

AGENDA

PUEBLO AREA COUNCIL OF GOVERNMENTS

THURSDAY, SEPTEMBER 28, 2023

12:15 P.M. TO 1:30 P.M.

PUEBLO COUNTY DEPARTMENT OF EMERGENCY MANAGEMENT
101 WEST 10TH STREET, FIRST FLOOR CONFERENCE ROOM

**THE PUEBLO AREA COUNCIL OF GOVERNMENTS' (PACOG) MEETING
WILL BE HELD IN PERSON AND VIRTUALLY VIA ZOOM (SEE LINK BELOW).**

Join Zoom Meeting

<https://zoom.us/j/98163938159>

Meeting ID: 981 6393 8159

Dial by your location

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ROLL CALL

PUBLIC COMMENTS (Citizen Comments)

CONSENT ITEMS (Carmen Howard, Manager):

- 1 Minutes of August 24, 2023, Meeting
Action Required: Approve/Amend as Mailed
- 2 Treasurer's Report
Action Required: Receive and File May and June 2023 Financial Reports
(If you have any questions, please contact Todd Mihelich, MGPM, PC, at 719-543-0516 prior to the meeting)

REGULAR ITEMS:

- 1 Chairperson's Report:
 - A) Lunch Appreciation
Action Required: Thank You to Pueblo Board of Water Works for Providing Lunch
- 2 Manager's Report: (Carmen Howard)
 - A) Grant Navigator Report
Action Required: Information Only
 - B) EPAC Minutes/Statement Report- (Ted Lopez)
Action Required: Information Only
- 3 Transportation Commissioner or CDOT Region 2 Report (Terry Hart or Shane Ferguson)

REGULAR ITEMS (CONT):

4 State Transportation Advisory Committee (STAC) August 2023 Meeting Update

5 A RESOLUTION ADOPTING THE UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FEDERAL FISCAL YEARS (FFYS) 2024 AND 2025 FOR THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) AS THE DESIGNATED METROPOLITAN PLANNING ORGANIZATION (MPO) FOR THE PUEBLO URBAN AREA IN COMPLIANCE WITH 23 USC 134, 49 USC 5303, 23 CFR 450 AND 500, AND 49 CFR 613; AND AUTHORIZING AND DIRECTING THE CITY OF PUEBLO IN ACCORDANCE WITH THE PACOG AND CITY OF PUEBLO DELEGATION AGREEMENT DATED FEBRUARY 23, 2023 TO ADMINISTER AND IMPLEMENT THIS UPWP IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS*

6 **MPO Staff Report (Eva Cosyleon, MPO Manager)**

MPO Report

A) SB 23-1101 – Legislative/Transportation Planning Region (TPR) Boundaries – Jamie Grim

Action Requested: Informational

B) State Demographer* – Cindy DeGroen

Action Requested: Presentation

C) Teen Crash Data*

Action Requested: Presentation

D) CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)*
FY 2023 - 2027 Transportation Improvement Program

Administrative notification to roll forward:

a. **TIP Amendment #2023.047**

Administrative Action:

Project Name: Pueblo Transit Vanpool

STIP Number:

Project Location and Description: Provide Pueblo employers with a subsidized vanpool.

Fund Source(s): FY24 MMOF State funds

Federal Program Funds: \$ 249,800

State Matching Funds: \$ 150,200

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 400,000

This amendment is redistributing previous Federal MMOF from \$400,000 to \$249,800 and to State MMOF of \$150,200. This is not additional money towards this project.

b. **TIP Amendment #2023.048**

Administrative Action:

Project Name: US50B & US50C at SH231 Safety Improvements

STIP Number: SR27002.078

Project Location and Description: Safety improvements at the intersections of both US50B and US50C at CO231

Fund Source(s): FY25 Region 2 FASTER Safety Allocation (FSA)

Federal Program Funds:	\$
State Matching Funds:	\$ 445,122
Local Matching Funds:	\$
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 445,122

This administrative action adds funds to the construction phase of this project

c. **TIP Amendment #2023.049**

Administrative Action:

Project Name: I-25A Pavement Rehabilitation MP 92 – 102.6

STIP Number: SR25216.178

Project Location and Description: Pavement rehabilitation I-25 vicinity Salt Creek bridges to north of Eagleridge

Fund Source(s): FY24 Region 2 Surface Treatment Pool (SUR)

Federal Program Funds:	\$ 319,235
State Matching Funds:	\$ 30,765
Local Matching Funds:	\$
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 350,000

This administrative action programs funds to the design phase of this project

d. **TIP Amendment #2023.050**

Administrative Action:

Project Name: Adams and Jackson Round about

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds:	\$ (110,714)
State Matching Funds:	\$
Local Matching Funds:	\$
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ (110,714)

This administrative action transfers project savings from design phase to construction phase in FY24

e. **TIP Amendment #2023.051**

Administrative Action:

Project Name: Adams and Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds:	\$ 900,000
State Matching Funds:	\$
Local Matching Funds:	\$
Other Project Funds:	\$

TOTAL PROJECT FUND AMENDMENT: \$ 900,000

This administrative action programs \$900,000 to the construction phase in FY24

f. **TIP Amendment #2023.052**

Administrative Action:

Project Name: SS4A

STIP Number: TBD

Project Location and Description: SS4A Safety Action Planning Grant Match

Fund Source(s): FY24 Federal Multimodal Mitigation Option Funds

Federal Program Funds: **\$ 85,200.00**

State Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 85,200.00

This amount is contributing 10% of the total 20% matching funds need for the \$852,000 Federal SS4A grant. The city will contribute the other 10% match. This amendment is swapping MMOF state to MMOF federal.

g. **TIP Amendment #2023.053**

Administrative Action:

Project Name: Transit Youth Ride

STIP Number: TBD

Project Location and Description:

Fund Source(s): FY 24 Federal MMOF

Federal MMOF Funds: **\$ 65,000**

State Program Funds: **\$**

Local Matching Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 65,000

This is to provide free youth rides for Pueblo Transit. This amendment is swapping MMOF state to MMOF federal.

h. **TIP Amendment #2023.054**

Administrative Action:

Project Name: Pueblo County Blvd Extension Trail

STIP Number: SR27017.001

Project Location and Description: Design & construction of new shared use path along Medal of Honor Blvd

Fund Source(s): FY24 Region 2 Carbon Reduction Program (6PU)

Federal Program Funds: **\$ 539,770**

State Matching Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 539,770

Amending a previous TIP Amendment to demonstrate that match was provided through MMOF and no local match was needed.

E) Other Transportation Matters

Action Requested: Discussion if Necessary

- 7 Vacancies on the Citizens Services Advisory Commission (CSAC)
 Action Required: Approve by ballot vote

 Vacancy on the Pueblo Regional Building Commission
 Action Required: Approve by ballot vote
- 8 New Business
- 9 Future Agenda Items

ADJOURNMENT (WJP)

The next meeting of the Pueblo Area Council of Governments is to be held on Thursday, October 26, 2023, at the County's Emergency Operations Center, 101 West 10th Street, 1st Floor Conference Room. The meeting will be held in-person and virtually via Zoom.

INDIVIDUALS REQUIRING SPECIAL ACCOMMODATIONS ARE REQUESTED TO NOTIFY PACOG AT (719) 553-2259 AT LEAST TWO (2) WORKING DAYS IN ADVANCE OF THE MEETING.

<h1 style="margin: 0;">MINUTES</h1> <h2 style="margin: 0;">PUEBLO AREA COUNCIL OF GOVERNMENTS</h2>
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A meeting of the Pueblo Area Council of Governments was held on Thursday, August 24, 2023. The meeting was held in person. The meeting was called to order by Mr. Larry Atencio, PACOG Chairman, at 12:15 p.m.

Roll Call:

Members Present were:

Larry Atencio	Ed Gutierrez
Barbara Clementi	Zach Swearingen
Daneya Esgar	Epimenio Greigo
Harry Hochstetler	Dennis Flores
Sarah Martinez	Chris DeLuca
Doug Proal	

Members Absent:

Mike Cafasso	Heather Graham
Regina Maestri	Lori Winner
Vincente Martinez Ortega	

Also Present Were:

Terry Hart, Transportation Commissioner	Eva Cosyleon
Laurel Jones, CDOT	Sabina Geniso
Carmen Howard	Nick Gradisar
Don Bruestle	Jennifer Sparks
Jason Nelson	Geoff Guthrie
Lindsay Jaquez	Hannah Haurert
Isabel Rollins	

PUBLIC COMMENTS:

There were no public comments.

CONSENT ITEMS:

Ms. Carmen Howard, PACOG Manager, summarized the Consent Items for PACOG Board. The draft minutes from the July 27, 2023, Board meeting were approved and there were no financial reports this month.

Chairman Atencio asked if there were any other additions or amendments to the Consent Items or if any of the members or audience would like an item removed or discussed that was on the Consent agenda. There were no other additions or amendments. The motion to accept the July 27th minutes was made by Harry Hochstetler and a seconded by Dennis Flores and the action passed unanimously to approve the minutes as presented.

REGULAR ITEMS:

CHAIRPERSON'S REPORT-

- Lunch Appreciation - Thank You to Pueblo City Council for Providing Lunch

MANAGER'S REPORT (Carmen Howard)

Manager's Report: (Carmen Howard)

Ms. Howard had nothing to report this month.

The Grant Navigator, Isabel Rollins gave a brief overview of her current activities, and she gave information on a survey for the region she is developing to help direct her efforts. The survey will help to identify more information on priorities for the Pueblo area. She talked about the available federal funding programs as well, and she's looking for strengths and weaknesses in the process. She is working with DOLA and OEDIT for match funds for grants and investigating their program offerings and will have a standing update item on the PACOG agenda moving forward.

Transportation Commissioner or CDOT Region 2 Report (Terry Hart or Shane Ferguson)

Terry Hart gave a brief overview of the CDOT transportation Commissioners Meeting. Mr. Hart stated the transportation commissioner's agenda was light due to the fact the Governor's office still has not appointed the new commissioners for this period. The agenda consisted of three main topics. The new fuels impact enterprise, the CDOT project awards budget, and Greenhouse gas reports for the North Front Range area.

The new fuels impact enterprise has the transportation commission board as its governing board and the enterprise adopted the new fee structure set by the legislation that created the enterprise and the new fee replaces an old fee charged to the fuel haulers, they will be charged with the new structure beginning September 1, 2023. The proceeds from the fee will be used to increase the safety of hauling fuel in Colorado, the tracking of vehicle emissions and grants will be written for the hazmat corridors The especially highly impacted areas and the balance of the funds will be available to other parts of the state.

The CDOT budget conversation for CDOT region 2 was based on the Filmore-Garden of the Gods project, the bids have come in higher than the engineering estimates, an approval and an allocation of funds was necessary to move the project to award.

The North Front Range submitted their plans to meet their Greenhouse gas emission budget for the next decade as required in state statute . Their plan clearly demonstrated they would meet their requirements and Mr. Hart said they did a great job showing their direction for their area. Their plan was adopted by the Transportation Commission. The north front range received many comments on ways to continue to reduce greenhouse gas emissions, the comments also included the continued expansion of I-25 north. There were votes both for expanding and other

commenters thought that expansion would be counterproductive to expand I-25. The transportation Commissioners approved the North Front Range plan.

Jennifer Sparks, the CDOT Region South Program Engineer, also gave a brief overview for the CDOT projects underway . She submitted a worksheet with the details.

PACOG CDOT PROJECT UPDATES August 2023

PCN	Description	Scope	Phase	Schedule/Status Update	Approx. Budget
23535	I-25 at US50B Reconstruction	Reconstruction of the interchange at Exit 100A and bridges over I-25, RR, and Fountain Creek	Design	AD - May 2024 Construction - Summer 2024 through Spring 2026	\$156M
25505	US50B Pueblo Flame Straightening K-19-V	Essential repair to structure K-19-V over US50B east of Pueblo after damage from truck impact	Mtce	US 50B cross over with traffic head-to-head during day me hours. Work to be completed week of August 21	\$60K
22079	US50A Pueblo West Purcell Interchange and ponds	Construct grade separated interchange at US50A and Purcell and storm water quality features	Close	Final punch list items being completed	\$55M
24395	I-25 Pueblo Roundabout Drew Dix MP 103.9	I-25 Exit 104 interchange improvements - roundabout and east frontage road construction	Const.	Roundabout construction progress: started paving last week, new traffic configuration East frontage road structure work ongoing: girder set next week - Construction completes in anticipated late 2023/early 2024	\$14M
25541	SH47A Preventative Maintenance	Micro surfacing project on SH47A east of I25	Design	Final design in progress. AD - Winter 2023. Construction Spring/Summer 2024	\$2M
25859	I-25A Pueblo Minor Rehab/PCCP Rehab MP 92-102.6	Surface treatment project on I25 through Pueblo: MP 92 to 102.6 with striping, guardrail, and minor structure repairs	Design	Preliminary design in progress. AD - Winter 2023. Construction Spring/Summer 2024	\$20.5M
24846	US50A Overlay MP 296 to 309, Pueblo County	Surface treatment project west of McCulloch on US50A in Pueblo County	Design	Final design in progress. AD - Winter 2024. Construction Spring/Summer 2025 moved from 2024 construction to expedite I-25 through Pueblo resurfacing project	\$15.5M

24672	FY22 R2 Flatwork	Installation of a raised pedestrian median refuge island at the intersection of CO 96 & Monument Ave	Constr	Flatwork complete; waiting on traffic material supplies (RRFBs) to finish installation. Anticipated completed Sept 2023	\$390K
PCN	Description	Scope	Phase	Schedule/Status Update	Approx. Budget
25317	US 50 & CO 231 Intersections Improve	US 50 Main & CO 231 (36th Ln) & US 50 Bus & CO 231 (36th Ln) intersections. Construction of raised median/intersection islands, minor widening on US 50 (main), installation of ICWS for US 50 (main) & 36th Lane, ADA improvements at US 50 Bus & 36th Lane, and minor intersection improvements	Constr	NTP issued. Preconstruction Conference and Project First meeting schedule for Aug 30th. Anticipated construction start 9/18. Estimated Construction completion Dec 2023.	\$2.245M
25981	SH 45 & Mirror Signal Project	Intersect on signal design at SH 45 (Pueblo Blvd) & Mirror Ave	Design	Design Only project. Initial stages of Project Setup. Design - October 2023 - April 2024. Initial project pre-scoping & coordinating with consultant design team	~ \$160K
25597	SH 45 Safety Improv MP 0-6	Re-striping and lane configuration improvements from I-25 Jct to 11th Street	Design	Design Fall 2023 to Spring 2024. Ad Spring/Summer 2024. Construction Summer 2024 to Fall 2024.	~ \$1M
22169	SH 165 Safety Access Improv	SH 165 MP 27-29 (Rye). Removal of existing SH 165 access at Ent Credit Union location.	Constr	NTP issued; Construction Fall 2023. Scheduling Preconstruction Conference with Contractor.	\$72K
TBD	I-25 & SH 45 (Pueblo Blvd) Feasibility Study	Feasibility Study for the I-25 & SH 45 (Pueblo Blvd) Interchange to review and analyze alternative improvements for planned future development growth in the area	Design	Study Only. Preliminary scoping with consultant team. Study: Oct 2023 - Feb/March 2024	TBD

Mrs. Sparks again asked for a letter of support for the passing lane project that was submitted to FHWA for a FY23 MPDG discretionary grant by CDOT and Otero County. The PACOG Board agreed to submit a letter.

She also gave a maintenance update stating the CDOT maintenance forces were very busy getting the roadways cleaned up for the Colorado State Fair. The medians and shoulders of I25 have been cleaned and have been swept. The maintenance forces have also done chip sealing projects on SH 96 near Boone and on SH 78 near Beulah. Every mower CDOT Region 2 has been utilized mowing the right of ways in the Region. They are also replacing damaged guardrail in the region. At the end of Mrs. Sparks presentation, a question regarding the letter of support for the passing lane project was asked. Mr. Atencio asked for the template to craft a

letter from the Pueblo area to support the US 50 passing lane project. Mrs. Sparks said she would send the template.

The next question asked was the in reference to the needed maintenance in the school zones on US 50. The commissioner's office has received several inquiries about the mowing needed in school area. Mrs. Sparks said that CDOT would get mowers to the area as soon as they can,

they understand the urgency, but one mower is broken and, in the shop, and the others are in use. She stated she would see if she could get the school area moved up in priority.

Mr. Flores asked about the fair share conversation happening now through the program distribution process at the STAC. Mr. Hart explain the break down of the funding process. The funding process begins with a grass roots process. The different forms of funding are examined for their formulas, and distribution amounts every 5 years or so. The process is discussed on a statewide basis and then a consensus is sent to the transportation commission for approval. Mr. Hart stated that PACOG could possibly increase the funding coming to the area by pledging more local funds to projects to make the federal dollars go further.

The CDOT right way was discussed next. The topic was brought up that the I-25 interchanges in our community are brown and the green grass is gone, and they are full of weeds. Jennifer Sparks said that CDOT region 2 was working on a maintenance IGA with the City for responsibility assignments regarding the landscaping in the respective interchanges along I-25. The xeriscaping of the interchanges was discussed between the City and CDOT . Other states where water is an issue, xeriscaping is used to finish the interchange landscaping. Mayor Gradisar said for the past 3 years they have been trying to negotiate an agreement with CDOT Region 2. The topics get tossed back and forth but there has been no movement to finalize any of the topics. A few months ago, the CDOT Region 2 reps met with the city and they explored the topic of xeriscaping at that meeting. The meeting was left with CDOT Region 2 talking with the CDOT staff landscape architect to determine what interchange might be a good demonstration project, and the Mayor said, we have not heard anything more on the subject. The mayor went on to say CDOT is responsible for maintenance of the interchanges along I-25 according to federal law. Mr. Hart was asked tom follow up with CDOT on these topics for an update on the process to the City and the County Commissioners. The Commissioners would like to see accountability.

Sarah Martinez also stated the SH 45 weed management and maintenance processes were lacking also.

Next Eva Cosyleon gave the STAC update for the PACOG area. The commissioners appointed a new STAC alternate for Commissioner Mr. Swearingen. The new rep is Ms. Wendy Pettit. Eva went on to say that the STAC was working on the HB1101 process. Eva is going to ask Jamie Grimm from CDOT public relations to give PACOG an update on the process. She also stated that the STAC is continuing to work on the resource allocation process. This month was the conversations on regional priorities funds. The regional priorities funding is made up of flexible federal and state funds . The total allocated to this pool is \$50 million dollars. The last time the formula was looked at was in 2019. The current formula is made up of 50% population, 35% lane miles and 15% vehicles miles traveled. The formula was developed through the grass roots process that was spoken to earlier by Mr. Hart. The consultation is statewide, and a

consensus is reached for the transportation commission to approve or come up with an alternative formula. The conversation at STAC was robust, there were many scenarios, and the final recommendation will be made at October's meeting. The STAC is leaning toward the 2019 recommendation they put forth that the transportation commission did not adopt.

Eva presented her policy amendment for TIP inclusion. The follow projects were presented for action:

a) TIP Amendment #2023.029

Administrative Action:

Project Name: Bessemer Commerce Revitalization

STIP Number: TBD

Project Location and Description:

Fund Source(s): FY23 Revitalizing Main Streets (RMS) Program Project

Federal Program Funds:

State Funds: \$ 222,750

Local Match: \$ 22,275

TOTAL PROJECT FUND AMENDMENT: \$ 245,025

Funding will be used to improve lighting, install artistic wraps on electric junction boxes on Northern Ave.

Action Required: Approve/Disapprove

b) TIP Amendment #2023.030

Administrative Action:

Project Name: Free Fare for Better Air

STIP Number: TBD

Project Location and Description: Ozone Season Transit Grant

Fund Source(s): FY22 & FY 23 Ozone Season Transit Grant Program

FY 22 State Program Funds: \$ 98,995.96

FY 23 State Program Funds: \$ 414,898.85

TOTAL PROJECT FUND AMENDMENT: \$ 513,894.81

This amount is for the Free Fare for Better Air for free rides on Pueblo Transit for June, July, and August.

Action Required: Approve/Disapprove

c) TIP Amendment #2023.031

Administrative Action:

Project Name: Industrial Blvd and Purcell Blvd

STIP Number: TBD

Project Location and Description: Industrial Blvd and Purcell Blvd improvements

Fund Source(s): State MMOF

State MMOF Funds: \$ 161,500

Federal Program Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 161,500

This is to design the intersection.

Action Required: Approve/Disapprove

d) TIP Amendment #2023.032

Administrative Action:

Project Name: Transit Youth Ride (K-12)

STIP Number: TBD

Project Location and Description:

Fund Source(s): State MMOF

State MMOF Funds: \$ 65,000

State Program Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 65,000

This is to provide free youth rides for Pueblo Transit for 1 year. For future years, Pueblo Transit is intending to include this in their annual budget.

Action Required: Approve/Disapprove

All amendments were voted upon and were unanimously approved. The vote was motioned by Mr. Dennis Flores and seconded by Commissioner Esgar. These projects will be added to the 2023 to 2027 PACOG TIP.

Eva next presented her Unified Work Program for her consolidated Planning grant funds for the PACOG area. The plan is out for public comment now and will be brought back to PACOG next month for formal adoption. Please review and send comments and questions to Eva.

Hannah Haurert gave a presentation that was requested by the PACOG Board on teen crashes and pedestrian. Hannah went through several slides with data to show the problem areas and the issues that were emerging. The data will be used to help with the complete streets efforts that are ongoing across the county.

