

## MINUTES

### PUEBLO AREA COUNCIL OF GOVERNMENTS

SEPTEMBER 25, 2014

A meeting of the Pueblo Area Council of Governments was held on Thursday, September 25, 2014, 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. Roger Lowe, Chairman, at 12:15 p.m.

#### ROLL CALL

Those members present were:

Ed Brown  
Michael Colucci  
Sandy Daff  
Nick Gradisar  
Terry Hart  
Ted Lopez

Roger Lowe  
Buffie McFadyen  
Tony Montoya  
Ami Nawrocki  
Sal Pace  
Lewis Quigley

Those members absent were:

Eva Montoya  
Steve Nawrocki

Chris Nicoll

Also present were:

Joan Armstrong  
Sam Azad  
Scott Hobson

Dan Kogovsek  
Louella Salazar  
Greg Styduhar

#### CONSENT ITEMS:

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

Chairman Lowe asked if there were any other additions or amendments to the Consent Items or if any of the members or audience would like any of the items removed or discussed that are on the Consent agenda.

It was moved by Tony Montoya, seconded by Sandy Daff, and passed unanimously to approve the two Consent Items listed below:

- Minutes of August 28, 2014 meeting; and
- Treasurer's Report (Receive and file August Financial Report).

**REGULAR ITEMS:**

**CHAIRPERSON'S REPORT**

(A) Executive Committee Report regarding Vice Chairman Position

Chairman Lowe asked Mr. Gradisar to deliver the report. Mr. Gradisar stated Chair Lowe and he met prior to the PACOG meeting, and Mr. Colucci has graciously accepted to serve as the Vice Chairman for the remainder of the year.

It was moved by Nick Gradisar, seconded by Ami Nawrocki, and passed unanimously that Mr. Michael Colucci serve as the PACOG Vice Chairman for the remainder of this year.

(B) Lunch Appreciation

Chairman Lowe thanked the Salt Creek Sanitation District for providing lunch at today's meeting.

(C) Future Agenda Items

Chairman Lowe asked if any members had any items they would like to add to future agendas.

Mr. Hart stated he would like an item to be placed on the agenda regarding the PACOG MPO structure. He stated the County Commissioners have been discussing this issue, and felt it needed to come to PACOG because of its role in transportation. He asked that there be a conversation on how we provide MPO services currently and any issues which come up with the vision of those services. He stated the County is in a transition stage, as well as the City, because of staffing issues.

Chairman Lowe asked staff to place the item on the October 23, 2014 PACOG agenda.

**MANAGER'S REPORT**

Ms. Joan Armstrong, PACOG Manager, reported at the September Transportation Advisory Committee (TAC) meeting it recommended approval of the modification to the U.S. Census 2010 urbanized boundary area. Mr. Hobson will provide more information in his report.

**A RESOLUTION APPROVING AN ADJUSTMENT OF THE PUEBLO URBANIZED AREA BOUNDARY AS DESIGNATED BY THE 2010 BUREAU OF CENSUS**

Mr. Scott Hobson, MPO Administrator, reported every 10 years when the U.S. Census Bureau does their census counts, they delineate the urbanized areas for communities. In the members' packet material is a map showing the area that the U.S. Census Bureau designates as the Pueblo Urbanized Area based on the census. Typically, with all of the MPOs, the Bureau looks at areas for planning purposes that are beyond what would be identified by the Bureau's urbanized area. In order for Pueblo to have the Federal Highway Administration (FHWA) acknowledge that our planning area is different than the

2010 U.S. Census Bureau's area, we have to adopt a modified urbanized planning boundary. The urbanized area is outlined in red on the map. There has been no change from what was adopted following the 2000 Census. He stated staff looked at any of the development or growth which has occurred between 2000 and 2010 and would require modifications. It didn't seem necessary to do any modifications. In the future, we might consider modifications that would extend some of the areas south that would cover the Vestas plant and Rochla plant, noting those are the only areas at the current time which could be modified, but it wasn't that significant, and it doesn't impact projects that they are going to be implementing. Staff and TAC's recommendation is to adopt the modified urbanized area boundary as indicated on the map.

Mr. Pace asked what does this mean and how is it different than what we had before. Mr. Hobson replied it determines the areas of focus for our Long Range Transportation Plan. The areas outside of this adopted urbanized area would be considered more rural transportation area designation. The projects which have been identified over the years for completion as part of the PACOG have all fallen within the urbanized area.

