

**Meeting Agenda 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](#)

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

Meeting ID: 161 959 7770

Passcode: 766237

Dial by your location

[+1 669 254 5252 US \(San Jose\)](tel:+16692545252)

[+1 415 449 4000 US \(US Spanish Line\)](tel:+14154494000)

**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.**

**Amended Agenda**

1. Call Meeting to Order
2. Self-Introductions and Public Comments **(non-agenda items only)**
3. Approval of Minutes  
February 11, 2025 Minutes\*  
**Action Required: Approve/Disapprove**
4. Federal Update  
**Action Requested: Informational**
5. TAC Chair and Vice-Chair selection\*  
**Action Requested: Approve/Disapprove**  
*Fill out ballot for your selection.*
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

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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.

**Action Requested: Approve/Disapprove**

7. **Comprehensive Safety Action Plan (CSAP)\* - DiExSys**  
**Action Requested: Presentation**
8. **Purcell Blvd and Industrial Blvd intersection\* – Greg George**  
**Action Requested: Presentation**
9. **Greenhouse Gas (GHG)\* – Maureen Paz de Araujo**  
**Action Requested: Presentation**
10. **Citizen Advisory Committee (CAC) Updates**  
**Action Requested: Informational**
11. **Other Local Agencies Updates**  
*Update on awarded projects*  
**Action Requested: Informational**
12. **CDOT R2 and HQ Updates**  
**Action Requested: Informational**
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 31<sup>st</sup> at 5 p.m.**  
**Action Requested: Informational**
15. **Items from TAC Members or scheduling of future Agenda Items**  
**Roundtable Discussion**  
*10-Year Priority Project List*
16. **Adjourn at or before 3:30 pm**

**Meeting minutes of the  
TRANSPORTATION ADVISORY COMMISSION (TAC)**

**February 11, 2025**

**1:30 p.m. – 3:30 p.m.**

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**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, Sean Maik*

*CAC Members Present: Laura Leyba, Richard Arko, Don Bruestle*

*CDOT Members Present: Lindsey Jaquez, Aaron Willis, Lachelle Davis, Geoff Guthrie*

*FTA/FHWA Members Present:*

*Others Present: Luann Martinez, Kathleen Collins, Wendy Pettit, Abe Armendariz, Angela George, Danell*

*Cressey, Helen Dupree, Sarah Skinner, Scott Hobson, Logan Gogarty, Macario Torrez, Jessie Ward, Joe Peoria,*

*Mark Dominquez, Dustin Purkey, Laurel Jones, Jennifer Sparks*

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

*Joe Peoria is from Pueblo County Planning. Jessie Ward is from RockSol Consultant. Logan Gogarty is the Executive Director at Villabella Expeditionary. Angela George is the Area Manager from Gray Matter Construction.*

**3. Approval of Minutes**

**January 14, 2025 Minutes\***

*Motion to Approve: Richard Arko*

*Second: Don Bruestle*

*Unanimous*

**4. Special presentation**

**Action Requested: Informational**

*Eva Cosyleon wanted to recognize Don Bruestle for all his hard work, holding us accountable, and asking questions. Thanks Don!*

**5. TAC Chair and Vice-Chair selection\***

*Motion to Approve: Richard Arko*

*Second: Don Bruestle*

*Unanimous*

*Eva Cosyleon said that PACOG approved the representatives, and this would be a good time to select someone. She did mention who was on the list. Cheryl Spinuzzi was nominated but was not attending so we will have to check with her. Dylan Goodman went over the roles and responsibilities. Geoff Guthrie asked that according to the Bylaws, the chair and vice chair have to be voting members, Eva said yes.*

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

TIP Amend 2024.056 Policy Amendment

Project Name: City of Pueblo CF&I project

Project Location and Description: Installation of Charging Equipment in Low-Income neighborhoods and multi-family housing

Fund Source(s): Charging and Fueling Infrastructure (CFI)

Fund Source	2024	2025	2026	2027	2028	Total
CFI	0	\$11,520,192.00	0	0	0	\$11,520,192.00
Local	0	\$2,880,048.00	0	0	0	\$2,880,048.00
Total	0	\$14,400,240.00	0	0	0	\$14,400,240.00

*Motion to Approve: Richard Arko*

*Second: Ben Valdez*

*Unanimous*

*This was made in partnership with Citizen Energy. This means that they own all the charging stations. Wendy Pettit asked what type of money it is, Andrew Hayes that it's Federal money through DOE. Laura Leyba asked if this is residential or just business, Andrew Hayes said this will be low to moderate income neighborhoods and multifamily developments. There is not a set location at the moment. Laura said that parking will be hard on the east side if they get installed, Andrew said to keep this in mind and to have comments ready. Ben Valdez asked what levels they are, Andrew said they are levels 2. Don asked about who can update, Andrew said he can every month at TAC.*

**7. Performance Measures 1 (PM1)\***

	Targets	
	CDOT 2025	PACOG 2025*
Fatalities:	740	34
Fatality Rate (per 100 MVMT):	1.363	
Serious Injuries:	3640	107
Serious Injury Rates:	6.701	
Non-motorized Fatalities and SI:	659	33

\*These numbers are a 15% reduction from 2023 data. In 2023 there were 40 fatalities, 126 Serious Injuries, and 39 non-motorized serious injuries and fatalities. CDOT is statewide and PACOG is Pueblo County.

**[211 E D street, Pueblo, CO 81003](#)**

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Motion to Approve: Greg George

Second: Ben Valdez

Unanimous

Eva Cosyleon said that setting our own targets would provide more focus on the work that will be done. Greg George mentioned that this data is a little outdated, and would we want to increase it because it skipped 2024. This was because DiExSys did not have the 2024 crash data available.

## 8. US Hwy 50 SHIFT (Safety/Operational Highway Improvements for Freight and Travel) Presentation\*

### Action Requested: Informational

Laurel Jones said that they will be installing 12 passing lanes between City of Pueblo and the Kansas State line. This includes paired bidirectional, and some independent direction will be installed. The passing lanes will meet the American State Highway Transportation Standards. This is a designated freight route. Some challenges include speeding, and congestions. The purpose of this project is to reduce frequency and severity of crashes, more efficient travel time, improvement to the corridor, and comfortable speeds for lower speed vehicles. There will be 2 passing lanes from Pueblo to Fowler, 1 passing lane between Fowler and Manzanola, 3 passing lanes between La Junta and Las Animas, 4 passing lanes between Las Animas and Lamar, and 2 passing lanes from Granada and Holly. The exact locations have not been identified. The benefits will include safety – reduction in crashes, congestion reduction, system reliability – improvements travel times, and freight movement/economic vitality. Otero County applied for the grant and were awarded \$40.5m with a total project cost of \$67.5m. All rural funding is expected to be obligated by September 30, 2028. Don Bruestle asked if the \$57m will cover the cost of the widening, Laurel said yes. Don also asked if there are any freight companies that would choose to use Hwy 50 if there were more passing lanes, Jennifer Sparks said that they did not reach out to the companies. Joe Peoria asked if they needed additional right-of-way, Laurel said that they hope with the locations they pick, they will not need as much. Mark Dominguez asked if this is one project, Laurel said that this is to be determined. Laura Leyba asked said that this will help with emergency evacuations. Jennifer said that each passing lane is a mile long, there will be 12 lanes. There is a total of 150 miles. Don asked if there will be shoulder work to widen the other parts of the highway for future use of making it 2 lanes in each direction, Jennifer said there is FBIS for that work and is a different project. She also said that they will be looking at crash patterns, right-of-way impacts, etc... Scott Hobson asked how much RPP funds will be used and how does this tie into the strategic plan with all agencies, Jennifer sad that the managing funds are coming from the Southeast TPR, there is no money coming from PACOG.

## 9. CDOT Long Range Transportation Plan (LRTP) Presentation\*

Aaron Willis is the Statewide and Regional Planning Section Manager at Colorado Department of Transportation (CDOT) Development. They are about the halfway point of their 2050 Statewide Transportation Plan. The planning process includes planning activities and outreach (vision), describe future system, and funding. This also includes a 10-year plan, regional transportation plan, 4-year statewide transportation improvement program (STIP) and a statewide plan. There will be a lot of engagement with the planning partner - Statewide Transportation Advisory Committee (STAC). There is also public engagement, these include community events, stakeholder events, county meetings, local/elected meetings, surveys, online maps, telephone town hall, and social media.

This will include the documents below:

- Long Range Regional Transportation Plan
  - Developed in each 15 TPRs
- Long Range Statewide Transportation Plan
  - Identifies goals, focus areas, 20+ year horizon, includes transit
- 10-Year Plan
  - Goals, focus areas, priorities/identifies strategic projects
- 4-Year Statewide Transportation Improvement Program (STIP)

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- o Funded projects over a 4-year time period

Policy Directive 14 (PD 14) is a policy that establishes the framework for transportation planning. This includes to improve key goals of Safety, Asset Management, and Mobility. PD 14 aligns with Department's Wildly Important Goals (WIGS), Transportation Commission Guiding Principles, Governor's Key Priorities, and Federal Performance Objectives. More information, go to <https://www.codot.gov/performance/data-dashboards>.

Greenhouse Gas (GHG) Reduction – Colorado is leading the nation by developing a greenhouse gas emissions tracking and mitigation program. This is to reduce emissions while giving Coloradans more transportation and mobility options. The new standard requires CDOT and the state's 5 MPOs to provide more travel choices. This is also to model future years and to reach the emission goals. CDOT's 10-Year Plan is compliant with the new standard and helps lower emissions. CDOT is going in their 5<sup>th</sup> year of their 10-year plan, they have completed 100% of the projects in the first four years, and over 50% in the full 10-year plan. There have been 818 miles of rural roads improved by CDOT.