Next Geoff Guthrie from CDOT region 2 asked for the 2023 projects that were not budgeted in CDOT's fiscal year 2023 to be rolled into fiscal year 2024. There were several projects to be rolled into the 2023-2027 PACOG TIP. They are as follows:

a) TIP Amendment #2023.033

Administrative Action:

Project Name: Pueblo County Blvd Extension Trail

STIP Number: SR27017.001

Project Location and Description: Design & construction of new shared use path along Medal of Honor Blvd

Fund Source(s): FY24 Region 2 Carbon Reduction Program (6PU)

Federal Program Funds: \$ 539,770

State Matching Funds: \$

Local Matching Funds: \$ 112,205

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 651,975

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

b) TIP Amendment #2023.034

Administrative Action:

Project Name: Pueblo-PURHAR-0.1 FRNT (Mel Harmon Bridge)

STIP Number: SR27001.024

Project Location and Description: Bridge rehabilitation

Fund Source(s): FY24 Region 2 Bridge Off System (BRO)

Federal Program Funds: \$ 418,701

State Matching Funds: \$

Local Matching Funds: \$ 104,675

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 523,376

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

c) TIP Amendment #2023.035

Administrative Action:

Project Name: Pueblo 8th Street Bridge Rehab (pue8th2utic)

STIP Number: SR27001.033

Project Location and Description: Bridge rehabilitation

Fund Source(s): FY24 Region 2 Bridge Off System (BRO)

Federal Program Funds: **\$ 105,000**

State Matching Funds: **\$**

Local Matching Funds: **\$ 26,250**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 131,250

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

d) TIP Amendment #2023.036

Administrative Action:

Project Name: I-25 Pueblo North Truck Parking Lot

STIP Number: SR27020.001

Project Location and Description: Design & construction of new truck parking area in north Pueblo

Fund Source(s): FY24 Region 2 National Highway Freight Program (FR8)

Federal Program Funds: **\$ 2,280,250**

State Matching Funds: **\$ 219,750**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 2,500,000

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

e) TIP Amendment #2023.037

Administrative Action:

Project Name: I-25 at US50B Reconstruction

STIP Number: SR27020.003

Project Location and Description: I-25 at US50B interchange, design & construction of three new bridges

Fund Source(s): FY24 Region 2 National Highway Freight Program (FR8)

Federal Program Funds: **\$ 5,472,600**

State Matching Funds: **\$ 527,400**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 6,000,000

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

f) TIP Amendment #2023.038

Administrative Action:

Project Name: City of Pueblo Dillon Roundabout

STIP Number: SR26644.101

Project Location and Description: Design & construction of new roundabout at Dillon Dr & Eagleridge Blvd

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds: \$ 1,593,630

State Matching Funds: \$

Local Matching Funds: \$ 177,070

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 1,770,700

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

g) TIP Amendment #2023.039

Administrative Action:

Project Name: City of Pueblo Northern Avenue Phase 3

STIP Number: SR25079.078

Project Location and Description: New streetscape from Cambridge to Prairie and up to State Fair entrance

Fund Source(s): FY24 Region 2 ARPA Local Multi-Modal Options Fund (MMA)

Federal Program Funds: \$ 693,494

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 693,494

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

h) TIP Amendment #2023.040

Administrative Action:

Project Name: Joe Martinez Trail in Pueblo West

STIP Number: SR25079.079

Project Location and Description: Design & construction of new shared use trail along Joe Martinez Blvd

Fund Source(s): FY24 Region 2 ARPA Local Multi-Modal Options Fund (MMA)

Federal Program Funds: \$ 76,411

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 76,411

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

i) TIP Amendment #2023.041

Administrative Action:

Project Name: Pueblo County Blvd Extension Trail

STIP Number: SR27015.003

Project Location and Description: Design & construction of new shared use path along Medal of Honor Blvd

Fund Source(s): FY24 Region 2 ARPA Local Multi-Modal Options Fund (MMA)

Federal Program Funds: \$ 16,926

State Matching Funds: \$
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 16,926

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

j) TIP Amendment #2023.042

Administrative Action:

Project Name: Pueblo County Blvd Extension Trail

STIP Number: SR27016.013

Project Location and Description: Design & construction of new shared use path along Medal of Honor Blvd

Fund Source(s): FY24 Region 2 State-funded Local Multi-Modal Options Fund (MMM)

Federal Program Funds: \$
State Matching Funds: \$ 1,435,282
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 1,435,282

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

k) TIP Amendment #2023.043

Administrative Action:

Project Name: Westside Trail

STIP Number: SR27016.014

Project Location and Description: Design & construction of new shared use path along Wildhorse Creek

Fund Source(s): FY24 Region 2 State-funded Local Multi-Modal Options Fund (MMM)

Federal Program Funds: \$
State Matching Funds: \$ 850,000
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 850,000

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

l) TIP Amendment #2023.044

Administrative Action:

Project Name: City of Pueblo Haaff Elementary

STIP Number: SR26868.033

Project Location and Description: Safe Routes to School Grant award improvements

Fund Source(s): FY24 Region 2 Safe Routes to Schools (SAR)

Federal Program Funds: \$ 279,180
State Matching Funds: \$
Local Matching Funds: \$
Other Project Funds: \$
TOTAL PROJECT FUND AMENDMENT: \$ 279,180

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

m) TIP Amendment #2023.045

Administrative Action:

Project Name: Pueblo Downtown Multi-modal Improvements

STIP Number: SR27014.002

Project Location and Description: Safer Main Streets grant award improvements

Fund Source(s): FY24 Region 2 Safer Main Streets (SMS)

Federal Program Funds:	\$
State Matching Funds:	\$ 1,455,285
Local Matching Funds:	\$ 363,824
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 1,819,109

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

n) TIP Amendment #2023.046

Administrative Action:

Project Name: City of Pueblo Northern Avenue Phase 3

STIP Number: SR25079.078

Project Location and Description: New streetscape from Cambridge to Prairie and up to State Fair entrance

Fund Source(s): FY24 Region 2 Transportation Alternatives Program (TAP)

Federal Program Funds:	\$ 351,244
State Matching Funds:	\$
Local Matching Funds:	\$ 87,811
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 439,055

This administrative action rolls forward the funding programmed for this project from FY23 to FY24

A comment was made by Dennis Flores on the Truckstop parking lot expansion project. The City of Pueblo is working with a private company to develop a travel center. The freight funds that were allocated to the project are now on hold until a final direction is developed for the area. The funds are slated to stay in the Pueblo area and will be assigned to a new freight eligible project if the travel center is moved forward.

Eva Cosyleon gave an overview of the complete streets upcoming workshop. The recent walk audits to the various sites will be discussed, the findings of the audits, and the policy framework for the program will be discussed for the entire County.

The meeting was then adjourned at 1:30 pm by the chair, Mr. Atencio.

**FINANCIAL STATEMENTS
OF
PUEBLO AREA COUNCIL OF GOVERNMENTS**

JUNE 30, 2023

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Tax/Consulting/Audit Certified Public Accountants

ACCOUNTANTS' COMPILATION REPORT

Board of Directors
Pueblo Area Council of Governments
Pueblo, Colorado

Management is responsible for the accompanying balance sheet of the general fund of Pueblo Area Council of Governments (PACOG) as of June 30, 2023, and the related statement of general fund revenues, expenditures and changes in fund balance for the one-month and six months then ended in accordance with accounting principles generally accepted in the United States of America. We have performed a compilation engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the AICPA. We did not audit or review the financial statements, nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. Accordingly, we do not express an opinion, a conclusion, nor provide any form of assurance on these financial statements.

Management has elected to omit substantially all of the disclosures required by accounting principles generally accepted in the United States of America. If the omitted disclosures were included in the financial statements, they might influence the user's conclusions about PACOG's financial position and results of operations. Accordingly, the financial statements are not designed for those who are not informed about such matters.

PACOG records accounts receivable and related revenue or deferred inflows of resources and accounts payable and related expenditures using the cash basis of accounting. Accounting principles generally accepted in the United States of America require that accounts receivable and related revenue or deferred inflows of resources and accounts payable and related expenditures be recorded using the modified accrual basis of accounting. Management has not determined the amounts by which these departures would affect the balance sheet of the general fund and the related statement of revenues, expenditures and changes in fund balance of the general fund.

Required Supplementary Information

Management has omitted the management's discussion and analysis and the budgetary comparison schedule for the general fund that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context.

Additional Information

The additional information reported on pages 5 through 7 is presented for purposes of additional analysis and is not a required part of the basic financial statements. This information is the representation of management. This information was subject to our compilation engagement; however, we have not audited or reviewed the additional information and, accordingly, do not express an opinion, a conclusion, nor provide any form of assurance on such additional information.

M. Pherson, Coorndr, Paulina & Michael, P.C.

September 18, 2023

PUEBLO AREA COUNCIL OF GOVERNMENTS

General Fund Balance Sheet

June 30, 2023

ASSETS

Current Assets

US Bank	\$ 230,275.07
U S Bank - Transportation	187,936.22
Accounts Receivable	<u>13,092.77</u>

Total Assets \$ 431,304.06

LIABILITIES, DEFERRED INFLOWS OF RESOURCES & FUND BALANCE

Current Liabilities

Due to City Transportation Plan	<u>\$ 15,814.43</u>
---------------------------------	---------------------

Total Current Liabilities 15,814.43

Deferred Inflows of Resources

Deferred inflows of resources	<u>\$ 14,022.86</u>
-------------------------------	---------------------

Fund Balance

Fund balance Restricted	171,191.70
Fund balance Assigned	<u>230,275.07</u>

Total Fund Balance 401,466.77

Total Liabilities, Deferred Inflows of Resources & Fund Balance \$ 431,304.06

PUEBLO AREA COUNCIL OF GOVERNMENTS
Statement of General Fund Revenues, Expenditures and Changes in Fund Balance
For the One Month and Six Months Ended June 30, 2023

	Month Ended 06/30/2023	6 months ended 06/30/2023
REVENUE		
Current Year City Share	\$ 0.00	\$ 41,382.00
Carryover County Share	-	20,660.00
Accounting Svcs Pueblo County	-	1,800.00
Salt Creek Sanitation District	-	370.00
School District No. 70	-	1,840.00
School District No. 60	-	4,050.00
Regional Planning	0.00	36,335.00
Total Revenue	-	106,437.00
EXPENDITURES		
Regional Planning	1,800.00	4,013.00
TOTAL EXPENDITURES	1,800.00	4,013.00
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	\$ (1,800.00)	\$ 102,424.00
FUND BALANCE, BEGINNING	403,266.77	299,042.77
FUND BALANCE, ENDING	\$ 401,466.77	\$ 401,466.77

ADDITIONAL INFORMATION

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-Regional Planning
For the One Month and Six Months Ended June 30, 2023 and 2023 Annual Budget

	REGIONAL Month Ended Jun 30, 2023 <u>Actual</u>	REGIONAL YTD Ended Jun 30, 2023 <u>Actual</u>	REGIONAL 2023 <u>Budget</u>
REVENUE			
Audit (Urban Transportation)	\$ 0.00	\$ 0.00	\$ 2,500.00
City of Pueblo	-	13,625.00	13,625.00
County of Pueblo	-	13,625.00	13,625.00
Board of Water Works	-	2,945.00	2,945.00
School District No. 60	-	4,050.00	4,050.00
School District No. 70	-	1,840.00	1,840.00
Pueblo West Metro District	-	370.00	370.00
Colorado City Metro District	-	370.00	370.00
Salt Creek Sanitation District	-	370.00	370.00
Audit (Pueblo County)	-	-	2,500.00
Accounting Svcs Pueblo County	0.00	1,800.00	1,800.00
City of Pueblo accounting dues	0.00	5,400.00	5,400.00
	<u>-</u>	<u>44,395.00</u>	<u>49,395.00</u>
TOTAL REVENUE			
EXPENDITURES			
Regional expenses	0.00	0.00	49,395.00
Accounting fees	1,800.00	1,800.00	-
Insurance	0.00	2,213.00	0.00
	<u>1,800.00</u>	<u>4,013.00</u>	<u>49,395.00</u>
TOTAL EXPENDITURES			
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	<u>\$ (1,800.00)</u>	<u>\$ 40,382.00</u>	<u>\$ -</u>

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-Transportation Planning
For the One Month and Six Months Ended June 30, 2023 and 2023 Annual Budget

	URBAN TRANSP PLANNING Month Ended Jun 30, 2023 Actual	URBAN TRANSP PLANNING YTD Ended Jun 30, 2023 Actual	URBAN TRANSP PLANNING 2023 Budget
REVENUE			
Cons. Planning Grant - Federal	\$ 0.00	\$ 0.00	\$ 298,458.00
Carryover Federal CPG Funds	-	-	289,506.00
TPR/RPG Planning Grant-Federal	-	-	7,400.00
Current Year County Share	-	-	20,660.00
Current Year City Share	-	41,382.00	41,382.00
Carryover County Share	-	20,660.00	20,040.00
Carryover City Share	0.00	0.00	40,141.00
TOTAL REVENUE	-	62,042.00	717,587.00
EXPENDITURES			
Transport planning expenditures	0.00	0.00	717,587.00
TOTAL EXPENDITURES	-	-	717,587.00
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	\$ -	\$ 62,042.00	\$ -

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-
604B - Water Quality Management Plan
1 Month & Six Months Ended June 30, 2023 & 2023 Budget

	604(b) WATER QUALITY Month Ended Jun 30, 2023 Actual	604(b) WATER QUALITY YTD Ended Jun 30, 2023 Actual	604(b) WATER QUALITY 2023 Budget
REVENUE			
Watershed Plan	\$ 0.00	\$ 0.00	\$ 25,000.00
WQMP Update	0.00	0.00	23,700.00
TOTAL REVENUE	<u>-</u>	<u>-</u>	<u>48,700.00</u>
EXPENDITURES			
604 (B) Program Costs	<u>0.00</u>	<u>0.00</u>	<u>48,700.00</u>
TOTAL EXPENDITURES	<u>-</u>	<u>-</u>	<u>48,700.00</u>
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-
OEDIT (Grant Navigator)
1 Month & Six Months Ended June 30, 2023 & 2023 Budget

	OEDIT Month Ended Jun 30, 2023 Actual	OEDIT YTD Ended Jun 30, 2023 Actual	OEDIT 2023 Budget
REVENUE			
OEDIT Revenue	\$ 0.00	\$ 0.00	\$ 100,000.00
TOTAL REVENUE	<u>-</u>	<u>-</u>	<u>100,000.00</u>
EXPENDITURES			
OEDIT Expenses	<u>0.00</u>	<u>0.00</u>	<u>100,000.00</u>
TOTAL EXPENDITURES	<u>-</u>	<u>-</u>	<u>100,000.00</u>
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

**FINANCIAL STATEMENTS
OF
PUEBLO AREA COUNCIL OF GOVERNMENTS**

MAY 31, 2023

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ACCOUNTANTS' COMPILATION REPORT

Board of Directors
Pueblo Area Council of Governments
Pueblo, Colorado

Management is responsible for the accompanying balance sheet of the general fund of Pueblo Area Council of Governments (PACOG) as of May 31, 2023, and the related statement of general fund revenues, expenditures and changes in fund balance for the one-month and five months then ended in accordance with accounting principles generally accepted in the United States of America. We have performed a compilation engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the AICPA. We did not audit or review the financial statements, nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. Accordingly, we do not express an opinion, a conclusion, nor provide any form of assurance on these financial statements.

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Required Supplementary Information

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Additional Information

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McPherson, Goodrich, Pashini & Mahesh, P.C.

September 14, 2023

PUEBLO AREA COUNCIL OF GOVERNMENTS
General Fund Balance Sheet
May 31, 2023

ASSETS

Current Assets	
US Bank	\$ 232,075.07
U S Bank - Transportation	187,936.22
Accounts Receivable	<u>13,092.77</u>
Total Assets	<u>\$ 433,104.06</u>

LIABILITIES, DEFERRED INFLOWS OF RESOURCES & FUND BALANCE

Current Liabilities	
Due to City Transportation Plan	\$ <u>15,814.43</u>
Total Current Liabilities	<u>15,814.43</u>
Deferred Inflows of Resources	
Deferred inflows of resources	\$ <u>14,022.86</u>
Fund Balance	
Fund balance Restricted	171,191.70
Fund balance Assigned	<u>232,075.07</u>
Total Fund Balance	<u>403,266.77</u>
Total Liabilities, Deferred Inflows of Resources & Fund Balance	<u>\$ 433,104.06</u>

PUEBLO AREA COUNCIL OF GOVERNMENTS
Statement of General Fund Revenues, Expenditures and Changes in Fund Balance
For the One Month and Five Months Ended May 31, 2023

	Month Ended 05/31/2023	5 months ended 05/31/2023
REVENUE		
Current Year City Share	\$ 0.00	\$ 41,382.00
Carryover County Share	-	20,660.00
Accounting Svcs Pueblo County	-	1,800.00
Salt Creek Sanitation District	-	370.00
School District No. 70	-	1,840.00
School District No. 60	-	4,050.00
Regional Planning	0.00	36,335.00
Total Revenue	-	106,437.00
EXPENDITURES		
Regional Planning	0.00	2,213.00
TOTAL EXPENDITURES	-	2,213.00
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	\$ -	\$ 104,224.00
FUND BALANCE, BEGINNING	403,266.77	299,042.77
FUND BALANCE, ENDING	\$ 403,266.77	\$ 403,266.77

ADDITIONAL INFORMATION

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-Regional Planning
For the One Month and Five Months Ended May 31, 2023 and 2023 Annual Budget

	REGIONAL Month Ended May 31, 2023 <u>Actual</u>	REGIONAL YTD Ended May 31, 2023 <u>Actual</u>	REGIONAL 2023 <u>Budget</u>
REVENUE			
Audit (Urban Transportation)	\$ 0.00	\$ 0.00	\$ 2,500.00
City of Pueblo	-	13,625.00	13,625.00
County of Pueblo	-	13,625.00	13,625.00
Board of Water Works	-	2,945.00	2,945.00
School District No. 60	-	4,050.00	4,050.00
School District No. 70	-	1,840.00	1,840.00
Pueblo West Metro District	-	370.00	370.00
Colorado City Metro District	-	370.00	370.00
Salt Creek Sanitation District	-	370.00	370.00
Audit (Pueblo County)	-	-	2,500.00
Accounting Svcs Pueblo County	0.00	1,800.00	1,800.00
City of Pueblo accounting dues	<u>0.00</u>	<u>5,400.00</u>	<u>5,400.00</u>
TOTAL REVENUE	<u>-</u>	<u>44,395.00</u>	<u>49,395.00</u>
EXPENDITURES			
Regional expenses	0.00	0.00	49,395.00
Insurance	<u>0.00</u>	<u>2,213.00</u>	<u>0.00</u>
TOTAL EXPENDITURES	<u>-</u>	<u>2,213.00</u>	<u>49,395.00</u>
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	<u>\$ -</u>	<u>\$ 42,182.00</u>	<u>\$ -</u>

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-Transportation Planning
For the One Month and Five Months Ended May 31, 2023 and 2023 Annual Budget

	URBAN		
	URBAN TRANSP	TRANSP	URBAN
	PLANNING	PLANNING	TRANSP
	Month Ended	YTD Ended	PLANNING
	May 31, 2023	May 31, 2023	2023
	Actual	Actual	Budget
REVENUE			
Cons. Planning Grant - Federal	\$ 0.00	\$ 0.00	\$ 298,458.00
Carryover Federal CPG Funds	-	-	289,506.00
TPR/RPG Planning Grant-Federal	-	-	7,400.00
Current Year County Share	-	-	20,660.00
Current Year City Share	-	41,382.00	41,382.00
Carryover County Share	-	20,660.00	20,040.00
Carryover City Share	0.00	0.00	40,141.00
	<u>0.00</u>	<u>0.00</u>	<u>40,141.00</u>
TOTAL REVENUE	<u>-</u>	<u>62,042.00</u>	<u>717,587.00</u>
EXPENDITURES			
Transport planning expenditures	<u>0.00</u>	<u>0.00</u>	<u>717,587.00</u>
TOTAL EXPENDITURES	<u>-</u>	<u>-</u>	<u>717,587.00</u>
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	<u>\$ -</u>	<u>\$ 62,042.00</u>	<u>\$ -</u>

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-
604B - Water Quality Management Plan
1 Month & Five Months Ended May 31, 2023 & 2023 Budget

	604(b) WATER QUALITY Month Ended May 31, 2023 Actual	604(b) WATER QUALITY YTD Ended May 31, 2023 Actual	604(b) WATER QUALITY 2023 Budget
REVENUE			
Watershed Plan	\$ 0.00	\$ 0.00	\$ 25,000.00
WQMP Update	0.00	0.00	23,700.00
TOTAL REVENUE	<u>-</u>	<u>-</u>	<u>48,700.00</u>
EXPENDITURES			
604 (B) Program Costs	<u>0.00</u>	<u>0.00</u>	<u>48,700.00</u>
TOTAL EXPENDITURES	<u>-</u>	<u>-</u>	<u>48,700.00</u>
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

PUEBLO AREA COUNCIL OF GOVERNMENTS
Schedule of Revenues and Expenditures Budget to Actual-
OEDIT (Grant Navigator)
1 Month & Five Months Ended May 31, 2023 & 2023 Budget

	OEDIT Month Ended May 31, 2023 Actual	OEDIT YTD Ended May 31, 2023 Actual	OEDIT 2023 Budget
REVENUE			
OEDIT Revenue	\$ 0.00	\$ 0.00	\$ 100,000.00
TOTAL REVENUE	<u>-</u>	<u>-</u>	<u>100,000.00</u>
EXPENDITURES			
OEDIT Expenses	<u>0.00</u>	<u>0.00</u>	<u>100,000.00</u>
TOTAL EXPENDITURES	<u>-</u>	<u>-</u>	<u>100,000.00</u>
EXCESS (DEFICIT) REVENUES OVER EXPENDITURES	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>



GRANT NAVIGATOR UPDATE

9.28.23

NEEDS SURVEY

A **Needs Survey** has been sent out by email to PACOG members, TAC members, and others involved with infrastructure and public projects. Results are coming in and they will be presented at the October PACOG meeting. **Please** take a few minutes to complete the survey if you haven't already.

