with the Denver International Airport along those same lines.

Chairman Atencio asked Mr. King if he could send the information to the PACOG members and thanked him for the presentation. Mr. King stated he would send the information.

This being an information item, no formal action was taken.

F) MPO Manager Update

Ms. Eva Cosyleon, MPO Planner, reported that July 12<sup>th</sup> was the closing date for applications for the MPO Manager position. She stated Mr. Scott Hobson is working with the County and Pueblo West to find representatives to be a part of the interview panel. The interviews should be taking place sometime in August.

This being an information item, no formal action was taken.

G) Other Transportation Matters

Ms. Eva Cosyleon, MPO Planner, thanked the members for showing up this month for the vote on Consent Item 3. She emphasized there needs to be a quorum at the next PACOG meeting for the 2022-2023 UPWP vote.

NEW BUSINESS

There was no new business.

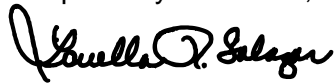
FUTURE AGENDA ITEMS

There were no future agenda items.

ADJOURNMENT

There being no further regular business before PACOG, Chairman Atencio adjourned the meeting at 12:54 p.m. The next meeting is scheduled on Thursday, August 25, 2022, at 12:15 p.m. (Note: The meeting will be held at the Pueblo County Emergency Operations Center, 101 West 10<sup>th</sup> Street, 1st Floor Conference Room. The meeting will also be held virtually on Zoom.)

Respectfully submitted,



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Louella R. Salazar  
PACOG Recording Secretary

LRS