Ms. McFadyen asked why the St. Charles Industrial Park wasn't included. Mr. Hobson responded staff didn't modify the map right now to include those, but within the next year a modification can be done to include those. Ms. McFadyen asked why it wasn't done now. She asked what would be the difference between doing it now and next year. She stated the County has been working hard to get the rail (Southwest Chief) crossing and getting the road paved/poured to benefit the rail crossing. A lot of effort has been put into the industrial park and it should be considered urbanized because it does have traffic volume. Mr. Hobson answered there was a timeliness and urgency on CDOT's part to try to have these adopted and sent to FHWA. He stated maybe the motion would be to include the St. Charles Industrial area. He stated FHWA wanted this completed and done by the end of September, and this is the reason staff didn't make any significant changes. They can go back and request the modification in the new fiscal year, which starts in October and goes to the end of next September. He stated he could receive direction from PACOG to begin initiation of the modification to include this area. Chairman Lowe asked how soon it could be changed. Mr. Hobson replied once FHWA is into the new fiscal year the modification could be made.

Mr. Styduhar asked what practical effect it has when you have this boundary, noting is it in regard to funding with FHWA. Mr. Hobson replied it would allow for projects classified as more urbanized areas to qualify for funding of more of an urbanized nature within the area. Outside of that area would be projects of more of a rural nature. There could be a limitation on funding in the rural areas or vice versa if there is funding for rural areas then you could apply for urbanized. Mr. Styduhar asked if the funding is higher for urbanized areas. Mr. Hobson replied yes. Mr. Azad asked what kind of criteria is used to add or subtract an area to the urbanized area. Mr. Hobson responded they look at the plans for the next 25 years and identify where growth would likely occur and what type of land use it would be, such as residential, industrial, or commercial. A future land use map is done which is adopted by the County Commissioners and City Council. The next step is look at the population estimate for growth in the future, what would be the estimate for jobs created in the future, and where would those likely occur. The majority of the larger scale employers and the growth area which would see substantial development in the next 25 years are incorporated into the urbanized area. The concepts or visions for Pueblo Springs Ranch are not necessarily identified. This is an area which could be annexed in the next 18 months or sooner, but at the current time no decision has been

made by any of the elected officials. He felt it would be premature to include that as an urbanized area prior to having that development be proposed and go through the process. If the annexation were to occur, then staff would make modifications to the urbanized area boundary and make modifications to the long range City and County Comprehensive Plan. Mr. Azad stated the variables for the inclusion in the urbanized area are primarily employment, population, and projected housing units. Mr. Hobson replied that is correct. The future land use map overestimates where growth could occur. The 2001 Long Range Transportation Plan overdramatically estimated by 200% of what the above projections for growth in jobs. He stated there is still a fairly sizeable margin of accommodating more growth and more jobs than what is projected to 2040. It does leave flexibility of where that would occur. This is how staff ties land use information and planning into transportation planning.

It was moved by Buffie McFadyen, seconded by Sandy Daff, and passed unanimously to "A Resolution Approving an Adjustment of the Pueblo Urbanized Area Boundary as Designated by the 2010 Bureau of Census" with the direction that over the next fiscal year to include the St. Charles Industrial area as urbanized as appropriate.

#### PACOG DUES STRUCTURE AND BYLAW REVISIONS

Mr. Nick Gradisar, PACOG Budget Committee Chair and PACOG Treasurer, reported at the July PACOG meeting the PACOG Budget Committee made a recommendation and a memorandum was sent to the PACOG members, which proposed a revision to the dues, structure, and voting requirements for provisions of the PACOG bylaws. There was discussion, and some members expressed interest in hearing more about the weighted voting which takes place at DRCOG. The members of DRCOG are one county commissioner from each county, the mayor or a member of the governing body from each city in the area, and two representatives from Denver (one representative from the mayor's office and one representative from the city council). With respect to voting, a majority of the members would be required to pass a matter. The weighted voting provision is pursuant to a weighted voting resolution, which basically provides that you get one vote for every \$100 in dues paid into the council of governments. Those who pay more dues get more votes if a member calls for a weighted vote. A weighted vote could be called at the request of any member. It doesn't have to be seconded if a member calls for a weighted vote. DRCOG's bylaws provide that if a weighted vote is called for, the Denver mayor gets to cast two-thirds of the vote allocated to the City of Denver and the city council one-third allocated to the City of Denver. He felt this doesn't make any sense for Pueblo. He stated excluded from their weighted voting is the adoption of plans or amendment of any plans done on a majority basis. Any plans or adoption of plans pursuant to a statute and amending the articles of incorporation of DRCOG are also excluded from the weighted voting. He stated this is the only council of governments in the State which has a weighted voting provision. Mr. Pace stated the one big function from DRCOG includes several large governments and they probably put in a sizeable amount of money. He stated it is a much different situation in Pueblo because there are only two large governments. It would be easier for two large governments or one large government to try and "roll" the board.

