

## MINUTES

### PUEBLO AREA COUNCIL OF GOVERNMENTS

JUNE 23, 2016

A meeting of the Pueblo Area Council of Governments was held on Thursday, June 23, 2016, 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. Ed Brown, Chairman, at 12:15 p.m.

#### ROLL CALL

Those members present were:

Ray Aguilera  
Ed Brown  
Terry Hart  
Terry Kraus  
Frank Latino

Judy Leonard  
Ted Lopez  
Buffie McFadyen  
Tony Montoya  
Steve Nawrocki

Those members absent were:

Larry Atencio  
Nick Gradisar  
Chris Nicoll

Sal Pace  
Bob Schilling  
Lori Winner

Also present were:

Joan Armstrong  
Sam Azad  
Michael Cuppy

Scott Hobson  
Louella Salazar  
Greg Styduhar

#### **CONSENT ITEMS:**

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

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

It was moved by Buffie McFadyen, seconded by Terry Hart, and passed unanimously to approve the Consent Items listed below:

- Minutes of May 26, 2016 meeting;
- Treasurer's Report (Receive and file April and May 2016 Financial Reports); and
- A Resolution Amending the Pueblo Area Council of Governments (PACOG) FY 2017-2020 Transportation Improvement Program (TIP) to Include the North Mesa Elementary Safe Routes Improvements, Phase I Safety Improvements and Directing the Urban Transportation Planning Division to Execute Said Amendment to the Program.

**REGULAR ITEMS:**

**CHAIRPERSON'S REPORT**

(A) Lunch Appreciation

Chairman Brown thanked the Pueblo Board of Water Works for providing lunch for today's meeting.

**MANAGER'S REPORT**

(A) EPAC Minutes/Statement/Report

Ms. Joan Armstrong, PACOG Manager, reported a draft of the Environmental Policy Advisory Committee (EPAC) June 2, 2016 minutes were sent in the members' packets. The next EPAC meeting is scheduled on August 4, 2016.

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

(B) Resignation of Bill Alt from EPAC

Ms. Armstrong reported an email was sent from Bill Alt, EPAC member, tendering his resignation. She requested PACOG's approval to advertise for a "Public Interest" member in the Pueblo Chieftain.

It was moved Tony Montoya, seconded by Terry Hart, and passed unanimously to advertise for a "Public Interest" member for EPAC.

Chairman Brown asked that a thank you letter be sent to Mr. Alt for his service.

Ms. McFadyen asked that the vacancy be advertised in the other local newspapers, as well as the Pueblo Chieftain. Ms. Armstrong replied staff would also advertise in the Greenhorn Valley View, Pueblo West View, and the Colorado Tribune.

**PACOG ORGANIZATIONAL RESTRUCTURE STUDY AND IMPLEMENTATION PROJECT UPDATE**

Mr. Scott Hobson, MPO Manager, reported Matrix Consulting Group conducted preliminary interviews with PACOG staff (Joan Armstrong, Scott Hobson, and Louella Salazar), the PACOG Co-Executive Directors (Sam Azad and Greg Styduhar), and MPO staff members. A list of other councils of governments was generated, which they are going to interview and be able to do an evaluation on how PACOG operates in relationship to these other organizations. The list includes 18 agencies, noting 6 of the agencies are within Colorado and 12 are outside of Colorado. The agencies outside Colorado have been selected based on their similar proximity in population compared to PACOG, as well as an operating budget that is similar to PACOG. Matrix will be reviewing those organizations and looking into those organizations' membership levels of responsibility and their dues, structure, and voting allocations, noting a comparison will be done. Matrix will be looking at scheduling interviews with PACOG agency members and its elected officials starting the week of July 11<sup>th</sup>. The consultants will be

coming to Pueblo and scheduling and conducting the interviews. He stated they will also be talking with other organizations that might be prospective PACOG members in the future.