DOLA IIJA MATCHING FUNDS PROGRAM

The Colorado Department of Local Affairs (DOLA) in collaboration with the Governor's Office, has created the Infrastructure Investment and Jobs Act (IIJA) Local Match grant program (LOMA) to be used for a non-federal match requirement when applying directly to the federal government for IIJA or IRA funds. Eligible entities include Colorado Counties, Municipalities, Special Districts, and federally recognized Tribes that intend to apply for federal IIJA or IRA funds that require a non-federal match. To learn more, go to: <https://dlg.colorado.gov/local-match-program-federal-infrastructure-investment-and-jobs-act>.

Funds are limited, so we were advised that requests should be less than \$1M. Initial interest should be shared with the DOLA Regional Manager - tara.marshall@state.co.us / 719-250-6944. Applications should be received at least 45 days before the grant application is due.

FUNDING NOTICES

Eva does a great job forwarding funding notices on transportation infrastructure funding, so no need to mess with something that's working! - especially since the Grant Navigator position is temporary. If there are additional Notices of Funding Opportunities (NOFOs) outside transportation, or ones that are particularly relevant for this group, I will highlight them in my monthly update.

*I heard through the grapevine...*the County is working towards getting more dedicated grant assistance in Public Works and Administration. Send over any good prospects! This will be a great benefit to all those currently working with grants and their various "strings" as well as those departments looking for new funding.

UPCOMING GRANT OPPORTUNITIES:

TITLE	SUMMARY	NOTICE LINK	DEADLINE
Reconnecting Communities and Neighborhoods (RCN) Program	For projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	https://www.transportation.gov/sites/dot.gov/files/2023-07/FY23%20RCN%20Final%20NOFO%2007-05-23.pdf	September 29, 2023 (11:59 PM EDT)
Airport Terminal Program; FY 2024 Funding Opportunity	These projects aim to modernize airport infrastructure. Can be for large or small airports. The FAA will consider projects that align with DOT's Strategic Framework, meet current standards, address aeronautical demand, enhance environmental sustainability, promote competition, and support civil aeronautical demand. Eligible projects include capacity expansion, infrastructure replacement, ADA compliance, improved accessibility, energy efficiency upgrades, airfield safety improvements, and encouraging competition.	https://www.federalregister.gov/documents/2023/09/14/2023-19893/airport-terminal-program-fy-2024-funding-opportunity?utm_source=substack&utm_medium=email	October 16, 2023 (5:00 PM EDT)
WaterSMART Planning and Project Design Grants	Provides funding for collaborative planning and design projects to support water management improvements. This includes funding for: (1) Water Strategy Grants to conduct planning activities to improve water supplies (e.g., water supplies to disadvantaged communities that do not have reliable access to water, water marketing, water conservation, drought resilience, and ecological resilience); (2) Project Design Grants to conduct project-specific design for projects to improve water management; and (3) comprehensive Drought Contingency Plans.	https://www.grants.gov/web/grants/view-opportunity.html?oppld=349785	October 17, 2023
Community Wildfire Defense Grant	To assist at-risk local communities and Indian Tribes with planning and mitigating against the risk created by wildfire. The CWDG helps communities in the wildland urban interface (WUI) implement the three goals of the National Cohesive Wildland Fire Management Strategy (Cohesive Strategy): <ul style="list-style-type: none"> • Restore and Maintain Landscapes • Create Fire Adapted Communities • Improve Wildfire Response 	https://www.grants.gov/web/grants/view-opportunity.html?oppld=349612	October 31, 2023

	<p>There are two primary project types for which the grant provides funding:</p> <ul style="list-style-type: none"> • The development and revision of Community Wildfire Protection Plans (CWPP) • The implementation of projects described in a CWPP that is less than ten years old 		
<p>WaterSMART Cooperative Watershed Management Program Ph I</p>	<p>For Phase I activities to develop a watershed group, complete watershed restoration planning activities, and design watershed management projects. A “watershed group” is a grassroots, non-regulatory entity that addresses water availability and quality issues within the relevant watershed, is capable of promoting the sustainable use of water resources in the watershed, makes decisions on a consensus basis, and represents a diverse group of stakeholders, including hydroelectric producers, livestock grazing, timber production, land development, recreation or tourism, irrigated agriculture, the environment, municipal water supplies, private property owners, Federal, state and local governments, Tribes, and disadvantaged communities.</p>	<p>https://www.grants.gov/web/grants/view-opportunity.html?oppId=349783</p>	<p>December 5, 2023, (4:00 PM MST)</p>

LET ME KNOW IF YOU'D LIKE ME TO SUMMARIZE THE INFORMATION ON ANY OF THESE FUNDING OPPORTUNITY NOTICES, OR HELP IN ANY WAY

A database of **Transportation funding notices** can be found here: <https://billlaunchpad.com/nofo>

A guide to **federal Technical Assistance programs** (webinars, federal staff, funding) can be found here: <https://www.whitehouse.gov/wp-content/uploads/2023/09/IIA-Technical-Assistance-Guide-September-2023-v091223.pdf>



Looking forward to seeing you in October! Isabel



PACOG CDOT PROJECT UPDATES September 2023

PCN	Description	Scope	Phase	Schedule/Status Update	Approx. Budget
ENGINEERING					
23546	US50B I-25 East Resurfacing	Surface treatment, safety improvements, guardrail replacement, bridge repairs, and slope and ditch paving	Const	Last remaining work is guardrail replacement at RR bridge in Oct 2023. Project closeout to follow.	\$25.3M
24395	I-25 Pueblo Roundabout Drew Dix MP 103.9	I-25 Exit 104 interchange improvements - roundabout and east frontage road construction	Const	Roundabout construction in progress: new traffic configuration and construction of legs to roundabout. East frontage road structure work ongoing: deck panels are being set. Construction completion anticipated late 2023/early 2024	\$14M
23535	I-25 at US50B Reconstruction	Reconstruction of the interchange at Exit 100A and bridges over I-25, RR, and Fountain Creek	Design	Final design, environmental, RR etc. clearances and approvals in progress. Advertisement - spring 2024 Construction - summer 2024-spring 2026	\$156M
25093	I25A Pueblo Resurfacing MP 64-79.6	Surface treatment near Colorado City with striping, guardrail replacement, and minor structure repairs.	Design	Final design, environmental, etc. clearances and approvals in progress. Advertisement - winter 2023 Construction - spring-summer 2024	\$28.3M
25541	SH47A Preventative Maintenance MP 0-3	Microsurfacing pavement treatment east of I25	Design	Final design, environmental, etc. clearances and approvals in progress. Advertisement - winter 2023 Construction - summer 2024	\$2M
25859	I-25A Pueblo Minor Rehab/PCCP Rehab MP 92-102.6	Surface treatment and concrete pavement repair through Pueblo with striping and guardrail replacement	Design	Final design, environmental, etc. clearances and approvals in progress. Advertisement - winter 2023 Construction - spring-summer 2024	\$20.5M
24846	US50A Overlay MP 296 to 309, Pueblo County	Surface treatment west of McCulloch in Pueblo County	Design	Final design, environmental, etc. clearances and approvals in progress. Advertisement - winter 2024. Construction - spring-summer 2025 (moved from 2024 construction to expedite 25859 I-25 through Pueblo)	\$15.5M
24569	US50C Drainage Improvements	Drainage improvements on US50 Business near 36th Lane	Plan	CDOT/Pueblo County met to discuss the County drainage report that recommends an exfiltration system and piping under US50 and on various Lanes. Pueblo County needs to collect additional data and complete additional field research related to the soils and water table to determine feasibility. CDOT Construction funding is in FY27+.	\$5M

PACOG CDOT PROJECT UPDATES September 2023

PCN	Description	Scope	Phase	Schedule/Status Update	Approx. Budget
24799	I25A Pueblo Interchange Improvements at Exit 108	Reconstruction of the interchange at Exit 108	Plan	Intersection selection report completed. Design and 1601 process to begin in 2024. Construction funding in FY27	\$2M Design \$9M Const
22079	US50A Pueblo West Purcell Interchange	Construction of grade separated interchange at US50A and Purcell	Close	Project closeout being completed.	\$55M
22123	US50A Pueblo Regional Pond E MP 311.5	Construction of stormwater quality pond	Close	Project has been accepted and is being closed out.	\$1.3M
22453	US50A Pueblo Regional Pond G MP 309.5	Construction of stormwater quality pond	Close	Project has been accepted and is being closed out.	\$3.2M
25505	US50B Pueblo Flame Straightening K-19-V	Essential repair to structure K-19-V over US50B east of Pueblo after damage from truck impact	Mtce	Work has been completed.	\$45K
TRAFFIC					
24672	FY22 R2 Flatwork	Installation of a raised pedestrian median refuge island at the intersection of CO96 & Monument Ave	Const	Flatwork complete. Rectangular Rapid Flashing Beacon (RRFBs) remain to finish installation. Anticipated completion Sept 2023.	\$390K
22169	SH 165 Safety Access Improvements	SH165 MP 27-29 (Rye). Removal of existing SH165 access at Ent Credit Union location.	Const	NTP issued; Construction Fall 2023. Scheduling Pre-construction conference with Contractor.	\$72K
25317	US50 main & CO231 (36th Lane) and US50 Business & CO231 (36th Lane) Intersections Improvements	US50 main: Construction of raised median/intersection islands and minor widening. Installation of Intersection Collision Warning System (ICWS). US50 Business: ADA and minor intersection improvements	Const	Anticipated construction start 9/25. VMS boards set up today to notify public. Project website with educational videos updated. Brochure with project details supplied to the School District to distribute to parents & community. Est. Construction completion Dec 2023.	\$2.245M
25981	SH 45 & Mirror Signal Project	Intersection signal design at SH45 (Pueblo Blvd) & Mirror Ave	Design	Design Only project. Initial stages of project setup. Design - October 2023 - April 2024. Initial project pre-scoping & coordinating with consultant design team.	~ \$160K
25597	SH 45 Safety Improvements MP 0-6	Re-striping and lane configuration improvements from I25 interchange to 11th Street	Design	Design Fall 2023 to Spring 2024. Ad Spring/Summer 2024. Construction Summer 2024 to Fall 2024.	~ \$1M
TBD	I-25 & SH 45 (Pueblo Blvd) Feasibility Study	Feasibility study for the I-25 & SH45 (Pueblo Blvd) interchange to review and analyze alternative improvements for planned future development growth in the area	Design	Study Only. Preliminary scoping with consultant team. Study: Oct 2023 - Feb/March 2024	TBD




Pueblo Area Council of Governments
Metropolitan Planning Organization (MPO)
Transportation Planning Region (TPR)



Urban Transportation Planning Division
www.PACOG.net

MEMORANDUM

TO: Members of the PACOG Board
FROM: Eva Cosyleon, MPO Manager 
DATE: August 11, 2023
SUBJ: Agenda Items for August 24, 2023, PACOG Board Meeting

PACOG Agenda Consent

- 1. A RESOLUTION ADOPTING THE UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FEDERAL FISCAL YEARS (FFY) 2024 AND 2025 FOR THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) AS THE DESIGNATED METROPOLITAN PLANNING ORGANIZATION (MPO) FOR THE PUEBLO URBAN AREA IN COMPLIANCE WITH 23 USC 134, 49 USC 5303, 23 CFR 450 AND 500, AND 49 CFR 613; AND AUTHORIZING AND DIRECTING THE CITY OF PUEBLO IN ACCORDANCE WITH THE PACOG AND CITY OF PUEBLO DELEGATION AGREEMENT DATED FEBRUARY 23, 2023 TO ADMINISTER AND IMPLEMENT THIS UPWP IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS***
Action Requested: Approve/Disapprove

MPO Report

- 2. SB 23-1101 – Legislative/Transportation Planning Region (TPR) Boundaries – Jamie Grim**
Action Requested: Informational
- 3. State Demographer* – Cindy DeGroen**
Action Requested: Presentation
- 4. Teen Crash Data***
Action Requested: Presentation
- 5. CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)***
FY 2023 - 2027 Transportation Improvement Program
Administrative notification to roll forward:
 - a) TIP Amendment #2023.047**
Administrative Action:
Project Name: Pueblo Transit Vanpool
STIP Number:
Project Location and Description: Provide Pueblo employers with a subsidized vanpool.

211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359
E-mail: pueblo_mpo@pueblo.us

Fund Source(s): FY24 MMOF State funds	
Federal Program Funds:	\$ 249,800
State Matching Funds:	\$ 150,200
Local Matching Funds:	\$
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 400,000

This amendment is redistributing previous Federal MMOF from \$400,000 to \$249,800 and to State MMOF of \$150,200. This is not additional money towards this project.

b) **TIP Amendment #2023.048**

Administrative Action:

Project Name: US50B & US50C at SH231 Safety Improvements

STIP Number: SR27002.078

Project Location and Description: Safety improvements at the intersections of both US50B and US50C at CO231

Fund Source(s): FY25 Region 2 FASTER Safety Allocation (FSA)

Federal Program Funds:	\$
State Matching Funds:	\$ 445,122
Local Matching Funds:	\$
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 445,122

This administrative action adds funds to the construction phase of this project

c) **TIP Amendment #2023.049**

Administrative Action:

Project Name: I-25A Pavement Rehabilitation MP 92 – 102.6

STIP Number: SR25216.178

Project Location and Description: Pavement rehabilitation I-25 vicinity Salt Creek bridges to north of Eagleridge

Fund Source(s): FY24 Region 2 Surface Treatment Pool (SUR)

Federal Program Funds:	\$ 319,235
State Matching Funds:	\$ 30,765
Local Matching Funds:	\$
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ 350,000

This administrative action programs funds to the design phase of this project

d) **TIP Amendment #2023.050**

Administrative Action:

Project Name: Adams and Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds:	\$ (110,714)
State Matching Funds:	\$
Local Matching Funds:	\$
Other Project Funds:	\$
TOTAL PROJECT FUND AMENDMENT:	\$ (110,714)

This administrative action transfers project savings from design phase to construction phase in FY24

e) **TIP Amendment #2023.051**

Administrative Action:

Project Name: Adams and Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds: **\$ 900,000**

State Matching Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 900,000

This administrative action programs \$900,000 to the construction phase in FY24

f) **TIP Amendment #2023.052**

Administrative Action:

Project Name: SS4A

STIP Number: TBD

Project Location and Description: SS4A Safety Action Planning Grant Match

Fund Source(s): FY24 Federal Multimodal Mitigation Option Funds

Federal Program Funds: **\$ 85,200.00**

State Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 85,200.00

This amount is contributing 10% of the total 20% matching funds need for the \$852,000 Federal SS4A grant.

The city will contribute the other 10% match. This amendment is swapping MMOF state to MMOF federal.

g) **TIP Amendment #2023.053**

Administrative Action:

Project Name: Transit Youth Ride

STIP Number: TBD

Project Location and Description:

Fund Source(s): FY 24 Federal MMOF

Federal MMOF Funds: **\$ 65,000**

State Program Funds: **\$**

Local Matching Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 65,000

This is to provide free youth rides for Pueblo Transit. This amendment is swapping MMOF state to MMOF federal.

h) **TIP Amendment #2023.054**

Administrative Action:

Project Name: Pueblo County Blvd Extension Trail

STIP Number: SR27017.001

Project Location and Description: Design & construction of new shared use path along Medal of Honor Blvd

Fund Source(s): FY24 Region 2 Carbon Reduction Program (6PU)

Federal Program Funds: **\$ 539,770**

State Matching Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 539,770

Amending a previous TIP Amendment to demonstrate that match was provided through MMOF and no local match was needed.

Action Requested: Informational

6. Other Transportation Matters

Action Requested: Discussion if Necessary

* Denotes additional materials are attached.

** Denotes material to be distributed at PACOG Meeting.

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FEDERAL FISCAL YEARS (FFY) 2024 AND 2025 FOR THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) AS THE DESIGNATED METROPOLITAN PLANNING ORGANIZATION (MPO) FOR THE PUEBLO URBAN AREA IN COMPLIANCE WITH 23 USC 134, 49 USC 5303, 23 CFR 450 AND 500, AND 49 CFR 613; AND AUTHORIZING AND DIRECTING THE CITY OF PUEBLO IN ACCORDANCE WITH THE PACOG AND CITY OF PUEBLO DELEGATION AGREEMENT DATED FEBRUARY 23, 2023 TO ADMINISTER AND IMPLEMENT THIS UPWP IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS

WHEREAS, the Pueblo Area Council of Governments (PACOG) is the recognized Metropolitan Planning Organization (MPO) for the Pueblo area as designated by the Governor of Colorado in accordance with 23 U.S.C. 134(b); and

WHEREAS, PACOG has developed an annual Unified Planning Work Program (UPWP) and budgets for the Federal Fiscal Years 2024 and 2025 in compliance with the requirements of 23 USC 134, 49 USC 5303, 23 CFR 450 and 500, and 49 CFR 613 Act; and

WHEREAS, the FFY 2024-2025 UPWP was developed through local collaboration with comments and recommendations from the state and federal funding agencies; and

WHEREAS, the UPWP reflects the priorities, scope of work, and level of effort required for all of the agencies responsible for regional transportation planning for FFY 2024-2025.

NOW, THEREFORE, BE IT RESOLVED BY THE PUEBLO AREA COUNCIL OF GOVERNMENTS that:

SECTION 1:

The PACOG Unified Planning Work Program for Fiscal Year 2024-2025 is hereby approved and adopted.

SECTION 2:

The PACOG Board hereby authorizes and directs the City of Pueblo in accordance with the PACOG and City of Pueblo Delegation Agreement dated February 23, 2023, to administer and implement this UPWP in accordance with all applicable federal, state, and local laws and regulations.

SECTION 3:

This resolution shall become effective immediately upon passage and approval.

PASSED AND ADOPTED this _____ day of _____ ,
2023 by the PACOG.

Chairperson, Pueblo Area Council of Governments

ATTEST:

PACOG Recording Secretary



Population Matters Trends and Transitions

Pueblo County

June 2023

State Demography Office, Department of Local Affairs

Demography.dola.colorado.gov



COLORADO
Department of Local Affairs

Colorado Trends

- Population growing at a slowing rate - births down, deaths up
- Migration and mobility slowing
 - Harder to attract and retaining the best and brightest.
- Concentrated growth in Front Range - both jobs and people
- Aging - impacts everything
 - Largest share of future growth is the 65+
 - Prime working age 25-54 becoming smaller share of total pop
 - Youth becoming a smaller share of total pop
- Growing racial and ethnic diversity.



Big Picture

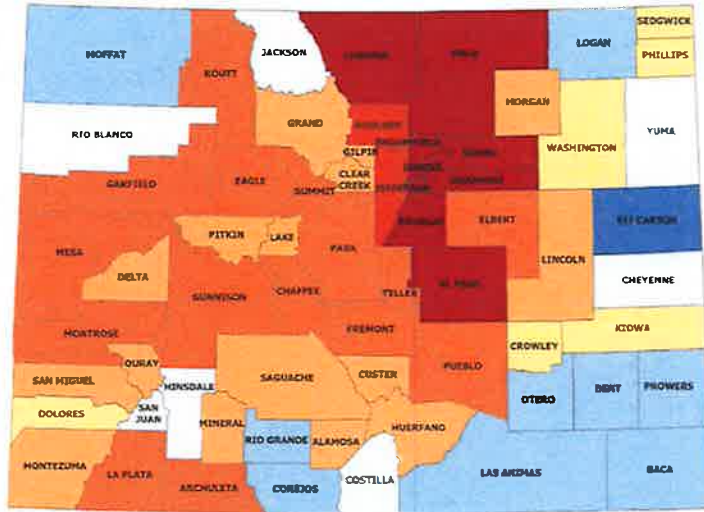
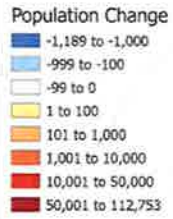
Growth is Slowing

	2010-2020		2020-2021		2021-2022	
United States	22.3MM	7.4%	520k	0.1%	1.256MM	0.4%
Colorado	744.5k	14.8%	26.5k	0.5%	27.7k	0.5%
Colorado Rank	9th	6th	11th	20th	12th	19th

- 2010 - 2020
 - Second slowest decade for US in terms of growth
- 2020 - 2021
 - Slowest year for US growth rate;
 - 17 states lost population
- 2021 - 2022
 - 19 states lost population



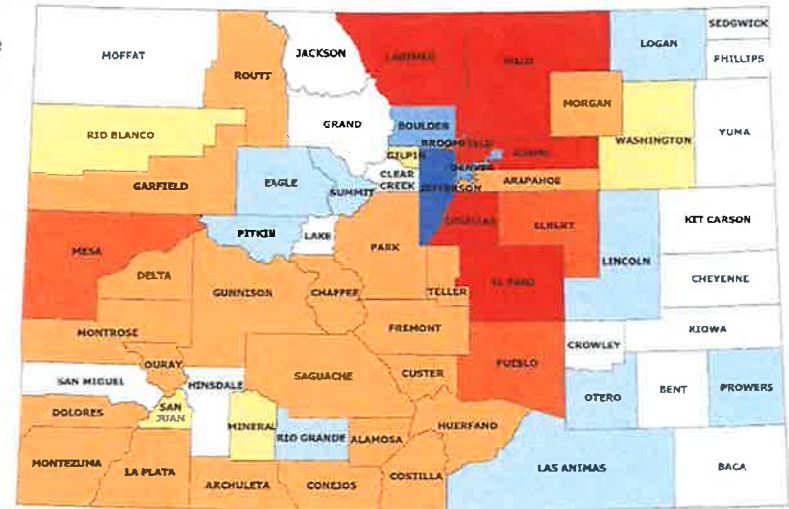
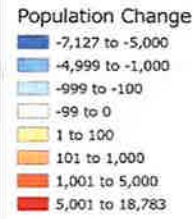
Total Population Change 2010 - 2020