Mr. Quigley stated PACOG came about because of revenue sharing money. He noted that PACOG already has weighted voting because the City has seven votes, the County has three, and the remainder of the entities have one vote each. He stated Pueblo West has a population of 35,000 and only one vote, but they like that arrangement because

they don't have to pay more dues. Mr. Gradisar stated that is how it started, but do we want to continue to do it that way or do we want to go a different direction. The Budget Committee recommended to adjust the dues structure so that Pueblo West has to pay dues which are more commensurate and each entity would only have one vote. It wouldn't be seven votes for the City and three votes for the County, noting they would have to decide how they want to cast their one vote. He stated this doesn't mean that seven councilpersons couldn't attend the meeting or three commissioners couldn't attend the meeting, but when it came time to vote, they would only have to cast one vote. Mr. Azad asked if this is based on any kind of equity, meaning "we are all equal and we all get one vote". Mr. Gradisar replied each organization who is a member of PACOG would get one vote. The PACOG Budget Committee recommended adjusting the dues whereby the City and County would pay the "lion share" of the dues. Mr. Azad felt the dues should be equally distributed if it is a matter of equity. Mr. Gradisar stated the Budget Committee had a discussion on what we want PACOG to be and they felt it should be an organization that tries to gather more people in and share input so that everybody in the community knows what is going on with other agencies.

Ms. Nawrocki asked how this affects the conversation on possibly having a standalone MPO. Mr. Hart stated it would affect it significantly. Ms. McFadyen stated PACOG was created because we had to have an entity to get planning money from the federal government. She stated the transportation portion is federally mandated, and the standalone concept should be included in the conversation. She stated people ask why we pay dues to PACOG. We need to look at what we want PACOG to be other than the organization that houses control over the Federal Highway Administration planning dollars.

Chairman Lowe felt this organization should include everyone and it should be more than transportation. Every organization has their problems and they should be able to discuss them at PACOG. He stated this is one organization and one vote each would make it easier when it comes to making decisions. He stated he realized a lot of this stuff relates more to City Council and Board of County Commissioners, but "all of it is us". One organization and one vote would work.

Mr. Montoya asked it is really about the decisions we make relative to transportation and other items, noting we all represent a portion of those. He stated he is on the District 70 board and he looks at the students and families, and he is also on other organizations within the City and he is concerned about them as well. The whole issue about more votes is inconsequential because anything he votes for is for the good of the whole community, noting it is about all of us.

Mr. Hart stated there was discussion at the PACOG Budget Committee regarding what PACOG should be and what kind of tasks the group wanted to do. The original reason why PACOG created was to distribute Federal revenue sharing funds. This is history and it is gone. One of the reasons we have PACOG today is because it is the MPO for the region. PACOG also has the responsibility of being the Areawide Water Quality Management Planning Agency for the Pueblo region. There are statutory and financial reasons why PACOG exists. This is an opportunity for all of us representing various governing entities within the County to get together and talk about policy. We need to get back to the mission of what should the dues be and what should the voting be. He stated it almost depends on your stake in those various issues. The last issue is one entity, one vote. When it comes to something like a transportation question where you

may have a greater amount of responsibility at the City, County, and the metropolitan districts, that may alter how we want to scale the voting for those particular issues. He stated he understood why DRCOG has had this conversation about weighted votes. He stated he wanted to make sure there is a value for all the members getting together. There is a value for us to compare notes on what we are doing, in addition to our statutory and financial issues of transportation and water quality.

Mr. Quigley stated if there were more members and everyone had something to say then the meeting would go longer.

Mr. Gradisar stated the Budget Committee started this conversation in July and at that time wasn't critical. He stated it is now getting critical because everyone needs to know what to place in their budgets regarding membership dues. The Budget Committee is requesting direction on how to proceed. Mr. Hart stated the Budget Committee also looked at how much money does PACOG need and it tried to figure out equitably how to divvy the costs. He stated there aren't a lot of expenses with the organization at the current time. If PACOG should move to a standalone system, then that increases the costs when you transfer money from one place to another. Chairman Lowe stated a dues list was previously sent to the PACOG members in July. He suggested at next month's PACOG meeting that this come before PACOG for a vote because there are a number of budgets which depend on this.