### JOINT LAND USE STUDY (JLUS) PROJECT AND STATUS UPDATE

Mr. Brian Potts, AICP, Project Manager, Joint Land Use Study Program, Pikes Peak Area Council of Governments, presented the study. He stated there have been 120 of these types of studies done across the country in the last 10 years. It is primarily focused on looking at community relations related to land use and development issues and military operations for communities surrounding military installations, noting there are five military operations in our surrounding area. The counties which are affected include Pueblo County, Teller County, Fremont County, and El Paso County. The combined population in the area is getting close to 750,000. He stated he has been meeting with various community leaders and groups and making them aware the study is ongoing. The types of issues that are covered by this study include: stormwater, smoke and dust, and noise. They did an initial survey to get the word out to citizens of Pueblo County. Once they know what the top issues are then they will engage further on developing strategies between the military community and citizens to make sure there is a good balance between land use and development and military operations, and working together on finding strategies to address these issues. In the past, the military hasn't been engaged with the community when there have been surrounding impacts. At the end, they will have a study which provides recommendations. It is a tool for the military and communities to work better on development and land use issues.

Mr. Potts showed a slide of the region. He stated Pueblo Depot Authority is shown on the map, but it is not part of the study due to the fact it is expected to stand down in the next few years. The key installations initially included are Fort Carson, Schriever Air Force Base, Air Force Academy, Cheyenne Mountain Air Force Station, and Peterson Air Force Base. Communities are going to have different needs of what they want to get out of this study.

Mr. Potts stated the primary issues for Pueblo County include stormwater issues, dust and smoke, vibrations, noise, and helicopter training.

Ms. McFadyen asked who drove this study. Mr. Potts replied the study is funded by a grant from the Department of Defense; however, it is community driven. The Department of Defense and the installations and the other federal agencies are involved in the process, but they have no vote on the final strategies included in the study. It is entirely community driven and it is meant to be a tool for the communities to use. Ms. McFadyen asked if Pikes Peak Area Council of Governments wrote the grant or did the Department of Defense contact them. Mr. Potts responded it originally came through a Congressional inquiry to Doug Lamborn's office. Funding was included in this study per a recent Defense bill. Pikes Peak Area Council of Governments, because it is in a centralized location and is a neutral party, is facilitating the study. It is not their job to come up with the recommendations, but to get the people at the table to help develop strategies that will be logical and workable for everyone possible.

Mr. Potts stated the study will dig into land use codes and regulations and other regulations which relate to air space. They will continue to engage with citizens in the

process. The study sponsor is the Pikes Peak Area Council of Governments who is the facilitator and administrator. The policy committee is made up of elected officials and some federal and State leaders from the various communities within this four-county region. He stated Ms. Armstrong and Mr. Hobson are on the technical committee. The technical committee is where the planners are involved, as well other technical expertise. The working groups are broken into specific issue areas. He stated all of the strategies recommended will be placed into a study with all the background information, noting staff will put it together. The study will be crafted so it is tailored to each community. The document will be Web based and can be printed out, and you can find what you need. He stated they are trying to learn from other communities who have done this before and take it to the next step, noting it is complex.

Mr. Potts stated telephone town hall meetings were conducted. He stated they received 680 survey comments from their on-line survey. He stated he is going around to different groups and trying to get feedback. The next step will be, after they have the survey results and the feedback, engaging the public more directly with specifics on the issues. They will also be ramping up the information on their website.

Mr. Potts stated they have two working groups that are working on issues such as the flight training program at the Air Force Academy and the Upper Monument Creek stormwater group that was already set up to do research on prioritizing projects on understanding the base levels of the creek and flood issues. He stated they are not trying to duplicate efforts that are already being done. This document will not only highlight areas where there is room for improvement in communities and the military working on issues, but it will also highlight things that may be working already. If something is working well between a particular community and installation, they want other communities in the region and other installations to look to that and say how can we modify that or adopt it if it is a tool that is working well. He stated the draft plan is expected by the fall of 2017 with potential for any implementation afterwards.

