



**CITY COUNCIL EXECUTIVE COMMITTEE MEETING  
CITY COUNCIL CHAMBERS, THIRD FLOOR, CITY HALL,  
#1 CITY HALL PLACE, PUEBLO, COLORADO 81003.**

**MONDAY, JUNE 15, 2026  
5:30 PM**

***Individuals Requiring Special Accommodations Should Notify the City's ADA Coordinator at (719) 553-2295 by Noon on the Friday Preceding the Meeting.***

***Executive Committee meetings are special meetings of the City Council and are informal Council meetings for the purpose of receiving information and discussion among Council Members; no official action is taken at such meetings. The public is invited to attend, but public comment is generally not received unless otherwise noted.***

## **Agenda**

### **CALL TO ORDER**

### **PRESENTATIONS**

- |  |         |
|--|---------|
| <b>A. CITY UPDATES</b>   | 5:30 pm |
| Brian McCain, Chief of Staff<br>5 minute presentation  |         |
| <b>B. ENDORSEMENT OF THE FRONT RANGE PASSENGER RAIL PUEBLO STATION AREA SUMMARY</b>  | 5:35 PM |
| Sal Pace - Front Range Passenger Rail District General Manager<br>Dominic Weilminster - Front Range Passenger Rail District Station Area Coordination Team<br>15 minute presentation |         |
| <b>C. ENERGY PERFORMANCE CONTRACT</b>  | 6:00 PM |
| Andrew Hayes, Public Works Director<br>Molly Evans, Deputy Director of Public Works<br>Conner Dailey - CMTA Project Manager<br>30 minute presentation                                |         |
| <b>D. CSAC PRIORITY DISCUSSION</b>   | 6:40 PM |
| City Council<br>Lexi Romero Stewart - Housing and Community Development Specialist<br>30 minute presentation   |         |
| <b>E. COUNCIL CODE OF ETHICS</b>   | 7:10 PM |
| Carla Sikes, City Attorney<br>15 minute presentation   |         |

**EXECUTIVE SESSION**

- A. FOR A CONFERENCE WITH THE CITY ATTORNEY FOR THE PURPOSE OF RECEIVING LEGAL ADVICE ON SPECIFIC LEGAL QUESTIONS UNDER C.R.S. § 24-6-402(4)(B) AND THE FOLLOWING ADDITIONAL DETAILS ARE PROVIDED FOR IDENTIFICATION PURPOSES: RETENTION OF OUTSIDE COUNSEL FOR PENDING PUC MATTERS AND GENERAL LITIGATION.**

7:35 PM

Carla Sikes, City Attorney

30 minute presentation

**ADJOURNMENT**



**Colorado Connector**  
*Powered by the Front Range Passenger Rail (FRPR) District*

**Pueblo**  
**City Council Discussion**



# About Colorado Connector (CoCo)



**Over 25,000 Colorado residents voted to name our train “Colorado Connector” (CoCo).**

**Colorado’s new passenger train service connecting Front Range cities stateline to stateline**

**A uniquely Colorado approach partnering with freight railroads to deliver service**

**Front Range Passenger Rail District is responsible for planning, funding, building, and operating Colorado Connector (CoCo)**

# About the Front Range Passenger Rail District



**Meeting of FRPR District Board of Directors**

**Created by the Colorado General Assembly in 2021**

**Empowered to refer tax question for voter approval**

**Statutory direction to plan, finance, construct and operate intercity passenger rail**

# Intercity Passenger Rail vs. Regional/Commuter Rail



Compared to Regional Rail (RTD), Intercity Passenger Rail (Colorado Connector/CoCo) is designed for:

- ❑ Longer journeys (100+ miles) beyond the origin metro area
- ❑ Higher average speeds with fewer stops
- ❑ More comfortable, spacious, train interiors

Both modes are technically compatible.

- ❑ Capable of sharing track along with station infrastructure



| Intercity Passenger Rail     |                          | Regional Rail / Commuter Rail |
|------------------------------|--------------------------|-------------------------------|
| Serves 2+ metropolitan areas | Service Pattern          | Serves 1 metropolitan area    |
| 100-500+ miles               | Service Length           | 10-100 miles                  |
| 10-25+ miles                 | Station Distance         | 2-10 miles                    |
| 45-55+ miles per hour        | Average Speed            | 30-45 miles per hour          |
| Comfort                      | Interior Design Priority | Density / Seat capacity       |

# Phased Approach: Accelerates Service Delivery

**Phase 1 - Funding already secured and term sheet signed with BNSF; starter services between Fort Collins and Denver starting in 2029**

**Phase 2: Extends service from Fort Collins to Pueblo, completing initial station buildout subject to voter-approved funding**