Source: Colorado State Demography Office

November 2021

Total Population Change 2020 - 2022



Source: Colorado State Demography Office

April 2023

	July 2010	July 2020	Ch 2010-20	Pct Ch.
PUEBLO COUNTY	159,496	168,498	9,002	5.6%
Boone	340	305	-35	-10.3%
Pueblo	106,881	111,920	5,039	4.7%
Rye	153	206	53	34.6%
Unincorp. Area	52,122	56,067	3,945	7.6%

Pueblo

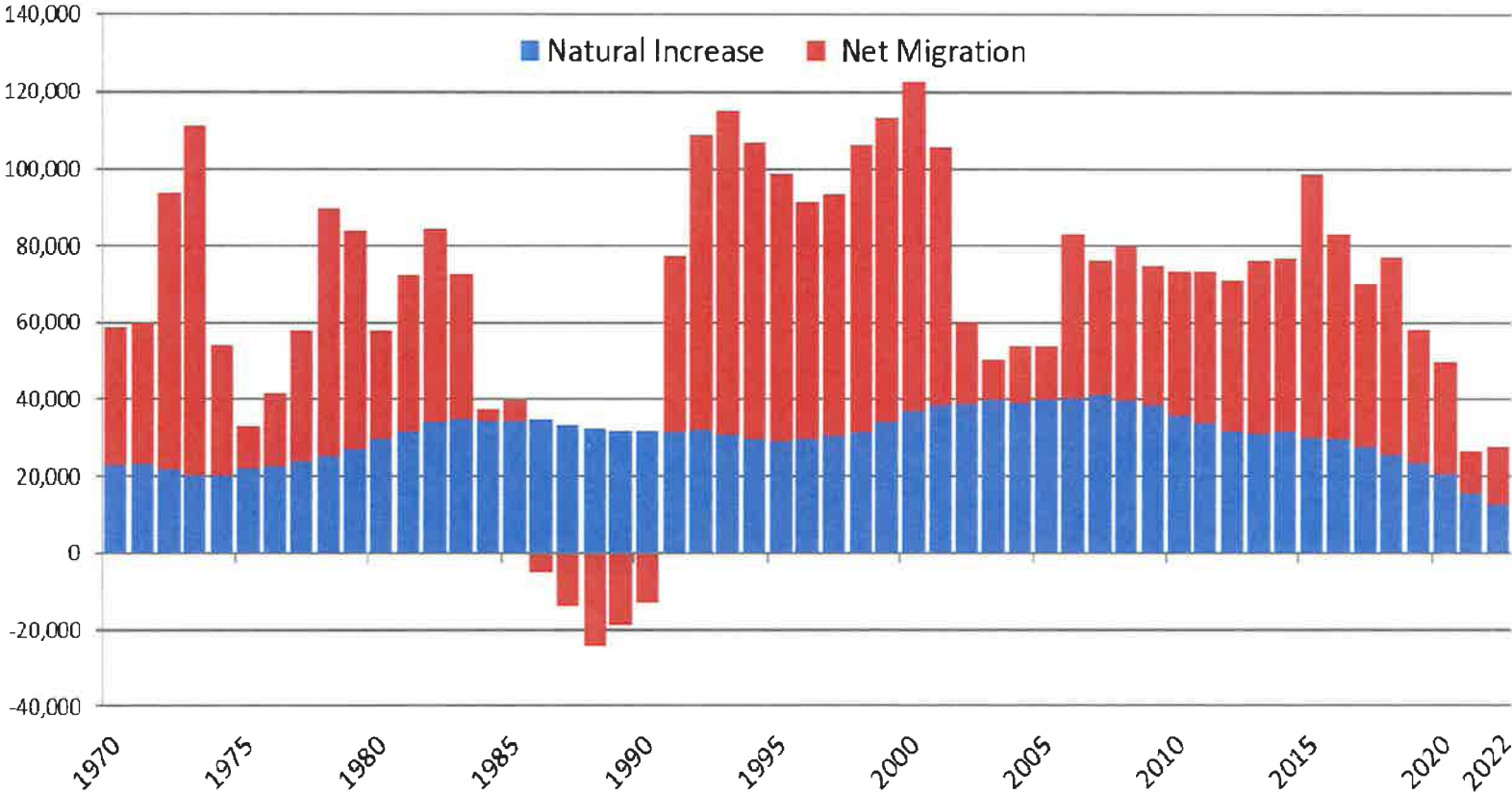
2020	2022	Change	Ann Pct Ch
168,498	169,111	613	0.2%



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Source: 2010 and 2020 Colorado State Demography Office
Population Estimates, Accessed June, 2023

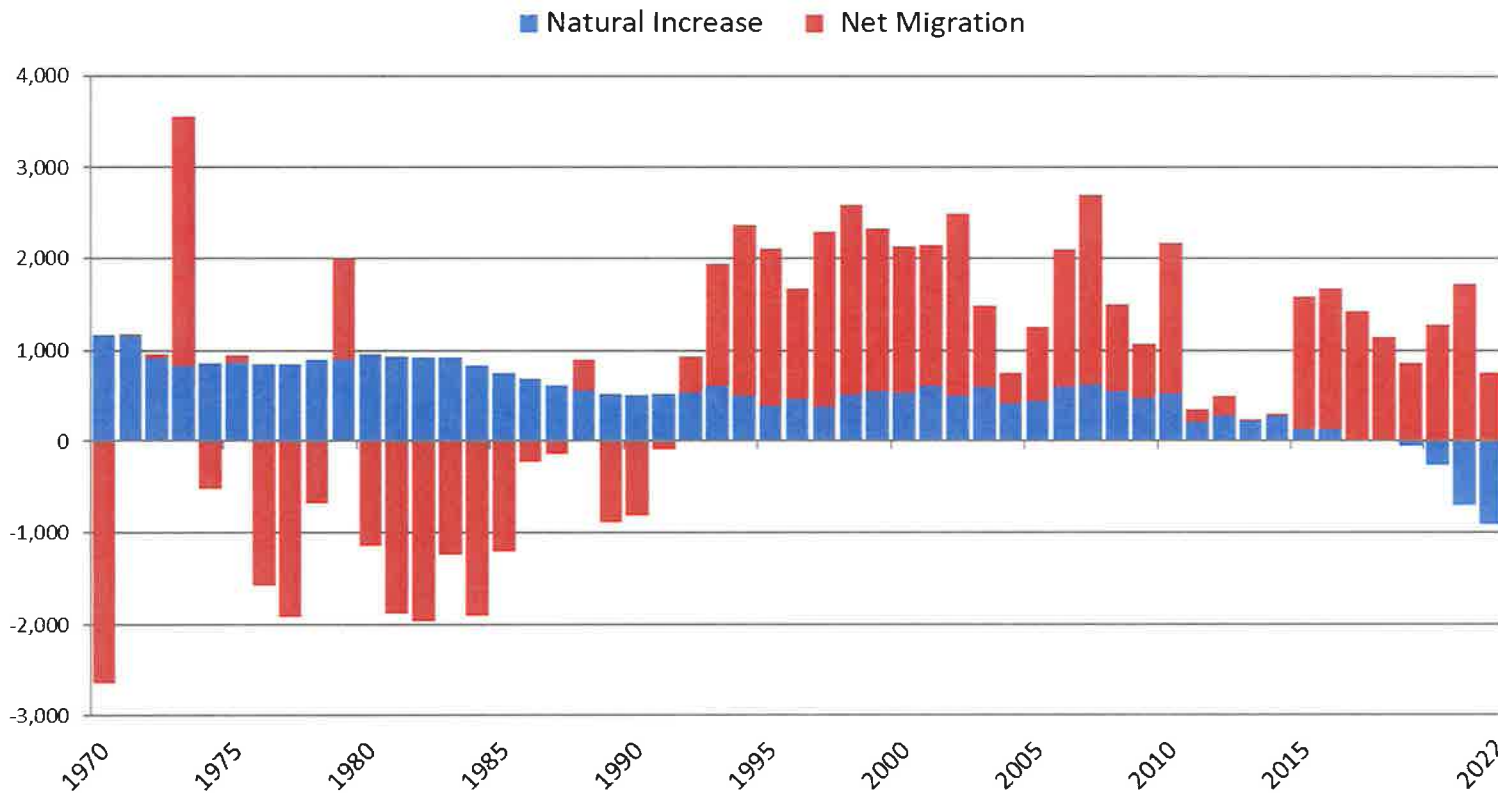
Components of Colorado Population Change 1970-2022



Colorado growth slows from an annual average of 74K last decade to 26,000



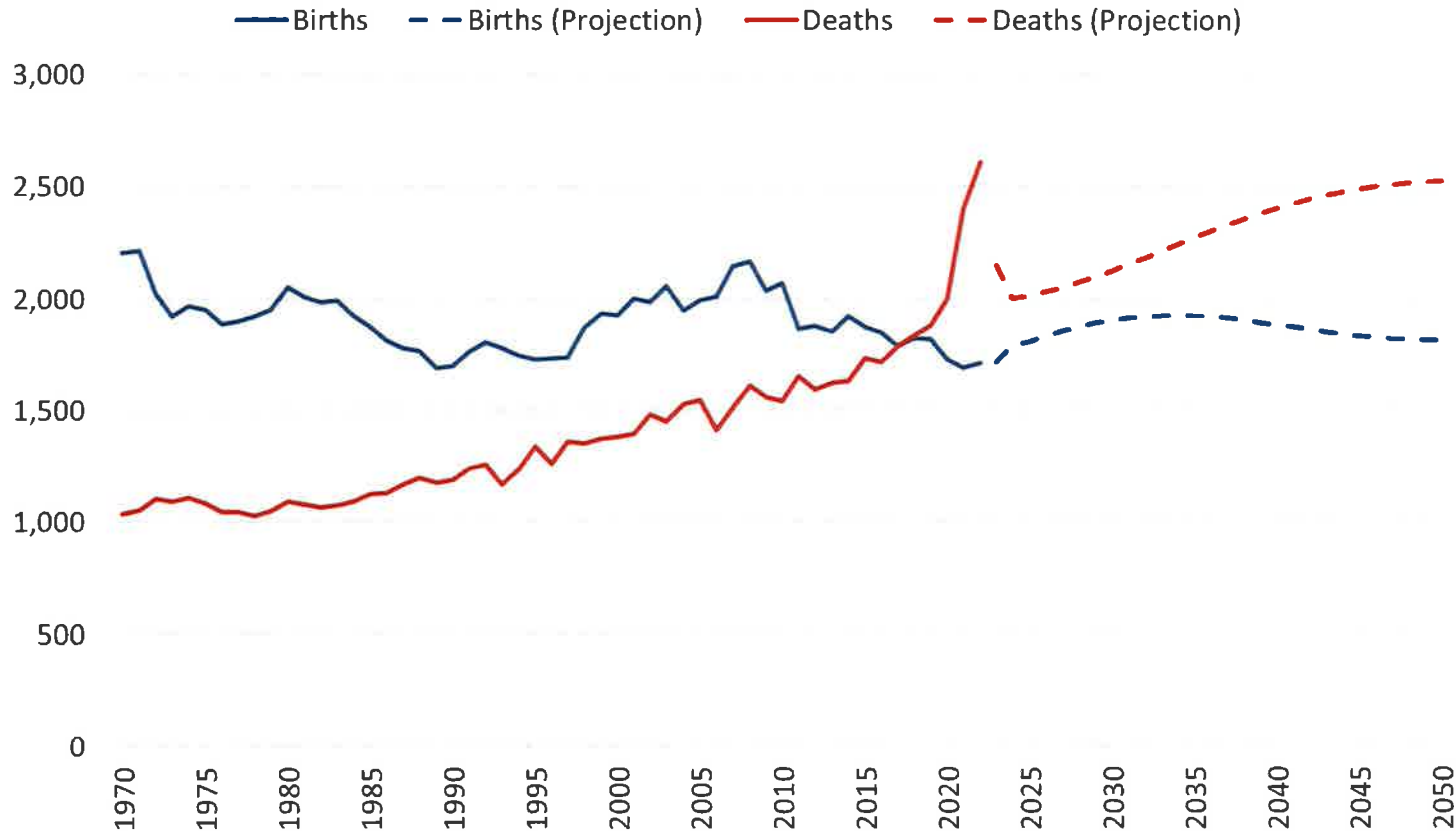
Components of Pueblo County Population Change 1970-2022



Pueblo County growth slows from an annual average of 1,200 last five years to 500 due to natural decline



Pueblo County Births and Deaths, 1970 to 2050

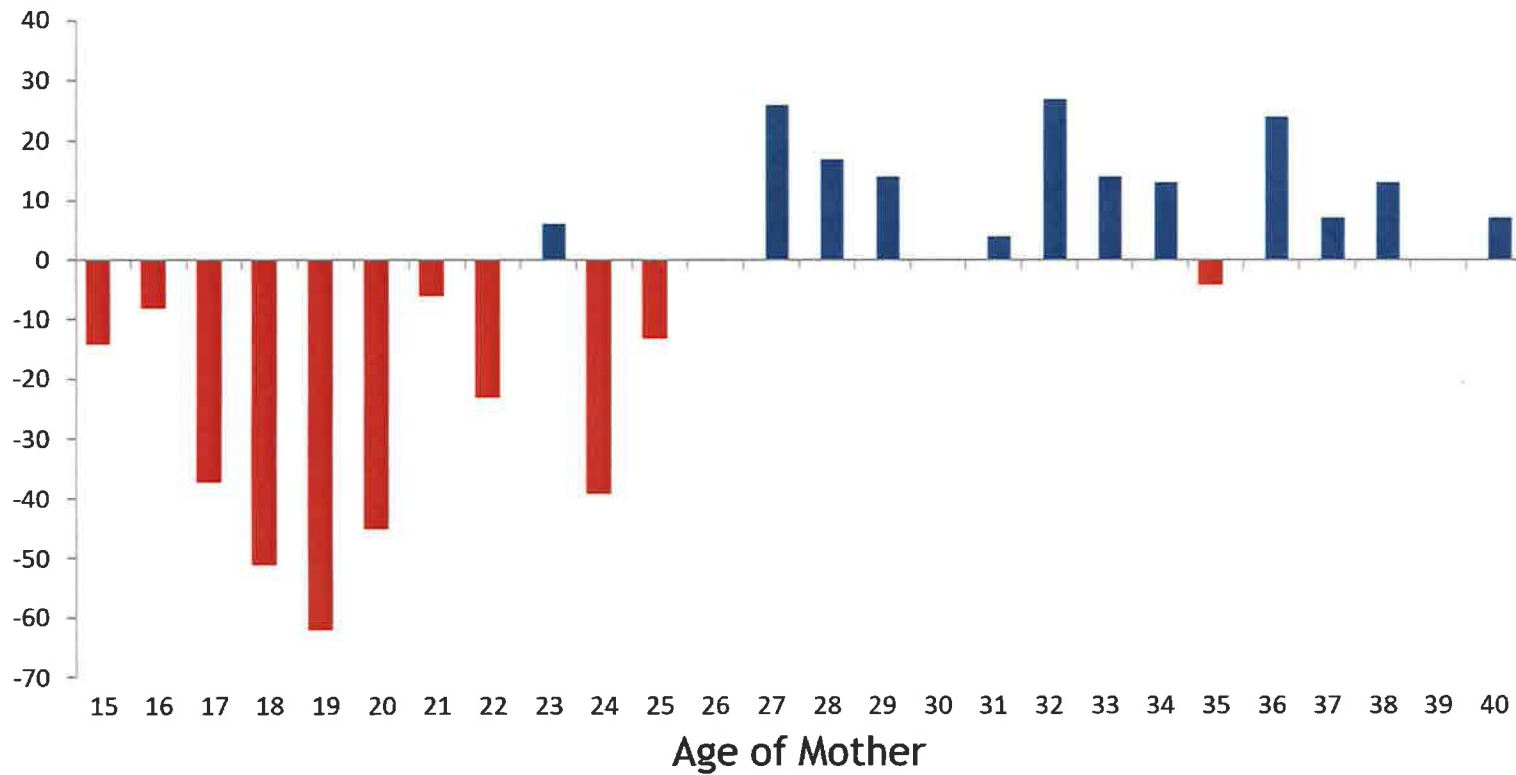


Significant decline in deaths in 2023 relative to 2022.

Births decline due to age of population and change in births by age of mother



Change in Pueblo County Births by Age of Mother 2011-2020



Age Matters

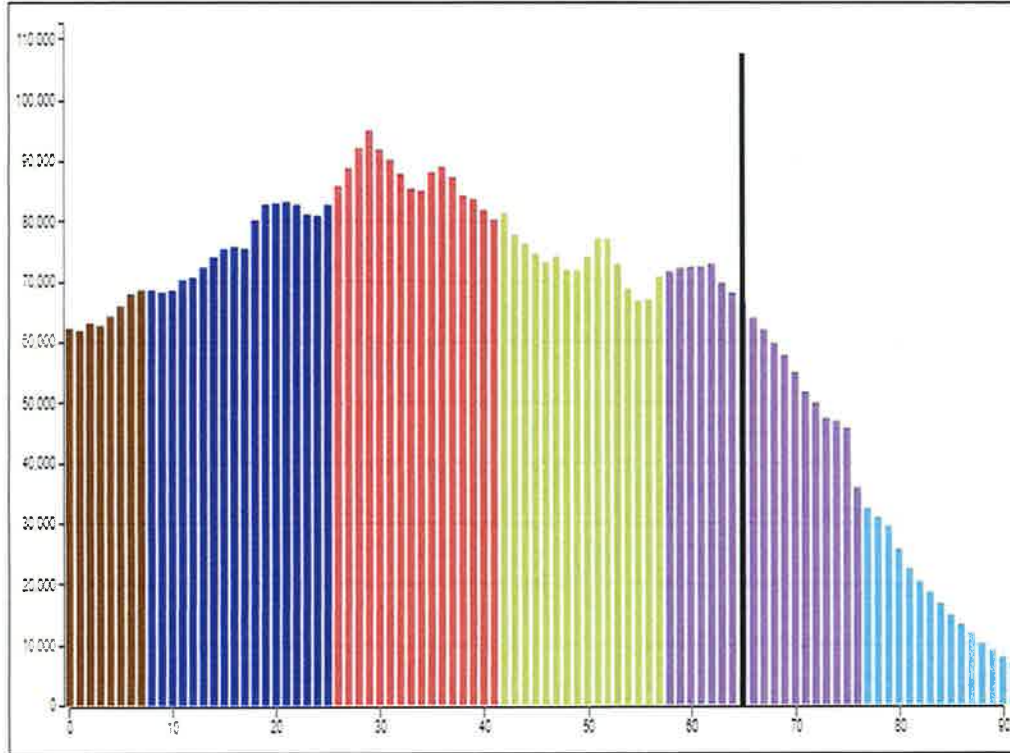
- Preferences - where people shop and what they buy.
- Housing - type, size, mobility
- Labor Force
- Income
- Service Demands



[demography.dola.colorado.gov/en/map-gallery](#)

Colorado 2022 Animate
[Download Image](#)

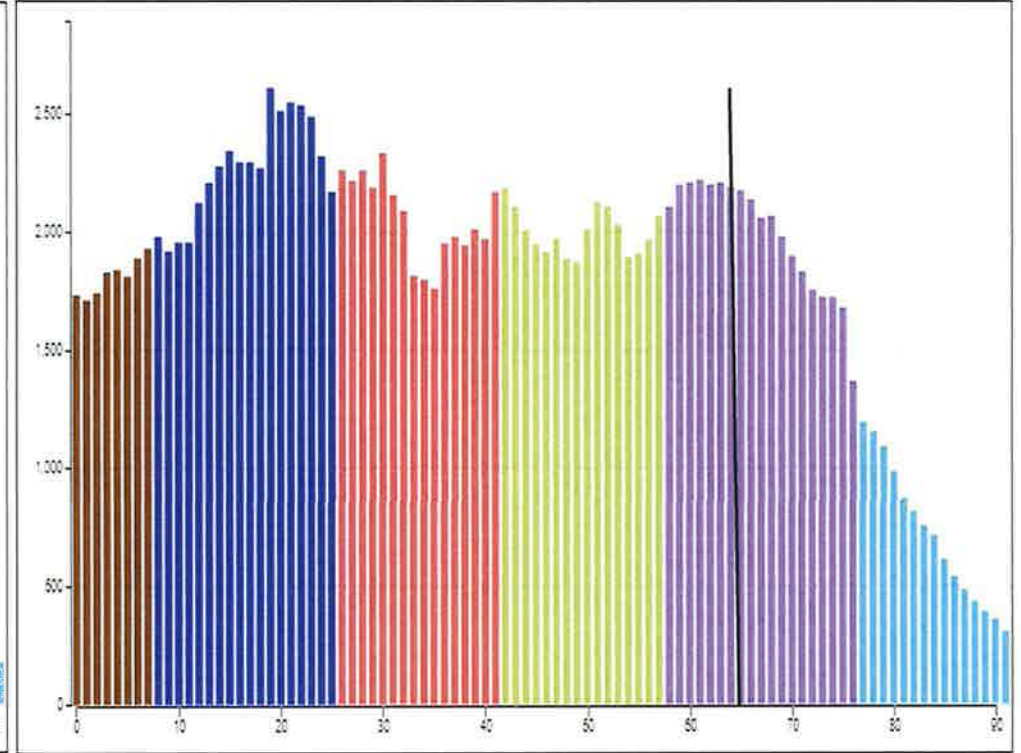
Colorado 2022



[demography.dola.colorado.gov/en/map-gallery](#)

Pueblo 2022 Animate
[Download Image](#)

