



**Meeting minutes of the
Transportation Advisory Commission (TAC)
March 11, 2025
1:30 p.m. – 3:30 p.m.
CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](https://www.pueblo.gov/5615-Wills-Blvd-Pueblo-CO-81008)**

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:7195532259) by
Noon on the Friday preceding the meeting.**

1. Call Meeting to Order

Chairwoman: Eva Cosyleon

Time of Call: 1:33 p.m.

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

TAC Members Present: Andrew Hayes, Amanda Hobson, Shawn Winters, Greg George, Ben Valdez, Helen Dupree, James Eccher

CAC Members Present: Laura Leyba, Richard Arko, Don Bruestle, John Chrisman, Matt Pujol

CDOT Members Present: Lindsey Jaquez, Kathleen Collins, Lachelle Davis, Geoff Guthrie, Scott Skinner, Matt Jagow, Jason Nelson

FTA/FHWA Members Present: Ajin Hu

Others Present: Luann Martinez, Wendy Pettit, Dr. Saqib Gulzar, Danell Cressey, Sarah Skinner, Scott Hobson, Macario Torrez, Joe Peoria, Dustin Purkey, Rudy Parks, Maureen Paz De Araujo, Evan Kirby, Ben Kiene, Jake Kononov

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

Maureen Paz De Araujo is from Wilson and Company for the Travel Demand Model/Greenhouse Gas. Rudy Parks is from RockSol Consultant. Ajin Hu is from Federal Highway Administration's (FHWA) Grants Program Manager and Region 2 Area Engineer. Evan Kirby, Ben Kiene, and Jake Kononov are from DiExSys.

3. Approval of Minutes

February 11, 2025 Minutes*

Motion to Approve: Richard Arko

Second: Andrew Hayes

Unanimous

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4. Federal Update

Eva Cosyleon said that Bill Haas has retired, and Aaron Bustow will take his place. She said to just keep submitting invoices.

5. TAC Chair and Vice-Chair selection*

Chair – Cheryl Spinuzzi

Motion to Approve: Greg George

Second: Andrew Hayes

Unanimous

Vice-Chair – Andrew Hayes

Motion to Approve: Don Bruestle

Second: Laura Leyba

Unanimous

Eva Cosyleon said that Sean Maik is no longer with the City and Helen Dupree is the voting member.

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

TIP Amend 2024.057 Policy Amendment

STIP ID: SR27023.011

Project Name: US 50 SHIFT Project

Project Location and Description: Design and construct twelve individual passing lanes along the US-50 High Plains Freight Corridor between Pueblo and the Kansas state line.

Fund Source	2024	2025	2026	2029	2030	Total
Federal	0	\$40,500,000	0	0	0	\$40,500,000
Local Match (10YP)	0	\$15,000,000	0	0	0	\$15,000,000
RPP (Federal)	\$2,344,367	\$561,860	\$1,862,407	\$4,015,315	\$1,241,850	\$10,025,799
RPP (State)	\$487,336	\$116,797	\$387,149	\$834,685	\$258,150	\$2,084,117
Total	\$2,831,703	\$56,178,657	\$2,249,556	\$4,850,000	\$1,500,000	\$68,230,473

Notes: Otero County, working with CDOT Region 2, was awarded this FY25 US DOT Rural Surface Transportation Grant. CDOT R2 will manage the project. Regional Priority Programming (RPP) and 10 Year Plan (10YP) funding will be used as the local match for this project.