**Ballot funds go directly to service operations and expansion**



# Joint Service At-A-Glance

**Starter service from Fort Collins to Denver funding already in place:**

**Frequency: 3 round trips per day, 7 days a week**

**Station Locations: 8 stations**

**Distance: 69 track miles**

**Travel Time (approx.): 1 hour 45 minutes incl. station stops and recovery**

**Cost Efficiency: 60%+ lower cost vs. prior estimates**

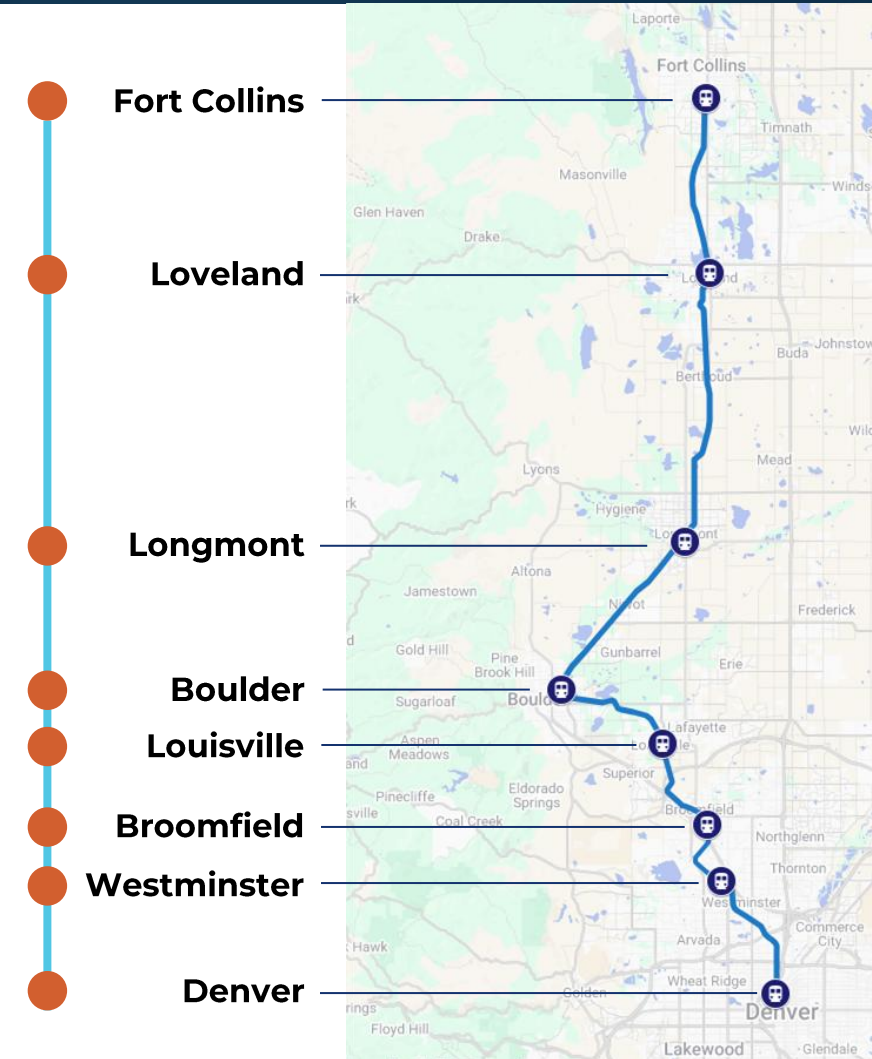
**Expedited delivery: 2029 start vs. 2050+ from RTD alone, made possible by a direct access agreement with BNSF**

## Host Railroads:



BNSF from Fort Collins to Westminster

RTD from Westminster to Denver Union Station





# A Uniquely Colorado Approach to Delivery

## Partnership with Private Industry

Direct collaboration with private freight railroads:

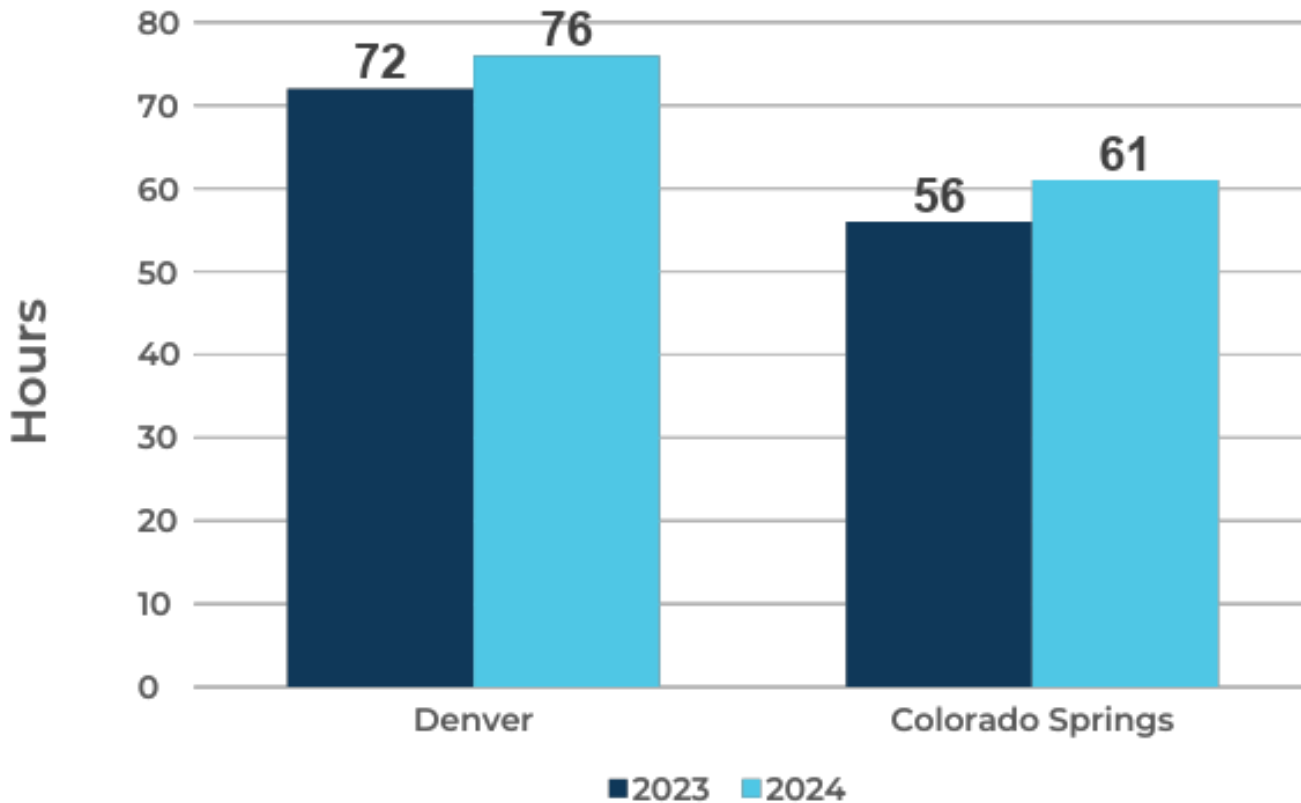
- ❑ Signed a term sheet with BNSF for the Fort Collins to Denver segment (April 2026)
- ❑ Initial infrastructure needs were jointly defined during the planning process with both Union Pacific (UP) and the BNSF Railway (BNSF)
- ❑ Ongoing partnership and further collaboration required to deliver future phases of the project
- ❑ Phased implementation approach strategy grounded in existing tracks



*Train riders arriving at Union Station bound for Coors Field*

# Why CoCo: Alternative to I-25

## Annual Person-Hours of Delay per Commuter



Commuter delays are increasing year over year. Denver metro commutes are delayed 76 hours – almost two full work weeks.