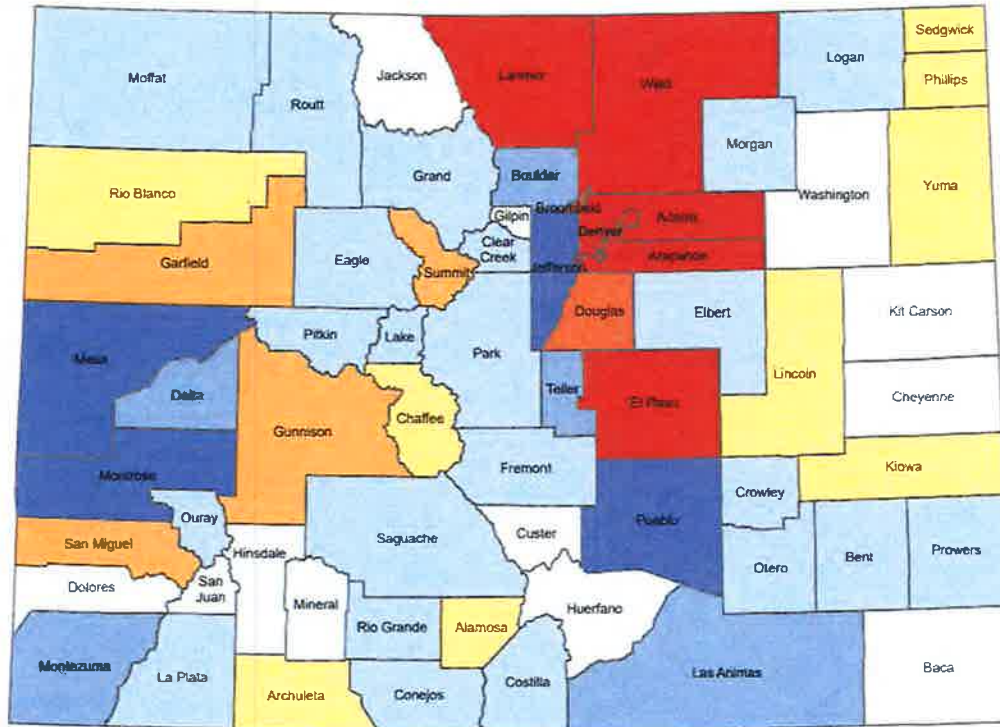
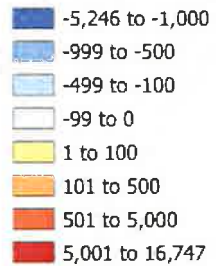
Pueblo County 2022



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Under 18 Population Change by County 2010 to 2020

Population Change



- US decline in under 18
- 27 States decline under 18
- Population Under 18 increased by 38K over the decade.
- Only 5% of the total 744,518 growth was from the under 18
- Weld was 43% of the total growth in the under 18

Pueblo Under 18 Population

2010	2020	Change	Pct Ch.
38,915	37,299	-1,616	-4.2%

Exp. HERE, Garmin, USGS, EPA, NPS

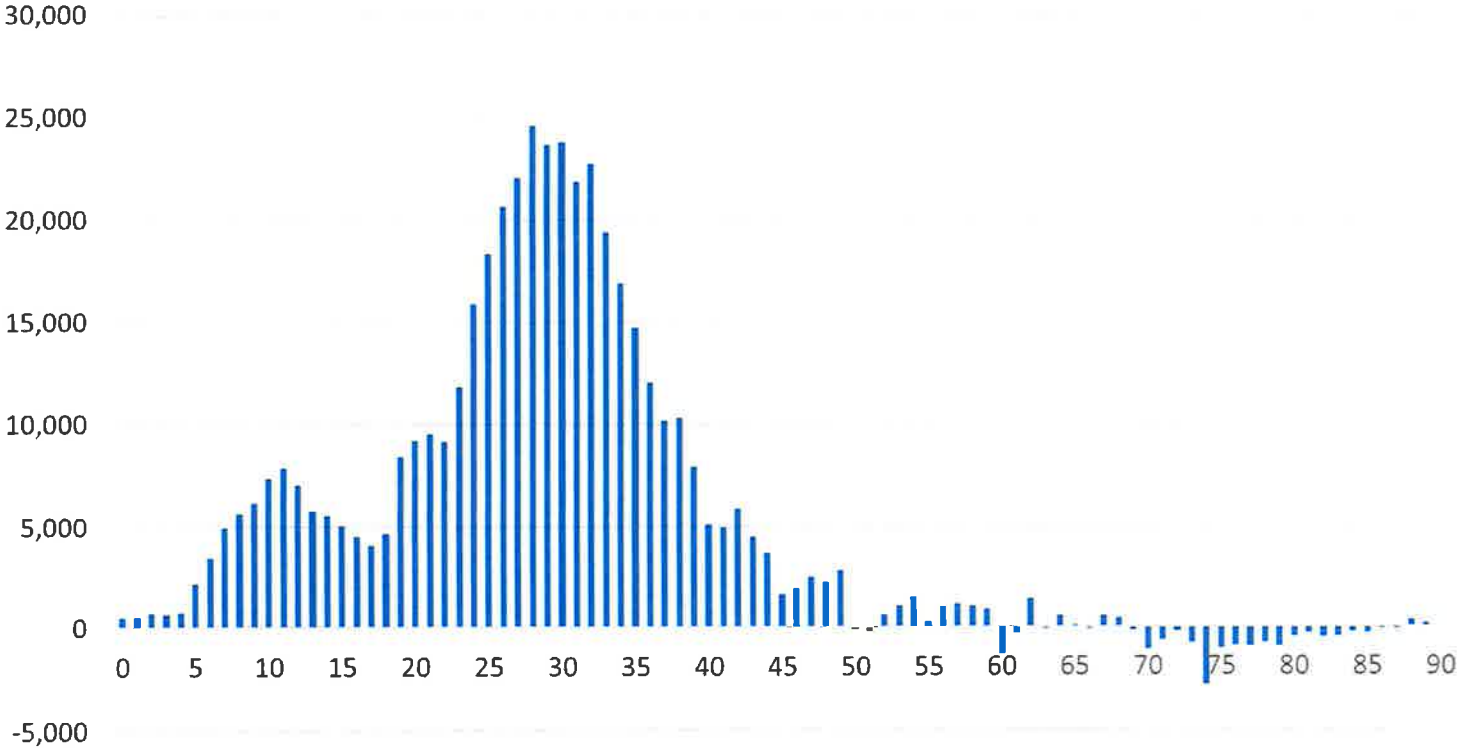
Source: 2020 US Census



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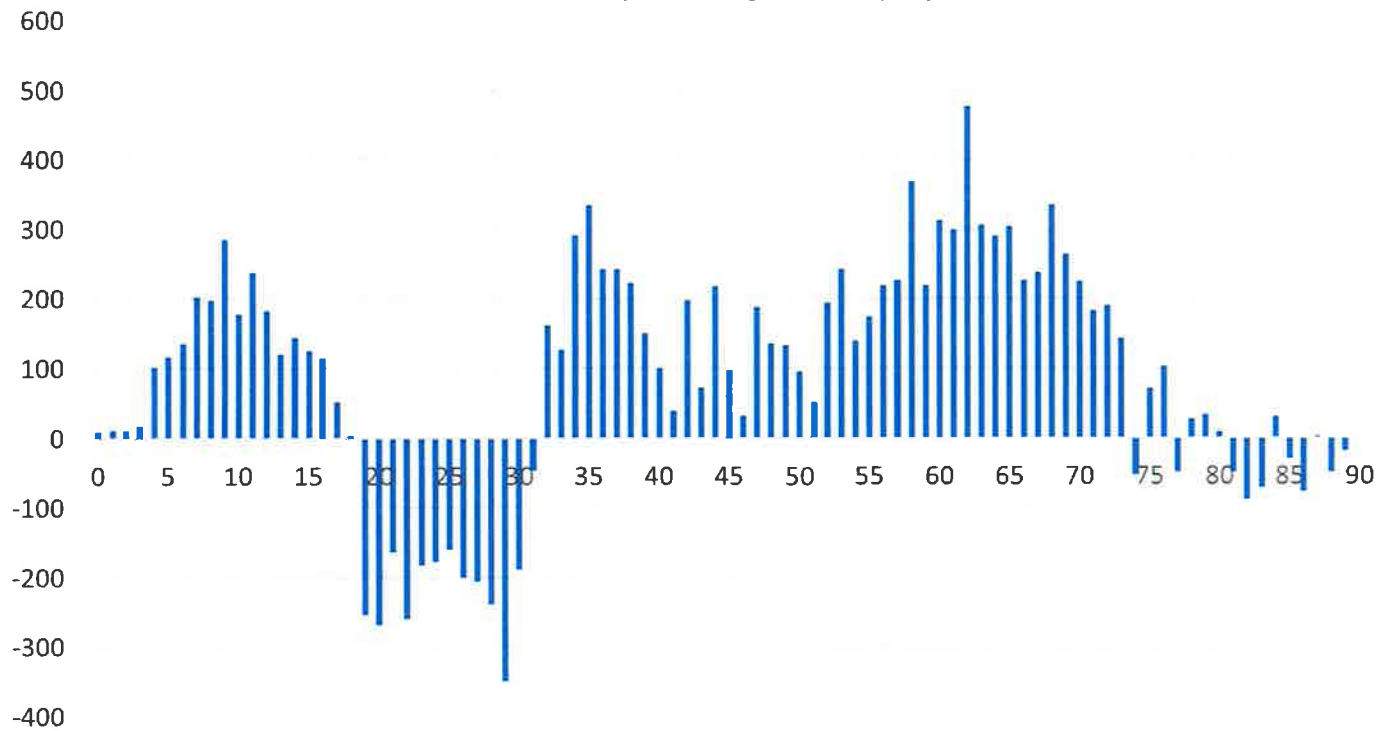
Colorado

Colorado Net Migration By Age, 2010-2020



Pueblo County

Pueblo County Net Migration By Age, 2010s

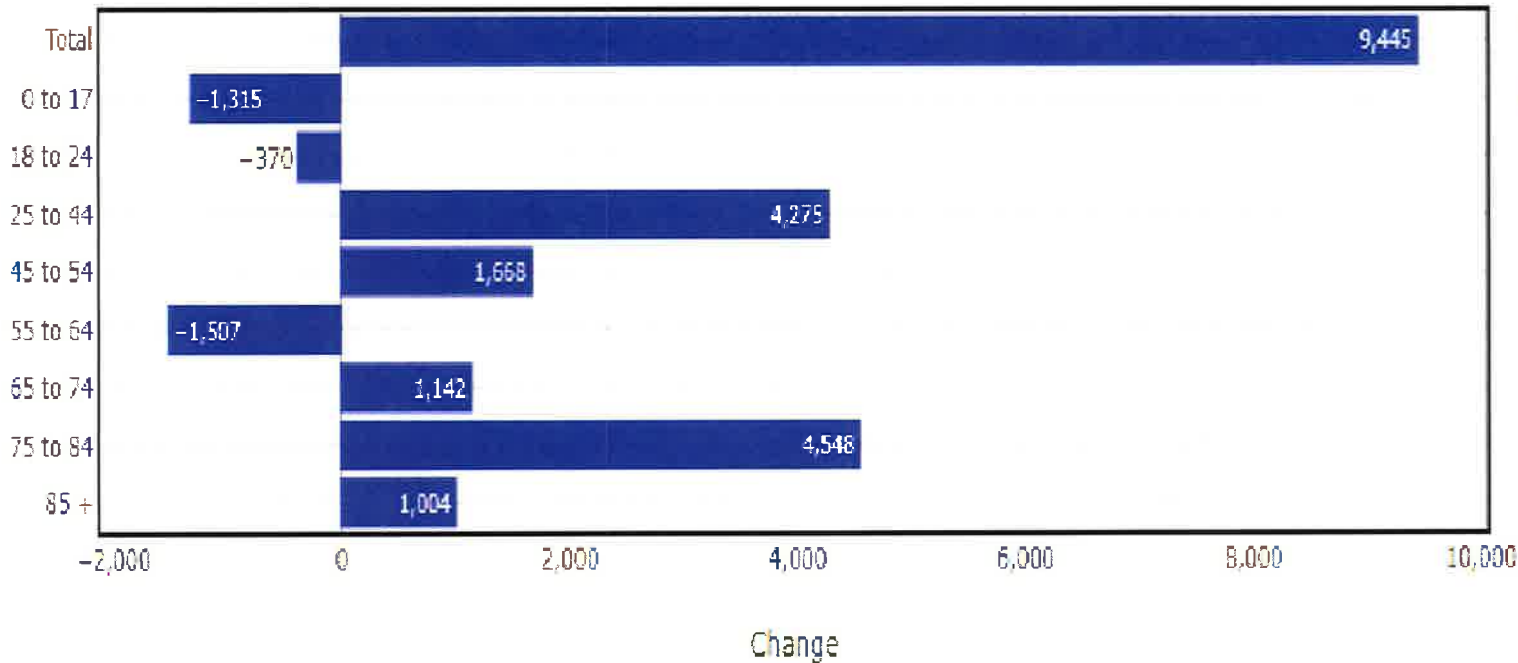


Net Migration age distribution to Pueblo County has remained consistent since 1970 attracting:

- Retirees
- Young families
- Young adult out-migration
- Assume similar pattern continues



Projected Population Change by Age Group, 2021 to 2031, Pueblo County



Growth Forecast Based On:

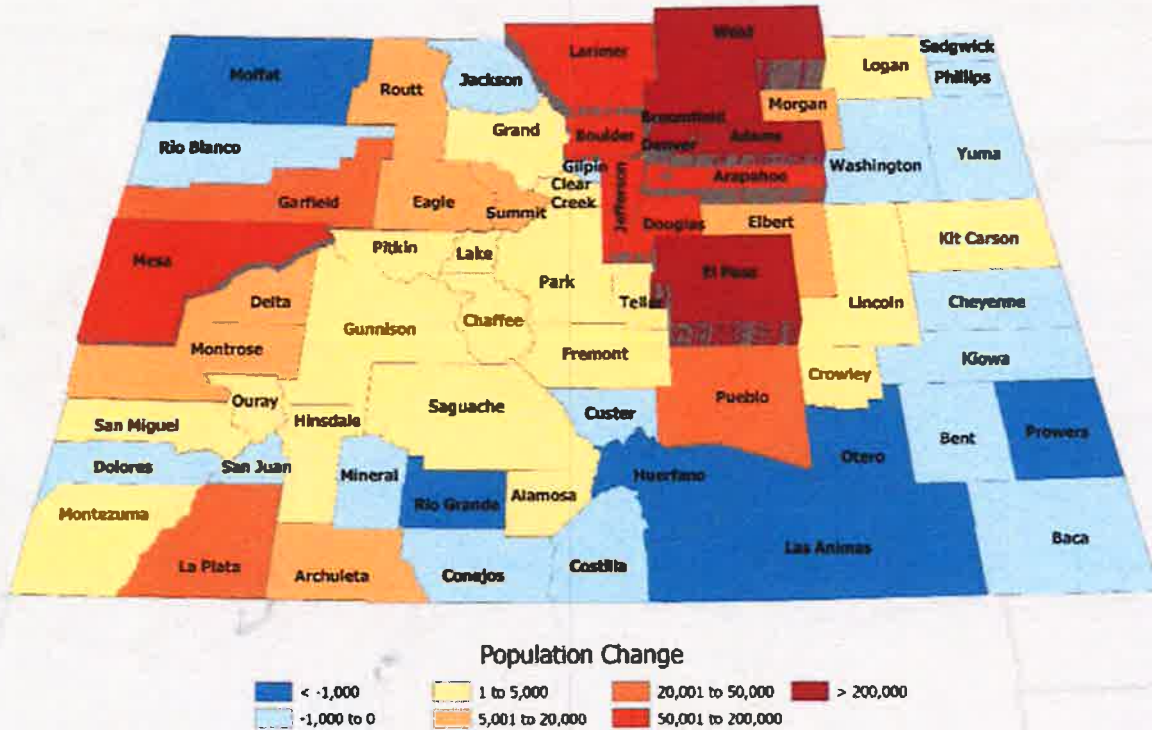
- Current age
- Job forecasts
- Retirements
- Migration by age

70% of growth from the 65+

- Aging and Migration



Projected Population Change 2020 - 2050 5.7 to 7.48 Million



Source: Colorado State Demography Office

October 2021

Change 2020-2050

State: 1.7 million

Front Range: 1.5M

NFR - 415K

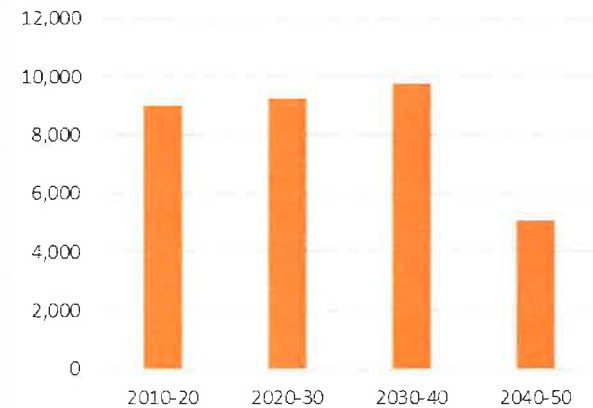
Western Slope: 190K

Central Mtns: 1K

San Luis Valley: -2K

Eastern Plains: 7K

Pueblo Pop Growth Forecast



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Uncertainties to the Forecast +/-

- Intl' immigration
- Water
- Housing - supply, price, type, location
- Economy - Industries, boom/bust, competitiveness
- Aging - labor force, prepared labor force
- Pandemic uncertainty
- Infrastructure/Transportation
- Natural disasters - nationally
- State Budget





Thank you

State Demography Office
Department of Local Affairs
Cindy DeGroen

Cindy.degroen@state.co.us

303-864-7752

Demography.dola.colorado.gov



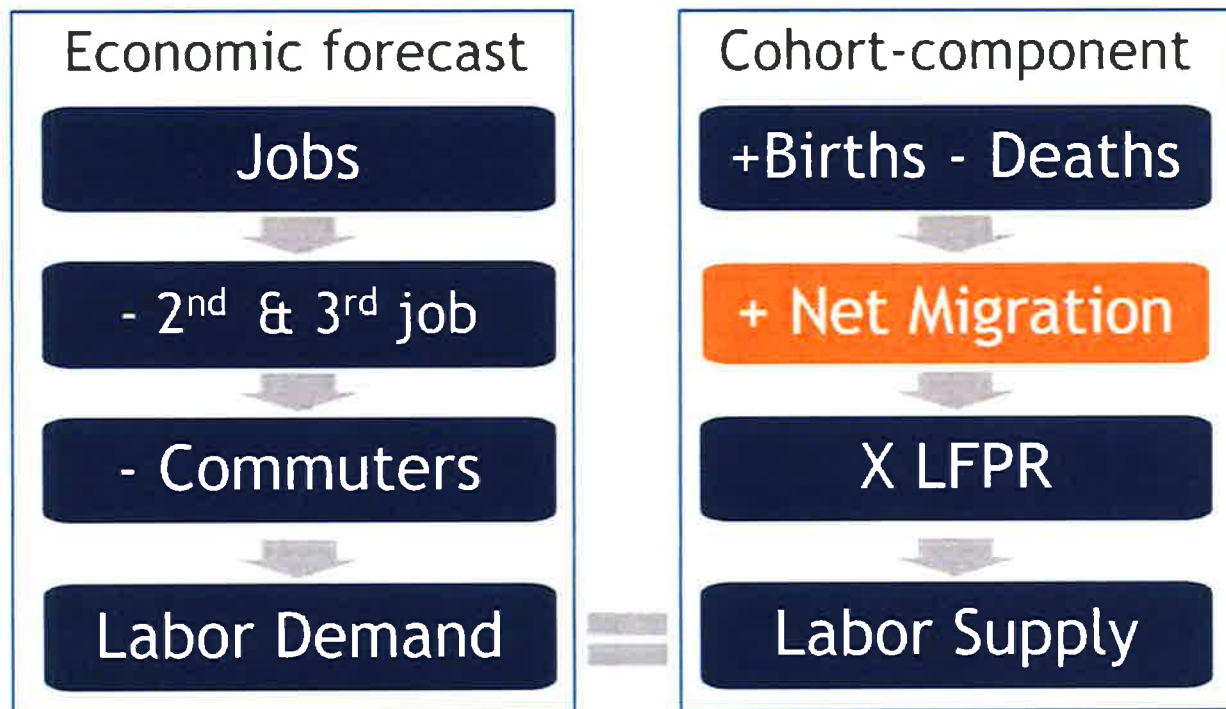
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Implications From Age and Aging

- Fastest Growth 65+, slower growth in younger ages
- Labor force - commuting
- Housing - household size, mobility, owners, remodeling - accessibility
 - Retires aging in place and demand from new workers.
 - Millennials aging into prime and second home ownership
 - Gen Z - aging into housing and first time home buying
- Services and jobs driven by Older Adults - Health, Transportation, Leisure and Hospitality, etc



Colorado population forecast methodology



Differences resolved by net migration

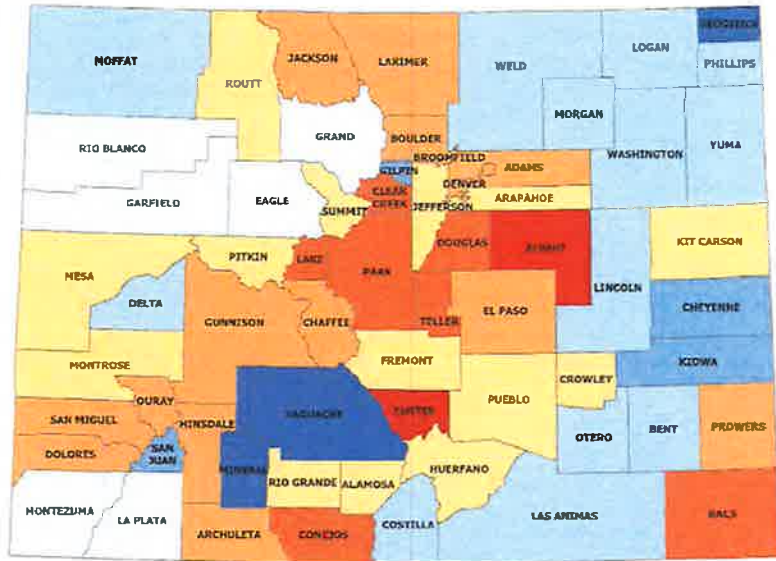
- Jobs = Population growth
- Population growth is slowing - but still growing
 - Births slowed, deaths up, migration slowing
- Fastest growth in the 65+
 - Move less, smaller household size, age in place
 - Retirements driving migration
- Tight labor force - can Colorado attract/retain workers?
- Housing and other community services key for attracting and retaining population