Motion to Approve: Cheryl Spinuzzi

Second: Don Bruestle

Unanimous

7. Comprehensive Safety Action Plan (CSAP)* - DiExSys

Andrew Hayes said that they received a grant from FHWA, this is to draft and complete a safety action plan. This was combined with city and county analysis of intersections throughout the area. This will develop a proactive program to reduce crashes, fatalities, and serious injury crashes. There will be a few more public engagement meetings. Jake Kononov is from DiExSys, he provided a work schedule. They are a little bit ahead of schedule. The goal is to maximize crash reduction within budget constraints. The core components are to identify roadway safety projects and behavioral programs, engage and educate stakeholders, and maximize safety within the limitations of available budgets, and make improvements at locations to prevent the most crashes and consider equity in project selection. There are two-part strategies: Countermeasures with Promise (CWIP) and Sites with Promise (SWIP). CWIP will select an effective countermeasure, and identify sites susceptible to correction from the countermeasure, also known as systemic approach. SWIP is a traditional approach identifying high crash locations and identifying cost-effective countermeasures specific to location crashes. We will get a list ranked by prioritization criteria. DiExSys screened the city and county area network for injury and fatal crashes at both

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intersections and on roadway segments, examined distribution of injury and fatal crashes by crash type to identify emphasis areas for development of countermeasure strategies, and relate crash types with known and reliable crash reductions factors utilizing Federal Highway Administrations (FHWA) list of proven safety countermeasures. These areas include intersection safety, speed related crashes, vulnerable road users (VRU), and impaired driving. Safe system approach will include left turn signal treatments, signal change and clearance updates, remove nighttime flash, turning vehicle pedestrian conflict treatments, speed management and speed limit policy updates, and roundabout policies. Project scoping includes how crashes relate to context and likely causes (geometry, environment, traffic control devices, traffic operations, user behavior, roadway/weather conditions, field observations). This will help maximize crash reduction as quickly as possible. Jake had a slide comparing Pueblo County to other large counties, we are number one with 124.47 crashes per 1,000 population. A few other counties included Mesa, Weld, Adams, and El Paso. There were 6,332 injury crashes, and 183 fatal crashes (years 2018-2023, 6 years) within Pueblo County. 25.1% of those were broadside crashes. The emphasis areas include broadsides at intersections, severe rearends in segments, and vulnerable road users. City level very similar to Pueblo County but with number one crash type with broadsides at 29.3%. Impaired driving is also an issue, 36% of fatal crashes countywide and 33% of fatal crashes in the City of Pueblo. DiExSys identified collector and above segments and intersections, they used crash data and AADT (traffic volume), segment classification type (functional class, number of lanes, rural/urban), and intersection classification (number of lanes, rural/urban, control type, and turn lanes). They have identified 388 segments and 951 intersections. These were all assigned Level of Service (LOSS), and crash pattern recognition. There are improvements at 47 intersections and 5 corridors. This is the highest potential for crash reduction.

The draft (cost \$100m) includes:

- citywide minor signal modifications (30 intersections – signal heads, backplates, lighting, detection) and two construction projects (\$1.5m ea)
- citywide signal timing adjustments (LPI, FYA protected by TOD, Y+R) and 3 corridor retiming projects (~\$140,000),
- 4 potential all-way stop conversion
- 7 potential new traffic signals
- 9 potential roundabouts
- 6 potential sign/intersection reconstruction

All these projects are ranked by benefits (safety) cost (BC) ratio in the spreadsheet. Ben Kiene went over this spreadsheet, it included BC ratio, location, and which type of improvement (mid-block crosswalk, lighting, etc...). They also have an interactive map; this includes project locations and their information. There is an analysis summary of each project/corridor. There is also a corridor or intersection filter you can sort with the amount of budget. Jake said that BC is the crash reduction in dollars divided by cost of construction and maintenance over life cycle of improvements. There is also a screening spreadsheet, this includes crash summary, certain patterns, scoring and vulnerable road users.

Cheryl Spinuzzi asked if the grant can be for several different areas, Sarah Skinner said that it would just be included in the project scope. Sarah looks at the notice and funding opportunities (NOFO) and what they are calling for. Smart infrastructure would include streetlights and that could be packaged together. Evan Kirby explained that some of these projects can easily be funded through Safe Streets for All (SS4A) grant while others could be easily addressed. He also mentioned Highway Safety Improvement Program (HSIP) (which is also a grant). Greg George said that the Safety Action Plan is to identify trouble zones (which has been identified), and to eventually have a presentable package. He asked if they could filter out broadside crashes with over 800 vehicles a day into one grant package, Jake said yes, they will have this in the final product. Greg asked if they did all of Pueblo County, Jake said yes. Greg also asked if this is something he can do with other intersection as long as they are similar, Matt Jagow suggested to do a road safety audit report.