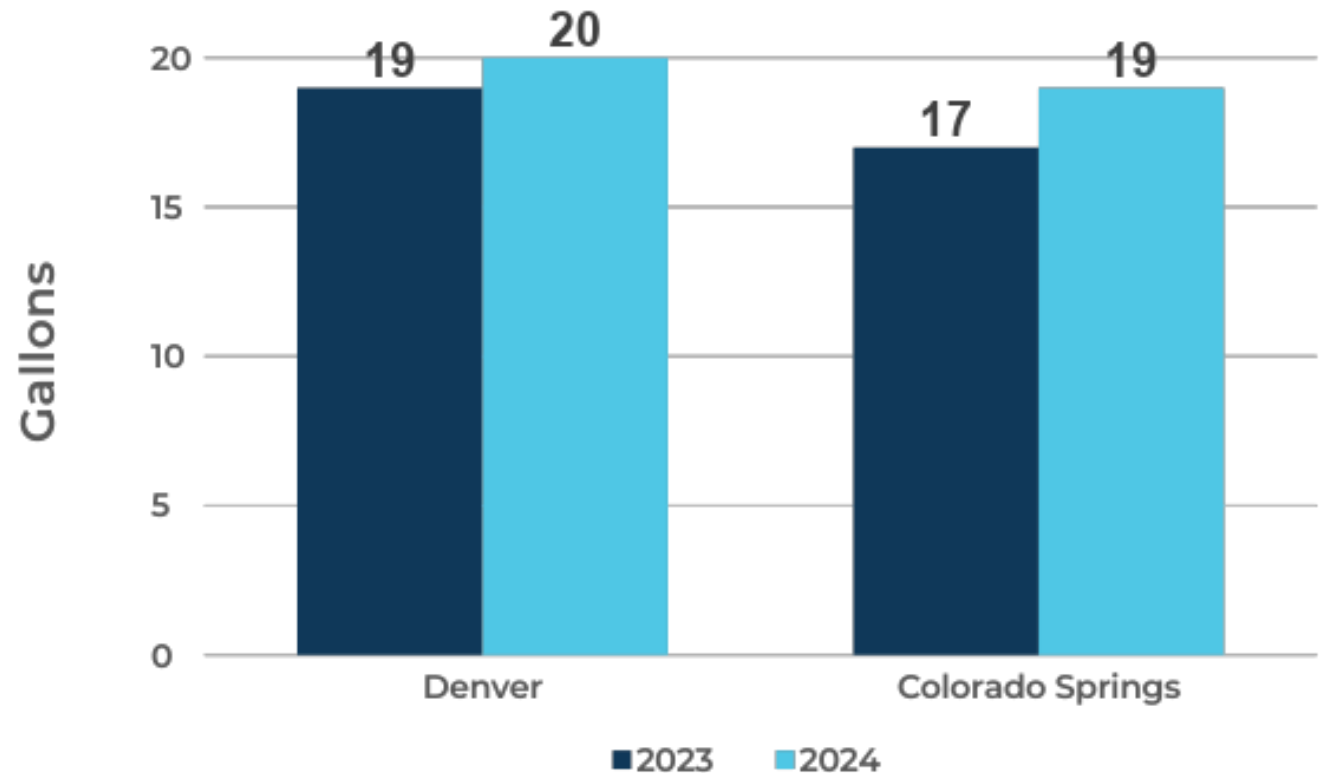


\*Source: 2025 Urban Mobility Report

# Why CoCo: Improve Air Quality

Fuel consumption is increasing year over year. In 2024, the average Denver metro commuter consumed an excess of 20 gallons just because of traffic delays.

