

Minutes of April 2, 2009 Joint Meeting
Transportation Advisory Commission (TAC)

Audiotapes of all the meetings of the TAC are maintained and available for inspection and review during normal business hours (M-F, 8am-5pm) at the MPO/TPR Office at 223 N Santa Fe Ave.

TAC Members present: Bill Moore, Todd Ahlenius, Alf Randall, Jeffrey Woeber, Pepper Whittlef, Brenda Broyles, and Wendy Pettit

CAC Members present: Rob Leverington, Brian Lucas, Bill Davis, Laurie Clark and Chuck Pelto

Others present: David P. Lehmann, Ray Krueger and Gene Rathban of PRT; and Rose Marie Ibanez-UTPD support/minutes.

Mr. Moore called the regular joint meeting of the TAC to order on Thursday, April 2, 2009 at 8:40am in the Pueblo City Council Chambers.

(1) Introductions.

(2) Approval of the minutes of the regular March 5, 2009. Presented by Rose Marie Ibanez, Secretary to the TAC.

Motion to approve: Ms. Clark

Second: Mr. Pelto

Unanimous

(3) (Standing Item) Request for, or administrative notification of, TIP Amendments from CDOT Region 2 or member agencies. One item will be the change in source of funds from FTA 5307 discretionary to ARRA (stimulus) for Pueblo Transit to acquire additional buses to replace current vehicles that are beyond their service life. Presented for action to approve/disapprove/modify by Brenda Broyles and Bill Moore. Details about the amendments will be attached in letters and spreadsheets.

Mr. Moore explained the correction change needed in the TIP showing the source funds as FTA section 5307 Transit program instead of FTA section 5309 Transit program. Ms. Broyles distributed the correction electronically Wednesday afternoon and also outlined the breakdown for the Transit ARRA funding as submitted to FTA. She said that Board of Directors recommended buying only (1) ADA Hybrid in the replacement purchase of (5) buses and detailed the usage of the itemized purchases found in the submitted breakdown to FTA. She reported the Hybrid bus would mainly become a pilot program where they will record performance and from all accumulated data. She reported that they have looked at other data and are analyzing CNG buses that are being used in the Breckenridge and Vail mountain runs. She also said that Hybrid bus is very economical during the idling mode. Mr. Ahlenius reported this is a simple clean use of 100% of FTA funds. There is FTA reporting required in how many job are created by use of ARRA funds. Ms. Pettit reported that FTA does not yet have all the reporting details.

Mr. Moore said he would like in the *motion to approve - to add a subject to* - for a modified TIP spreadsheet showing the uses of these funds in their proper category in section 5307 to recommend to the PACOG Board at the special meeting set for April 23, 2009 to secure these ARRA funds.

Motion to approve: Mr. Ahlenius (subject to amend the TIP to show the corrected source of funds in the FTA section 5307 Transit program instead of FTA section 5309 in the recommendation to the PACOG Board with updated the spreadsheet and the itemized purchases).

Second: Mr. Davis

Unanimous

Item addition to Item 3

CDOT Region 2 proposes the following revisions to the FY 2008 to 2013 Transportation Improvement Plan with regard to the Transportation Enhancement Program. Presented by for action by Wendy Pettit, CDOT Region 2 Planner.

SR25079: The Northern Avenue Trail and Streetscape project and the Eastern Gateway Project have been chosen to receive American Recovery and Reinvestment Act (ARRA) funds through the Transportation Enhancement program in CDOT Region 2. CDOT Region 2 will add \$546,424 dollars into these projects.

Northern Avenue Trail and Streetscape will receive \$165,000 in addition to the 2009 TE funds in the amount of \$272,810.00 and the Local required match to the 2009 TE funds in the amount of \$67,000 that were awarded last October.

The Eastern Gateway will receive \$381,424 in ARRA funds with a local contribution of \$56,000.

Ms. Pettit reported that PPACG has designated most of their of \$1M ARRA funds to Woodmen Rd in CO Springs with the remainder going to **SR25079** projects in Pueblo and the South East TPR area. Mr. Harris's first direction was to consider the Trinidad TEP viaduct project but these funds could not used because of restrictions on TEP funds on existing projects. It was then determined at the Regional TPR meeting that Pueblo's **SR 25079** project could be funded with firm estimates from Bill Zwick (Pueblo planning staff). The timeline for ratifying and accepting funds requires (3) reports of job creation and 1511 certification that are presented to the Transportation Commission. The money is 100% from the Governors office and becomes available June 30, 2009.

Motion to approve: Ms. Clark
Second: Mr. Pelto
Unanimous

(4) Power point presentation on Personal Rapid Transit (PRT) by David Lehmann, President, Public Personal Rapid Transit Consortium and presented as information only.

Mr. Lehmann said their mission and goal is to educate the public about transportation in a Personal Rapid Transit (PRT) system. His video power point illustrated a sustainable system for PRT vehicles in a freeway capacity, and then compared it to the current vehicle conditions. The Ultra PRT System is an advance Transport system LTD that is being implemented at Heathrow Airport, London UK. The Vectus is a test track in Uppsala, Sweden. He identified the stakeholders as community activists for a green city collation, homeowners groups, and retail organizations (for business attractions). Political Will would prepare transit planning and operations staffs to support being the first implementers of an innovative transit system and seek potential vendors for design/build/operate/maintenance. These 2 passenger vehicles run on mega watts that would require additions to power plants. Also require ROW of air rights above and below but that would include walkways and bike trails below. Since there aren't any operating PRT systems in the US, so he could only give an approximate fee of \$20 for travel to DIA (example). It is estimated that it would take approximately 30 years to payback the infrastructure and to pay for itself. Fort Carson has doing been some modeling, and a presentation has been made to Colorado Springs in a town meeting.

(5) Items for discussion.

Mr. Moore reported that the delay in the development of the draft UPWP Budget FFY2010-2011 is due to the same funding issues in the possible rescissions (of 30% reduction) by FHWA and in combination with the low expectation that a Federal transportation bill would pass in the next six months. He said he could use the FY09 budget as a base with an alternate base of 10%-20%. The MPO's office is currently operating with (2) fulltime and (2) part time employees. The UPWP Budget for the 2035 Long Range Plan operated with (5) fulltime and (2) part time employees. The next Long Range Plan is due in 2011.

(6) Adjourn a 10:30am.