Ben said that a lot of locations have multiple options and would like feedback from stakeholders on which is preferred. He looked at the intersection of 8th and Hudson, this intersection is performing higher than normal

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crashes. Broadside is the highest crash type and at night. This intersection is signalized, so this is not normal. In the summary page, it goes more in depth of the crash (direction of travel, injury types, etc...). Removing nighttime signal flash (steady mode means a normal signal) would improve the broadside crash pattern. It could also mean to upgrade to more advanced vehicle detection. This would cost around \$50,000. The BC is 30:1. Ben said they also recommend checking and/or changing clearance intervals (yellow to red) against current guidelines. This project would also include the reflective backplates for the signal heads for \$15,000. He also mentioned an intersection modification that includes road diet, add left turns, and reconstruct signal. This would cost \$1,500,000. Another solution would be a single lane roundabout and acquiring more right-of-way. This would cost \$4,000,000. Jake said that they have over 150 project scopes at 48 intersections/segments.

Evan said that they have developed a public survey but still wants comments on it. There will be a page on the City's website with more information about the projects. The survey includes a few questions about pedestrian and bicyclist, safety issues and an interactive map for comments. The City had 15 different intersections looked at using AI (artificial intelligence). This includes near misses and cross without signal.

Andrew Hayes said there are 3 levels of public input, this is the 1st phase, next one will be an Executive Board meeting, and then a public meeting in June. The survey efforts will be included in the scoring criteria. Evan said they would like to add a story map. Don Bruestle asked how they quantify the value of a life, Jake said that they get their numbers from National Highway Safety Council. These economists identify a fatality around \$1.7m and serious injury is \$300,000. Each state has their own numbers. This is done annually.

Don Bruestle asked about reserving future roadways and future sidewalks for new development. Andrew Hayes said that they do that through roadway classification standards. This means certain roadway widths are established with their classification (collector, mixed user collector, etc...). Additional right-of-way may be needed during subdivision. Andrew said they develop them, and they take them to city council for adoption by resolution. These are back from 2004. They are working on a unified code. They will add features that will be bicycle, pedestrian, and transit friendly. Andrew said the standard for sidewalk is 5 feet on residential, 6 feet on collectors and arterials. The trail would be 10 feet wide. There are neighborhoods that don't have sidewalks, and some have 4 feet.

Cheryl Spinuzzi had a concern about the Jellystone, they are supposed to have two entries/exit. They are including Lake Ave extension, and the problem will be that the road will not exist for a long time. Eva said that we will have a presentation later. Matt Jagow said that they will need to do a full impact study to view a traffic pattern. Andrew said that happens in annexation agreements. Dr. Saqib asked about the data, Evan said that this data is from the state. Evan also said that they have EMS response.

8. Purcell Blvd and Industrial Blvd intersection* – Greg George

Action Requested: Presentation

Greg George is the Interim Pueblo County Director of Public Works. He said they have been working on this intersection because of the high crash data. They are trying to identify opportunities to improve for short and long term. They looked at a 40-year development. They got some grant funding from CDOT and hired RockSol through an RFP. They have done a lot of data analysis. They did finish the interim improvements about a month ago. Rudy Parks went over the current situation with the traffic volume and current conditions. He said that the interim improvements included enhancing existing striping, adding protected permissive left turn lanes (all directions), and exclusive right turn lanes with striping and signal indications. The left turn improvements has helped a lot of the queues.

The first concept design includes double left turns, channelized right turns with splitter islands, and enhance pedestrian connections. The pros will include improved capacity and level of service, smaller ROW impacts, lower construction costs (~\$3.5m), cons include slightly lower level of service than 2 lane roundabout, lower

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potential of crash reduction.