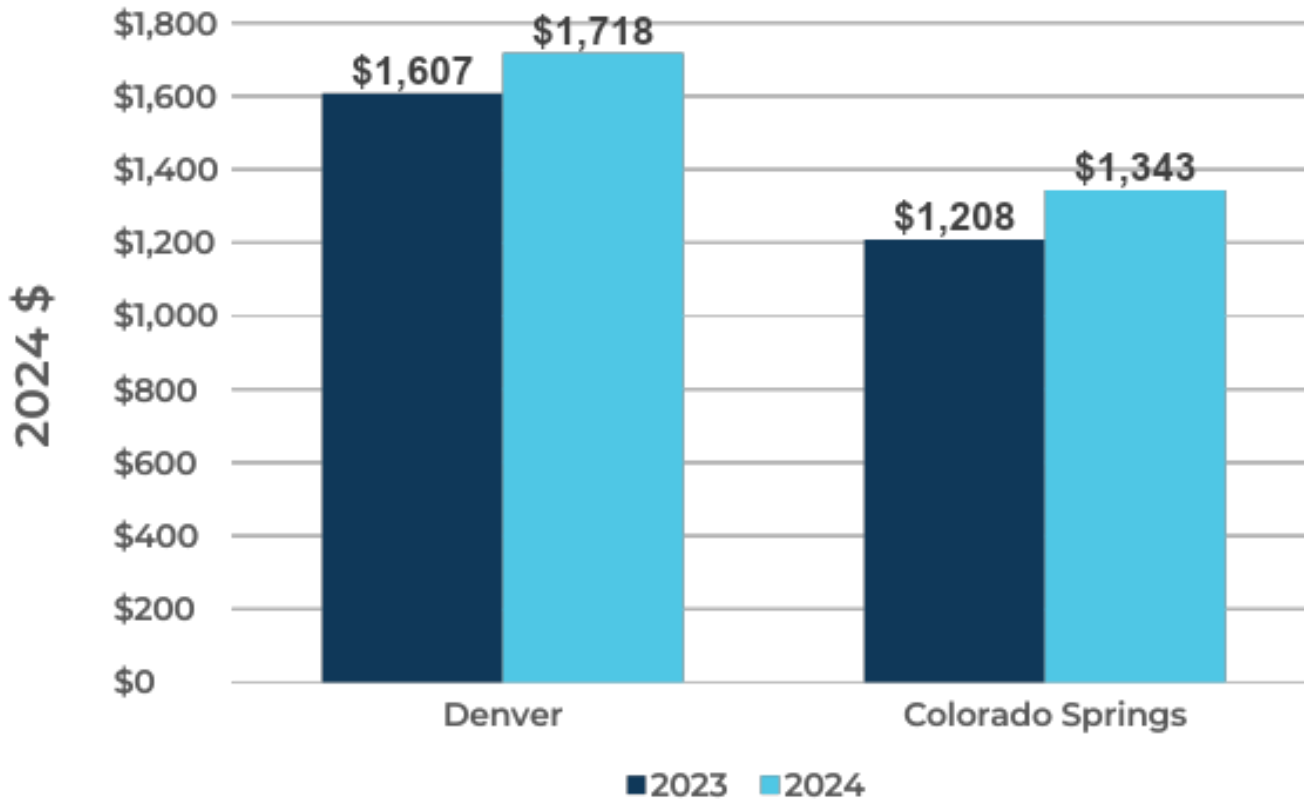
## Excess Fuel Consumed per Commuter



\*Source: 2025 Urban Mobility Report

# Why CoCo: Reduce Costs

## Annual Congestion Cost per Commuter



**Congestion costs are increasing year over year for commuters. In 2024, the congestion cost on the average Denver metro commuter was \$1,718.**

# Why CoCo: Comfort of Journey



Intercity passenger rail equipment is designed for longer journeys with comfortable, spacious seating, cafes, and restrooms.

# Why CoCo: A Track Record for Rail

Across the U.S., Transit and Rail investment delivers:



## An alternative to highway congestion

- New traffic-free option for residents who drive
- New access for residents unable to drive



## A cleaner alternative

- Rail emits 80%+ less pollution vs. driving
- Rail is 50% more energy efficient than driving



## Affordable Transportation

- Driving is not getting cheaper
- Households with options to reduce from 2 cars to 1 car save ~\$10,000 per year



## Economic Multiplier Effect:

- Every \$1 of transit investment yields \$5 economic return
  - \$3 of this \$5 is local sales



## Household Value:

- Homes near transit worth up to 24% more



## New Jobs:

- Transit creates 50,000 jobs per \$1 billion
- Transit creates 30%+ more jobs than roads

# Why CoCo: A More Enjoyable Trip

Imagine getting there without the drive.



## A more comfortable ride.

- With everything from wider, contoured seats to WiFi, restrooms, food and beverage and more, it's a more comprehensive, stress-free ride.



## Easy to use.

- Straightforward stations and connections that is built around how Coloradans already travel.



## Turns travel time into your time.

- Instead of sitting idle in traffic, you can work, read, watch a show, catch up with someone or just rest and relax.



## Reliable and predictable.

- Vs. the traffic guessing game, plan your day around a schedule (more time for morning coffee!) and arrive on time.



# The Train to the Game





*Discussions have commenced with **the Broncos** and host railroads to consider a special event station at their new stadium location.*

# ***Special Event Stations***

- Host railroad tracks pass through key regional sports and entertainment destinations**
- The District is exploring partnership possibilities to serve special events**
- Early prioritization placed on Broncos as the largest potential venue**
- Future opportunities can be explored after successful launch of service**

## Millions of Dollars Sent Annually to Municipalities

Funds for stations, local connections, sidewalks, bike access, transit and community improvements

Support local vision while strengthening downtown communities

Local communities maintain local control over station area ownership and management



**Denver Union Station**  
Circa 2000  
Pre-Redevelopment



**Denver Union Station**  
Today



# ***Moving Forward: The Front Range Passenger Rail District is exploring a 2026 ballot question***

## **Next steps include...**

### **Stakeholder Engagement**

Complying with statutory mandate for outreach ahead of ballot referral

### **Development of Delivery Plan**

Outlining how funding would be managed, safeguarded, and tied to clear service outcomes before any potential ballot consideration

### **Possible Ballot Referral**

In consideration for the November 2026 ballot

# PUEBLO DRAFT STATION AREA



Next Stop: Colorado Springs Station

MIDTOWN SHOPPING CENTER

EL PUEBLO HISTORY MUSEUM

ARKANSAS RIVER TRAIL

HISTORIC POWER STATION

HISTORIC ARKANSAS RIVER WALK

Mesa Junction

PUEBLO CITY HISTORICAL MUSEUM

PUEBLO CITY HALL

Grome Park

COLORADO CONNECTOR STATION

UNION DEPOT

Future Pedestrian Bridges

Future Station Area Redevelopment

Union Avenue Historic Business District

RAWLINGS LIBRARY

Future Stop: Trinidad, CO

ARKANSAS RIVER LEVEE TRAIL

FUTURE RAIL CORRIDOR

G. Harvey Nuckolls Bridge

# *Get Involved and Q&A*



***Email: [Info@FRPRDistrict.com](mailto:Info@FRPRDistrict.com)***

***Website: [ColoradoConnector.com](http://ColoradoConnector.com)***



# CMTA

A **LEGENCE** Company

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## Introduction to CMTA's Performance Contracting



## 01

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What is a  
Guaranteed Energy  
Savings Contract  
(GESc)?