Percent Change in Number of Jobs 3rd Quarter 2019 - 2022

Percent Change

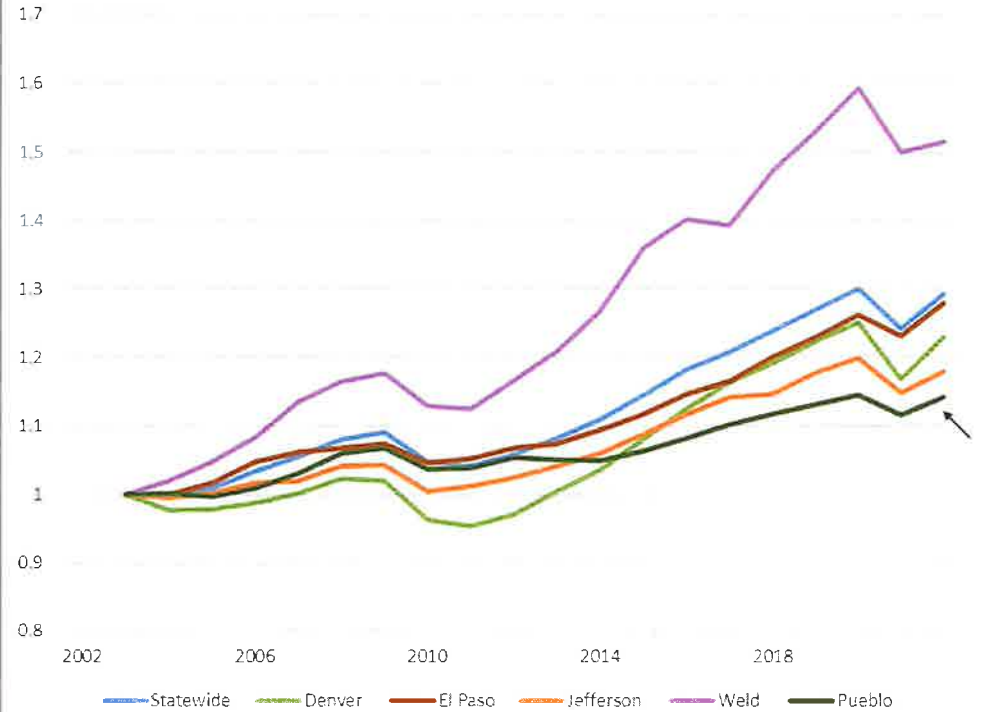
- > 10% Loss
- 5% to 10% Loss
- 2% to 5% Loss
- 0% to 2% Loss
- 0% to 2% Gain
- 2% to 5% Gain
- 5% to 10% Gain
- > 10% Gain



Source: Colorado Department of Labor, Quarterly Census of Employment and Wages

May 2023

Front Range Jobs Growth 2002 - 2021, Indexed to 2002



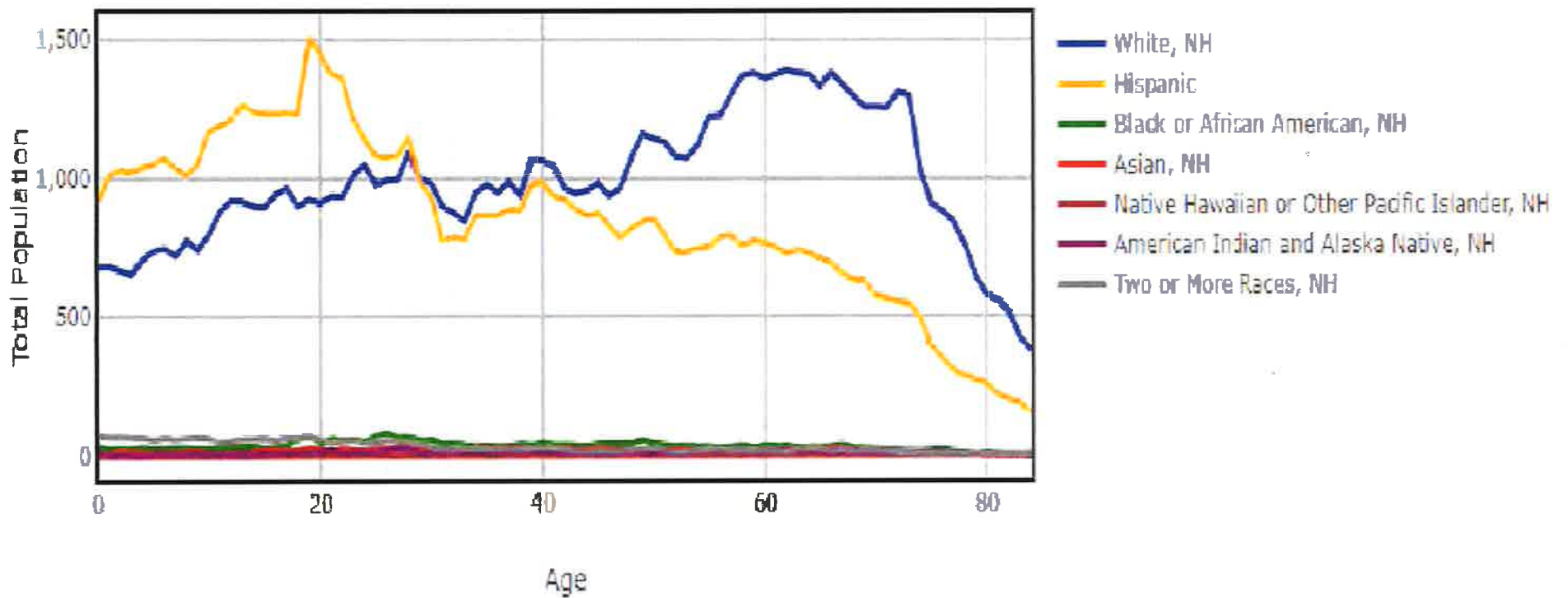
State has recovered total jobs

- Not all counties
- Not all industries
- Mining
- Accom, Food Service - Arts, Ent Rec
- Local Government

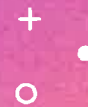


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Single Year of Age by Race/Ethnicity: Pueblo County, 2020



COLORADO TEEN CRASH DATA

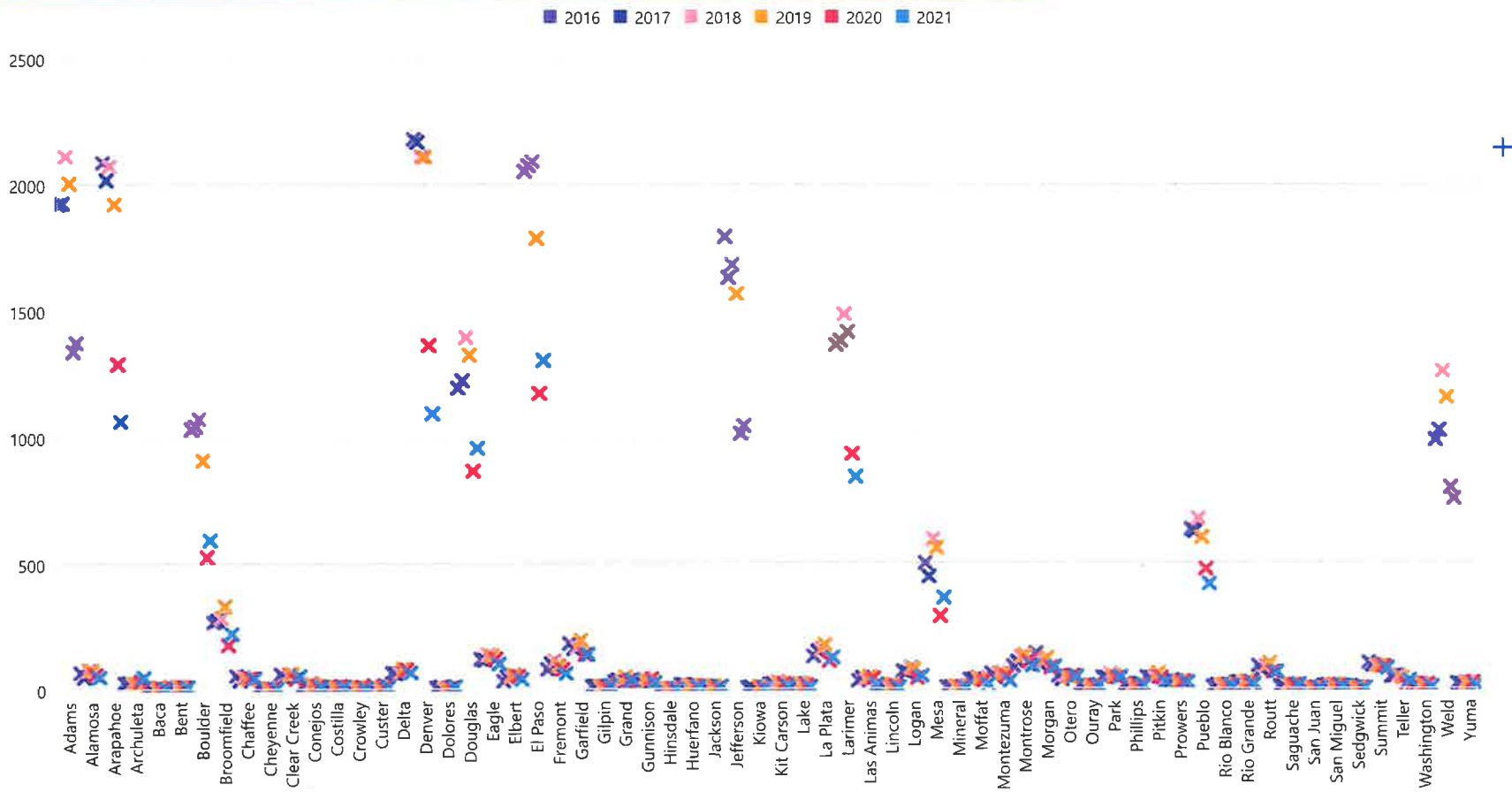


Hannah Haunert
Transportation Planning Technician
PACOG MPO
hhaunert@pueblo.us

Statewide Teen Crashes per County

Rank	County	2016	2017	2018	2019	2020	2021	6 Year Total	2020 Total Population
1	Denver	2,182.00	2,170.00	2,111.00	2,110.00	1,361.00	1,096.00	11,030.00	715,522
2	Adams	1,922.00	1,927.00	2,109.00	2,004.00	1,337.00	1,371.00	10,670.00	519,572
3	El Paso	2,051.00	2,073.00	2,089.00	1,791.00	1,176.00	1,304.00	10,484.00	730,395
4	Arapahoe	2,086.00	2,018.00	2,072.00	1,923.00	1,290.00	1,062.00	10,451.00	655,070
5	Jefferson	1,792.00	1,630.00	1,681.00	1,566.00	1,016.00	1,046.00	8,731.00	582,910
6	Larimer	1,363.00	1,380.00	1,483.00	1,414.00	934.00	843.00	7,417.00	359,066
7	Douglas	1,196.00	1,224.00	1,393.00	1,324.00	866.00	957.00	6,960.00	357,978
8	Weld	989.00	1,026.00	1,260.00	1,157.00	800.00	756.00	5,988.00	328,981
9	Boulder	1,030.00	1,041.00	1,070.00	905.00	526.00	592.00	5,164.00	330,758
10	Pueblo	633.00	625.00	675.00	601.00	477.00	417.00	3,428.00	168,162
11	Mesa	501.00	447.00	595.00	560.00	291.00	363.00	2,757.00	155,703
12	Broomfield	267.00	275.00	284.00	331.00	176.00	220.00	1,553.00	74,112
13	Garfield	181.00	160.00	166.00	193.00	137.00	138.00	975.00	61,685
14	La Plata	129.00	150.00	157.00	175.00	111.00	125.00	847.00	55,638
15	Eagle	119.00	115.00	137.00	133.00	120.00	100.00	724.00	55,731
16	Montrose	89.00	106.00	126.00	133.00	107.00	91.00	652.00	42,679
17	Morgan	141.00	96.00	108.00	121.00	83.00	87.00	636.00	29,111
18	Summit	103.00	91.00	90.00	88.00	88.00	79.00	539.00	31,055
19	Fremont	78.00	100.00	112.00	95.00	78.00	61.00	524.00	48,939
20	Routt	89.00	72.00	87.00	98.00	64.00	65.00	475.00	24,829

Statewide Teen Crashes per County



TEEN CRASHES INVOLVING ALCOHOL OR DRUGS

Teen Crashes involving drugs or alcohol

**Statewide excluding Pueblo County
15-19 year olds**

**Pueblo County
15-19 year olds**

	Alcohol Involved	Alcohol/Drugs	Rx/Medication/Drugs	Alcohol Involved	Alcohol/Drugs	Rx/Medication/Drugs
2016	294	80	128	12	2	1
2017	275	85	106	9	1	2
2018	335	80	103	19	4	1
2019	309	74	98	15	3	1
2020	466	38	72	20	2	
Total	1,679	357	507	75	12	5

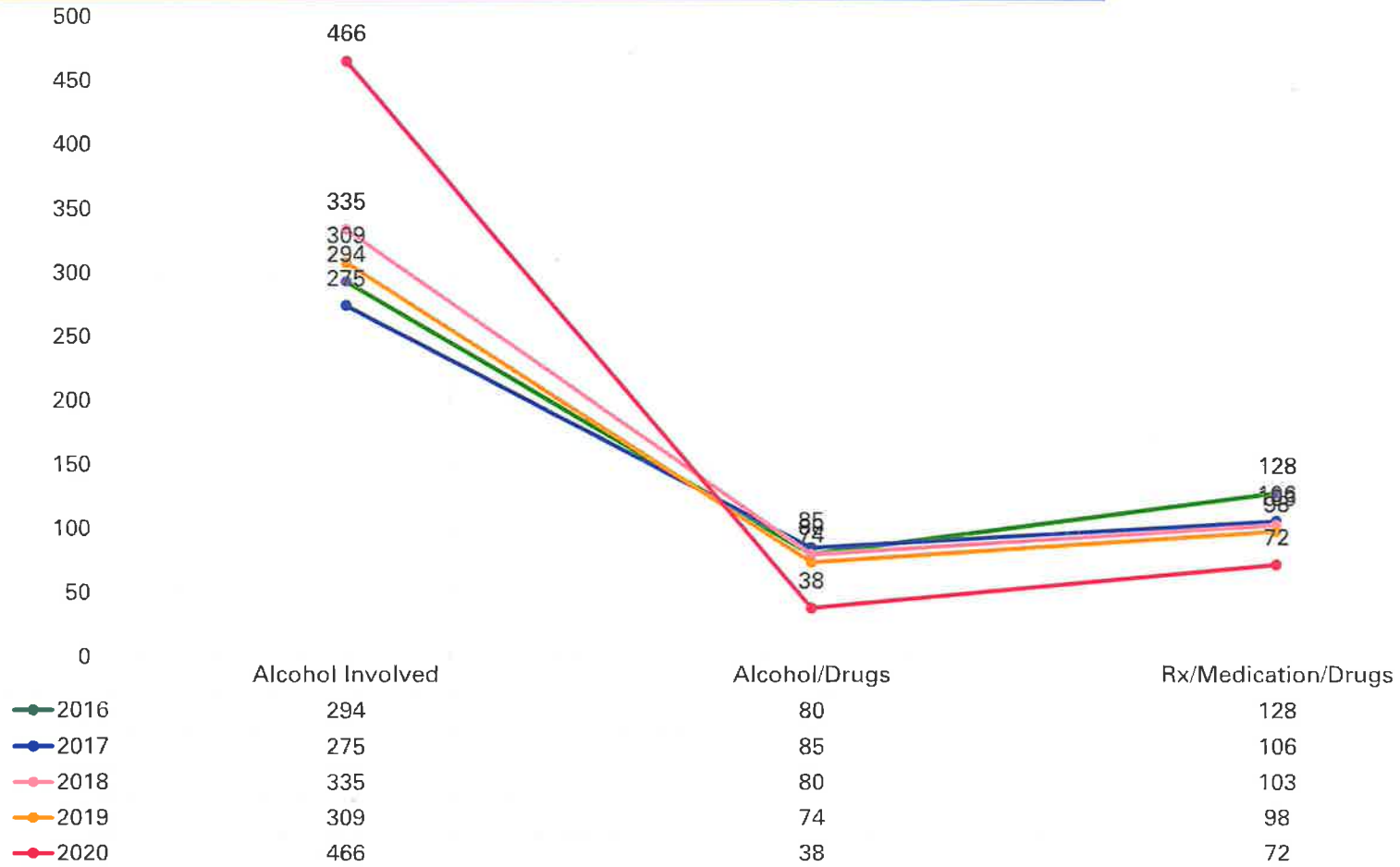
DUI, DWAI, DUID

DUI, DWAI, DUID

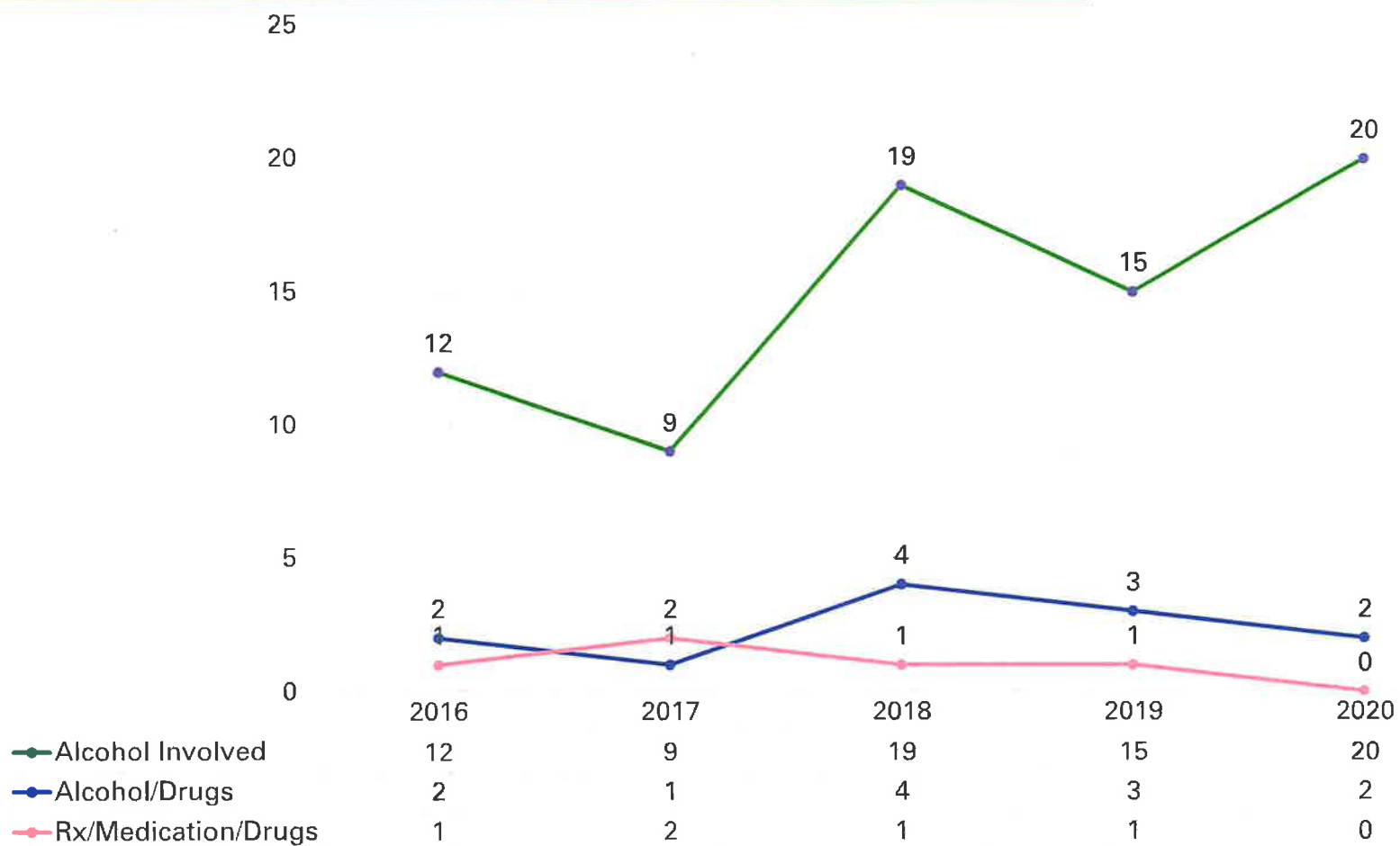
2021 117

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Statewide (excluding Pueblo County) Teen Crashes involving drugs/alcohol