Ms. McFadyen stated the reason this all started was because of equity amongst the members. Mr. Quigley stated if Pueblo West's dues would be going up, he would need to "sell it the other four members" on the Pueblo West board. He stated when you go from \$350 to \$1,600, he didn't know if that would be equitable. Mr. Gradisar stated Pueblo West's dues would be going up from \$300 to \$6,500 annually. Mr. Quigley stated he didn't think Pueblo West would join. Mr. Gradisar stated even if Pueblo West got one vote and everyone else had one vote. Mr. Quigley stated based on the population that would be a lot. Mr. Gradisar replied the Budget Committee recognized that would be an issue for Pueblo West and that is why they proposed that the voting be more equitable and that there would be one vote for each member entity, and Pueblo West would have the same number of votes as the City or County or any of the member entities. He stated if the Pueblo West board should decide they didn't want to do this, then it could be left as is. Ms. McFadyen felt there are two scenarios. We can go to one vote and raise the amounts or Pueblo West could come forward with an idea to maintain equity, noting she was appreciative the Budget Committee did this. She felt it would be helpful to discuss this with members of the Pueblo West board. Mr. Quigley stated he had not spoken to the Pueblo West board because at the last PACOG meeting when discussion occurred, it seemed like the City was reluctant to go from seven voting members to one voting member. Mr. Hart stated the Budget Committee's recommendation was to change the due structure and the voting structure, noting it was not a proposal just to change the dues. Mr. Quigley stated when it is decided what that will be, then the Pueblo West board should be told at that time. Mr. Azad stated from the City's perspective they understand the need for regional solutions for regional problems. He stated in order for him to take this back to the City Council, it has to be based on an equity share. Otherwise, the City Council wasn't too warm about the idea to continue down the same path. He felt the Budget Committee has to come back with an idea that he can take back to the City Council. He stated to tell the City Council you are paying this amount and are only getting one vote wouldn't work. He stated he was happy Mr. Gradisar informed the members of DRCOG's weighted voting. He stated he worked for

the Pikes Peak COG for several years and their voting is different. He asked if it is possible for the Budget Committee to study other regional COGs. Mr. Gradisar replied the Budget Committee has looked at those, and none of them have weighted voting except DRCOG. Mr. Hart suggested the Budget Committee get together and develop alternatives. The alternatives could be: Option 1--status quo where the current voting system and dues structure remains the same; and Option 2--some kind of equitable shift to capture the regionalization. He noted there may be other alternative options. He felt this would give us a few ideas and all of the respective entities can "chew that up" and decide what they would like to do. He stated the Budget Committee could generate those kinds of options with that "kind of meat" and then let everyone debate it. Mr. Azad stated if the "holding back" is the dues, then they could vote for the dues and modify it in 2015 if there is a need. Mr. Gradisar asked if the City pays the same dues as the County, then they should have the same votes as the County. Mr. Azad stated he is talking about the number of entities which are going to be represented on the board. For instance, if there are seven members then they should have the same amount of dues. He stated this would be easier to sell to the City Council. Mr. Styduhar stated then the more you pay the more members you get. Ms. Nawrocki stated that is the way it is right now. Mr. Gradisar stated no, noting there isn't any rhyme or reason to the dues. Mr. Styduhar stated that model would encompass weighted voting. He stated he didn't think DRCOG's weighted voting is the best practicable approach because the most important thing you are voting for, it doesn't apply. He stated if you really want an equitable voting system, there are lots of variables which could be looked at such as population. He stated what Mr. Azad was indicating was if you are paying a certain amount for dues you get so many votes. He stated the weighted voting misses a lot of other factors such as population. Mr. Colucci stated each of the other member entities has five members on their respective boards, and there is a possibility of 100 people sitting on the board because everybody wants to buy each of those seats. Mr. Hart stated the Budget Committee talked about this. He stated in the early days of PACOG there weren't a lot people sitting around the table, noting it has grown since then. As of 2014-2015, what do we want this entity to be and what kind of service do we want to provide to our citizens and, based upon that, how should we structure it that deals with these dues and voting issues. Ms. Nawrocki asked if maybe the first question should be, "what kind of decisions is this body going to make". Mr. Hart replied the planning staff did a very good job of checking on all the types of services other COGs do, which provided a "cafeteria" idea. A lot of the services being provided in this community are done, but through different angles. The list could be provided to PACOG, and then we could figure out what we want to do. He stated this may take a little than what we need for the budgeting perspective, so we may need to do an interim effort. Mr. Montoya stated each entity's budgets will determine who gets more votes. He stated he couldn't as a District 70 board member, noting they are the 4<sup>th</sup> lowest funding district in the State, compete with the City and County. Mr. Hart stated if there was a scale of ability to pay not one of them could throw in much money.