Ms. McFadyen stated one partner that is impacted and is missing from the list is the Pueblo Memorial Airport. She wondered if it might be listed under the City of Pueblo. Mr. Potts replied yes. He stated their feedback is essential because they would like to set up a regional air space working group that looks at the way things are flying through this region. He stated people may not understand how the military flight patterns affect commercial and private flights. Ms. McFadyen stated the Fremont Airport is also busy. Mr. Potts replied they are a primary refueling stop for helicopters heading up to the mountains. He stated they learned there are a lot of other installations which send forces out to this area and may launch from Peterson or Fort Carson, noting some of the launching is not a part of the command that is local. They are coming here because we have unique topography in the mountains that is good for altitude training and helps them prepare for engagements in foreign countries. Ms. McFadyen stated it would be great if the Department of Defense communicated with the Bureau of Prisons. She stated there is no restriction on the area of a fly zone over federal prisons. Mr. Potts replied this is good information.

Mr. Hart asked if one of the topics being discussed is the establishment of preservation of buffer zones. Mr. Potts replied yes. He stated the Walker Ranch has been successful in accomplishing two different missions, which is conserving agricultural lands and at the same time reducing development adjacent to a military installation. He stated many

other installations in the area weren't aware of how this was done, so this may be a chance to highlight that and also see if there is any room for improvement. He stated there are other programs being put out by the Office of Economic Adjustment within the Department of Defense, noting there may be some additional room for conservation program monies. He stated they are looking at how this could be a tool for the regional governments, jurisdictions, and entities.

#### I-25: THE NEW PUEBLO FREEWAY, ILEX STREET TO CITY CENTER DRIVE PROJECT UPDATE

Mr. Scott Dalton, Project Manager for I-25 Project, CDOT, presented the update. He stated the Environmental Impact Statement (EIS) was started in 2000. The need for a New Pueblo Freeway was identified. The estimated project cost is \$69 million. There are several funding sources: CDOT Bridge Enterprise, RAMP Program, and the local match with the devolution of the roads by the City and County. The devolution should be done in July 2017. The I-25 project includes the reconstruction between Ilex and City Center Drive, and rehabilitation of the following bridges: Green Trust Bridge on Santa Fe Avenue (U.S. 50C), Northern Avenue over I-25, Mesa Avenue over I-25, northbound I-25 over Santa Fe Avenue, and I-25 over Indiana Avenue. CDOT is replacing the four long viaducts with four smaller bridges and embankment. The four new bridges will span the new "D" Street which will replace Ilex. There will be two span bridges which will span over Phelps Creek Trail and the Union Pacific railroad tracks, noting Union Pacific (UP) owns the line but it is shared by the UP and Burlington Northern and Santa Fe (BNSF). There will be another bridge over Gruma Drive. One of CDOT's requirements was to minimize impacts to the public. The contractor designed the highway so that it moves to the east where a majority of it can be built off line and be able to keep two lanes of traffic opened in both directions for the majority of the time. The project will improve safety. There will be acceleration/deceleration lanes in both directions from "D" Street to City Center Drive, so the highway will be three lanes wide in each direction. There will be softening of the curve as you come north into Ilex, noting it will be widened so the curve won't be dangerous. Drainage and water quality will be improved, noting there will be two water quality ponds installed--one at the former Wagner Rents and the other further to the north behind Blazer Electric. The aesthetics of the interstate are being improved. There is a sound wall going up as you approach Goat Hill and the old Kelly Street area will be filled in. The slopes will be softened on Goat Hill. The new Green Trust Bridge on Santa Fe Avenue (U.S. 50C) will be getting a new deck, structural coating, and rehabbing. Northern Avenue Bridge will have deck repairs, wider sidewalks, bridge railing, pedestrian fencing, and railroad fencing. Mesa Avenue Bridge will get deck repair, pedestrian fencing, rehab of the existing railing, and the sidewalks will include handicap ramps. The bridges at I-25 and Indiana will get widened and there will be standard shoulders. Each of the rehab bridges will get structural coating for aesthetic purposes consistent with the New Pueblo Freeway.