## 02

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Project Proposal

# What is GESOC?

## Why Use a GESOC?

### Many Owners Face Common Issues

- More capital needs than current funding
- Utility costs continue to increase
- Facilities continue to decline

### Advantages of GESOC

- Turnkey projects – no finger pointing
- Select contractors / vendors based on quality, not lowest price
- Guaranteed Energy Savings
- No change orders
- Long-term measurement and verification ensuring sustainability

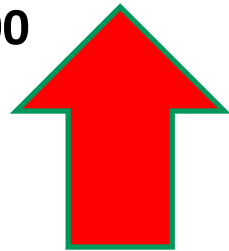


# Existing Conditions (The Problem)

## UTILITY COMPANY



\$1,300,000



## AGING INFRASTRUCTURE

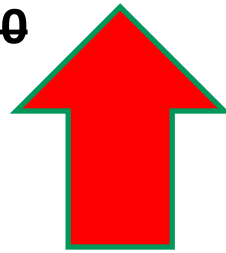
# The Solution

## UTILITY COMPANY

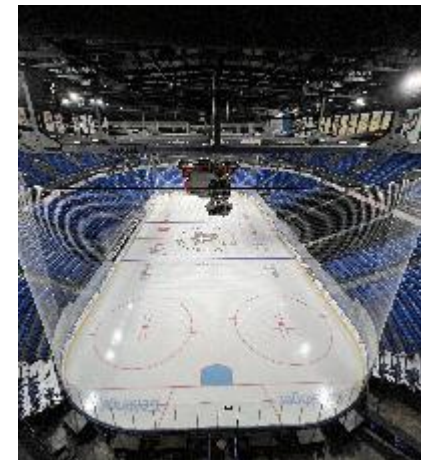


~~\$1,300,000~~

\$1,020,000



\$280,000/yr

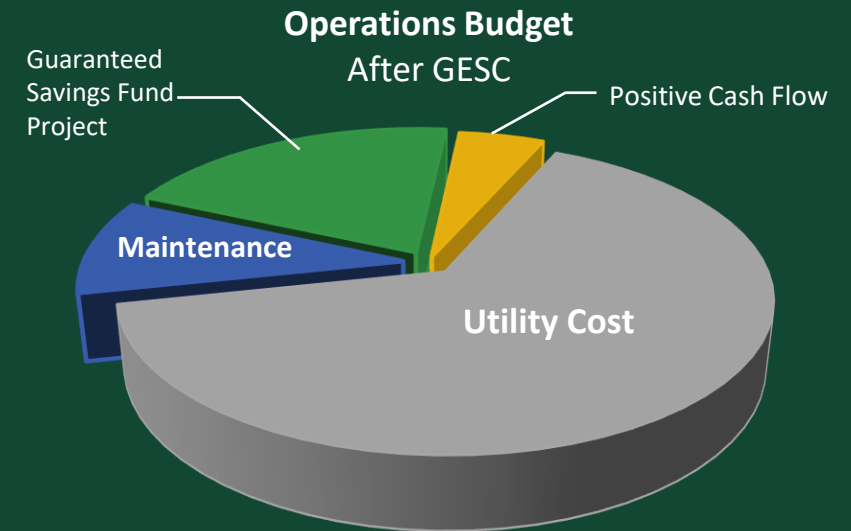
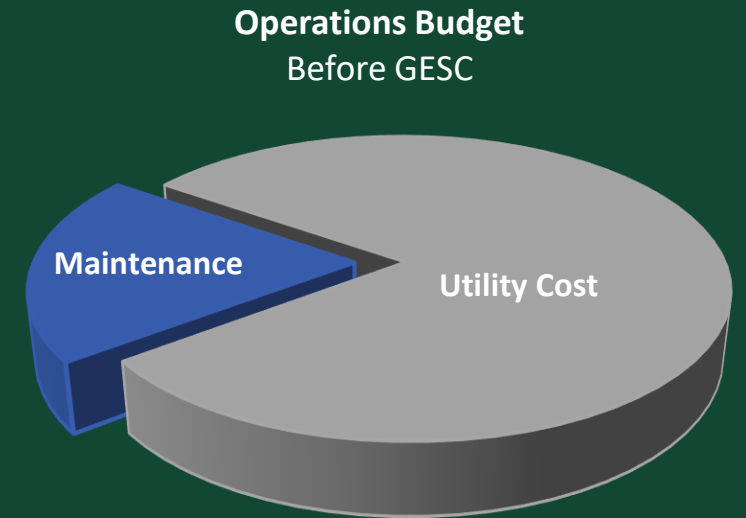


