

**Meeting minutes of the
TRANSPORTATION ADVISORY COMMISSION (TAC)
August 13, 2024
9:00 a.m.
211 E D Street, Pueblo, CO 81003**

Zoom - <https://www.zoomgov.com/j/1619597770?pwd=6wfeSmhz9V61OcaEzEZ0wGwc2GVz0d.1>

Meeting ID: 161 959 7770

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**Agenda items marked with * indicate additional materials are included in the packet.
Agenda items marked with ** indicate additional materials will be sent out later.**

**Individuals requiring Special Accommodations should notify the City MPO's Office [\(719\) 553-2259](tel:(719)553-2259) by
Noon on the Friday preceding the meeting.**

1. Call Meeting to Order

Chairwoman: Eva Cosyleon

Time of Call: 9:00 a.m.

MPO Members Present: Eva Cosyleon, Hannah Hاونert, Dylan Goodman

TAC Members Present: Aaron Willis, Geoff Guthrie, Lindsey Jaquez, Don Scanga, Melanie Turner, Scott Skinner, Sean Maik, Macario Torrez, Laura Leyba, Ben Valdez, Shawn Winters,

CAC Members Present: Don Bruestle, Cheryl Spinuzzi, Richard Arko

Others Present: Wendy Pettit, Sarah Skinner, Luann Martinez, Amanda Hobson, Buford Barr, Jennifer Sparks

2. Self-Introductions and Public Comments (non-agenda items only)

Buford Barr is from New Day Hydrogen.

3. Approval of Minutes

July 9, 2024 Minutes*

Motion to Approve: Don Bruestle

Second: Benjamin Valdez

Unanimous:

Luann Martinez said that Isabel Rollins was on the list but was not in attendance. Hannah Hاونert told her that she will remove her name.

4. FY 2025 Unified Planning Work Program (UPWP)*

Motion to Approve: Benjamin Valdez

Second: Cheryl Spinuzzi

Unanimous:

This is the MPO’s scope of work, this is just an amendment, the revenue was the only thing that was updated. Laura Leyba had a question if the Bicycle and Pedestrian Master Plan was the same as the State’s, Eva Cosyleon said that they are two different documents. Laura also asked how often it is updated, Eva said that this was adopted in 2021 and will eventually be updated. Laura asked if the ADA was included in that process, Eva said she did not know but, in the future, she will include them. Don Bruestle had a concern that the Public Participation Plan should include more public outreach (roundabouts). He mentioned that he was a part of a model for Citizen Participation that includes a breakdown of districts and each district had their own representative. Eva said that County and City recognize this and having a Community Coordinator would help. This will help set up neighborhood plans. Cheryl Spinuzzi said that this might be something the County Commissioners’ or City Council could take on. Luann Martinez said that community engagement has to be very meaningful and targeted to people who it most affects, these people are the hardest ones to get a hold of. She also explained that public engagement has a short turn-around and this means that it wouldn’t be meaningful to include in the grants. She also liked the idea for engagement groups.

The Long-Range Transportation Plan will be updated pretty soon.

5. MPO request(s) the following amendment projects into the FY 2025 –2028 Pueblo Area Council of Governments Transportation Improvement Program (PACOG TIP)*

Action Required: Approve/Disapprove

a) **TIP Amend 2024.049 Policy Amendment**

Project name: Connecting Communities
Agency: Pueblo County
Date: 7/2/2024
STIP Number: SR27016.013
Project Location and Description: Various locations across the county
Fund Source(s): RAISE

Fund Source	2024	2025	2026	2027	2028	Total
RAISE Fed	\$ -	\$ 8,836,514.48	\$ -	\$ -	\$ -	\$ 8,836,514.48
Total	\$ -	\$ 8,836,514.48	\$ -	\$ -	\$ -	\$ 8,836,514.48

Motion to Approve: Benjamin Valdez

Second: Laura Leyba

Unanimous:

This is Phase 3 of the whole project; this section is the actual trail(concrete) from Joe Martinez east to 24th Street, south to 11th Street. This will connect to the new Water Works Park and add new bus stops. Phase 1 is the road, and phase 2 is the groundwork for the trail. Sarah Skinner said that it has been awarded but not under contract. There hasn’t been any design work. Don Scanga said that he is in charge of this project, just got the award for this and applied for the CMGC process. Laura Leyba had a concern about a walk audit and who is the main contact, Don said that he is the CDOT main contact, but the main person is the Greg George. Greg George said that in a few weeks they should have a permit to start construction. The roadway and trail construction are two different projects.

b) **TIP Amend 2024.050 Policy Amendment**

Project Name: Pueblo Transit MyRide
Agency: Pueblo Transit
STIP Number: N/A
Project Location and Description: Digital Application for Pueblo Transit
Fund Source(s):

Fund Source	2024	2025	2026	2027	2028	Total
MMOF	\$ 42,925.00	\$ 47,075.00	\$ -	\$ -	\$ -	\$ 90,000.00
Total	\$ 42,925.00	\$ 47,075.00	\$ -	\$ -	\$ -	\$ 90,000.00

Motion to Approve: Cheryl Spinuzzi

Second: Don Bruestle

Unanimous:

6. TAC ByLaws*

Motion to Approve: Benjamin Valdez

Second: Don Bruestle

Unanimous:

Eva Cosyleon said that Carla Sikes (PACOG Attorney) did review and had minor grammar edits and Dylan fixed those. We might have to approve them again because she is not quite sure how the process works. Laura Leyba had a concern about how the terms work and if they need to line up with the PACOG Board Bylaws. Eva said that these are two different bylaws.

7. Regional Priorities Program (RPP)* - CDOT R2 – Geoff Guthrie

Action Requested: Presentation

Geoff Guthrie said that this program is the most flexible program for any mode including Transit. This could do surface treatment, safety, and bike/ped projects. The Transportation Commission has 14 appointees that oversee CDOT, they direct how much allotment there is each year statewide. Terry Hart is the Transportation Commissioner for Region 2. This program is to supplement other formula allocations. The funds are programmed at the discretion of the Region Transportation Director, which is Shane Ferguson. This includes consultation with local electives and stakeholders. Funding comes from Highway User Tax Fund (HUTF), Federal Highway Administration (FHWA), and other sources. Since the recession in 2010, it has been an average of about \$50m/year statewide. Don Bruestle asked if the decrease was in revenue which caused less money to be available or change in priorities which caused less money to be available, Geoff said decrease in revenue across the board at all levels of government. The allotment was based on 45% Vehicle Miles Traveled (VMT), 40% on-system lane miles, and 15% truck VMT up until 2015. Melanie Turner asked how they figured the total VMT. Lindsey Jacquez said that VMT is calculated by the roadway segment, traffic volume in the segment multiplied by the length of that segment. Now the formula is 50% population, 35% on-system lane miles, and 15% truck VMT. Ben Valdez asked if this would affect the HUTS with the new Senate Bills for Transit, Geoff said he doesn't believe it would affect it. On-system means that it is on CDOT's system; this includes State Highways, US Highways, and Interstates. This does not include local, county, and city roads. A mile 4 lane road will be 4 lane miles. Statewide Transportation Advisory Commission (STAC) consists of the Metropolitan Planning Organization (MPO) and the Regional Transportation (RT). STAC met last year and had a discussion on the new formula. They made recommendations and it went to the Transportation Commission (TC). Geoff had a slide about the projects that have been completed. In 2028/2029, there is \$800k for I-25 through Pueblo Project. Cheryl Spinuzzi asked if this will fix the slants (Abriendo), Geoff said he didn't know. Design has been started on Exit 108, this will be an actual interstate interchange. There are no construction dollars after 2027. There is a potential rest stop in this area. Eva asked if there is a problem in another project, would we be able to switch some money around, Geoff said yes but it would have to be in consultation with Shane. Greg George asked why there is no funding in 2024-2025, Geoff said that this has peaks and valleys for funding, meaning that X amount of dollars was already spent. Geoff also mentioned that after CDOT proposes the list, they have a joint TPR meeting. Everyone looks at the priorities. Each region has funding allotted and that will come out different in each year.