For the 2050 Long Range Transportation Plan Visualizer

<https://experience.arcgis.com/experience/c9ec4c30351143caaa995b6ad5ce5f44>

Aaron Willis showed us a slide of their current planning progress. He said that this will be the first time that they will have an active transportation plan that will identify targets. This will include bike, pedestrian and sidewalks. The first quarter of 2025 will have a statewide transportation survey. Aaron said that the 2027-2030 fundings are more defined than the second set of years. He suggested looking at the priorities that have been identified in the PACOG LRTP. These will be included in the 10-year plan. Laura Leyba asked about getting away from diesel fuel, Aaron said that an important shift will be to prioritize things that are beneficial to air quality. They will be doing the modeling and see where they are and if adjustments need to be made, they will make them. He said that the MPO will be required to do greenhouse gas modeling on their priority projects. Don Bruestle said that they are currently experimenting with blended diesel. This cost a bit more. Don also asked if CDOT is collaborating with the contiguous states, Aaron said that they are collaborating within Colorado. Don asked how the Federal Government will affect Colorado priorities related to GHG, Aaron said that they will continue to follow State Law. Jennifer Sparks asked if May 2025 is when the TPRs/MPOs to submit their plans, Aaron said that around the May/June 2025. She asked about MPO's, Aaron said that they are on a different timeline, but the priorities might be included. Eva Cosyleon asked if this means that we need to get our project priority list prior to May/June, Aaron said that is a good timeframe.

## 10. Multimodal Transportation and Mitigation Option Funds (MMOF) – call for projects\*

### Action Requested: Informational

Eva Cosyleon said that the school districts can also apply and to make sure everyone is coordinating. Dylan Goodman said this is the release for the MMOF Grant. We have decided not to attach the Carbon Reduction Program because of the potential of being under target of the Federal Funding freeze. There is \$1,577,969 in MMOF.

Call for Projects Schedule:

- o Transportation Advisory Commission MMOF Notice for Call for Projects: February 11, 2025
- o Request for Information Deadline: February 25, 2025
- o Draft application due: March 25, 2025 @ 5pm
- o Mandatory: Submit presentation for TAC: April 1, 2025, 10am
- o Transportation Advisory Commission Presentation: April 8, 2025, 1:30pm
- o Walk audit done by ADA Committee
- o Final Applications Due: May 16, 2025, 5pm.
- o Scoring and projection selection workshop: May 30, 2025
- o Recommend approval and inclusion in TIP to TAC: June 10, 2025
- o BOD approval and inclusion in TIP: June 26, 2025

You are not limited to the amount of projects but can not request more money than is available to the entire

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region. There is a new project readiness check list that will need to be completed and submitted with each project. This checklist is to go over before your application is submitted. You will need to turn in a draft application in order to turn in a final application. The scoring criteria and the MMOF application has been updated. Eva Cosyleon said that we will post this on our website – pacog.net. Don Bruestle asked about projects that have been approved in previous years, Dylan said that the projects include trail and sidewalk improvements. Northern Ave Trail, bus stops with solar lighting, and trail extensions is also included. The project should aim towards the pedestrian, transit user, cyclist, and vulnerable road users. We will share questions from other agencies.

## 11. Citizen Advisory Committee (CAC) Updates

### **Action Requested: Informational**

Chuck Aksamit said that we have started planning for bike month. He had some ideas for events, rides and awards.

## 12. Other Local Agencies Updates

### *Update on awarded projects*

Macario Torrez said that the solar light project closes tomorrow, with next step to evaluate. 2,500 Veteran's rode free in January. Vanpool program has 2 new companies and 2 existing. They are reaching out with other companies to get on board. Don Bruestle asked if people are using the vanpool and which businesses are they going to, Ben Valdez said to the prison and some to the Industrial Park. Harts on Glass is one of them. CSUP will have new routes, public outreach in 2-3weeks. Ben said they are going to redo the University Route. A new stop will be by the student housing. Enterprise Rental owns the vans. Luann Martinez asked if the vans are stored at the designated drivers place, Ben said whoever they designate. She also asked if the vans are electric, Ben said no.

Greg George said that once the weather permits, they are going to start the interim improvements at Industrial and Purcell intersection on Thursday. Medal of Honor Project is progressing, currently have the culvert extension and utilities for the Detention Center. Asphalt roadway improvements bids are out now. There will be a smaller list this year because the County is going to fund Road Reclaimer. This means that they will be buying equipment to do their own in the future. RAISE Grant is on hold because of the federal money.

Sean Maik said that they are doing emergency repair work on Bonforte Blvd. Liberty and Horseshoe has lane shifts. Kickoff for the Safety Action Plan with DiExSys was last week. Eva Cosyleon said that DiExSys looked at over 30 intersections and then they will narrow it down. They will give a brief presentation next month. They are identifying areas for safety mitigation measures. Luann Martinez had a question about text funding, Eva said she will find out. Don Bruestle asked if the funds for the Union Ave Bridge is at risk (because of the federal funding), Luann said she doesn't know. He also asked if this would delay projected timeline, Luann said she was unsure. She has been getting a few different answers on funding but to do business as usual. She also asked if the Regional Grant Navigator was hired, Wendy Pettit said that the position is combined with other counties, but she didn't know who filled the position.

Shawn Winters said that TAP 4 & 5 (Joe Martinez Trail) is at 35% construction – delayed by the weather. Purcell Phase 1 & 2 is at 60% design. Civic Center Trail Phase 1 – waiting for option letter from Headquarters.

Amanda Hobson asked if we could share the Beulah Art Community meeting which will be March 20<sup>th</sup> and 21<sup>st</sup>.

**13. CDOT R2 and HQ Updates**

**Action Requested: Informational**

*Geoff Guthrie said that they are proceeding as normal with any kind of uncertainty with Federal Funding.*

*Jennifer Sparks said that the I-25 and Hwy 50B interchange has a lot of offline work.*

*Kathleen Collins said that she will be attending on Aaron's behalf, she said that they hired Sean Smith - CDOT Director of Maintenance and Operations. DTD is all housed on the 3<sup>rd</sup> floor at headquarters. Alejandra Diaz is the new manager for the Subrecipient Grant Support Unit. This is to make a smooth and streamlined process for grant applications. She also mentioned that there is an update from the state and federal level legislation. There is an update from the Governor's vision 2035. The next Transportation Commission (TC) will discuss Floyd Hill Project. Traffic incident management will talk about incident response team and safety patrol. There will be a meeting of the audit committee. February Action item for TC will be for fiber optic agreement.*

**14. FTA & FHWA updates**

**Action Requested: Informational**

**15. Next TAC meeting – March 11, 2025, from 1:30 p.m. – 3:30 p.m. – Location: CDOT HQ - [5615 Wills Blvd.,](#)**

[Pueblo, CO 81008](#)

**Deadline for presentations is March 3<sup>rd</sup> at 5 p.m.**

**Action Requested: Informational**

**16. Items from TAC Members or scheduling of future Agenda Items**

**Roundtable Discussion**

*Purcell Blvd and Industrial Blvd presentation*

*Hwy 50 E shift approval*

*10-Year Priority Project List*

**17. Adjourn at or before 3:30 pm**

*Adjournment was at 3:19 p.m.*



Chairperson:

- Preside over all meetings of the commission, ensuring effective, efficient and timely conduct of the commission's meetings
- Help PACOG/MPO staff develop annual objectives of the commission
- Perform miscellaneous duties that may be assigned by the commission or requested by PACOG/MPO Staff
- Attend Board of Directors meetings when possible, or if requested by the Board

Vice-Chairperson:

- Serve as a non-voting member on all subcommittees created by the commission
- Keep the Chairperson and PACOG Board of Directors updated on the work of subcommittees
- Assume the responsibilities of the Chairperson as necessary

The Chairperson and Vice-Chairperson will collectively select and appoint the Chairpersons of subcommittees as is necessary

# **BYLAWS OF THE TRANSPORTATION ADVISORY COMMISSION (TAC) OF THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG)**

## **ARTICLE 1: NAME**

The name of this Commission shall be the Transportation Advisory Commission (the “**Commission**”) of the Pueblo Area Council of Governments (“**PACOG**”).

## **ARTICLE II: ORGANIZATION**

### Section 1. AUTHORITY

The Commission shall be governed by the policies and guidelines set forth by PACOG or as amended.

### Section 2. AREA

The area to be served by the Commission is the County of Pueblo.

### Section 3. NONDISCRIMINATION

No person or organization shall, on the grounds of race, color, national origin, religion, creed, ancestry, sex, sexual orientation, gender identity, gender expression, age, and/or handicap, be excluded from participating in, be denied the benefits of, or be subject to discrimination from the Commission.

## **ARTICLE III: PURPOSE**

### Section 1. PURPOSE

The purpose of this Commission is to provide technical advice and to recommend appropriate courses of action to PACOG and PACOG’s Metropolitan Planning Organization (MPO) staff on current and emerging transportation issues, goals, plans, and programs affecting planning and management to the PACOG region. The advice and recommendations will address at least the Transportation Improvement Program, Unified Planning Work Program, and the Long-Range Transportation Plan.

## **ARTICLE IV: MEETINGS, VOTING & QUORUM**

### Section 1. PUBLIC MEETING

All meetings of the Commission and its sub-committees are open to the public. Citizens are welcome to attend meetings and may express their opinions at such times as designated by the agenda or when recognized by the Chairperson.

### Section 2. REGULAR MEETINGS

The Commission may meet monthly or more frequently if needed but shall meet no less than once per calendar quarter. PACOG/MPO staff shall set the time, date, and location for the meeting.

If neither the Chairperson nor the Vice-Chairperson can be in attendance, then the meeting will be cancelled or postponed.

### Section 3. SPECIAL MEETINGS

Special meetings of the Commission may be called at the discretion of the PACOG/MPO staff in consultation with the Chairperson or by written petition by any three (3) Commission members emailed, mailed, or delivered personally to the Chairperson with a copy to the PACOG/MPO staff liaison. The PACOG/MPO staff shall fix the time, date, and location for holding any special meeting. Public notice shall specify the nature of all business to be conducted at such meetings. Business transacted at all special meetings shall be confined to the purposes stated in the notice of the meeting. Once the special meeting is posted, the agenda item cannot be changed.

Online/Zoom voting is allowed.

### Section 4. PLACE OF MEETING

Meetings may be held virtually, in-person or in combination thereof. The Commission may designate the place for any regular, or special meeting called by the Commission. Unless otherwise designated, the Commission shall meet at the offices of PACOG/MPO at 211 E. D Street, Pueblo, CO 81003.