Mr. Dalton stated the aesthetic treatments include a baseball player on the walls leading into Runyon Field, noting this would be a gateway into Runyon. As you approach Gruma Drive there is a wave pattern on the walls. This was done to mimic the aesthetics of HARP. The grading at Kelly Street will be improved.

Mr. Dalton stated the project was originally scheduled to be completed by the winter of 2017. At the Phelps Creek Trail, the Union Pacific was originally going to relinquish their

easement and have since changed their minds. Currently, it is being designed as a two-span bridge. There were some right-of-way issues. The project is expected to last 4-7 months longer so it will be sometime in 2018 before the project is completed. He stated they are currently nearing completion of Phase I of the new bridges, noting they are under construction. The rehab has been started at Indiana and starting next week they will be working on Mesa. Mesa Bridge will be closed Monday for two months. There are detour routes using Santa Fe, Northern, and Evans. The bridges are widened at City Center Drive and the bridges over Santa Fe have been widened over I-25. Utilities have been relocated and the water quality ponds have been started.

Mr. Dalton stated some of the accomplishments to date have been the coordination with the City. There is an executive oversight committee which includes City and County staff. Monthly stakeholder meetings are held which include the City and County. Relocation of the utilities has included meetings with Xcel Energy, Board of Water Works, Black Hills Energy, Comcast, and the City Public Works Department. To date, three crossing agreements have been done with the Union Pacific and they are still waiting on one more. Environmental mitigation has included sound walls, stormwater management, and a plaque at the historic railroad along the trail. The economic impacts include 14 local subcontractors being hired to do traffic control, lighting, concrete work, paving, landscape, signs, etc. It is estimated to put \$23 million into the local economy before the project is complete.

Mr. Dalton stated there are monthly newsletters and quarterly reconstruction updates done. Public meetings and presentations are done on the project. Press releases and traffic alerts are also done.

Mr. Aguilera asked what would be done on the Mesa Avenue Bridge. Mr. Dalton replied they are doing deck rehab, sub-structure, creating a sidewalk, the handicap ramp will be replaced, the overhead power lines will go into conduit and will no longer be overhead, and it will be painted. Mr. Aguilera asked if it would be possible to put a wall between the Mesa and Northern bridges where there are houses. Mr. Dalton replied at this time there is no wall planned. He stated in the future this is where the new freeway will be aligned through this area, and it could possibly be done at that time.

Mr. Don Bruestle asked if both sides of the Mesa Avenue Bridge would be able to be used by motorized wheelchairs. Mr. Dalton replied Mesa Avenue Bridge will have sidewalk on both sides. He stated some sidewalk will be removed while they are working on the bridge so that motorized vehicles can have access. Mr. Bruestle asked how the slope of the bridge compares with the traditional handicap ramp sidewalk. Mr. Dalton responded it is steeper, but it is hard to correct when the bridge is dictating this.

Mr. Latino asked about the soils along the Goat Hill area. Mr. Dalton stated to date they have had contaminated soil, but not hazardous soil. There were minimal hazardous soils along the old Cliff Brice station area. These soils are contaminated, but not hazardous so that they can still be reused as fill.

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

Chairman Brown stated there was no report from Mr. Bill Thiebaut, State Transportation Commissioner.