8. Parking Reform Presentation*

Action Requested: Informational

Dylan Goodman said that after people were driving cars, they really didn't know where to park them, so they just parked them in the middle of the street for an unknown amount of time. Over time, there were places to park, and legislation put into place to prosecute against you if you didn't. As cars became more popular, there would be more cities being paved that would become depopulated. This means that we have over expanded and under built. Taking a look at Denver, back in 1925, it was built very dense. In 1976, a lot of parking garages were built instead. The Pueblo Mall is a prime example of more parking than that is needed. These parking lots not only hurt density because they take up very valuable land but by also increasing access and visual and actual investment into car infrastructure. This makes the car much safer than other modes of transportation. Parking lots are expensive to build and maintain. It is time consuming, and you have to pay for them without a chance of a refund, it is not always a guarantee. Dylan included a map that shows parking lots in the downtown area. Geoff Guthrie asked about the color codes, Dylan said that yellow was specific to commercial lots and red was public use. Geoff also suggested a breakdown of city owned facilities. Don Bruestle mentioned that when you pave, the water doesn't go back into the water aquifer, Melanie Turner said that they make up for that with detention ponds. Cheryl Spinuzzi said that when the Mall was busy, the parking lot was full.

Asphalt of all types generate Urban Heat Islands (UHI's). Heat is captured by UHI's during the day and most released during the night, this increases nighttime temperatures over 30 degrees. UHI's are most pronounced in areas with little to no shade, greenery and very large parking lots. Heat stroke, dehydration, loss of productivity, and capacity to learn are negative health effects found within UHI's. Adding shading or a lighter shade of asphalt can help with UHI's but ultimately ripping it up is the best. Don Bruestle mentioned that the community is less attractive towards walking when there is no sidewalk connectivity, good quality sidewalks, and shade trees. Melanie Turner said that if you build up 5-10 stories then you have more area that radiates heat, Dylan said that ground temperatures are reduced.

When you eliminate parking, developers have much greater freedom to tailor to their building, maximum land use, focus on city centers, and streamline approval of new buildings.

House Bill 1304 says that cities and counties cannot enforce minimum parking requirements on multifamily, mixed-use, and residential adaptive reuse projects within ¼ mile of bus stops with routes running service every 30 minutes or less. Dylan Goodman has a pdf map that shows the ¼ miles along two different bus routes.

There is no such thing as free parking because the taxes do not cover road maintenance, and it never increases. On-street parking takes away other use of the right-of-way that can be used for alternative modes. Parked cars can also block sight lines and increase point of conflict on the road.

The benefits of free parking includes increased access to street fronting business by car and allows citizens to store their private property on public land.

The benefits for parking price reform includes paid parking, brings in additional money, alternate modes of transportation, frees up right-of-way for future infrastructure, and shift towards parking garages.

There are five steps to change, supply vs demand study, parking turnover and time of use study, parking quality and access survey (population want), and origin and purpose of trip survey.

9. Hydrogen Fuel Infrastructure Presentation

Action Requested: Informational

Buford Barr is with New Day Hydrogen; they have a project to develop a hydrogen fueling station. They got a grant from CDOT's Charging and Fueling Infrastructure Program. This grant will be part of the CSU (Colorado State University) campuses (Fort Collins, Denver, Pueblo). The location will be at the new Admin office for Pueblo Transit. These vehicles are similar to a battery electric but the only difference is the fuel is hydrogen. It will take 5 minutes to fuel and give 400-mile range. The battery recharges itself as you drive, and it works as a buffer. You also have to take in account for altitude, higher altitude means the output isn't great so Pueblo is a great location. Hydrogen fuel is affected by heat and cold but not to extent you would see with a battery electric. Buford mentioned that they need workers to feed the market. This would be setting up a graduate and undergraduate program at CSU-P. Greg George asked about ionizing the hydrogen to extend the range from the water tank, Buford said that the economy scale doesn't work here. You are recombining the hydrogen in the fuel cell and that is where the electricity is being stored. Hydrogen is 14 times lighter than air. It still can burn but it dissipates quickly. The tanks are grounded and robust. Any fuel source has a risk. Cheryl Spinuzzi asked about collisions, Buford said that fuel tank is designed to hold the fuel and hold in the pressure. If the tank is punctured, the fuel would dissipate very quickly. Dr MD Islam said that they applied for another grant to test the safety aspect of the hydrogen fuel. Any new vehicles go through the same safety requirement. Cheryl asked about recharging the battery, Buford said that these batteries are small but are not rechargeable from an outside source. Laura Leyba asked about the water treatment waste, Buford said that the hydrogen is generated on site in a process of electrolysis and the only direct emission from that is oxygen. Lindsey Jaquez asked about the approval process (Fire Marshall), Buford said that this is part of the process. She also asked about safety mitigations, Buford said that the system will be designed to be operating on its' own but if it detects a leak/flame, it will shut down until someone physically goes to inspect it.