### Section 5. NOTICE OF MEETING

Written or printed notice stating the place, day, and hour of the meeting and, in case of special meeting, the purpose for which the meeting is called, shall be delivered no less than 1 business day before the date of the meeting, either personally, by electronic notification, or by mail, to each member of the Commission entitled to vote at such meeting. Notice shall be posted at Pueblo City Hall, Rawlings Library, and Pueblo County Courthouse. All meetings must be publicly noticed.

### Section 6. VOTING

Voting members of the Commission shall be entitled to one (1) vote on each matter brought before a regular or special meeting of the Commission. No anonymous votes. Voting members of the Commission shall be entitled to abstain from any vote brought before a regular or special meeting of the Commission. Proxy voting is only allowed if the voting member is absent. They can designate a representative to vote on their behalf, but must notify staff in writing one business day prior to the meeting if they have not previously designated their representative. All issues shall be settled by a majority vote.

Voting by email or by mail is not allowed. Voting will be done only in regular meetings or when a special meeting is publicly called. Anonymous voting can be held if decided on by the Commission

### Section 7. QUORUM

A meeting shall be considered in quorum if five (5) voting members of the commission are in attendance. A quorum shall be necessary for the transaction of any official business at any meeting of the Commission. A representative may participate and vote via phone, internet, or in-person.

Membership will be updated, identified, and culled, if necessary, to clearly designate voting members.

### Section 8. PROCEDURE

The latest version of Robert's Rules of Order shall govern the conduct of business at all meetings of the Commission and its sub-committees except when such Rules conflict with these bylaws.

Section 9. SECRETARIAL DUTIES

PACOG/MPO staff will meet the secretarial needs of the Commission and shall keep these bylaws, as amended, minutes of all meetings of the Commission, a current membership list containing the names, addresses and telephone numbers of all Commission members, and all other official documents of the Commission.

**ARTICLE V: MEMBERSHIP**

Section 1. COMPOSITION AND REPRESENTATION

The Commission shall consist of two standing committees of PACOG: the regional Transportation Technical Committee (TTC) and the Citizens Advisory Committee (CAC). All PACOG member entities in the Pueblo County area are eligible for voting membership on the Commission. Entities will be members upon submittal of a request for membership and identification of a representative, subject to approval by PACOG’s Board of Directors.

**Transportation Technical Committee (TTC):**

- City of Pueblo Voting Members:
  - Director of Public Works
  - Traffic Engineer
- Transit and Aviation Voting Members:
  - Pueblo Transit Director
  - Director of Aviation
- Pueblo County Voting Members:
  - Director of Public Works
  - Deputy Director of Architecture, Engineering and Sustainability
- Pueblo West Metropolitan District Voting Members:
  - Director of Operational Support
- Colorado City:
  - Representative that resides in Colorado City or Rye

**Citizens Advisory Committee (CAC) 6 members:**

- Pueblo City Planning and Zoning Commission Voting Member:
  - One member from the Pueblo City Planning and Zoning Commission
- Pueblo County Planning Commission Voting Member:
  - One member from the Pueblo County Planning Commission
- Pueblo ADA Advisory Committee Voting Members:
  - One member from the Pueblo ADA Advisory Committee
- Pueblo Active Community Environments (P.A.C.E) Voting Member:
  - One member from the Pueblo Active Community Environments
- Pueblo Plex Representative:
  - One member from the Pueblo Plex
- One At Large Citizen

### **Alternate Members:**

PACOG/MPO staff and Colorado Department of Transportation (“**CDOT**”) personnel are non-voting members of this Commission and all sub-committees. All members shall be entitled to an alternate who shall be selected in the same manner as the regular member. Members can only change alternates once a year, unless an unforeseen circumstance forces the selection of a new alternate.

PACOG/MPO staff recommend that Commission members bring their alternates to at least one (1) Commission meeting a year.

### **Section 2. ADDITIONAL CRITERIA**

Applicants must meet the following additional criteria to be selected:

- A. Must demonstrate technical background and/or understanding of transportation issues in Pueblo County.
- B. Must be able to attend Commission meetings and to assist in data-gathering, analysis and other activities of the Commission when requested by the Commission to do so.
- C. Must be in good standing with the PACOG Board of Directors or the Commission.

### **Section 3. SELECTION**

PACOG’s Board of Directors shall approve all applications for membership and nominations for primary and alternate representatives from member entities. PACOG Board of Directors reserves the right to review and approve/disapprove or withdraw that approval at any time.

To select the at-large citizen, a Call for Applications shall be placed at minimum a month before the October Commission meeting. In October, the Commission shall select a preferred candidate at their discretion, to be approved by the PACOG Board of Directors.

### **Section 4. TERM OF MEMBERSHIP**

Members of the TTC shall serve on the Commissions until removed or replaced by their respective appointing organizations. Members of the CAC shall serve three (3) year terms, which shall run from January 1<sup>st</sup> of the first year through December 31<sup>st</sup> of the third year or until replaced by the governing body of PACOG. An individual appointed to fill a vacancy, the duration of which is longer than one and a half years, shall be considered appointed to a full term. There is no limit to consecutively served terms.

Ex-officio members, PACOG/MPO staff, and CDOT are exempt from terms of membership.

### **Section 5. ABSENTEEISM**

Individuals missing three (3) consecutive, regularly scheduled meetings, or a total of four (4) regular meetings, without prior notification and approval by Staff, during a twelve-month period shall be automatically reviewed by PACOG/MPO Staff for possible termination. When a representative has been absent, unexcused, for the second consecutive time or has been absent, unexcused, for the third time in any twelve-month period, the Chairperson shall send, or cause to be sent, in reasonable time a letter to such member at their address as entered on the Commissions books, informing such person that another absence shall result in their membership being reviewed. If attendance at meetings does not improve, removal from Commission will be performed by PACOG/MPO staff.



## Section 6: VACANCIES AND APPOINTMENTS

All vacancies shall be filled by the process outlined in Article V Section 1-5.

## Section 7: RESIGNATIONS AND REMOVAL

Members and representatives are encouraged to send written notice of intent to resign to the PACOG/MPO Staff and a copy to the Commission Chairperson as soon as possible but at least one (1) month before the termination date. If you lose your employment or appointed position, then you must submit a letter of resignation.

Any request for removal of a member will be submitted to the PACOG Board of Directors. The Board of Directors, after investigation, may remove the member and call for the selection of a new representative by the member organization. Until a permanent replacement is chosen, the former representative's chosen alternate will act in their stead. If no alternate has been selected, then the position will remain vacant until the selection of a new representative.

## **ARTICLE VI: OFFICERS**

### Section 1. OFFICERS

Officers of the Commission shall consist of a Chairperson and Vice-Chairperson.

### Section 2. SELECTION OF OFFICERS

Only voting members of the Commission are eligible to be officers. Officers may be self-nominated or nominated by other Commission voting members. Nominees shall be presented to the membership for election at the November meeting each year. Elections shall be by paper ballot with a majority vote electing the officers. Service as an officer is voluntary and not compensated.

### Section 3. DUTIES OF OFFICERS

The Chairperson shall preside at all meetings of the Commission, assure effective, efficient and timely conduct of the Commission's meetings, work closely and coordinate with the assigned PACOG/MPO staff liaison person on developing annual objectives of the Commission to be communicated to and approved by the PACOG Board of Directors, perform such other duties as may be assigned from time to time by the Commission or requested by the PACOG staff assigned to the Commission and attend Board of Directors meetings when possible and/or if requested by the PACOG Board's Chairperson. The Vice-Chairperson shall serve as an ex-officio non-voting member of all sub-committees created by the Commission, be responsible to the PACOG Board of Directors to assure that all sub-committees are accomplishing their objectives, and keep the Chairperson updated on subcommittees. The Vice-Chairperson and Chairperson shall be responsible for selecting and appointing all Chairpersons of sub-committees. In the event of an absence of the Chairperson or in the event of their inability to act or if the office is vacant, the Vice-Chairperson shall perform all duties of the Chairperson, and when so acting shall have all the powers and be subject to all restrictions of the Chairperson.

### Section 4. TERM OF OFFICE

Elected officers shall serve for a term of one (1) year beginning January 1<sup>st</sup> following election. Such officers shall hold office until they resign, are removed, are otherwise disqualified to serve, or until their

successors shall be elected, whichever occurs first. Officers may be re-elected but may not serve more than two (2) consecutive terms.

#### Section 5. VACANCIES

A vacancy in any office shall be filled for the unexpired portion of the term by the immediate subordinate officer (e.g., if the Chairperson is vacant, the Vice Chairperson will serve in that position until the next regular election). In the event of a vacancy in the office of the Vice-Chairperson, the Chairperson may temporarily appoint the new Vice-Chairperson until such time as an individual is elected to fill that unexpired term.

When required, an election for Vice-Chairperson shall be held at a regularly scheduled meeting within sixty (60) days after the vacancy occurs. The election shall follow the nominating/voting process established in Article VI, Section 2.

#### Section 6. REMOVAL AND RESIGNATIONS

Any request for removal of an officer will be submitted to the PACOG Board of Directors. The Board of Directors, after investigation, may remove the officer and call for a special election for a new officer. If an officer is removed by the Board of Directors, they will no longer be considered in good standing with the Commission.

Any officer may resign their position as an officer at any time by giving written notice to the Chairperson of the Commission and the PACOG Executive Directors. Any such resignation shall take effect on the date of the receipt of such notice or at any later date specified therein, not to exceed the expiration date of the regular term of office. The acceptance of such resignation shall not be necessary to make it effective. If you lose your employed or appointed position, then you must submit a letter of resignation.

### **ARTICLE VII: SUB-COMMITTEES**

#### Section 1. NEW SUB-COMMITTEES

When a need arises for a new sub-committee, a request will be made that identifies the purpose, charge, objectives, relationships, membership, officers, requirements for minutes, and term of the sub-committee will be submitted to the Commission.

#### Section 2. SUB-COMMITTEE APPOINTMENTS

The Commission Vice-Chairperson shall appoint the Chairperson of each sub-committee with approval by the Commission Chairperson. If warranted, the Commission shall request experts from outside the Commission be appointed voting members of the sub-committee. Members of all sub-committees shall be recommended by a majority vote of the quorum Commission.

#### Section 3. SUB-COMMITTEE VACANCIES

Vacancies on any sub-committee may be filled for the unexpired portion of the term in the same manner as provided in the case of original appointments.