Pueblo County Teen Crashes involving drugs/alcohol



Statewide Teen Fatalities

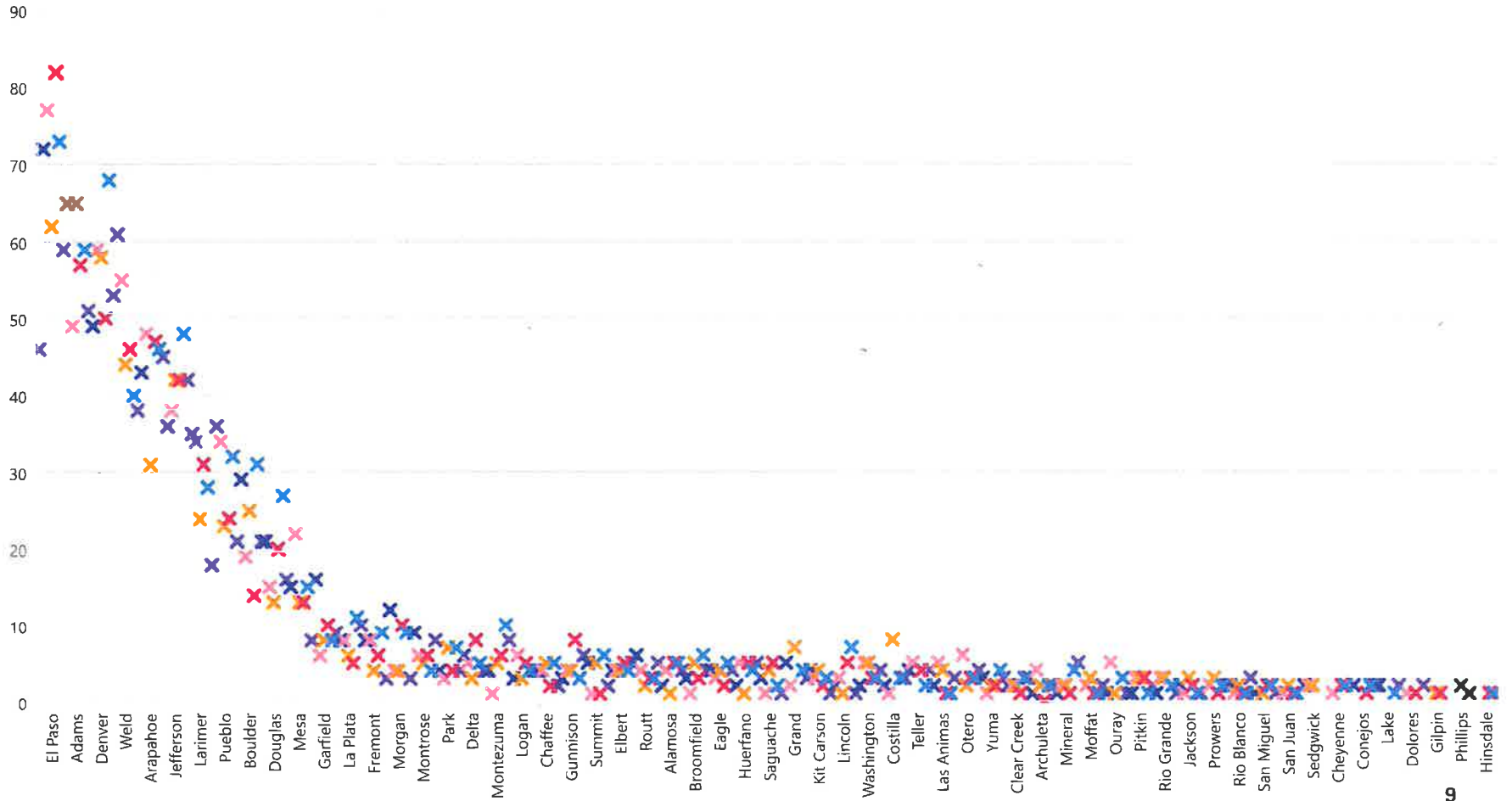
Statewide Teen Fatalities excluding Pueblo County	Pueblo County Teen Fatalities		County	City
2016	50	2	2	
2017	69	5	3	2
2018	54	8	2	6
2019	55	2		2
2020	58	3	2	1
2021	64	2	1	1
Total	350	22	10	12

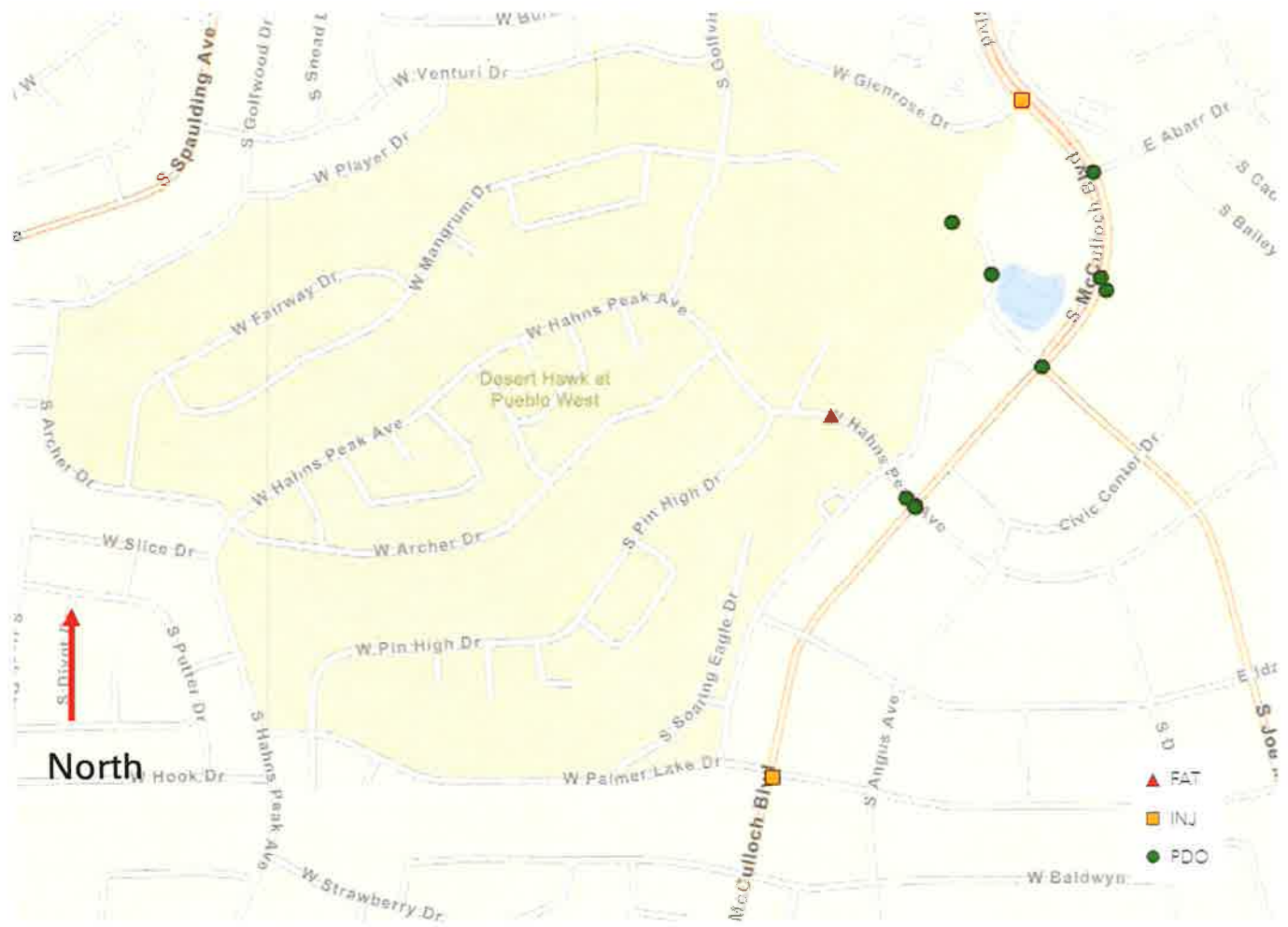
Statewide Top 20 Teen Fatal Crashes per County

Rank	County	2016	2017	2018	2019	2020	2021	6 Year Total	2020 Total Population
1	Adams	4	10	3	9	11	6	43	519,572
2	Weld	6	11	8	5	6	5	41	328,981
3	Arapahoe	5	3	5	6	6	8	33	655,070
4	El Paso	3	8	6	4	4	8	33	730,395
5	Jefferson	6	4	7	5	4	7	33	582,910
6	Denver	5	6	6	6	3	5	31	715,522
7	Pueblo	2	5	8	2	3	2	22	168,162
8	Boulder	3	3		2	4	6	18	330,758
9	Douglas	2	2	2	4	4	2	16	357,978
10	Larimer	2	5	2	2	1	4	16	359,066
11	Mesa	3	2	2	1	1		9	155,703
12	Garfield	1	2	1	1	2		7	61,685
13	La Plata		1	1	1	1		4	55,638
14	Logan	1		2	1			4	21,528
15	Montrose			1	2	1		4	42,679
16	Washington	1				2	1	4	4,817
17	Delta		1		1	1		3	31,196
18	Eagle	1	1	1				3	55,731
19	Elbert			1	1		1	3	26,062
20	Fremont		1		1	1		3	48,939
21	Grand				2		1	3	15,717
22	Gunnison					3		3	16,918
23	Huerfano	1	1				1	3	6,820
24	Kit Carson		1		1		1	3	7,087
25	Morgan		1	1			1	3	29,111

Statewide Fatal Crashes

2016 2017 2018 2019 2020 2021







City and County of Pueblo (CO)
DiExSys™ Vision Zero Suite
General Summary Report

09/15/2023

2012-2021 Pueblo West Golf Course Crashes Type: Segment Search Name: Map Boundary Search From: 1/1/2012 To: 12/31/2021

Crash Severity

By Crashes:	Number of	People:
FAT: 1	Killed: 1	
INJ: 1	Injured: 3	
PDO: 9		
TOTAL: 11		

Crash Location

On Road:	8
Off Road Left:	1
Off Road Right:	2
Off Road at Tee:	0
Off in Median:	0
Unknown:	0
TOTAL:	11

Weather Conditions

None:	10
Rain:	1
Snow/Sleet/Hail:	0
Fog:	0
Dust:	0
Wind:	0
Unknown:	0
TOTAL:	11

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non-Collision:	0	Column/Pier:	0
Pedestrian:	0	Culvert/Headwall:	1
Broadside:	4	Embankment:	0
Head On:	1	Curb:	2
Rear End:	0	Delineator Post:	0
Sideswipe (Same):	2	Fence:	0
Sideswipe (Opposite):	0	Tree:	0
Approach Turn:	0	Lrg Bldrs or Rocks:	1
Overtaking Turn:	0	Barricade:	0
Parked Motor Veh:	0	Wall/Building:	0
Railway Veh:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	0	Total Fixed Objects:	4
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maint Equip:	0
Sign:	0	Involving Other Object:	0
Bridge Rail:	0	Total Other Object:	0
Guard Rail:	0	TOTAL:	11
Cable Rail:	0		
Concrete Barrier:	0		

Lighting Conditions

Daylight:	6
Dawn/Dusk:	1
Dark-Lighted:	1
Dark-Unlighted:	2
Unknown:	1
TOTAL:	11

Road Conditions

Dry:	10
Wet:	0
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
Road Treatment:	0
Unknown:	1
TOTAL:	11

Number of Vehicles

One Car:	4
Two Car:	7
Three or More:	0
Unknown:	0
TOTAL:	11

Road Description Details by Vehicle

At Intersection:	7
At Driveway Access:	0
Intersection Related:	0
Non Intersection:	3
In Alley:	0
Roundabout:	0
Ramp:	0
Parking Lot:	1
Unknown:	0
TOTAL:	11



City and County of Pueblo (CO)
DiExSys™ Vision Zero Suite
General Summary Report

09/15/2023

2012-2021 Pueblo West Golf Course Crashes

Type: Segment Search Name: Map Boundary Search From: 1/1/2012 To: 12/31/2021

Vehicle Type Details by Vehicle

Vehicle	Vehicle 1	Vehicle 2	Vehicle 3
Psg. Car/Psg. Van:	8	4	0
Psg. Car/Psg. Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	1	1	0
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	2	2	0
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	0	0	0
Motor Home:	0	0	0
School Bus 15 People or Less:	0	0	0
Non School Bus 15 People or Less:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run/Unknown Vehicle:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
TOTAL:	11	7	0

Mainline/Ramps/Frontage

Crash Rates

Crossroad A:	0	PDO:	9000000 / MVMT
B:	0	Injury:	1000000 / MVMT
C:	0	Fatal:	100000000 / 100MVMT
D:	0	Total:	11000000 / MVMT
E:	0		
F:	0		
G:	0		
H:	0		
I:	0		
J:	0		
Left Frontage Road (L):	0		
K:	0		
M:	0		
N:	0		
O:	0		
P:	0		
Mainline/HOV:	11		
Right Frontage Road (R):	0		
Rest Area/Truck Ramp (T):	0		
Other (Z):	0		
TOTAL:	11		



2020-2021 National Teen Crash Data

Traffic Safety Facts

2020 Data

June 2022

DOT HS 813.313



In this fact sheet for 2020 the information is presented as follows.

- [Overview](#)
- [Drivers](#)
- [Restraint Use](#)
- [Speeding](#)
- [Alcohol](#)
- [Motorcycles](#)
- [State](#)
- [Important Safety Reminders](#)



U.S. Department of Transportation
National Highway Traffic Safety Administration

1200 New Jersey Avenue SE
Washington, DC 20590

Young Drivers

The term young driver refers to a person 15 to 20 years old operating a motor vehicle. People in this age group generally obtain their licenses for the first time and many are under graduated driver licensing (GDL) programs as they learn driving skills. Young, inexperienced drivers have higher crash rates than older, more experienced drivers in the United States.

Key Findings

- In 2020 there were 1,885 young drivers who died in traffic crashes, a 17-percent increase from 1,616 in 2019.
- The number of licensed young drivers decreased by 4.7 percent from 2019 to 2020.
- In 2020 there were an estimated 189,950 young drivers injured in traffic crashes, a decrease of 7 percent from 204,862 in 2019.
- Young drivers accounted for 8.5 percent of all drivers involved in fatal crashes in 2020. However, young drivers were only 5.1 percent of all licensed drivers in 2020.
- Young drivers involved in police-reported crashes decreased by 20 percent from 1,378,604 in 2019 to 1,105,471 in 2020. However, young drivers involved in fatal crashes increased by 14 percent from 3,999 in 2019 to 4,561 in 2020.
- The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 21.54 in 2020.
- For young male drivers in 2020 the involvement rate was 56.59, more than twice that of young female drivers.
- Of the young drivers killed with known restraint use, 52 percent were unrestrained at the time of the crashes in 2020, which is similar to the percentage of all drivers of passenger vehicles killed (51%).
- Although people under 21 are legally prohibited from drinking alcohol, 29 percent of young drivers 15 to 20 years old who were killed in crashes in 2020 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or higher; 82 percent of those young drivers who had alcohol in their systems also had BACs of .08 g/dL or higher.
- During 2020 there were 219 motorcycle riders 15 to 20 years old killed in crashes, and an additional estimated 6,472 in that age group were injured.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the Crash Report Sampling System (CRSS). A change instituted with the release of 2020 data is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury estimates. Refer to the end of this publication for more information on FARS and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably.

Overview

There were 228.2 million licensed drivers in the United States in 2020. Young drivers accounted for 11.6 million (5.1%) of all licensed drivers in 2020, an 8.3-percent decrease from the 12.6 million young licensed drivers in 2011, but a 4.7-percent decrease from 2019. Population for this age group decreased by 3.6 percent from 2011 to 2020.¹

Motor vehicle traffic crashes are a leading cause of death for 15- to 20-year-olds.² In 2020 there were 1,885 young drivers who died in traffic crashes, a 17-percent increase from the 1,616 young drivers who died in 2019. Additionally, an estimated 189,950 young drivers were injured in traffic crashes in 2020, a decrease of 7 percent from 204,862 in 2019.

Fatalities in crashes involving young drivers increased over the 10-year period from 4,782 in 2011 to 5,037 in 2020, as seen in Table 1. The 5,037 fatalities in 2020 is the highest number of fatalities in crashes involving young drivers over that 10-year period.

In fatal crashes involving young drivers for the 10-year period from 2011 to 2020:

- Fatalities among young drivers decreased by 5 percent.

- Fatalities among the passengers of young drivers decreased by 9 percent.
- Occupant fatalities of other vehicles increased by 32 percent.
- Nonoccupant (pedestrians, pedalcyclists, or other nonoccupants) fatalities increased by 24 percent.
- Total fatalities in crashes involving young drivers increased by 5 percent.

In fatal crashes involving young drivers in the most recent year from 2019 to 2020:

- Fatalities among young drivers increased by 17 percent.
- Fatalities among the passengers of young drivers increased by 22 percent.
- Occupant fatalities of other vehicles increased by 8 percent.
- Nonoccupant fatalities increased by 14 percent.
- Total fatalities in crashes involving young drivers increased by 15 percent.

Table 1

Fatalities in Crashes Involving Young Drivers, by Person Type, 2011-2020

Year	Young Drivers (15-20)	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Nonoccupants	Total*
		<15	15-20	21+	Total*			
2011	1,993	118	777	298	1,194	1,122	473	4,782
2012	1,880	88	682	286	1,060	1,230	502	4,672
2013	1,696	120	633	313	1,069	1,133	469	4,367
2014	1,723	75	671	268	1,015	1,093	454	4,285
2015	1,903	101	622	258	982	1,326	533	4,744
2016	1,916	94	665	270	1,033	1,348	598	4,895
2017	1,844	97	651	237	986	1,396	574	4,800
2018	1,729	70	586	261	919	1,318	562	4,528
2019	1,616	87	574	226	888	1,373	514	4,391
2020	1,885	113	679	285	1,081	1,486	585	5,037

Source: FARS 2011-2019 Final File, 2020 Annual Report File (ARF)

*Includes passengers of young drivers with unknown ages.

¹ Licensed Drivers – Federal Highway Administration; Population – Census Bureau.

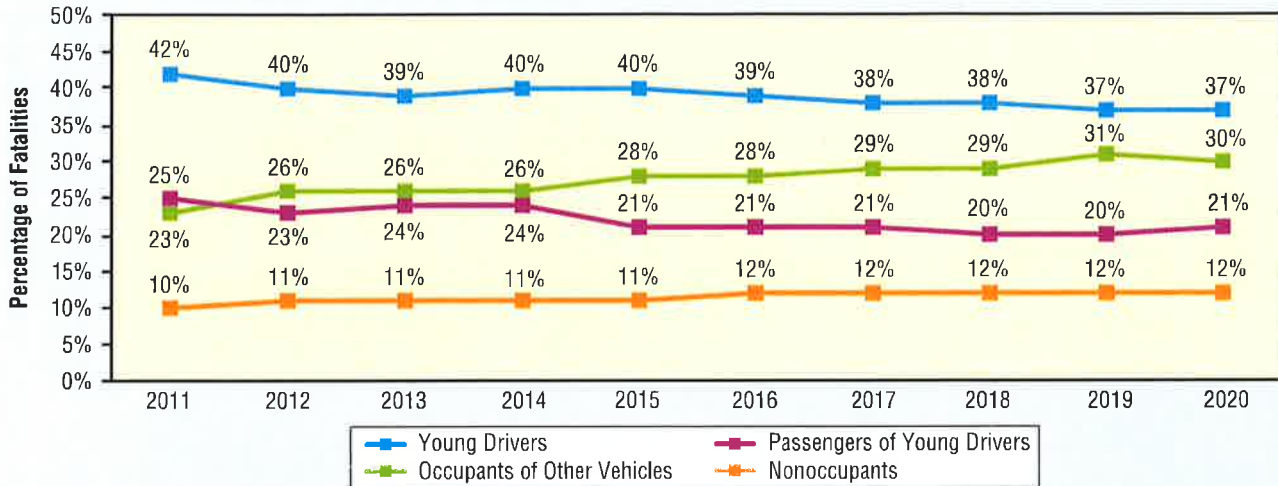
² Centers for Disease Control and Prevention’s Web-based Injury Statistics Query and Reporting System. Available at <https://webappa.cdc.gov/sasweb/ncipc/leadcause.html>

Figure 1 displays the percentage of fatalities in crashes involving young drivers by person type and year.

In 2020:

- Young drivers involved in fatal crashes made up 37 percent of the fatalities in those crashes.
- Fatalities for occupants of other vehicles increased from 23 percent in 2011 to 30 percent in 2020.
- Of the passengers of young drivers who died in crashes, 63 percent (679 of 1,081 from Table 1) were also 15 to 20 years old.
- The percentage of nonoccupants has been gradually increasing over the years.

Figure 1
Percentage of Fatalities in Crashes Involving Young Drivers, by Person Type, 2011-2020



Source: FARS 2011-2019 Final File, 2020 ARF

Drivers

There were 4,561 young drivers involved in fatal crashes in 2020 – a 5-percent increase from the 4,362 involved in 2011. However, drivers of all ages involved in fatal crashes increased by 23 percent in the same time period. Table 2 shows both involvement of young drivers in fatal crashes as well as young driver fatalities in crashes in 2011 and 2020.

In 2020:

- Young drivers involved in fatal crashes increased by 9 percent for males and decreased by 7 percent for females from 2011.
- The 2-year comparison of total driver involvement in fatal crashes increased by 5 percent from 51,302 in 2019 to 53,890 in 2020. During this same period, young driver involvement increased by 14 percent from 3,999 in 2019 to 4,561 in 2020.
- Total drivers involved in police-reported crashes decreased by 25 percent from 12,119,611 in 2019 to 9,125,456 in 2020. Young drivers involved in police-reported crashes decreased by 20 percent from 1,378,604 in 2019 to 1,105,471 in 2020.
- Twelve percent of all drivers involved in police-reported crashes and 8.5 percent of all drivers involved in fatal crashes were young drivers. However, young drivers were only 5.1 percent of all licensed drivers in 2020.