The second alternative is a 2-lane roundabout that will channelize right turns (bypass lane) and enhance pedestrian connections. The pros include slightly higher level of service, safety benefits (slower speed, and less crashes), cons include larger ROW impacts, and higher construction costs (\$5.8m). Geoff Guthrie asked if the primary right of way impacts in the signalized intersection version due to the sidewalk on the north side of Industrial, Greg said no, there are 3 legs and 3 sides. Rudy said that they are widening the roadway. Greg said that the Safeway corner is about 2 inches from the right of way. Geoff was asking about the sidewalk, Greg said that they will have to switch to the other side. Don Bruestle had a concern about the higher cost and to compare to what, Greg said the construction cost. Matt Jagow said that the signal has a lower initial construction cost but a higher operational cost whereas the roundabout has high construction cost and lower operational cost. A traffic signal pole lifetime is around 20 years.

9. Greenhouse Gas (GHG)* – Maureen Paz de Araujo

Action Requested: Presentation

Maureen Paz De Araujo said that the Travel Demand Model (TDM) was primarily done and funded by CDOT to respond to the Greenhouse Gas (GHG) Planning Rule. This was to include new features to the model such as transit, truck, and pedestrian. This was to update with the 2020 census. They looked beyond that and included in forecasted developments (entitlements). You can stimulate traffic congestion and where the traffic volumes will go trip to trip. This means that if we reduce congestions, increase speed, we would have less emissions. This was trying to demonstrate conformity to a standard. We didn't have levels for this.

The State approved the new State Law that governs the implementation of planning at the statewide level (CCR). They added a section 8 for GHG pollution reduction planning rule that said the State's 5 MPO's had to reduce GHG emissions. This reference scenario is the 2045, Pueblo is not in sequence with the rest. The Long-Range Transportation Plan (LRTP) 2050 will mandate this. We will have to demonstrate GHG reduction targets for the 2030, 2040, and 2050. The deadline is April 2026.

There was a slide on the Pueblo's targets. The MPO and Maureen has been attending the Statewide Modeling Coordination meeting. This includes the proof of concept, where we look at the 2045 plan and demonstrate conformity. This was supposed to be done in fall of 2024. This has been delayed because they needed to establish what the Health Department's Air Pollution Control Division (APCD), and CDOT are responsible for and which agreements the MPO's will be using for the forecast. APCD developed a tool so that the MPO and CDOT can test scenarios until they get the target versus sending it to APCD and waiting. PACOG has been delayed in this process because the other MPO's deadline were at the end of the year. A report will be sent to CDOT and APCD by mid-December, then if it is okay, it will be sent to the Transportation Commission by January and approved by February. We will come back to the PACOG board in April for approval. APCD has received the shapefile (one-hour increments/HPMS vehicles classes) from PACOG and the GHG emissions were calculated for future scenarios using the database tool. This tool will tell us if PACOG met the targets or not. If the targets were not met, then PACOG will need to modify the Plans and Repeat the modeling and GHG analysis. This includes Work From Home, Transit Upgrades, Bicycle Infrastructure, Walking Infrastructure, TOD Development, Heavy Duty Charging, TDM services, Reduce Parking Supply, Residential Density, and Clean Construction. Maureen said that they built a GHG scenario builder, this means you can modify the percentage of employees who work from home and others. She had a slide on the first scenario, this includes the shopping routes and Medal of Honor Blvd. She will keep tweaking the model to get to the targets, this is a proof of concept. Cheryl Spinuzzi asked how you approve work from home, Maureen said that we would have to work with the employers. Some employers are not capable of doing so. Geoff Guthrie asked how we would improve transit and active mode speeds, Maureen said that we aren't changing it, we are just tweaking it. They are trying to tie it into actual projects, this means it might be a Transportation Active Zones (TAZ) to TAZ adjustment.