Section 4. SUB-COMMITTEE QUORUM

A simple majority of the members of a sub-committee shall constitute a quorum of such sub-committee, and the action of a majority of the members at the meeting at which a quorum is present shall be the action of the sub-committee.

**ARTICLE VIII: CONFLICT OF INTEREST**

Section 1: ANNOUNCING CONFLICT

Whenever a Commission or sub-committee member has cause to believe that a matter to be voted upon would involve them in a potential, personal, conflict of interest, they shall announce a potential conflict of interest and shall either abstain from the vote, or request a ruling by the Commission on voting on such matters.

Section 2: ABSTENTION FROM VOTING

No member shall vote on any matter involving a conflict of interest.

**ARTICLE IX: AMENDMENT OF BYLAWS**

Action may be initiated at any duly constituted meeting of the Commission to alter, amend, or repeal these bylaws and have new bylaws adopted. Notice of any proposed amendments to, or repeal of, these bylaws shall be presented at a duly constituted meeting of the Commission and shall then be voted on at the next duly constituted meeting of the Commission. A copy of the current bylaws with proposed changes shall be distributed to all Commission members at least one month in advance of the meeting at which the amendment will be presented for approval. An affirmative vote by the majority of the Commission members is necessary for amendment adoption. The Commission's recommendation to amend these bylaws is then subject to approval by the PACOG Board of Directors.

PACOG's Board of Directors may from time to time amend its bylaws, or change its policies, necessitating revisions in the bylaws of this Commission. Should such a case occur, the PACOG Chairperson shall notify or cause to notify the Commission Chairperson to implement such changes.

**ARTICLE X: ENACTMENT**

These Bylaws shall be effective following their review and approval by a two-thirds (2/3) vote of the full membership and review and final approval by the PACOG Board of Directors.

# City of Pueblo and Pueblo County

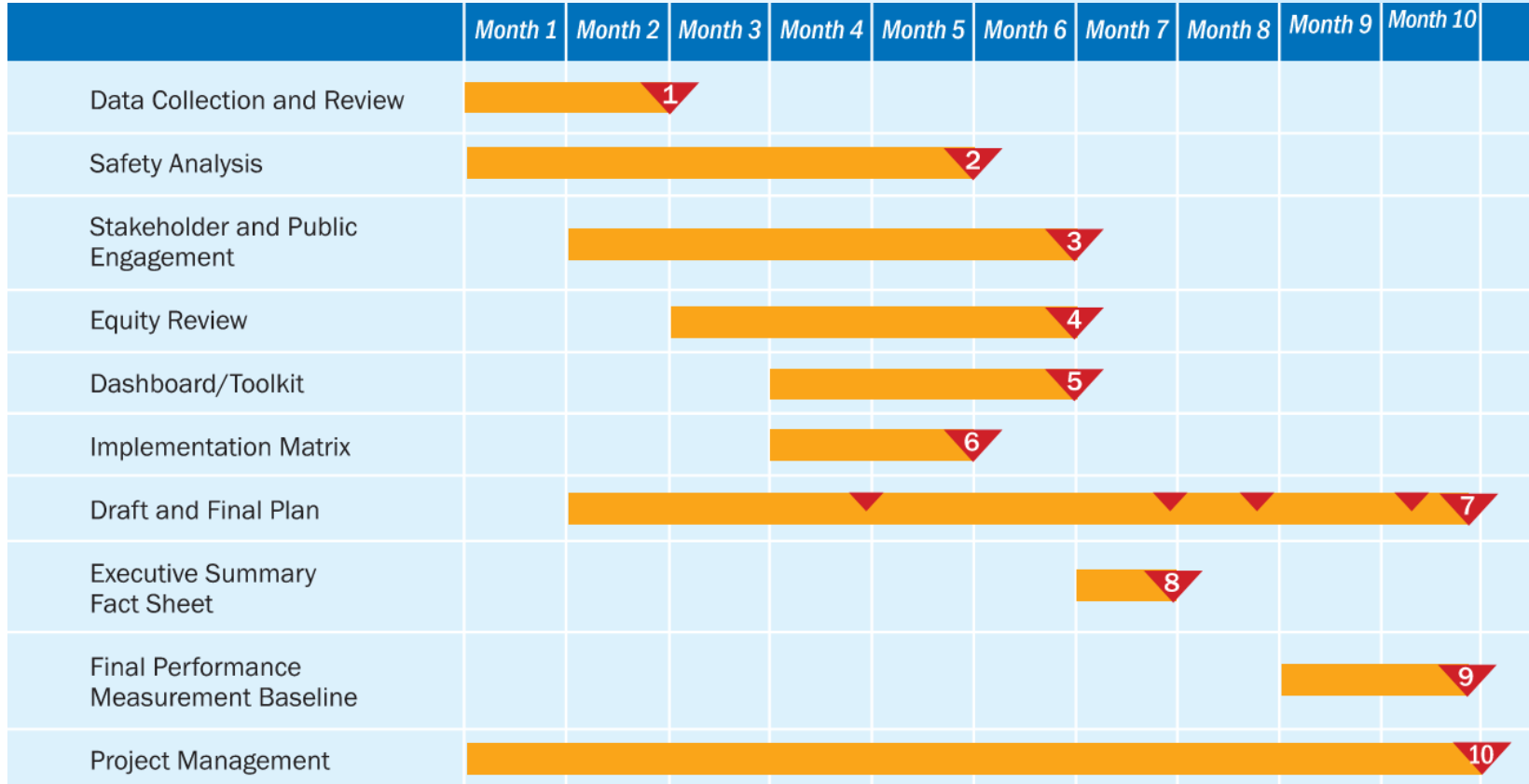
## Comprehensive Safety Action Plan

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### PACOG TAC Meeting



# SCHEDULE





# PHILOSOPHY

- The efficient and responsible investment of resources in addressing safety problems is a complex task
- Crashes occur on all roads in use; road safety is a matter of degree
- Transportation funding is constrained
- Improvements preventing few injuries and deaths **can result in more injuries and deaths occurring at places where more crashes could have been prevented**
- Comprehensive Safety Action Plan (CSAP) core components:
  - Identify roadway safety projects and behavioral programs
  - Engage and educate stakeholders
  - Maximize safety within the limitations of available budgets
  - Make improvements at locations where they prevent the most accidents and consider equity in project selection

# STRATEGY

## Two-Part Strategy:

- Countermeasures with Promise (CWIP)
  - Select an effective countermeasure
  - Identify sites susceptible to correction from the countermeasure
  - Also known as a Systemic Approach
  - Analogous to having an effective medication and looking for patients that can be treated
- Sites with Promise (SWIP)
  - Traditional approach identifying high-crash locations
  - Identifying cost-effective countermeasures specific to location crashes
- Prioritization
  - Single list ranked by prioritization criteria

# STRATEGY (Continued)

## Network Screening Using Proven Countermeasures

Screen the city & county area network for injury and fatal crashes at both intersections & on roadway segments

Examine distribution of injury and fatal crashes by crash type to identify emphasis areas for development of countermeasure strategies

Relate crash types with known and reliable crash reduction factors utilizing the FHWA's list of Proven Safety Countermeasures, a collection of strategies effective in reducing roadway fatalities and serious injuries



Appropriate Speed Limits for All Road Users



Leading Pedestrian Interval



Yellow Change Intervals

# STRATEGY (Continued)

## Potential Emphasis Areas

### **FHWA Safety Emphasis Areas**

- Intersection Safety
- Speed Related Crashes
- Vulnerable Road Users
- Impaired Driving

### **Safe System Approach**

- Left Turn Signal Treatments
- Signal Change & Clearance Updates
- Remove Nighttime Flash
- Turning Vehicle Pedestrian Conflict Treatments
- Speed Management and Speed Limit Policy Updates
- Roundabout Policies

# OVERVIEW

## Project Scoping

- **Relate crashes to context and likely causes:**
  - Roadway geometry, roadside environment, traffic control devices, traffic operations, user behavior, and roadway and weather conditions
  - Field observations (in person and using video analytics)
- **Maximize crash reduction as quickly as possible**
  - Relevant Crash Reduction Factors and Economic Analysis
  - Prioritization / Ranking



# OVERVIEW

## Comparison of Pueblo County to other large counties

Crashes per 1000 Population (6 years)							
County	Population (2020)	All Crashes		Pedestrian		Bicycle	
		Total	Fatal	Total	Fatal	Total	Fatal
<b>Pueblo</b>	<b>169,823</b>	<b>124.47</b>	<b>1.08</b>	<b>1.66</b>	<b>0.22</b>	<b>0.75</b>	<b>0.01</b>
Weld	333,893	103.38	0.86	0.86	0.06	0.63	0.01
Mesa	155,603	95.14	0.71	1.30	0.09	1.59	0.03
Adams	519,883	124.18	0.68	1.52	0.15	0.74	0.01
El Paso	728,310	88.92	0.62	1.29	0.10	0.67	0.03
Larimer	360,428	109.68	0.51	1.16	0.06	1.97	0.02
Jefferson	583,283	91.03	0.46	1.29	0.09	1.15	0.02
Boulder	327,171	89.28	0.45	1.30	0.06	2.29	0.04
Arapahoe	657,452	95.41	0.44	1.71	0.11	0.97	0.02
Douglas	360,750	86.99	0.34	0.53	0.03	0.59	0.01

**Pueblo County has the highest per capita rate of total and fatal crashes of Colorado's ten most populous counties**

# OVERVIEW

## Comparison of Pueblo to other cities

Crashes per 1000 Population (6 years)							
City	Population (2020)	All Crashes		Pedestrian		Bicycle	
		Total	Fatal	Total	Fatal	Total	Fatal
<b>Pueblo</b>	<b>112,119</b>	<b>145.65</b>	<b>0.89</b>	<b>2.31</b>	<b>0.24</b>	<b>1.05</b>	<b>0.00</b>
Grand Jct	65,822	139.38	0.65	2.25	0.14	3.07	0.05
Lakewood	156,143	116.21	0.65	2.55	0.19	1.75	0.03
Aurora	386,580	104.02	0.61	2.53	0.23	1.01	0.02
Colorado Springs	480,213	100.58	0.60	1.78	0.13	0.89	0.03
Denver	735,538	143.50	0.51	3.37	0.16	1.86	0.02
Longmont	100,359	104.38	0.44	1.52	0.10	2.03	0.05
Loveland	76,622	132.76	0.40	1.20	0.09	1.77	0.00
Greeley	109,388	106.11	0.39	1.63	0.09	1.24	0.02
Fort Collins	169,032	108.77	0.35	1.63	0.07	3.17	0.03
Boulder	105,262	76.27	0.15	1.88	0.03	3.71	0.02