Mr. Joe DeHeart, Resident Engineer, CDOT, stated at the last PACOG meeting, it was reported that Highway 50 coming from Pueblo West into Pueblo there was an issue with the contractor and their asphalt mix design. He stated as far as he knew the problem hasn't been resolved, noting the paving has been delayed because of the issue. On Highway 47, the bridge on Bonforte, which goes into CSU-P is under construction. The deck is being taken off and a new deck is being poured. The girders and abutments are in good shape. On Highway 45, paving is being done on Pueblo Boulevard, which started last week. This is Phase I, which is from I-25 to Thatcher Avenue. The paving should be done by the time the State Fair starts. There may still be signs and striping afterwards. He stated Phase II is from the City Park to Highway 50, noting it is still in design. This portion may not get started until next year. Highway 50 going westbound from Wills to the railroad tracks (Part 1) and Part 2, the railroad tracks to the top of the hill is being done. Highway 50 will go through a new alignment. The Environmental Impact Statement (EIS) on Part 2 is done. The final hearing was held two weeks ago. The Finding of No Significant Impact (FONSI) is being worked on. The Part 1 project has an access component to it and they are still trying to work out the money the business owner is going to be giving to CDOT to build part of their access requirements. He stated the bids on the 4<sup>th</sup> Street project, which is paving from Midtown Shopping Center out to Highways 50/47/96 interchange, were open but were high. CDOT is looking at trying to find additional funds to move forward with the award or they might repackage that project and re-advertise it.

#### STATE TRANSPORTATION ADVISORY COMMITTEE (STAC) UPDATE

Ms. Buffie McFadyen, PACOG's STAC representative, referred PACOG to the update which was mailed and/or emailed to the members. She noted North Mesa Elementary School was one of the projects which was selected for the Safe Routes to School Project.

Ms. McFadyen stated PACOG currently has a 10-year plan, but was told by CDOT that a 10-year plan was good but to take out the first four years for the Transportation Improvement Program (TIP) and extend it out four more years. Additional projects should be coming in for the last four years, such as Joe Martinez Boulevard extension and concrete box culverts on I-25. She stated Highway 50 is not on the State-wide designated freight corridor, noting additional lane miles were given by the Federal government for use to categorize. It is anticipated to place some of Highway 50 on the list. She stated there are other highways in the region which are not on the list.

Mr. Montoya asked how soon the work is going to be done on the Safe Schools Project at North Mesa. Ms. McFadyen replied it still needs to go out to bid. She stated she wasn't sure on the timeframe, but would get an answer for him.

#### MPO STAFF REPORT

##### (A) Pueblo Area Wide Transit Feasibility Study Update

Mr. Scott Hobson, MPO Manager, reported the contract with Nelson Nygaard Consulting is set to be approved by City Council on Monday. There was some discussion at the last meeting about the scope of work and whether or not we would be able to look at

extension of the existing transit services and how that might affect a potential route that would be in Pueblo West. The scope of work included in the Request for Proposals for this project contains two segments: the market analysis, which is Section 2.6 and the service expansion, which is Section 3.5. The market analysis includes population and employment densities, major activity centers, demographic characteristics, and transit propensity. It will not only cover the City of Pueblo, but Pueblo West, St. Charles Mesa, and the areas around the Pueblo Memorial Airport Industrial Park. The outcome will be what is the likelihood of having a successful expansion of transit into other areas than what is currently being operated? They will also be looking at the same thing on the existing operating areas for the fixed routes for Pueblo Transit. The service expansion segment will look at feedback on how services might be expanded. For example, would Sunday service be included, possibly expanding the hours, extending the service to Pueblo West, etc.? The question would be could a shuttle service on U.S. Highway 50 with park-n-ride facilities be added? This would facilitate those who are coming into the employment centers. The same thing would be looked at in the St. Charles Mesa area. Another area would be the Airport area. The last time a study was done was 2000, and at that time it wasn't feasible. He stated 16 years have passed, and it is something which should be looked at again. He stated what is not included in the scope of work is a full fledged look at Pueblo West and how an internal Pueblo West transit system would function.

Mr. Hobson stated if PACOG would like to see more of a review on how an internal system might work in Pueblo West, staff could develop a scope of work and get a cost on what it would take to do the study. For a new service that is not currently listed, this will be a fairly significant increase in cost, noting it could cost approximately \$100,000, noting they would be starting from scratch and developing a transit system within a population of 30,000. He stated the UPWP could be amended. It would be PACOG's decision whether this should be added into the scope of work.