10. MMOF Update

Action Requested: Informational

11. ADA Commission Concerns

Action Requested: Informational

The ADA Commission identifies barriers through walk and roll audits, this includes inclusion and compliance and also helps avoid costly retrofits and litigation. Laura Leyba suggested that everyone be mindful when working on projects to include ADA improvements or a representative. Don Scanga said that CDOT oversees the construction for grants that go through them. They are required to follow ADA. Melanie Turner said that when they are repaving, they look at which curb ramps need improvement. She said that sidewalks are the responsibility of the homeowner. Geoff Guthrie asked if the City has an active ADA Transition Plan, and also suggested that ADA be a part of this process. Ben Valdez said that the City's does have a current transition plan, but a new one is being rewrote so they will be going out for input in the future. Don Scanga said that sometimes you reach the limit of the project and up until that point it is ADA compliance but after that it isn't because of who owns it. Don Bruestle suggested recruiting more people to do walk audits.

12. Other Local Agencies Updates

Action Requested: Informational

Shawn Winters said TAP Trail 4 and 5 (Joe Martinez) bidding is open, Purcell Trail - schedule a kickoff meeting soon, Civic Center Trail – waiting for IGA, hopeful to start design later this year.

Tanis Manseau said that they are having trouble getting approval from CDOT to proceed with construction work in the right-of-way at Purcell Blvd. and Pueblo Blvd. The hold up is over the City not having passed the maintenance agreement. They are trying to get a hold of Shane Ferguson; the maintenance has nothing to do with construction. Greg George said that Industrial and Purcell Blvd intersection improvements is moving, Clark's surveying is starting that next week. Rocksol will be doing the design work. They completed the PCI (pavement condition index) across Pueblo West (52.2) and Pueblo County (77.1). Industrial has two different

geologies, one section is very good, and the other section is bad.

Ben Valdez said that vanpool is at legal and for final review before Council to award. The new Transit study is on Andrew’s desk for their design feature. He also said that they need the money in the budget line to go out for the RFP for the solar lights.

Amanda Hobson said she will have a teaser for the master plan for the St Charles Rec Center/Park. She is trying to put that plan and the Trails Master plan together. They are at the point to start applying for grants.

Melanie Turner said that paving will be at Amherst, Cambridge, and Granada. Dillon is paved and will be striped. Historic downtown/Alan Hamel will be striped. Concrete projects- 29th and I-25 to west to RR, Elizabeth Hwy 50 to 29th Street, and Court Street – whole corridor. Roundabouts and interaction are underway. Dillon and Eagleridge roundabout construction will probably start in spring.

13. CDOT Updates

2025 Strategic Highway Safety Plan*

Action Requested: Informational

Lindsey Jaquez said that they are working on their 4P process, this is Project, Priority, Programming, and Process.

14. MPO request(s) the following amendment projects into the FY 2025 –2028 Pueblo Area Council of Governments Transportation Improvement Program (PACOG TIP)*

a) **TIP Amend 2024.020.02 Administrative Amendment**

Project Name: Medal of Honor Phase 2

Agency: Pueblo County

STIP Number: SR27016.013

Project Location and Description: North South Trail connection along Pueblo Blvd.