**Pueblo has the highest per capita of total and fatal crashes of Colorado's major cities**

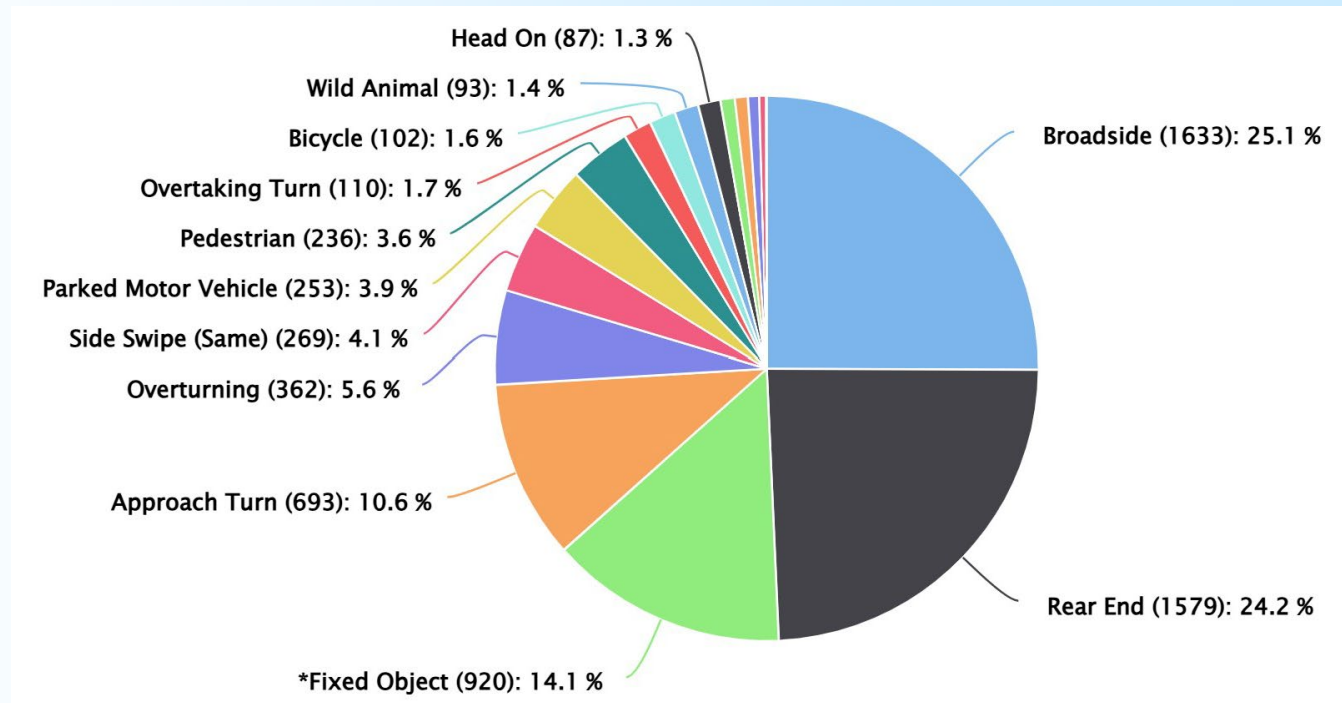
# OVERVIEW

## Pueblo County

2018-2023 (6 year) Fatal and Injury crashes Countywide:

- 6,332 injury and 183 fatal crashes

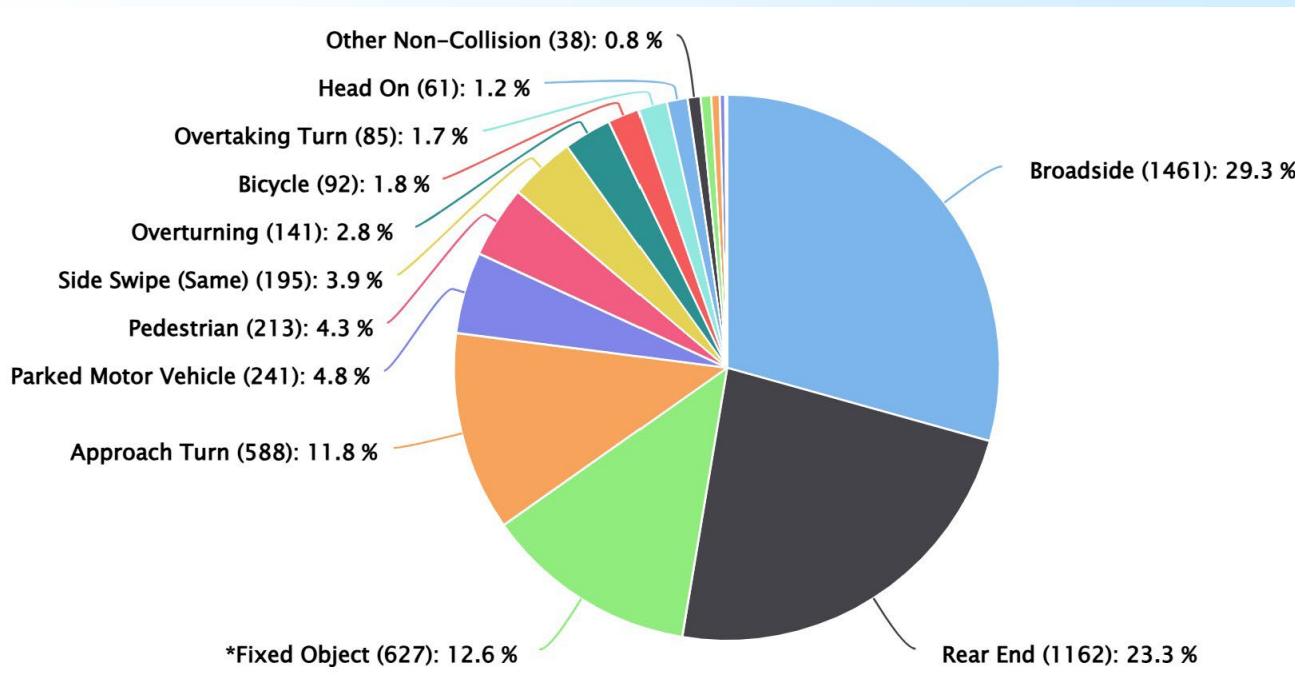
- Emphasis Areas:
  - Broadside (intersections)
  - Severe Rear End (segments)
  - Vulnerable Road Users



# OVERVIEW

## City of Pueblo

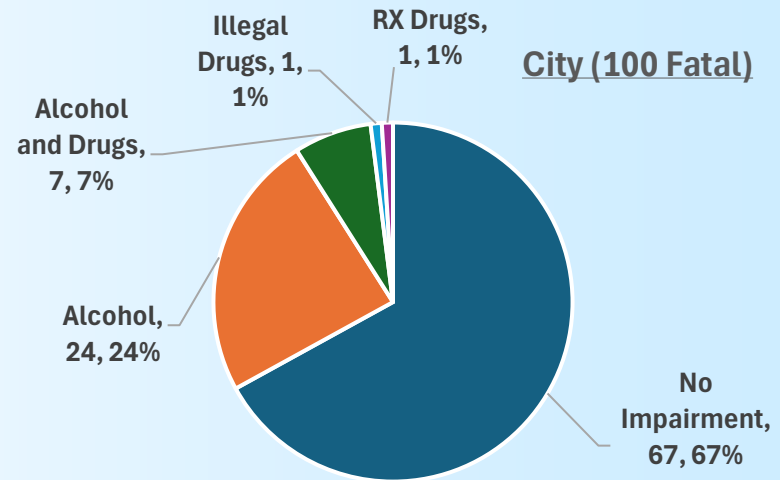
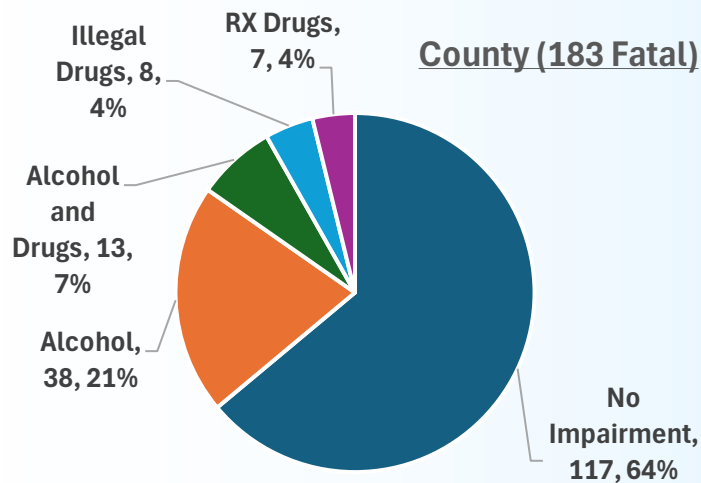
- 2018-2023 (6 year) Fatal and Injury crashes (City only):
  - Crash type distribution similar to Countywide



# OVERVIEW

## Impaired Driving (Alcohol and/or Drugs)

- 36% of Fatal crashes Countywide
- 33% of Fatal crashes in the City of Pueblo



# NETWORK SCREENING

- **Identify collector and above segments and intersections**
  - Crash data (2018-2023) and AADT
  - Classification by segment type
    - Functional class, number of lanes, rural or urban
  - Classification by intersection type
    - Number of lanes, rural or urban, control type, presence of turn lanes
- **Pueblo County:**
  - **388 segments (638 centerline miles)**
  - **951 intersections**
- **Assign Level of Service of Safety to all intersections and segments**
- **Crash Pattern Recognition for all intersections and segments**

# PROJECT SCOPE DEVELOPMENT

- **47 intersections**
- **5 corridors**
- **Highest potential for crash reduction**
- **Highly correctible crash patterns**
  - **Intersections: Broadside, approach turn, pedestrian**
  - **Segments: Severe rear end, roadway departure, driveway broadside and approach turn, pedestrian**