Mr. Hart stated he would like the Pueblo West Metropolitan District Board of Directors to discuss this at one of their meetings and make a recommendation back to PACOG. Ms. Leonard stated she would do this.

Mr. Montoya stated the larger buses don't seem to be full, and possibly it would be better to have smaller buses, which would allow more routes to be done. Mr. Hobson replied that is part of the scope of the work of the study. Is our current fleet the most efficient way? Is there a way to expand routes, add routes, or adjust routes? He stated staff is excited because it has been more than 15 years since there has been any real detailed analysis of the operations of the transit system.

Chairman Brown stated all of the buses come to one central point (the transit center) and noted they are also looking at adding other points. Mr. Hobson responded this would be another component of the scope of work or the usage of satellite connecting points. This would allow a rider to connect from the satellite point and not have to come to the central point. He stated they are looking at many satellite locations where multiple routes could swing through and you wouldn't have to go back to the transit center to connect to another route. Mr. Hart stated a route to the Airport would be nice for the businesses in the area. Mr. Hobson replied in the Bessemer area there are 2-3 routes that come close to each other, but you either have to get off a bus and walk a couple of blocks and wait at the bus stop to catch another bus. He felt there is a way to develop

many transfer stations within an area and then be able to have all those buses pass through there and another bus would be stopping at that same point. Chairman Brown asked if some of those routes are based on when Pueblo had trolley cars. Mr. Hobson responded yes. He stated this new study would help improve the ridership. He stated the current ridership is limited because they don't have some of those opportunities available for it to be convenient for people. Mr. Don Bruestle stated he heard that the problem is there isn't sufficient money to hire more drivers or extend their hours. Mr. Hobson replied that is true. Every federal dollar received has to be matched with local dollars. Currently, the City provides over \$2 million a year in general funds to pay for the operation. Unless City Council is able to allocate more general funds in addition to what they are already contributing, we are limited on what kind of expansion can be done. Part of this analysis is--can we generate more funds through our operations to be able to use those funds to bring in more federal funds to be able to expand the system?

Ms. Leonard asked if there was a bus route along Highway 50 to Pueblo West if that would be able to take riders to the Pueblo Mall or Airport. Mr. Hobson answered this would be looked at in the study. He stated there could be a transfer station where riders could be taken to the Airport, etc. As part of this, an analysis will be done on what the costs are for each of those routes. A per mile analysis will be done on what it costs to operate each of the different routes to determine how many people are riding the different routes and the cost effectiveness of each of those routes. He stated the bus routes are on the website, but staff can send out the connection to the website or the mapping that shows the routes that are currently operated by Pueblo Transit.

Mr. Montoya stated that smaller buses are less costly to run than larger buses. He stated he has never seen a bus in Pueblo that is full. He asked if there has been an opportunity for drivers to do part-time routes in the middle of the day to pick up students. Mr. Hobson replied he didn't know the answer to this, but he will check with Pueblo Transit.

#### (B) West Pueblo Connector Update

Mr. Hobson reported on the West Pueblo Connector. He stated the consulting group and the stakeholders group (i.e., City staff, County staff, Urban Renewal staff) have been going through the development of potential alternatives for the location of the bridge crossing, as well as the connection from West 24<sup>th</sup> Street connecting across the railroad to the Midtown Shopping Center. The consultants have provided seven alternatives. Three of those alternatives cross through the Colorado Mental Health Institute at Pueblo (CMHIP) property. The consultant is setting up a meeting with the CMHIP. We will be reviewing those alternatives and there may be adjustments after this meeting. He stated we are using a Planning and Environmental Linkage (PEL) format for the study in the event that we might be eligible to receive federal funds in the future. Under PEL, you look at all alternatives and then you evaluate them. Some of the alternatives may not be practical, so then they would be discounted. He stated that alternatives passing through the CMHIP property will be analyzed to determine if they are feasible, or they may not be feasible and dropped for further consideration. Following the review with CMHIP, we are looking at having public meetings scheduled at the end of July. At that time, we will get comments on the alternatives and the scope. A presentation will be given to PACOG in August on the alternatives and the evaluation of the consultant on those alternatives. At that time, there should be general costs, etc. on

those alternatives. Staff is looking at a six-month process to have it completed or October or November for completion of the study.