Chairman Lowe asked that the item be brought up for discussion at the next PACOG meeting and see if we can come to a consensus. Ms. Salazar asked if the PACOG Budget Committee should meet in the interim. Chairman Lowe replied yes.

AMENDMENT TO THE PUEBLO REGIONAL DEVELOPMENT PLAN (ADOPTED JULY 25, 2002) UPDATING PORTIONS OF THE "FACTUAL FOUNDATIONS" AND "REGIONAL DEVELOPMENT PLAN, FUTURE LAND USE" SECTIONS OF THE PLAN AND ADDING TEXT TO THE DEFINITION OF THE PLAN'S FUTURE LAND USE CATEGORY OF "EMPLOYMENT CENTER-LIGHT INDUSTRY MIXED USE"

Mr. Jeff Woeber, Planner II, Pueblo County Department of Planning and Development, presented a PowerPoint presentation. He stated the amendment involves the adoption of the 2014 Comprehensive Plan Addendum and, through the County's end, adding text to the definition of the Plan's Future Land Use category of "Employment Center-Light Industry Mixed Use." After much input and discussion between the City and County Planning staffs and Pueblo West staff, the City of Pueblo Planning staff has compiled and drafted the 2014 Pueblo's Comprehensive Plan Addendum, to update Pueblo's Comprehensive Plan to reflect changes in demographic numbers since the original 2002 adoption. These revised numbers are from the 2010 Census, as well as work done by the Department of Local Affairs and the State Demographer's office. The Pueblo Metropolitan Planning Organization (MPO) is going through a required update to the Long Range Transportation Plan (LRTP) and transportation modeling in that 2040 LRTP is based on information within the Comprehensive Plan. There is a need to update the Comprehensive Plan by updating the "Factual Foundation" portion, as well as some minor amendments to the "Future Land Use Map". The documents, prepared by Beritt Odom, City of Pueblo Senior Planner, contain the Pueblo's Comprehensive Plan, Pueblo Regional Development Plan Addendum (August 2014), and following that, the "Existing Comprehensive Plan Land Use Map," the "Proposed Future Land Use Update Map," and the "Revised Future Land Use Map". The Comprehensive Plan Amendment was reviewed and approved by the Pueblo County Planning Commission, by a unanimous vote, on August 26, 2014. The Planning Commission, per State statute, takes final action on adoption or amendment of comprehensive/master plans for unincorporated Colorado counties, and then certifies a copy of the action to the Board of County Commissioners. The certification of this approved Amendment was presented to and accepted by the Board of County Commissioners on September 10, 2014. The 2014 Pueblo's Comprehensive Plan Addendum was recently approved by the City of Pueblo, with the Pueblo City Planning and Zoning Commission recommending approval on August 13, 2014, and the Pueblo City Council approving it on September 8, 2014.

Mr. Woeber reported the Pueblo's Comprehensive Plan, Pueblo Regional Development Plan Addendum (August 2014) updates nine subsections of the existing Comprehensive Plan's "Factual Foundation" portion, which are: (1) land demand analysis, which involves the available land for a projected County population of 228,000 by the year 2040; (2) population trends or location of population by the year 2040, City vs. County; (3) housing trends--types of housing projected to be constructed in the next 26 years; (4) employment trends--projected growth in the different employment categories; (5) future land demand summary--amount of land that will be needed to support project housing development; (6) land capacity analysis--how much development can be accommodated under current zoning; (7) current growth capacity--amount of available land compared with the demand for residential and employment purposes; (8) comparing capacity with demand--table representing the available land and the projected development demand for land; and (9) location of growth capacity--breakdown of physical location and projections for development. The future land use map shows the updates and has been revised. Staff will be placing it in the County's GIS layer. The first map shows revisions

to the different areas, with the revised areas being circled. The second map shows Pueblo West and the revision to add "Arterial Commercial Mixed Use" to areas that are now "Suburban Residential" and "Employment Center-Light Industry Mixed Use". There were also changes to some Pueblo West Metropolitan District property to "Special Development Area". These are areas which have development potential where there are multiple different possibilities for development and where plans specific to those areas are recommended. The third map shows expanding "Large Parks, Open Space and River Corridors" in the area north of the Arkansas River and reducing "Urban Residential" and expanding "Rural Ranch" north and east of the Southside Landfill. The fourth map shows the area south of the City of Pueblo being revised to extend "Employment Center-Industry" south of Vestas. It is the intent to have this area for industrial use because of its close proximity to the interstate. The fifth map shows adding "Large Parks, Open Space and River Corridors" along the Arkansas River and expanding "Employment Center-Light Industry Mixed Use" north of Highway 50, east of the City of Pueblo. The sixth map shows expanding "Employment Center-Light Industry Mixed Use" in the area of Black Hills' Power Plant, northwest of the Airport.