# DRAFT RECOMMENDATIONS TO DATE

- **Citywide minor signal modifications**
  - 30 intersections (signal heads, backplates, lighting, detection)
  - Suggest two construction projects ~\$1.5 million each
- **Citywide signal timing adjustments**
  - 36 intersections (LPI, FYA protected by TOD, Y+R)
  - 3 corridor retiming projects (~\$140,000)
- **4 Potential All-Way Stop Conversion**
- **7 Potential New Traffic Signal**
- **9 Potential Roundabout**
- **6 Potential Signal / Intersection Reconstruction**
- **\$60 million in potential projects recommended so far**



# PRELIMINARY RESULTS

## Study Map

# STAKEHOLDER AND PUBLIC ENGAGEMENT

- The Engagement Plan is a living document
- Three tiers of engagement:
  - PACOG TAC (this meeting)
  - PACOG Board (May)
  - Public Meeting (June)
    - Web Survey: [Link](#)
    - Social Media
    - Distribution List



# DISCUSSION AND QUESTIONS

# Purcell Blvd. & Industrial Blvd.

## Intersection Improvements

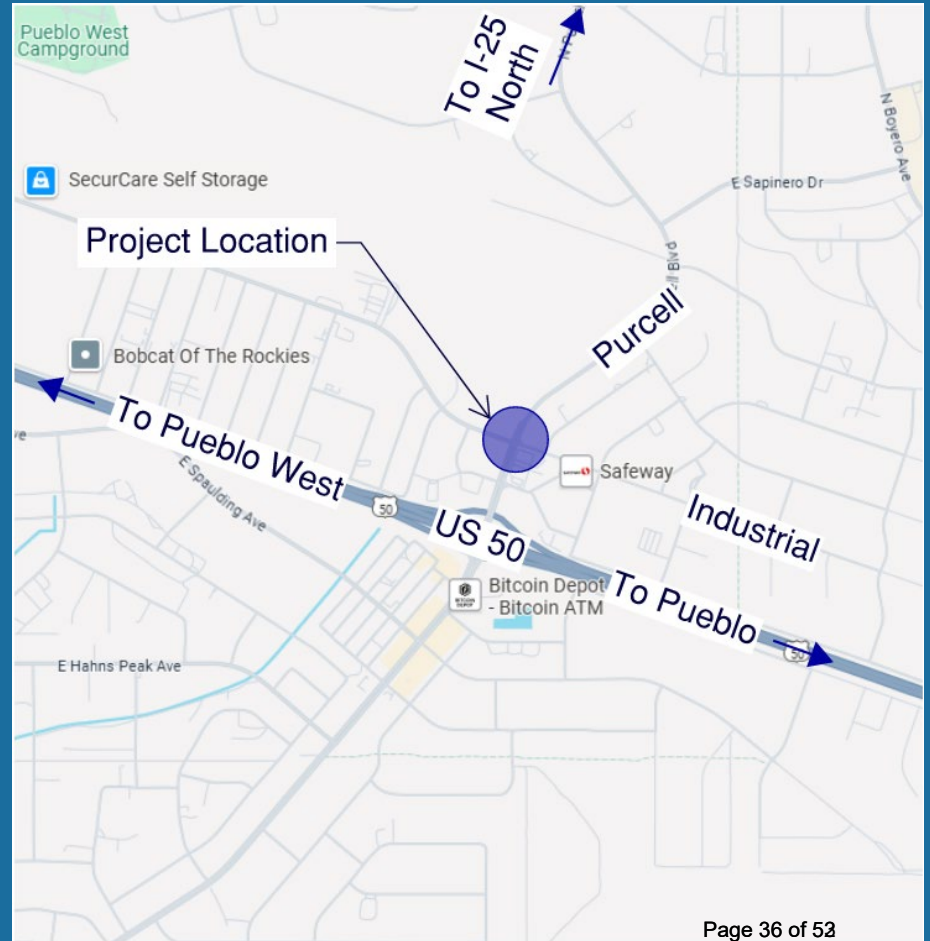


**PUEBLO COUNTY**  
C O L O R A D O



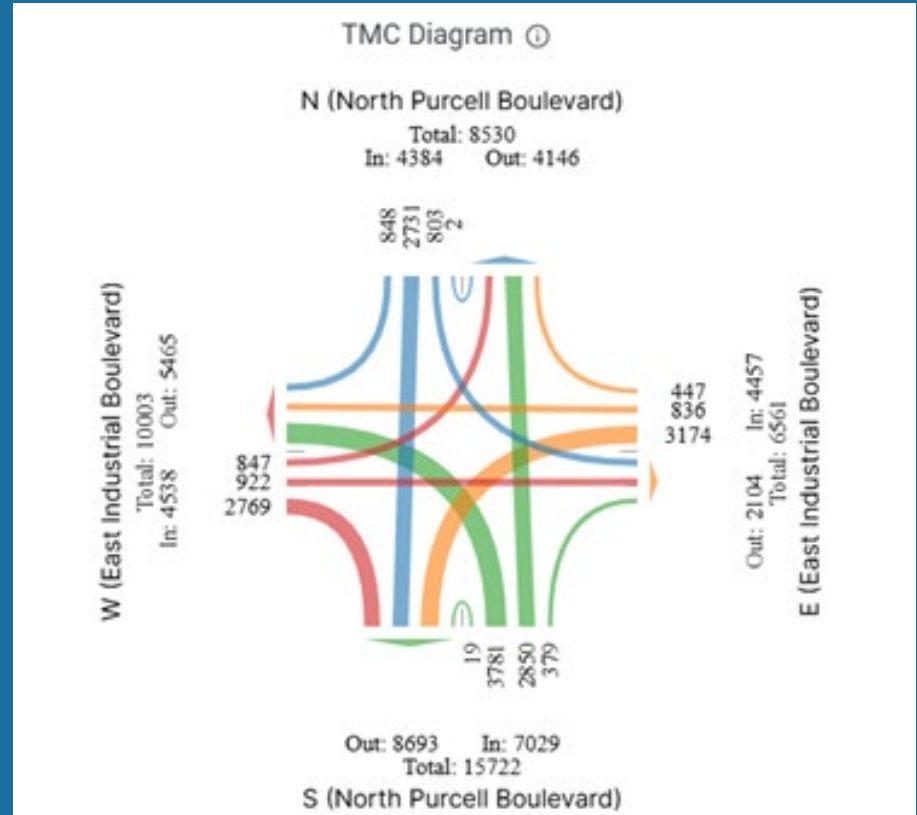
## PROJECT BACKGROUND

- Intersection Existing Conditions
  - Safety and operational issues
- Pueblo County received funding through MMOF (Multimodal Transportation and Mitigation Options Fund) Grant.
  - Grant prioritizes safety and multimodal improvements
  - Administered by CDOT
- RockSol hired to complete intersection design
  - Notice to proceed in June 2024
  - Preliminary traffic study including interim phase recommendations completed in late 2024
  - Interim intersection upgrades implemented in February 2025



# INTERIM INTERSECTION IMPROVEMENTS

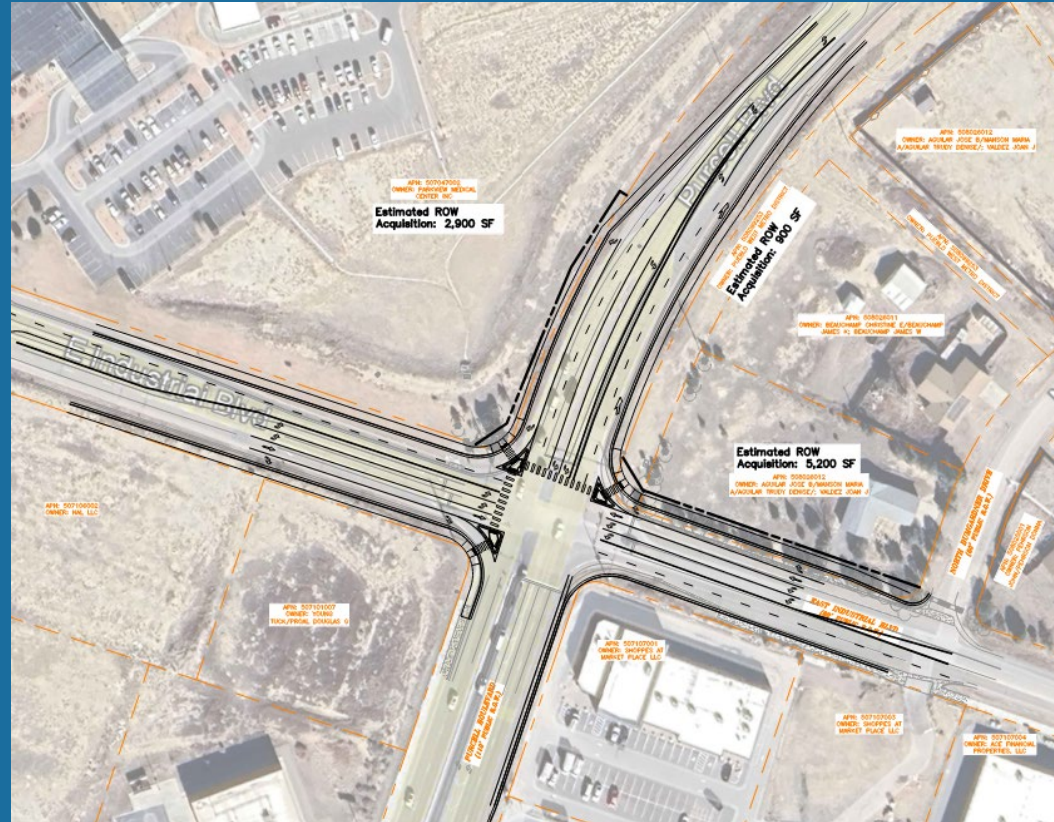
- Intersection Modifications
  - Enhanced existing striping
  - Added protected/permissive left turn phasing in all directions
  - Designated exclusive right turn lanes with striping and signal indications
- Interim modifications have improved traffic queuing and operations