(C) 2017 UPWP Scope of Work Update

Mr. Hobson reported PACOG currently has a two-year Unified Planning Work Program (UPWP) for the Years 2016-2017. As part of the Consolidated Planning Grant (CPG), which is the \$350,000 that PACOG receives for transportation planning, staff will be taking a look at the current 2017 work program and there may be changes/adjustments to it. Adjustments will be made in the dollar amount in the budget and the UPWP. At the July PACOG meeting, staff intends to come back and make some recommendations on some adjustments to the UPWP that can be incorporated, noting this will become the scope of work for the CPG contract for 2017.

(D) Other Transportation Items

Mr. Hobson reported in Colorado they are looking at adding 75 additional miles of Urban Freight Corridors, which are the urbanized areas within the MPO. There will be 150 additional miles added of Rural Freight Corridors. The larger size MPOs over 500,000 in population are able to make their own recommendations on the miles of Urban Freight Corridors that can be designated. The smaller MPOs with a population under 500,000, which PACOG falls within, can provide recommendations through CDOT on the amount of miles on highways to be added to the Urbanized Freight Corridors. We need to work closely with CDOT as to what segments of our State highway system we might recommend to be added to the National Freight System. We may look at not designating all of U.S. Highway 50, but what are the critical segments of it we think should be designated. The Transportation Advisory Committee (TAC) will be working on these, and the recommendations will be provided to PACOG to pass on to CDOT.

Mr. Hobson stated as far as the North Mesa Safe Routes Project, the County will have to enter into a contract with CDOT. No work can begin working on the project until the contract is approved by Pueblo County with CDOT. Following this, they can commence with getting work done on the project. He thought it is three years to do the project, and felt the project should be able to be done within the contract period.

DRAFT OF REGIONAL TRANSPORTATION AUTHORITY-INTERGOVERNMENTAL AGREEMENT BETWEEN LOCAL GOVERNMENTS

Mr. Scott Hobson, MPO Manager, reported as part of the discussions PACOG has had on the Regional Transportation Authority (RTA) and the presentations made by the Pikes Peak Area Council of Governments, the PPACG provided a copy of their original authorized Intergovernmental Agreement (IGA), which is the first step to the RTA. He went through the document to tailor it to what might fit for a Pueblo RTA. The areas in the draft RTA highlighted in yellow are those sections which need to be tailored specifically for Pueblo. It gives PACOG an idea of what an IGA might look like. He also tailored it so it would include the City, the County, and Pueblo West. There could be opportunities of the other two municipalities, Boone and Rye, to be parties to the IGA. The IGA also has a section covering the number of representatives from each entity. The percentages of allocation of any funds are open for discussion. He stated the State statute allows one funding source that you could do without having an election. For

example, an additional fee could be added to the vehicle ownership tax, noting this is currently the method used by the State to collect FASTER funds. The RTA State legislation allows them to charge up to \$10/vehicle for registration. This not only includes vehicles, but also motorcycles and travel trailers. This could potentially generate about \$1 million/year into the RTA. This is the only way funds could be generated without having a taxing measure voted on and approved by the electorate. The other systems which could be used are sales tax, property tax, lodging fees, etc., noting those other sources require voter approval. He asked the members to review the draft.

Mr. Hart stated this could tie into the reorganization of PACOG. Mr. Hobson stated PPACG did not choose to implement the vehicle registration tax, but went straight through an IGA that was set up through voter approval and it was decided a 1¢ sales tax would fund transportation. Chairman Brown asked how much a 1¢ sales tax would generate in Pueblo. Mr. Hobson replied it could generate from \$18-\$20 million/year if it was done Countywide.