10. Citizen Advisory Committee (CAC) Updates

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Action Requested: Informational

Laure Leyba said that they couldn't update the current restrooms, so they did purchase PODS bathrooms that are accessible on each side of the stadium.

Cheryl Spinuzzi said that the Jellystone is going through the steps of approval.

Greg Pedroza said they are still waiting for DOT to announce, the current airline is still providing service. Tickets are on sale for the airshow, <https://pueblowingsofpride.com/>. This is September 27th and 28th featuring the Thunderbirds. Don Bruestle asked which city ended up being picked for the Reno Airshow, Greg said Roswell, New Mexico.

Ben Valdez said there is a brand-new university route on the north side, this adjusted the pickup/dropoff by the student housing. They adjusted the old route that was underperforming. Their veteran's numbers are growing, they are currently around 210. They have submitted PCR to CDOT and are waiting for approval on projects.

Greg George said that they are ahead of schedule on Medal of Honor Blvd and on budget. They are anticipated this year to be completed. Chip and Slurry is out for bid, closing is next week. The budget is reduced because of the reclaimer project (buying equipment). Overlay is finalizing the list of projects. They are buying a reclaimer machine, 2 plates, 2 rollers, 1 wheel roller, 1 plate roller, 2 graders, dust treatment applicator truck, tanker truck, an asphalt machine and 8 FTE's. They have learned quite a lot from El Paso and hopefully will be doing 100 miles of road.

Helen Dupree said that they are still confirming their paving locations and will have more updates next month. Andrew Hayes said that the SS4A presentation will be in May for the board.

Amanda Hosbon left a chat message to remind everyone the RTAP Beulah Workshop is March 20th and 21st at Pueblo Mountain Park.

11. Other Local Agencies Updates

Update on awarded projects

Action Requested: Informational

Dr. Saqib is from the Southern Colorado Institute of Transportation Technology and is the lead research for projects. He had a handout for the Baccalaureate Certificate in Transportation Engineer, and the Friday STEM School for Middle Schoolers. The STEM class is free for 6th through 8th graders and will be April 4th through May 23rd. Email csup_scitt@csupueblo.edu for more information. The undergraduate certificate will include 3 courses, none of these have prerequisites. Everything is included except for the tuition. There may be some scholarships available. Southern Colorado Transportation Conference will be all day, it will be October 6th. Don Bruestle has a concern about transportation to the campus, Dr. Saqib said that the parent will drop them off. Don asked if they could look into shuttle system for the kids, Dr. Saqib said that they might have funding for this.

Luann Martinez asked if there are any updates on the Grant Navigator DOLA provides for this region, Sarah Skinner said that they are connected to Tracy Gutierrez, she is part of the Southern Colorado Economic Development District. Tracy is also working with Alyssa Dinberg from DOLA.

12. CDOT R2 and HQ Updates**Action Requested: Informational**

Kathleen Collins said that Bill Haas did retire, she did put our agenda items on their agenda. They are going to discuss MPO coordination for the 2050 at the next Statewide MPO meeting. They are getting legislations updates every month. They did update the greenhouse gas. There was a TPR administration meeting on February 6th. The rural areas of the State are developing their regional transportation plan, the next step will be developing their drafts plans and to meet with CDOT to finalize. There will be 9 telephone townhalls in early April. A statewide

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survey will be for needs across the state. The bill that will allow 16 TPR's has died and no longer pursuing.

13. FTA & FHWA updates

Action Requested: Informational

14. Next TAC meeting – April 8, 2025, from 1:30 p.m. – 3:30 p.m. – Location: CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](#)

Deadline for presentations is March 31st at 5 p.m.

Action Requested: Informational

Complete Street Workshop will be April 15th and 16th. MMOF drafts are due March 25th by 5pm. And presenting your projects to TAC next month and deadline is March 31st by 5p.m.

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

Roundtable Discussion

10-Year Priority Project List

Medal of Honor Road and trail

16. Adjourn at or before 3:30 pm

Adjournment was at 3:37 p.m.