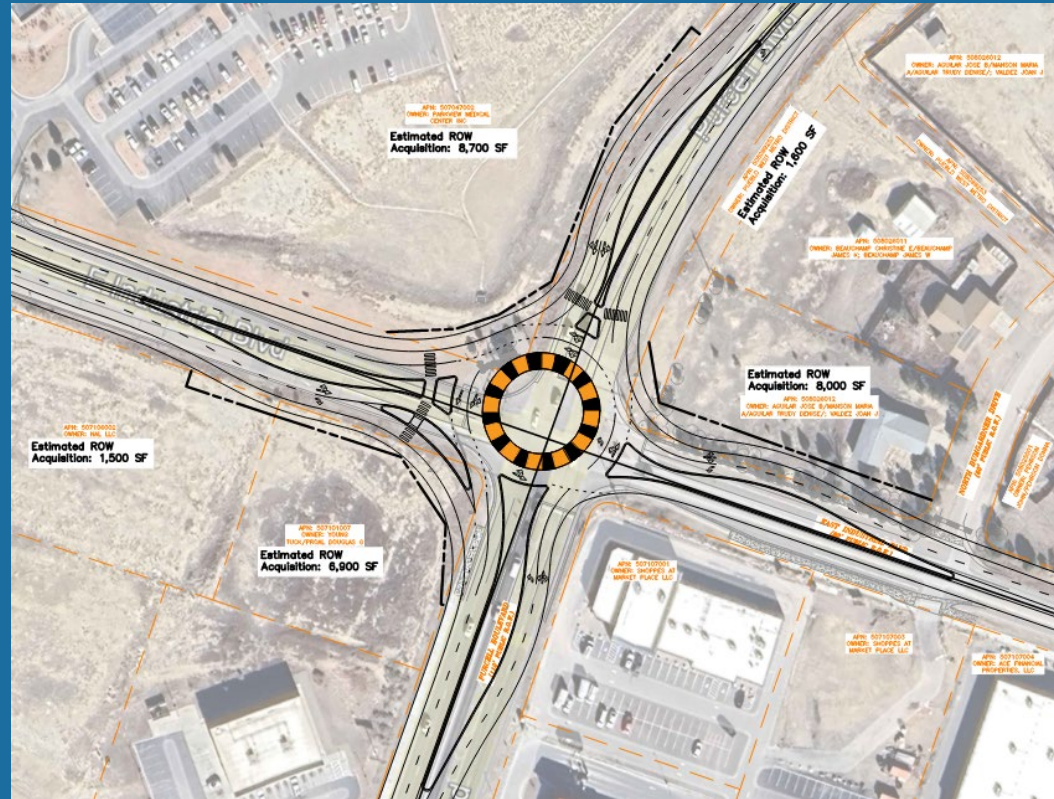
# ULTIMATE INTERSECTION CONCEPT 1: SIGNALIZED

- Features
  - Double left turns
  - Channelized right turns with splitter islands
  - Enhanced pedestrian connections
- PROS
  - Improved capacity and level of service
  - Smaller ROW impacts
  - Lower construction costs (3.5M Conceptual Cost Estimate)
- CONS
  - Slightly lower level of service than 2-Lane roundabout
  - Lower potential of crash reduction



# ULTIMATE INTERSECTION CONCEPT 2: ROUNDABOUT

- Features
  - 2-Lane Roundabout
  - Channelized right turns
  - Enhanced pedestrian connections
- PROS
  - Slightly higher level of service than signalized concept
  - Safety benefits including slower speeds and fewer expected crashes. 4.35 calculated B/C ratio.
- CONS
  - Larger ROW impacts
  - Higher construction costs (5.8M Conceptual Construction Cost)







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**THANK YOU!**

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**parks@rocksol.com**

**DEPARTMENT OF PUBLIC WORKS**

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# PACOG GHG Conformity Demonstration

## Modeling Process Overview – GHG Transportation Report

PACOG TAC Meeting | 1:30 PM – 3:30 PM | March 11, 2025  
Presented by: Maureen Paz de Araujo, FAICP CTP CEP



# Colorado GHG Planning Rule

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The **Colorado Greenhouse Gas Pollution Reduction Planning Rule** was finalized by the state Transportation Commission on December 16, 2021. The Planning Rule implements CCR 601-22, Section 8, GHG Emission Requirements.

The **Planning Rule** requires the Colorado Department of Transportation (CDOT) and the state's five metropolitan planning organizations (MPOs) to determine the total greenhouse gas emissions expected from future transportation projects and reduce GHG emissions by set amounts.

**PACOG must demonstrate compliance with the GHG reduction targets set by the Planning Rule or 2030, 2040 and 2050 by April 2026 as a condition of eligibility for state and federal funding.**

# Colorado GHG Targets & Modeling Requirements

## PACOG GHG Reduction Targets

- PACOG must achieve GHG reductions of 0.03 MMT, 0.02 MMT, and 0.01 MMT for 2030, 2040 and 2050, respectively.
- GHG reductions are defined as the difference between GHG emissions for the Reference and Action scenarios.

## PACOG Modeling Requirements

- PACOG must demonstrate GHG **Planning Rule** conformity every four years beginning with the 2050 LRTP planning cycle.

Regional Area	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
DRCOG	0.82	0.63	0.37
NFRMPO	0.12	0.11	0.07
PPACG	0.15	0.12	0.07
GVMPO	0.02	0.02	0.01
<b>PACOG</b>	<b>0.03</b>	<b>0.02</b>	<b>0.01</b>
CDOT/Non-MPO	0.36	0.30	0.17
TOTAL	1.50	1.20	0.70

PACOG Planning Standards – Required CO<sub>2</sub>e Reductions (2030,2040,2050) [Compared to the existing transportation network without planned projects]



# PACOG GHG Planning Rule Compliance Schedule

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- **Pre-2050 LRTP (June 2024 - March 2025):**
    - ✓ Update MPO Travel Model for GHG Modeling/Analysis.
    - ✓ Participate in Statewide Modeling Coordination Group (SWMCG) to identify process and responsibilities for GHG modeling and prepare PACOG analysis tools.
    - Complete GHG modeling and analysis using the 2024 Model Update/2045 LRTP.
    - Prepare “proof of concept” 2045 LRTP GHG Transportation Report.
- 

- **Mid-December 2025:** Submit PACOG 2050 LRTP GHG modeling and draft GHG Transportation Report plan to CDPHE and CDOT.
- **January 2026:** Submit GHG Transportation Report to CDOT for February TC Meeting.
- **February 2026:** Present PACOG GHG Transportation Report to TC.
- **April 2026:** PACOG Board adoption of 2050 LRTP.

# State/MPO GHG Modeling Process & Responsibilities

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## GHG Modeling Process Responsibilities | Partnership

- **PACOG:**

- ✓ Update, validate, and document PACOG Model to support GHG modeling.
- ✓ Develop (with CDOT) Off-Peak Period distribution methodology (one-hour increments).
- ✓ Create, run and process PACOG Model output for all future scenarios.
- Use MS Access tool to calculate GHG emissions initial and updated future scenarios.
- Prepare PACOG GHG Transportation Report.

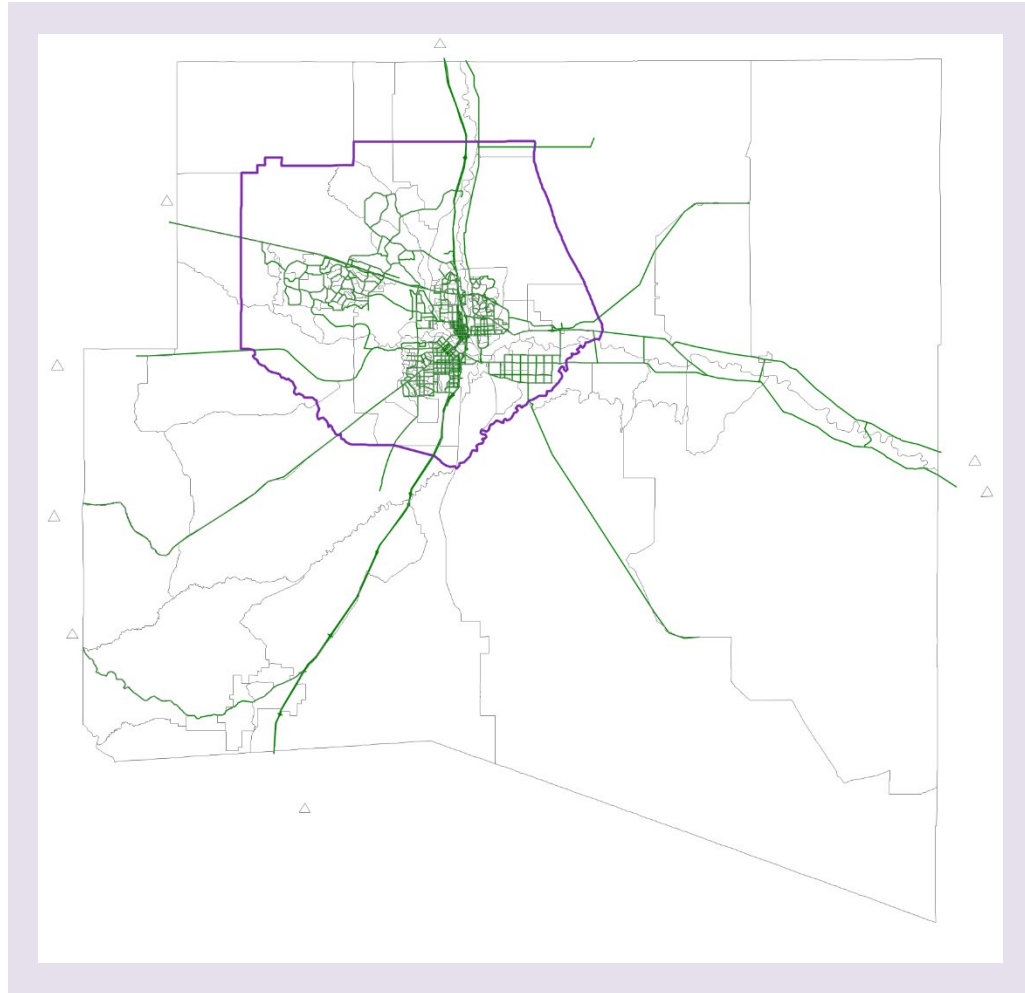
- **CDOT:**

- ✓ Review, backcheck and approve PACOG model for GHG modeling application.
- ✓ Develop (with PACOG) Off-Peak Period distribution methodology (one-hour increments).
- Backcheck PACOG Model output processing and application of MS Access database tool.