#### PLAN OF ACTION FOR SCHOOL AND COMMUNITY SAFETY

Mr. Frank Latino stated at the last meeting there was some confusion on whether he was asking for additional time on the agenda. He clarified he was asking for people to come in and utilize his designated time on his standing agenda item. He stated he couldn't emphasize enough the need for a school and community safety plan and working with various groups in the community. He stated the police and sheriff departments are doing the best they can with the limited workforce, and there are community groups working diligently with them.

Mr. Latino stated Mr. Frank DeAngelis, the principal at Columbine High School when the shootings occurred in 1999, made a presentation in Pueblo in early June, noting only 40 people showed up at the Central High School auditorium. He stated if the Columbine shootings would have happened as they were supposed to happen, it would probably have been the most devastating event in the history of this country and the world. The perpetrators were intending to blow up the entire cafeteria, and any students who were walking out of it were going to be shot. He stated Mr. DeAngelis's message was clear and it forever changed his life. That tragic day, it was a beautiful morning in Colorado and he thought nothing like this would ever happen at Columbine High School. It was noted 88% of their students go on to college, noting it is an affluent school. His secretary came and told him there were shots being fired and he told her to call 9-1-1. He walked into the hall and saw 30 students coming towards him, and with 35 keys on his key chain, he picked the one key that opened every door and escorted these students to safety. The teacher that was killed saved Mr. DeAngelis's life and another student by deterring the shooter. The aftermath was traumatic. His message was it could happen anywhere, any place, and anytime. Mr. DeAngelis stated we have to be comprehensive and progressive in the school and community safety plan. Mr. Latino stated we need to stress the importance of this with regard to school and community safety. He stated he would continue to work with the different agencies, law enforcement, and individuals to develop a plan. He stated the bottom line is awareness, preparedness, and preservation. He stated there is no pattern or method for selection of victims of a massive shooter. He stated according to the National Homeland Security the response time is from 8-12 minutes, and this is before police

arrive. He stated no place is safe. He stated buses of students could be a prime target, as well as any bus. He stated there is a lax in security with communities and schools. He stated Pueblo is vulnerable as any other City across the nation. He thanked those who attended Mr. DeAngelis's presentation.

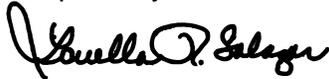
#### FUTURE AGENDA ITEMS

There were no future agenda items provided.

#### ADJOURNMENT

There being no further regular business before PACOG, the meeting was adjourned at 1:40 p.m. The next meeting is scheduled to be held on Thursday, July 28, 2016, in the conference at the Pueblo Regional Building Department, 830 North Main Street.

Respectfully submitted,



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Louella R. Salazar  
PACOG Recording Secretary

LRS

#### JOINT CITY COUNCIL AND BOARD OF COUNTY COMMISSIONERS' MEETING

Following the regular PACOG meeting, there was a joint meeting held between the Pueblo City Council and Board of County Commissioners to appoint members to the Pueblo Regional Building Board of Appeals, Mechanical Board of Appeals, Plumbing Board of Appeals, Electrical Board of Appeals, Pueblo Human Relations Commission, and Community Services Advisory Commission. The following persons were selected by the City Council and Board of County Commissioners:

- Community Services Advisory Commission - Regina Purcell
- Pueblo Human Relations Commission - David C. Russell, Jr.
- Building Board of Appeals - Jeff Bailey (Engineer)
- Electrical Board of Review - Jose DeLaTorre (Journeyman)
- Mechanical Board of Review - John Krall (Contractor) and Katherine Cox (Engineer)
- Plumbing Board of Review - Kenneth R. Gulley (Journeyman)

The City Council and Board of County Commissioners will need to ratify these appointments at their respective meetings.