

Minutes of May 7, 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: Todd Ahlenius, Jeff Woeber, and CDOT– Wendy Pettit

CAC Members present: Chuck Pelto, Brian Lucas, Eppie Griego and Robert Leverington

Others present: Rose Marie Ibanez–UTPD support/minutes.

Mr. Moore called the regular joint meeting of the TAC to order on Thursday, March 5, 2009 at 8:45am in the Pueblo City Council Chambers.

- (1) Introductions.**
- (2) Approval of the minutes of the regular April 2, 2009. Presented by Rose Marie Ibanez, Secretary to the TAC.**

Amending reference in item (3): Ms. Pettit reported that PPACG has designated most of their portion of the \$1M ARRA funds to Woodmen Rd in CO Springs with the remainder going to **SR25079** projects in Pueblo and the South East TPR area.

Motion to approve: Mr. Davis as amended  
Second: Mr. Lucas  
Unanimous

- (3) (Standing Item) CDOT Region 2 proposes the following revisions to the FY 2009 and 2010 Signal Pool Program SR26646 and the Regional Priorities Pool SR26867. The purpose of the project (at the intersection of Santa Fe Ave at Ilex in Pueblo) is to upgrade the signal, improve the pedestrian crossing, to provide landscaping, and to mitigate the pavement problems at the ramp. The project total is in the amount of \$342,336 and details about the amendment are listed in the attached letter and spreadsheet. Presented by Wendy Pettit, Region II Planner.**

Ms. Pettit reported that there is good news in that there is enough funding from State Faster Money to fix all deficient bridges in our area with 5 years. This is a short time fix classifying this project as bridge repair until there is money for the realignment of the I-25. Mr. Moore reported that the Record of Decision for the Environmental Impact Statement is set for 2010 (originally scheduled for 2005). CDOT can only physically work on projects that have common areas of the two alignments, and do not prejudice either of the two alternatives.

**The Signal Pool breakdown listed in the CDOT letter.**

Balance in FY09 signal pool: \$23,057  
FY10 signal pool: \$244,279  
RPP funding to complete project: \$75,000

Motion to approve: Mr. Davis  
Second: Mr. Pelto  
Unanimous

**(4) Review draft FFY 2010-2011 UPWP with alternate budget scenarios that may affect the kind and amount of work that can be accomplished. Presented by Bill Moore and Todd Ahlenius as information only.**

Mr. Moore said the draft UPWP has used the same format as previous UPWP's of the last 10 years. He explained that certain tasks need to be clarified because they seem mismatched between the activities assigned to Mr. Ahlenius and Don Vest (a part time employee).

Mr. Ahlenius reported he has tried to simplify the basic objective activity results and be reflective on what we are actually doing. Some of the work tasks are being threaded so as to make sure there is a linkage. The UPWP will be ready for approval once the top priority rankings are sorted out.

Mr. Moore listed the top priorities as levels and the 1st is "compliance" that makes sure which project fits in the framework of updating the Long Range Plan, STIP and TIP as required by law. The 2<sup>nd</sup> level is the "normal" level, where we need to respond to certain localized "short term planning" for the city, county and Pueblo West, especially if federal funds are involved. The 3<sup>rd</sup> level deals with additional activities that we have done in the past and want to keep doing but have been moved down in the priority list due to reduced funding. The Quadrant Plans and Neighborhood Plans have not been funded since 2004. A Neighborhood Plan schedules "face to face" meetings with residents where they can present their needs and concerns in their neighborhood. With this information we can identify what needs fit into the Long Range planning process or direct that information to public works or the transportation departments (city or county). The last plan was the Belmont and East Side Neighborhood Plans that were part of the 2030 Long Range Plan. He gave scenarios that certain funding increases would allow lower priority items to be restored.

**5) Updates on transportation legislation, funding issues, RMRA activities, the Front Range Travel Behavior inventory project, and other activities. Presented as information only by Bill Moore, MPO Administrator.**

Mr. Moore reported the RMRA has completed another round of workshops and has pared down to a single alternative to present to the board this month. It is a 220mile hour high-speed passenger train service connecting cities and counties along the Front Range, and other locations within the state. This is a reasonable proposal that would cost billions but would attract a lot of rider-ship that would make it eligible for federal funding. The Federal Railroad Administration requires that any commuter service that shares either a track or ROW with BNSF or UP would be bound by Federal Railroad Administration rules on everything.

**(6) No items for discussion and adjourned at 10:30.**