Mr. Woeber stated the City of Pueblo amended this by Ordinance in March 2004, but it was not reviewed or approved by Pueblo County. In order to be consistent with the City, planning staff supports this addition. Below is the current definition, with the proposed addition following, shown in **bold** text:

#### Employment Center-Light Industry Mixed Use

*Light Industry Mixed Use*, such as manufacturing, assembling, research and development, provides tax revenues and jobs for the Region. These uses will be continued and expanded upon in a planned manner so as to minimize the impact on the public infrastructure. *Light Industry Mixed Use* areas include the Airport Industrial Park and its environs, Pueblo West Industrial Park, and area east of Runyon Park near the Arkansas River and in the south of Pueblo along I-25.

*Light Industry Mixed Use* will be located within planned industrial parks and will offer some commercial and office services. This use will not include industrial processes that emit significant smoke, noise or odors, or handle hazardous materials. Wherever possible, this use will be located away from residential uses. When potential conflicts between land uses occur, buffering and landscaping will be provided to minimize the impacts. Like residential growth, new industrial growth should be located in areas to best preserve surrounding agricultural uses and the natural environment.

**Employment Center-Light Industry Mixed Use includes governmental purpose as a recognized use and authorized activity. "Governmental purpose" means and includes any use or activity which is reasonably necessary in the discharge of a public or governmental function whether it is performed by a governmental entity or another person for or on behalf of a governmental entity.**

Ms. McFadyen asked if the school districts were included because of their potential school sites. Mr. Woeber replied when the original Plan was done in 2002, there was involvement by the school districts, but not during this amendment. Ms. McFadyen stated in those areas where we are projecting growth, it is important that we work with the school districts to recognize locations. Most often when we deal with developers, this is one of the things governmental entities approve in the development. She stated

she didn't know if it should be included in the mapping going forward. Mr. Woeber responded at one point in time there was going to be a full revision to the Comprehensive Plan, noting at some point in time the document will need to be fully revised and the school districts would have to be involved in it. Ms. McFadyen stated the area north of Highway 50 in the City is a place where there may be a need for another elementary school. She stated the growth in the City seems to be edging closer to the boundaries north, noting the Dillon flyover will be coming in and growth is projected in this area. Ms. Odom stated the original 2002 Comprehensive Plan provided information about schools, but it is very basic and doesn't actually specify locations for new schools, rather it talks about capacity and possible demand. She stated this wasn't addressed because of the funding and staff wanted to work with updated census data. Mr. Colucci, who represents School District No. 60, stated we don't have in Pueblo builders come in and build out an entire development where you can have a school site depicted in. Pueblo has developments which build four houses at a time and then development occurs on the other side of the City. Ms. McFadyen asked if the development off of Dillon Drive before it turns into Platteville (the modular homes) is in School District No. 60 or 70. Mr. Colucci replied there is a crossover area in the City. Mr. Montoya added those children probably go to schools in Pueblo West. Ms. McFadyen stated she is asked by citizens if there is going to be an elementary school built in the area. Mr. Colucci stated it is probably in one of the districts' plans. Ms. McFadyen stated instead of redoing the entire Comprehensive Plan, if there is something which could be done so the school districts could give their input. Mr. Colucci stated School District No. 60 has a demographer. Ms. McFadyen stated this Plan could be approved now and be amended later to include this. She felt this is attractive for future businesses who want to move to Pueblo because it would let them know where future schools are proposed to be built.

There being no formal action, the document was acknowledged by PACOG.

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

Chairman Lowe read into the record comments from Mr. Bill Thiebaut, the Region 2 Transportation Commissioner. The comments are as follow:

- I-25/Ilex: The Transportation Commission continues to monitor accelerated costs and excess bids on several projects throughout the State, including I-25/Ilex. Backfilling gaps between estimates and bids with supplemental funds are one of several options the Transportation Commission is considering, not just reducing the scope of a given project. Karen Rowe has been working closely with the Chief Engineer and the Finance Office at CDOT to resolve the gap related to this project.
- U.S. 50 West: Again, the Transportation Commission is monitoring the costs of this project. Advertisement date is set for about October 30, 2014, with the one-year construction to begin in early 2015. The project will add an eastbound third lane from Purcell to Wills, and lane improvements at Purcell and McCulloch. CDOT is starting to plan for the construction of the westbound portion of this project.
- Pueblo Boulevard Extension: This route at U.S. 50 and Pueblo Boulevard will alleviate traffic congestion on U.S. 50. U.S. 50 from Pueblo Boulevard to I-25 is at capacity. CDOT is poised to begin an extensive study of this extension, including the

need to address the one-way box culvert problem at Exit 108 with options for a solution.