## INFRASTRUCTURE IMPROVEMENTS

# What is GESOC?

**Guaranteed Energy Savings Contract (GESOC)** - a financing tool used to reallocate utility and cost savings to make facility improvements

- Funds are put towards your facilities rather than paid to the utility company
- You are paying for the upgrades whether you make them or not
- Preserve local funds for future capital improvements
- Excess savings (**in yellow**) are 100% retained by the owner



# Financial

- Energy Savings
- O&M Savings
- Federal Energy Tax Credits
- Utility Rebates
- Historical Tax Credits
- CO Large Building Decarbonization Grant
- CO GETCO Grant



# Agenda

01

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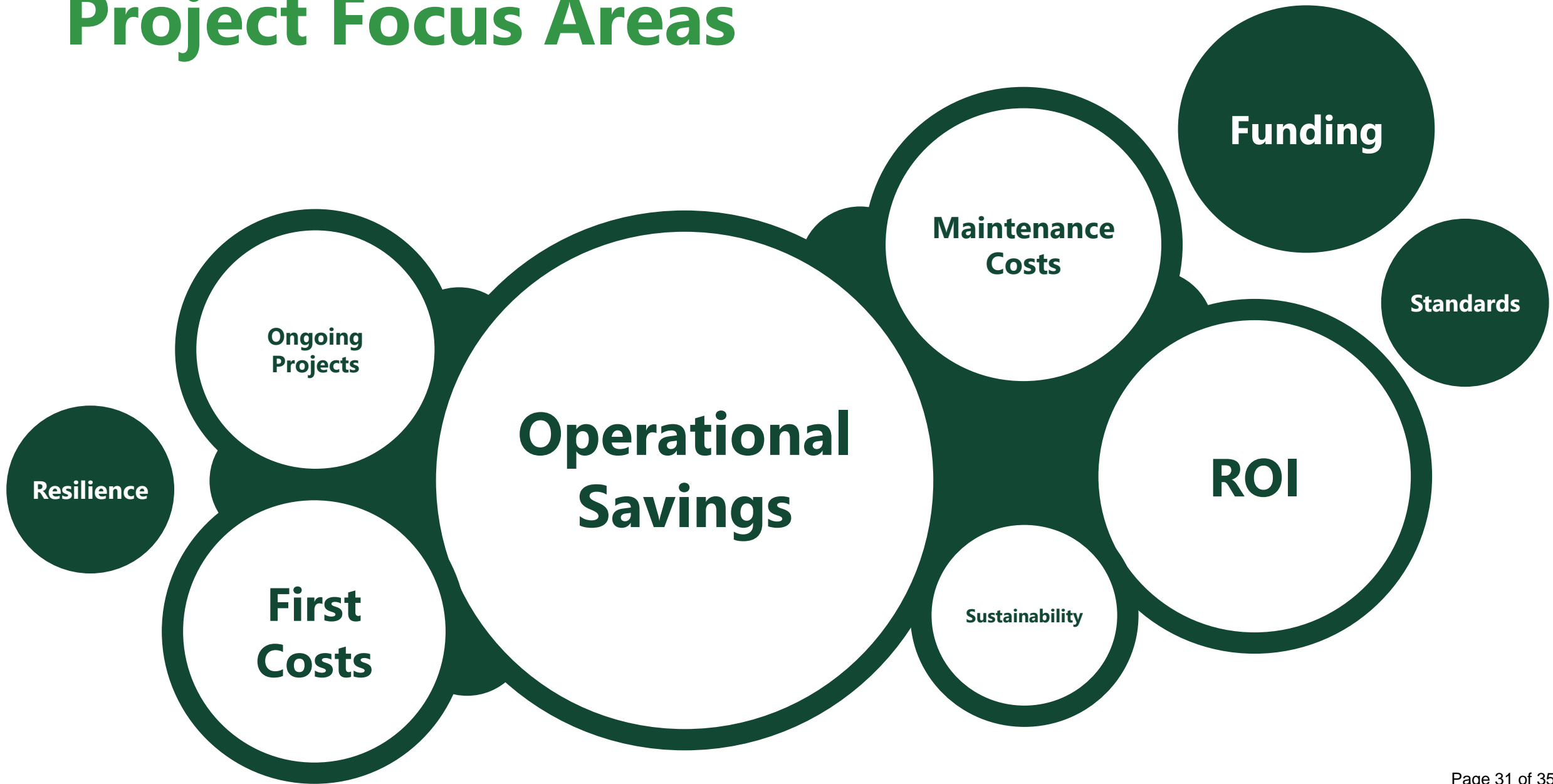
What is  
GESC?