- **CDPHE – APCD:**

- ✓ Update PACOG GHG model output shapefiles to one-hour increments/HPMS vehicle classes.
- ✓ Create PACOG-specific database/MS Access GHG emissions calculator tool.
- ✓ Calculate GHG emissions for initial PACOG future scenarios.

# PACOG Urban Area Boundary Clip

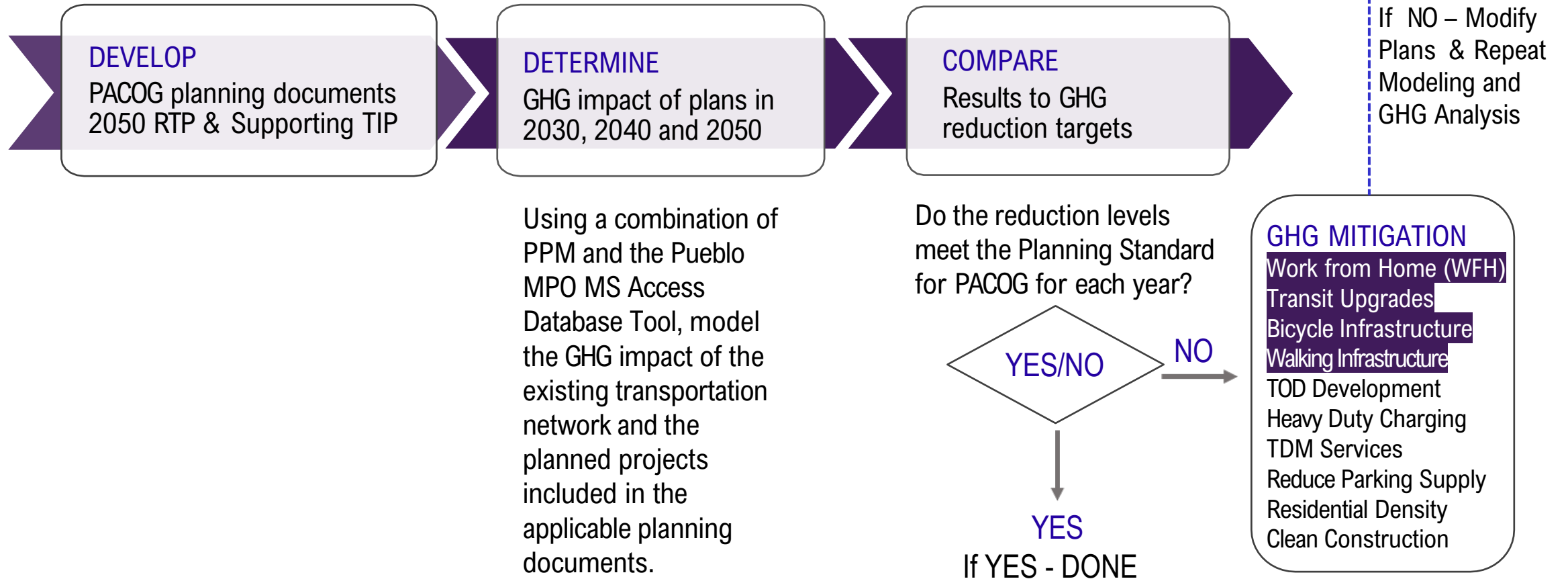


## Pueblo MPO Urban Area Boundary

- GHG emissions are calculated for the MPO Urban Area only.
- PACOG Model output shapefile is clipped using ArcGIS Pro software.
- GHG Emissions are calculated using PACOG GHG database MS Access tool.

# PACOG GHG Modeling Process

## PACOG - GHG Modeling Approach





# PACOG Model GHG Modeling Scenario Builder

## Quick GHG Reduction Strategy Testing

- Sensitivity testing has been built into the travel model with three GHG reduction strategies and a fourth to be added:
  - ✓ Modify Percentage of Employees who Work From Home
  - ✓ Enhance Pueblo Transit Frequency
  - ✓ Improve Transit Speeds/Frequency
  - Improve Active Mode Speeds (Bike/Walk)
- Each GHG Strategy can be applied as an individual strategy or in combination with other strategies.

Pueblo Planning Model

PACOG  
Pueblo Area Council of Governments

Scenario Builder Run Model **GHG** Maps and Reports About

GHG Reduction Scenarios:

Work From Home

HBW1 Pct Work from Home	1	Compared to: 1 pct of workers in 2020
HBW2 Pct Work from Home	3	Compared to: 3 pct of workers in 2020
HBW3 Pct Work from Home	6	Compared to: 6 pct of workers in 2020
HBW4 Pct Work from Home	11	Compared to: 11 pct of workers in 2020

Increase Transit Frequency

Change by a Factor of 1 (Value of 2 means twice as frequent)

Improve Transit Speed

Transit Speed (Pct of Auto speed) 50

Increase Active Transportation Speeds

Bicycle Speed	1
Walking Speed	3

TO BE ADDED

Quit

# GHG Modeling First Pass – 2024 PPM Update Action Scenario

✓ **2024 Model Update Action Scenario**

Reference Scenario: includes adopted 2045 LRTP projects and state and MPO policy in effect in 2022.

- Action Scenario: includes funded and/or grant supported projects not included in adopted 2045 LRTP.
- GHG Reduction: difference between GHG emissions for the Reference and Action scenarios.

**Scenario: Reference Scenario – 2045 LRTP (Adopted April 2021)  
GHG Emissions Results, Million Metric Tons (MMT) per Year**

	2030	2040	2050
2045 Plan, Reference Scenario	0.4836	0.3027	0.1705
2024 PPM Update, Action Scenario	0.4791	0.2994	0.1696
GHG Reduction (Reference - Action)	0.0045	0.0024	0.0009
Required GHG Reduction Level	0.0300	0.0200	0.0100
Pass/Fail	FAIL	FAIL	FAIL

# GHG Modeling Second Pass – Enhanced WFH Action Scenario

## Enhanced WFH Action Scenario

- Reference Scenario: includes adopted 2045 LRTP projects and state and MPO policy in effect in 2022.
- Action Scenario: includes funded and/or grant supported projects not included in adopted 2045 LRTP **plus enhanced Work From Home participation.**
- GHG Reduction: difference between GHG emissions for the Reference and Action Scenario.

**Scenario: Baseline 2045 LRTP Plus Enhanced WFH Participation  
GHG Emissions Results, Million Metric Tons (MMT) per Year**

	2030	2040	2050
2045 Plan, Reference Scenario	0.4836	0.3027	0.1705
Enhanced WFH Action Scenario			
GHG Reduction (Reference - Action)			
Required GHG Reduction Level	0.0300	0.0200	0.0100
Pass/Fail			

# GHG Modeling Third Pass – Plus Multi-Strategy Enhancements

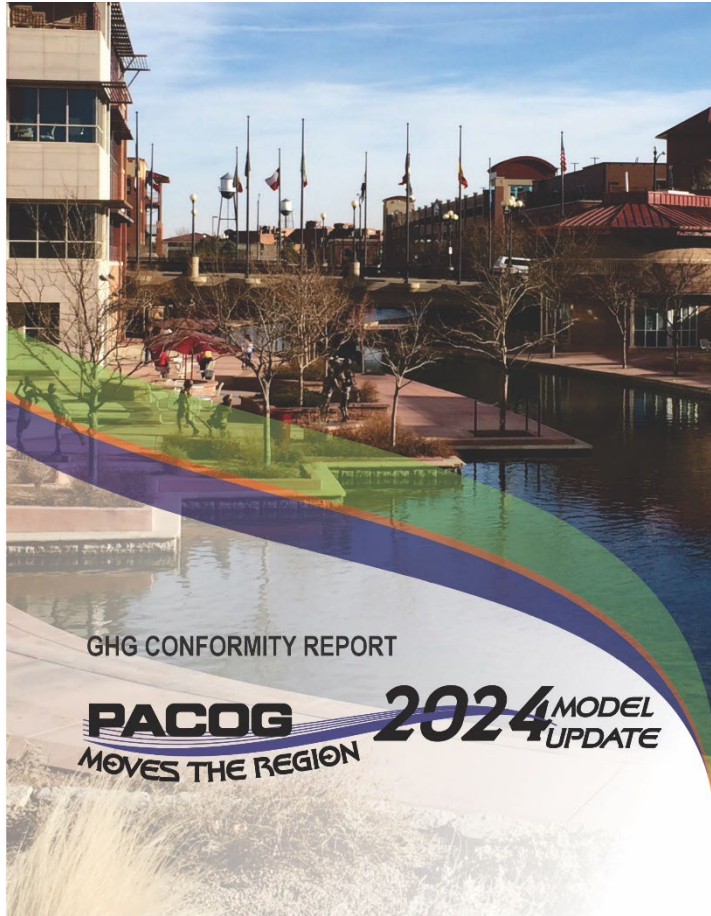
## Multi-Strategy Action Scenario

- Reference Scenario: includes adopted 2045 LRTP projects and state and MPO policy in effect in 2022.
- Action Scenario: includes funded and/or grant supported projects not included in adopted 2045 LRTP **plus enhanced Work From Home participation and transit and active transportation.**
- GHG Reduction: difference between GHG emissions for the Reference and Action scenarios.

**Scenario: Baseline “2050” LRTP Plus Multiple Strategies  
GHG Emissions Results, Million Metric Tons (MMT) per Year**

	2030	2040	2050
2045 Plan, Reference Scenario	0.4836	0.3027	0.1705
Multiple Strategy Action Scenario			
GHG Reduction (Reference - Action)			
Required GHG Reduction Level	0.0300	0.0200	0.0100
Pass/Fail			

# PACOG Draft GHG Transportation Report



## Draft GHG Transportation Report

- ✓ Provide data sets to CDPHE APCD to support development of MS Access Database Tool.
- Use PACOG Model to develop Action scenarios (2 to 3 iterations) to achieve GHG reduction targets.
- Apply PACOG MS Access Database Tool to calculate GHG emissions to test and meet GHG reduction targets.
- Prepare “proof of concept” GHG Transportation Report template based on 2045 LRTP.