Fund Source(s):

Fund Source	2024	2025	2026	2027	2028	Total
MIMOF	\$ (327,528.00)	\$ -	\$ -	\$ -	\$ -	\$ (327,528.00)
ARPA	\$ (124,680.00)	\$ -	\$ -	\$ -	\$ -	\$ (124,680.00)
Fed Earmark	\$ (1,000,000.00)	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000.00)
Carbon Redu	\$ (547,792.00)	\$ -	\$ -	\$ -	\$ -	\$ (547,792.00)
Local	\$ (3,500,000.00)	\$ -	\$ -	\$ -	\$ -	\$ (3,500,000.00)
Total	\$ (5,500,000.00)	\$ -	\$ -	\$ -	\$ -	\$ (5,500,000.00)

Note: Combining project into Connecting Communities project

b) **TIP Amend 2024.021.03 Administrative Amendment**

Project Name: Medal of Honor Phase 1

Agency: Pueblo County

STIP Number: N/A

Project Location and Description: East-West trail connecting Joe Martinez and 24th Street

Fund Source(s):

Fund Source	2024	2025	2026	2027	2028	Total
MIMOF	\$ (1,000,000.00)	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000.00)
Total	\$ (1,000,000.00)	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000.00)

Note: Combining fund into Connecting Communities project

c) **TIP Amend 2024.049.01 Administrative Amendment**

Project name: Connecting Communities
 Agency: Pueblo County
 Date: 7/30/2024
 STIP Number: SR27016.013
 Project Location and Description: Various locations across the county
 Fund Source(s): RAISE

Fund Source	2024	2025	2026	2027	2028	Total
MMOF	\$ -	\$ 1,327,528.00	\$ -	\$ -	\$ -	\$ 1,327,528.00
ARPA Fed	\$ -	\$ 124,680.00	\$ -	\$ -	\$ -	\$ 124,680.00
Fed Earmark	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 1,000,000.00
Earmark Loc	\$ -	\$ 207,876.00	\$ -	\$ -	\$ -	\$ 207,876.00
Carbon Redu	\$ -	\$ 547,792.00	\$ -	\$ -	\$ -	\$ 547,792.00
Local	\$ -	\$ 3,500,000.00	\$ -	\$ -	\$ -	\$ 3,500,000.00
Total	\$ -	\$ 6,707,876.00	\$ -	\$ -	\$ -	\$ 6,707,876.00

Notes: Combining phases into a single project

15. CDOT Region 2 request(s) the following amendment projects into the FY 2025 –2028 Pueblo Area Council of Governments Transportation Improvement Program (PACOG TIP)*

Action Required: Informational

Date: 08/02/2024

a) **TIP Amend 2024.010.01 Administrative Amendment**

Project Name: US50C & Baxter Rd
 STIP Number: SR26646.999
 Project Location and Description: Intersection improvements at US50 (Business) and Baxter Road
 Fund Source(s): FY27 Region 2 Faster Safety Program (FAS)

Fund Source	2024	2025	2026	2027	2028	Total
FAS - State	0	0	0	\$1,250,000	0	0
Local	0	0	0	0	0	0
Total	0	0	0	0	0	0

Notes: Adds funding to project.

b) **TIP Amend 2024.010.01 Administrative Amendment**

Project Name: US50C & Baxter Rd
 STIP Number: SR26646.999
 Project Location and Description: Intersection improvements at US50 (Business) and Baxter Road
 Fund Source(s): FY25 Region 2 Hot Spot Pool (HOT)

Fund Source	2024	2025	2026	2027	2028	Total
HOT - Federal	0	\$358,838	0	0	0	0
HOT - State	0	\$74,593	0	0	0	0
Total	0	\$433,431	0	0	0	0

Notes: Adds funding to project.

**16. Next TAC meeting DISCUSSION – September 10, 2024 - Planning Conference Room, 211 E D St 81003
 Deadline for presentations is August 30th at 5 p.m.**

*Motion to Approve: Benjamin Valdez
 Second: Cheryl Spinuzzi*

Unanimous:

It was in discussion and agreed to move it to 1:30 p.m. to 3:30 p.m. on the 2nd Tuesday. The first one will be October 8th, location TBD.

17. Items from TAC Members or scheduling of future Agenda Items

Roundtable Discussion

Southern Colorado Transformation Conference – October 24th at noon.

<https://www.csupueblo.edu/institute-of-transportation/conferences-and-seminars.html>

18. Adjourn at or before 11:00 am

Adjournment was at 11:18 a.m.