02

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Project Proposal

# Project Focus Areas



# System Condition

| Technical System Audit Assessment |                 |                 |             |                |             |          |
|-----------------------------------|-----------------|-----------------|-------------|----------------|-------------|----------|
| Building                          | Primary Heating | Primary Cooling | AHU/RTU     | Terminal Units | Controls    | Lighting |
| City/Memorial Hall                | Good            | Good            | Good        | Good           | End of Life | 5%       |
| Airport Terminal                  | End of Life     | End of Life     | Good        | Fair           | Good        | 20%      |
| Pueblo Municipal Justice Center   | End of Life     | Good            | End of Life | Good           | Good        | 25%      |
| WWTP Engineering Building         | End of Life     | End of Life     | Good        | End of Life    | Good        | 0%       |
| Ice Arena                         | Good            | Good            | End of Life | Fair           | Good        | 0%       |
| Stormwater Maintenance Offices    | End of Life     | End of Life     | Good        | End of Life    | Good        | 0%       |
| Fire Station #1                   | End of Life     | End of Life     | Good        | Fair           | Good        | 20%      |
| Fire Station #2                   | End of Life     | End of Life     | End of Life | Fair           | Good        | 0%       |
| Fire Station #3                   | Good            | End of Life     | Good        | Good           | End of Life | 0%       |
| Fire Station #7                   | End of Life     | End of Life     | Good        | Fair           | Good        | 20%      |
| Fire Station #8                   | Good            | End of Life     | Good        | Fair           | Good        | 13%      |
| Fire Station #9                   | Good            | End of Life     | Good        | Good           | Good        | 75%      |
| Fleet/Wastewater                  | End of Life     | End of Life     | Good        | Good           | End of Life | 15%      |
| Elmwood Clubhouse                 | End of Life     | End of Life     | Good        | End of Life    | Good        | 40%      |
| Walking Stick Clubhouse           | End of Life     | End of Life     | Good        | Good           | Good        | 30%      |
| Walking Stick Maintenance         | End of Life     | End of Life     | Good        | Good           | Good        | 40%      |
| Public Works                      | Good            | End of Life     | Fair        | Good           | End of Life | 0%       |
| Parks and Rec Office              | End of Life     | End of Life     | Good        | Fair           | Good        | 20%      |
| Engineering Annex                 | End of Life     | End of Life     | End of Life | End of Life    | Good        | 5%       |
| El Centro                         | End of Life     | End of Life     | Good        | Good           | Good        | 35%      |
| Purchasing Warehouse              | End of Life     | End of Life     | Fair        | Fair           | Good        | 25%      |
| Dittmer Office                    | End of Life     | End of Life     | End of Life | End of Life    | Good        | 0%       |
| Pope Block Data Center            | End of Life     | End of Life     | End of Life | End of Life    | End of Life | 0%       |
| Main St Garage                    | End of Life     | End of Life     | End of Life | End of Life    | Good        | 90%      |
| Weisbrod Garage                   | End of Life     | End of Life     | End of Life | End of Life    | Good        | 90%      |

| Legend                     |          |
|----------------------------|----------|
| Assessment                 | Color    |
| Systems in Good Condition  | Green    |
| Systems in Fair Condition  | Yellow   |
| Systems End of Life        | Red      |
| Systems Beyond End of Life | Dark Red |

# Proposed Project

- LED Lighting upgrades at 28 facilities
- Car Charging Electric Meters
- Solar PV arrays at 5 facilities
- Building envelope improvements
  - City Hall, Airport, Fire 1
- HVAC Controls replacement at City Hall
- HVAC and architectural renovation at Public Works
- HVAC equipment replacements at 6 facilities

|                        |             |
|------------------------|-------------|
| Project Cost Estimate: | \$4,920,000 |
| Capital Funds:         | \$ 430,000  |
| Financed:              | \$4,490,000 |
| Annual Energy Savings: | \$ 280,000  |



# Project Highlights

- Anticipated rebate from Black Hills Energy for LED lighting upgrades: \$116,000
- Anticipated tax credit for solar installations: \$590,000
- Operation and Energy savings fully cover the financing cost each year
- Public Works building reset to like new condition



# COMMUNITY SERVICES



ELDERLY  
ASSISTANCE



CHILDCARE



ASSISTANCE FOR  
THE DISABLED



SUICIDE  
PREVENTION



YOUTH  
SERVICES



HOMELESS  
SERVICES



NUTRITION



HEALTH CARE



RECREATION



HISTORIC  
PRESERVATION



FAMILY  
PLANNING



CULTURAL  
PROGRAMS



ECONOMIC  
DEVELOPMENT



ENVIRONMENTAL  
PROGRAMS