Ms. Karen Rowe, CDOT Region 2 Director, reported Ms. Jin Hue has been named the South Program Engineer. Ms. Hue is from the Pueblo area and was the traffic engineer for 11 years.

Ms. Rowe reported that Mr. Thiebaut met with the Pueblo West Metropolitan District on Tuesday. She stated there will be a ribbon cutting for the Platteville/Purcell roundabout, which will be held on Wednesday, October 1, 2014, at 2:00 p.m.

Mr. Colucci asked if the contractor has abandoned 4<sup>th</sup> Street, with respect to the one lane being closed for months. Ms. Rowe replied she didn't know if it was the City's project or CDOT's project. She stated she would find out the status and would email Ms. Salazar so she could provide it to PACOG.

Ms. Nawrocki asked Ms. Rowe to express her heartfelt thanks to Mr. Thiebaut for the completion of the bike lane projects in the City. She stated she has received positive feedback from the public, bicyclists, and neighborhood residents. She stated in her neighborhood the noise level has been cut in half and the traffic is much calmer.

Mr. Hart asked about the gap funding on the I-25/Ilex project and if the project is still on schedule. Ms. Rowe replied they are in negotiations with the contractor regarding the best and final offer. The Flatirons' HGR Engineering team has been selected. They are now looking at the impacts of cutting the scope. At the present time on the Bridge Enterprise side, they are about \$6 million short and \$12-\$13 million short on the ramp. She stated she should have more information available next month. Ms. McFadyen stated they haven't had a project with this scope and size in Pueblo in a long time. She noted that one of the ideas is to cut the scope, but she felt we are in a position to artfully demand that CDOT work to find us gap funding to complete this project. Pueblo has been in a holding pattern for 15 years. This project doesn't only include Ilex and Ilex to 1<sup>st</sup>, but it also includes the resurfacing of the six bridges south and other projects. She asked Ms. Rowe to use her skill sets on behalf of PACOG and take back the message that we are making demands after waiting so long and so patiently. She stated there is no question that the Highway 50 project is incredibly important not only for Pueblo City, Pueblo County, and Pueblo West, but for this region. The congestion is incredible on this corridor. She asked if there might be the same problem with respect to overruns on costs on this project too. Ms. Rowe replied she hopes there won't be any overruns, but noted she wouldn't be surprised if there were.

#### MPO STAFF REPORT

- 2040 Long Range Transportation Plan-Scope of Work Update

Mr. Scott Hobson, MPO Administrator, referred PACOG to the information before them regarding the addendum to the scope of work the City has entered into with HGR Engineering related to the completion of the Long Range Transportation Plan (LRTP). Previously, HGR was selected to complete the update of the Travel Demand Model in two phases. Phase 1 was the analysis of the old Travel Demand Model, and Phase 2 was the update to the new Travel Demand Model. As a component of Phase 2, HGR was to integrate the updates into the LRTP. With the staffing changes which have

occurred, staff has been in discussions with CDOT and has identified the need to have additional assistance provided in order to complete the LRTP. Some of the work which is in Phase 2 of the current contract with the City overlaps into the completion of the LRTP. A scope of work was developed with HGR and a cost was negotiated in the amount of \$68,558. The scope of work was approved by City Council to be part of the completion of the LRTP at its meeting on September 22<sup>nd</sup>. Staff is finalizing the agreement for Phase 3 with HGR. The intention is to work with the MPO staff and with the City, County, and Pueblo West staffs to finalize the LRTP. Their goal is to have the LRTP completed in January, adopted in February by PACOG, and passed on to CDOT to place in its Statewide Plan in June 2015. He stated HGR has done a good job on the Travel Demand Model, and they hope to have them assist staff with finishing the LRTP.

- Dillon Eden Interchange/Pueblo Boulevard/West Pueblo Connector Follow-Up

Mr. Hobson reported at the last PACOG meeting, PACOG requested staff to provide information on the projected impacts on alternative roadway development and how it could reduce traffic congestion on U.S. 50 West. Staff worked with CDOT Region 2 staff and created a handout. He stated if no local roadway improvements are completed by 2035, the daily traffic between Purcell and Pueblo Boulevards would be 86,000 vehicle trips. Between Pueblo and Wills Boulevards, it would be 80,000 vehicle trips daily. This is because some of that traffic would divert off on Pueblo Boulevard and disperse into the City. With local improvements between Purcell and Pueblo Boulevards, there would be a reduction of 21,000 vehicle trips, which would be a percentage of diversion of approximately 24% of the traffic. Between Pueblo and Wills Boulevards, there would be a diversion of about 25,000 vehicle trips or a diversion of 31%. Alternative roadways could be developed in the area, noting the major significant improvement would be the extension of Pueblo Boulevard north that would connect into Eagleridge, noting this was a 2005 study. The Travel Demand Model shows the connection to Dillon Drive and Platteville. There would also be an extension of Pueblo Boulevard to the north that would connect to Exit 108, which is the Purcell linkage to I-25. In addition, it shows the Joe Martinez Boulevard extension, which would link to the West Pueblo Connector along 24<sup>th</sup> Street into downtown. Other connections would be the Spaulding extension from Pueblo West through the Honor Farm to Pueblo Boulevard, the extension of Tuxedo to the south of U.S. 50 linking into 29<sup>th</sup> Street, and the Spaulding extension that would parallel Pueblo Boulevard. There is also another extension of Industrial Drive. Those improvements collectively are what make up the diversion. It is not just extending Pueblo Boulevard north. Some of the other tables show the impacts of what they estimated for each of the extensions. It shows Joe Martinez as a 10,000 vehicle trips per day estimate, but they indicate in the Plan that about 7,000 of those 10,000 trips would be people who are already going to Pueblo Reservoir through the State Park to get into the City. This would mean there would be 3,000 additional trips taken off of U.S. 50. The Spaulding extension would pull about 5,000 vehicle trips per day off of U.S. 50. Together, Joe Martinez and Spaulding would pull 8,000 trips. He noted this is based on 2005 travel demand modeling, which may have changed.

Mr. Hobson stated the U.S. 50 Environmental Linkage Study has a timeframe of when certain projects need to be completed in order to maintain the level of service on U.S. 50. If you do not complete these, at one point the level of service goes to "F", which is failure. These improvements are pre-interchange improvements. There could be adjustments and improvements to on- and off-ramps and additional lanes on U.S. 50, but these do not incorporate the inclusion of when interchanges would be constructed at

McCulloch Boulevard, Purcell Boulevard, and Pueblo Boulevard. There would be improvements in the efficiency of the road when those interchanges are completed.

- Citizens Advisory Committee Appointments

Mr. Hobson reported the Citizens Advisory Committee has two members that need to be appointed. Staff is advertising the appointments for the next two weekends in the Pueblo Chieftain. He stated it is on the PACOG website for applications to fill two of the three Citizens Advisory Committee members. Ms. McFadyen asked if there were any term limits. Mr. Hobson replied they are four-year appointments. Currently, the bylaws do not set term limits. Ms. McFadyen asked if people could reapply. Mr. Hobson replied yes. One of the Citizens Advisory Committee members has expressed an interest to reapply, and the other member is probably not going to reapply. He stated the applications will be submitted to the MPO and they will be provided to PACOG for appointment at its October meeting.

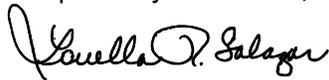
- Rural Transportation Planning Meetings

Mr. Hobson stated they are planning to conduct rural transportation planning meetings in areas outside of the urbanized area. They plan to conduct meetings in Avondale/Boone, Beulah, Colorado City/Rye, and St. Charles Mesa. They would like to conduct those meetings during the months of October and early November. They will be forwarding information to the members when those meetings are going to be held. They will also coordinate the meetings with the special district board meetings. Ms. McFadyen asked if a North Pueblo County meeting could be conducted. Mr. Hobson responded an additional meeting could be added.

### ADJOURNMENT

There being no further regular business before PACOG, the meeting was adjourned at 1:39 p.m. The next meeting is scheduled on Thursday, October 23, 2014, and is to be held at the Pueblo County Department of Emergency Management, 101 West 10<sup>th</sup> Street, 1<sup>st</sup> Floor Conference Room.

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 a Joint City/County member to the Pueblo Regional Building Commission. Mr. Mark Kleven was selected to be the Joint City/County appointment to the Pueblo Regional Building Commission for a three-year term expiring on October 1, 2017. This appointment will need to be ratified at each entity's respective meetings.