Table 2
Involvement of Young and All Drivers in Fatal Crashes, by Sex, 2011 and 2020

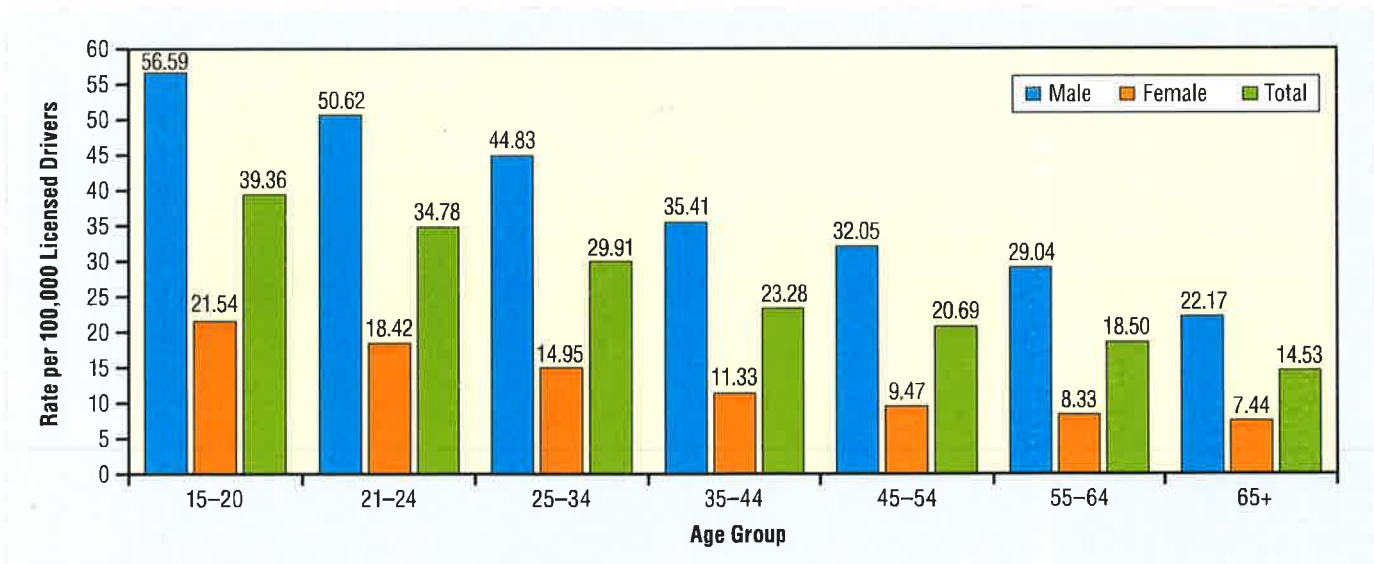
Sex	2011			2020			Percentage Change, 2011 to 2020	
	Total (All Drivers)	Ages 15-20	Percentage of Total	Total (All Drivers)	Ages 15-20	Percentage of Total	Total (All Drivers)	Ages 15-20
Drivers Involved in Fatal Crashes								
Male	31,918	3,039	9.5%	39,393	3,326	8.4%	+23%	+9%
Female	11,265	1,322	11.7%	13,033	1,230	9.4%	+16%	-7%
Total*	43,840	4,362	9.9%	53,890	4,561	8.5%	+23%	+5%
Driver Fatalities								
Male	15,912	1,428	9.0%	19,387	1,461	7.5%	+22%	+2%
Female	4,899	565	11.5%	5,374	423	7.9%	+10%	-25%
Total*	20,815	1,993	9.6%	24,787	1,885	7.6%	+19%	-5%

Source: FARS 2011 Final File, 2020 ARF
 *Includes unknown sex.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers was higher for young drivers compared to older drivers, as seen in Figure 2. For young male drivers 15 to 20 years old, the driver involvement rate in 2020 was 56.59

per 100,000 licensed drivers. For young female drivers 15 to 20 years old, the driver involvement rate in 2020 was 21.54 per 100,000 licensed drivers.

Figure 2
Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Crashes, by Age Group and Sex, 2020



Sources: FARS 2020 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

The 15- to 20-year-old age group accounted for 10.0 percent of all drivers involved in single-vehicle fatal crashes in 2020, compared to 7.9 percent in multiple-vehicle fatal crashes, as shown in Table 3.

Table 3
Percentage of Population, Licensed Drivers, and Drivers Involved in Traffic Crashes, by Age Group, 2020

	Age Group								
	<15	15–20	21–24	25–34	35–44	45–54	55–64	65–69	70+
Population	18.3%	7.7%	5.2%	14.0%	12.8%	12.3%	12.9%	5.4%	11.5%
Licensed Drivers	—	5.1%	6.2%	17.5%	16.7%	16.4%	17.3%	7.3%	13.6%
Drivers Involved in Property-Damage-Only Crashes	0.1%	12.3%	10.6%	23.0%	17.3%	14.3%	12.2%	4.1%	6.3%
Drivers Involved in Injury Crashes	0.2%	11.9%	10.8%	23.6%	16.9%	14.2%	12.2%	3.9%	6.3%
Drivers Involved in Fatal Crashes	0.2%	8.7%	9.3%	22.8%	17.0%	14.8%	13.9%	4.5%	8.7%
— Single-Vehicle	0.3%	10.0%	10.2%	23.8%	16.8%	13.8%	13.3%	4.2%	7.6%
— Multiple-Vehicle	0.1%	7.9%	8.8%	22.2%	17.1%	15.4%	14.3%	4.7%	9.4%

Sources: FARS 2020 ARF; GRSS 2020; Population – Census Bureau; Licensed Drivers – FHWA
 Notes: Percentages are based on known values. Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for under 16.

Among young drivers involved in fatal crashes in 2020, there were 15.5 percent (157 out of 1,015) of those who did not have valid driver licenses who also had previous license suspensions

or revocations within 5 years from the date of the crashes, as seen in Table 4.

Table 4
Young Drivers Involved in Fatal Crashes, by Previous 5-Year Driving Record and License Compliance, 2020

Driving Records of Young Drivers (Ages 15–20)	License Compliance				Total*	
	Valid		Invalid			
	Number	Percent	Number	Percent	Number	Percent
Total Drivers Involved	3,409	100.0%	1,015	100.0%	4,561	100.0%
No Previous Driving Record	2,139	62.7%	652	64.2%	2,796	61.3%
Previous Recorded Crashes	522	15.3%	92	9.1%	615	13.5%
Previous Recorded Suspensions or Revocations	133	3.9%	157	15.5%	290	6.4%
Previous DWI Convictions	12	0.4%	17	1.7%	29	0.6%
Previous Speeding Convictions	552	16.2%	111	10.9%	663	14.5%
Previous Other Harmful or Moving Convictions	405	11.9%	107	10.5%	514	11.3%

Source: FARS 2020 ARF
 *Includes drivers with unknown previous records.
 Note: Sum of percentages may exceed 100 percent as drivers can have multiple driving records of different types.

Restraint Use

Of the 4,139 young drivers of passenger vehicles (passenger cars and light trucks) involved in fatal crashes in 2020, the restraint use of those drivers is known for all but 404 drivers. Of the young drivers of passenger vehicles involved in fatal crashes in 2020 with known restraint use:

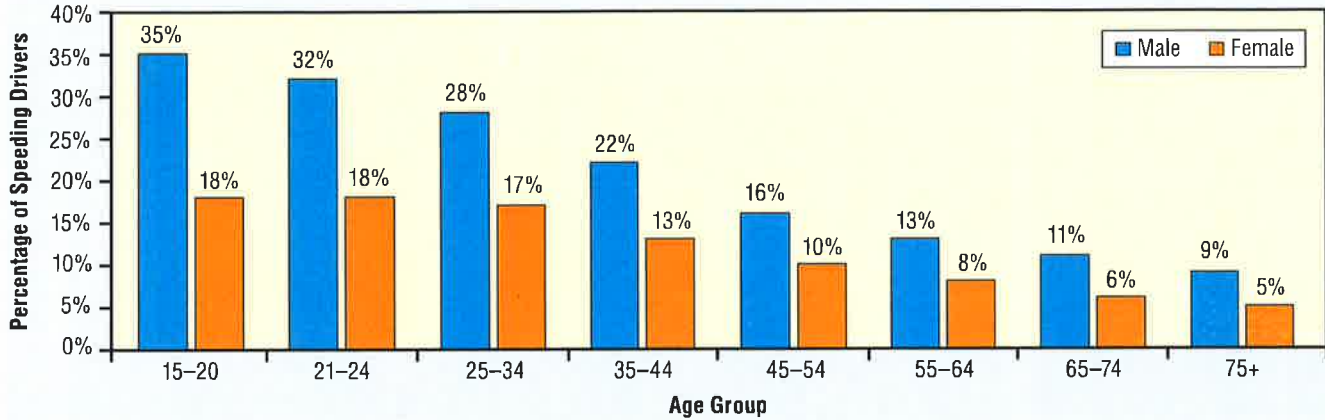
- Fifty-two percent of those who died were unrestrained, which is similar to the percentage of all drivers of passenger vehicles who died (51%).
- Seventeen percent of those who survived were unrestrained compared to 11 percent of all drivers who survived fatal crashes.

Speeding

NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In 2020 young male and

female drivers were speeding at the time of the fatal crashes more than any other age group except when compared to females age 21 to 24, as shown in Figure 3. Males in general were more likely to be speeding than females in these crashes.

Figure 3
Percentage of Speeding Drivers in Fatal Crashes, by Age Group and Sex, 2020



Source: FARS 2020 ARF

Alcohol

All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking alcohol. Alcohol involvement includes a fatal crash in which a driver had a BAC of .01 g/dL or higher. A driver is considered to be alcohol-impaired when the driver's BAC is .08 g/dL or higher.

In 2020:

- Twenty-nine percent of the young drivers who were killed in crashes had BACs of .01 g/dL or higher; 24 percent had BACs of .08 g/dL or higher, as shown in Table 5.
- Of the 545 young drivers killed who had alcohol in their systems, 448 (82%) were at .08 g/dL or higher.

Table 5
Alcohol Involvement Among Young Drivers Involved in Fatal Crashes, by Survival Status, 2011 and 2020

Survival Status	Total Drivers	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
		Number	Percent	Number	Percent	Number	Percent
2011							
Survived	2,369	1,951	82%	418	18%	328	14%
Killed	1,993	1,350	68%	643	32%	525	26%
Total	4,362	3,301	76%	1,061	24%	852	20%
2020							
Survived	2,676	2,231	83%	445	17%	342	13%
Killed	1,885	1,340	71%	545	29%	448	24%
Total	4,561	3,571	78%	990	22%	790	17%

Source: FARS 2011 Final File, 2020 ARF
 Note: Percentages are computed based on unrounded estimates.

The number of young drivers involved in fatal crashes who had BACs of .01 g/dL or higher dropped by 7 percent, from 1,061 in 2011 to 990 in 2020. Twenty-two percent of these drivers had alcohol in their systems in 2020 as compared to 24 percent in 2011.

Table 6 shows alcohol involvement for young drivers who were killed, by their age in 2020. Among young drivers killed in fatal crashes in 2020, there were 541 killed at the age of 20 – highest among the young drivers; 32 percent of these drivers had alcohol in their systems at the time of the crash. The table also shows that of those young drivers killed, the percentage that involved alcohol generally increases as age increases.

Table 6
Young Drivers Killed, by Age and Alcohol Involvement, 2020

Age	Total Drivers Killed	Drivers With BAC=.01+ g/dL	
		Number	Percent
15	52	13	25%
16	149	28	18%
17	260	62	24%
18	410	110	27%
19	473	157	33%
20	541	176	32%

Source: FARS 2020 ARF
 Note: Percentages are computed based on unrounded estimates.

For young drivers in fatal crashes, alcohol involvement is higher among males than among females. Twenty-four percent of the young male drivers involved in fatal crashes in 2020 had some alcohol at the time of the crash, compared with 17 percent of the young female drivers involved in fatal crashes.

Drivers involved in fatal crashes are less likely to use restraints when they have been drinking. Forty-seven percent of the young drivers of passenger vehicles involved in fatal crashes in 2020 who had been drinking were unrestrained (based on known restraint use). Of the young drivers who had been drinking and were killed in crashes, 62 percent were unrestrained (based on known restraint use). In comparison, of the non-drinking young drivers killed, 48 percent were unrestrained, as seen in Table 7.

Table 7
Young Drivers of Passenger Vehicles in Fatal Crashes, by Restraint Use and Alcohol Involvement, 2020

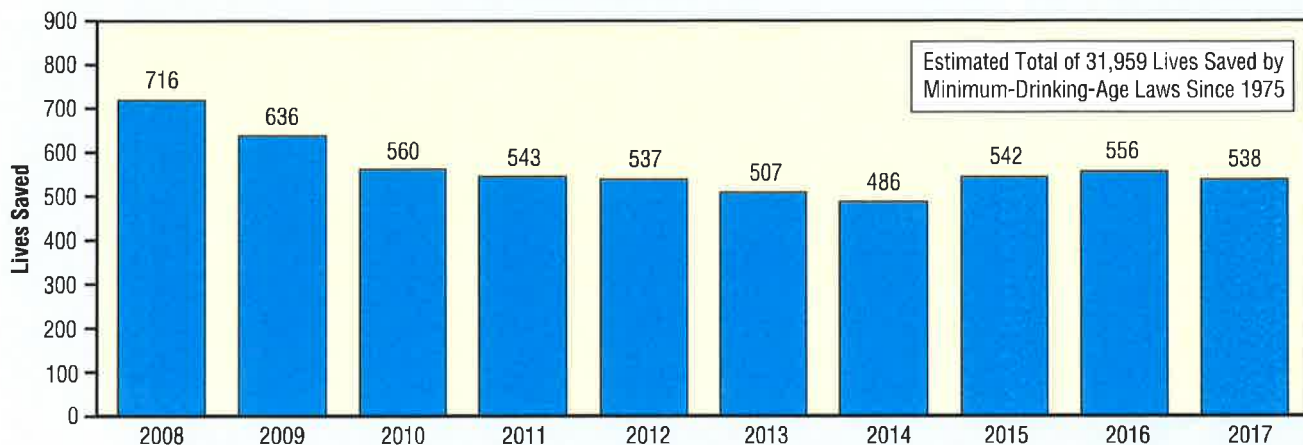
Restraint Use	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL	
	Number	Percent	Number	Percent
Drivers Involved in Fatal Crashes				
Restrained	2,189	74%	414	53%
Unrestrained	763	26%	369	47%
Driver Fatalities				
Restrained	516	52%	163	38%
Unrestrained	485	48%	261	62%

Source: FARS 2020 ARF
 Notes: Based on known restraint use. Percentages are computed based on unrounded estimates.

NHTSA estimates that the 21-year-old minimum-drinking-age laws have helped reduce alcohol traffic fatalities and have saved 31,959 lives since 1975 based on 2017 data (latest data available), as shown in Figure 4. In 2017 an estimated 538 lives were saved by minimum-drinking-age laws.³

³ National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). National Highway Traffic Safety Administration. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683>

Figure 4
Estimated Total of Lives Saved by Minimum-Drinking-Age Laws, 2008-2017



Source: National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats, Report No. DOT HS 812 683). National Highway Traffic Safety Administration. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683>

Motorcycles

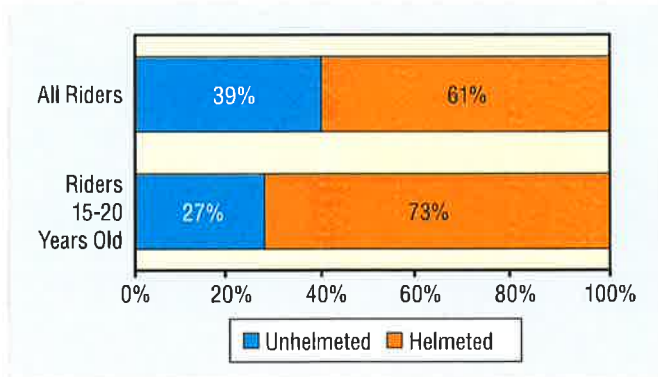
The term motorcycle rider refers to the operator of the motorcycle only and the term passenger refers to any occupant not including the rider. The term motorcyclist refers to any occupant of a motorcycle, either the rider or the passenger.

In 2020 there were 219 young motorcycle riders killed in crashes, an increase of 1 percent from 216 young motorcycle riders killed in 2019. An additional estimated 6,472 young riders were injured in 2020, a 10-percent increase from an estimated 5,869 in 2019.

Helmets are estimated to be 37-percent effective in preventing fatalities among motorcycle riders and 41-percent effective among motorcycle passengers. NHTSA estimates that helmets saved the lives of 1,872 motorcyclists of all ages in 2017 (latest data available), and that if all motorcyclists had worn helmets, an additional 749 lives could have been saved.⁴

Twenty-seven percent of the motorcycle riders 15 to 20 years old who were killed in crashes were not wearing helmets (based on known helmet use) compared to 39 percent of all motorcycle riders who were killed in 2020 as shown in Figure 5.

Figure 5
Helmet Use of Motorcycle Riders Killed in Crashes, by Age Group, 2020



Source: FARS 2020 ARF
 Note: Based on known helmet use.

Of the young motorcycle riders involved in fatal crashes, 50 percent were either unlicensed or operating with invalid licenses compared to 36 percent of all motorcycle riders involved in 2020.

⁴ National Center for Statistics and Analysis. (2019, December). *Lives and costs saved by motorcycle helmets, 2017* (Traffic Safety Facts Crash•Stats Report No. DOT HS 812 867). National Highway Traffic Safety Administration. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812867>

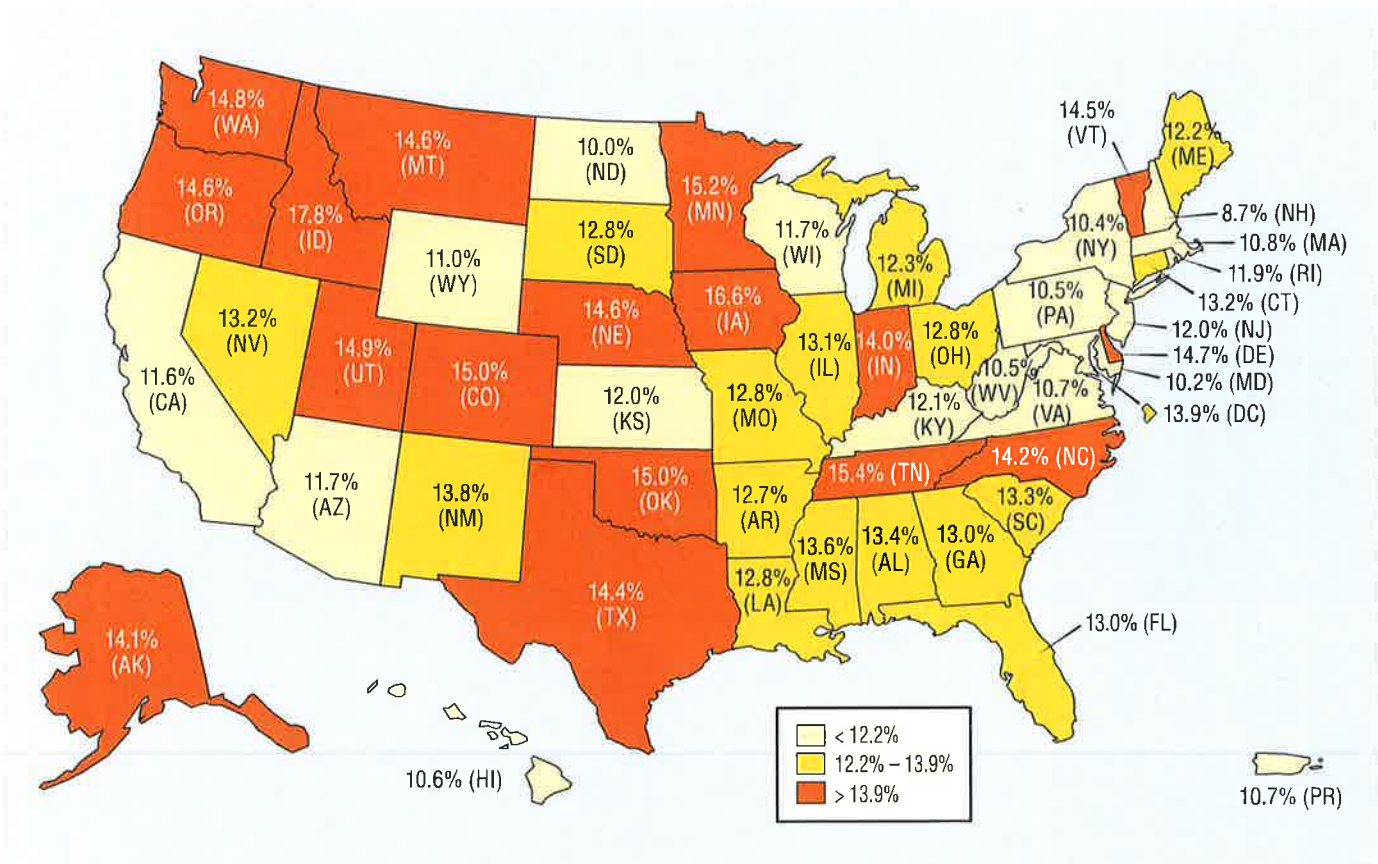
State

Figure 6 shows a heat map of the fatalities in crashes involving young drivers as a percentage of total fatalities within the State. Table 8 presents the number of young drivers killed, as well as the numbers of passengers of young drivers, occupants of other vehicles, and nonoccupants killed in young-driver crashes for each State and the District of Columbia in 2020. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total.

In 2020:

- Traffic fatalities in crashes involving young drivers ranged from 5 (the District of Columbia) to 558 (Texas).
- The number of young drivers who died in crashes ranged from 3 (the District of Columbia, Hawaii, Rhode Island, and Vermont) to 207 (Texas).
- The percentages of traffic fatalities in crashes involving young drivers ranged from a low of 8.7 percent (New Hampshire) to 17.8 percent (Idaho), compared to 13.0 percent nationwide.

Figure 6
Percentage of Traffic Fatalities in Crashes Involving Young Drivers, by State, 2020



Source: FARS 2020 ARF

Table 8
Total Fatalities and Fatalities in Crashes Involving Young Drivers, by State and Person Type, 2020

State	Total Fatalities	Fatalities in Crashes Involving Young Drivers		Fatalities Involving Young Drivers by Person Type			
		Number	Percentage of Total	Young Drivers	Passengers in Young Drivers' Vehicles	Occupants of Other Vehicles	Nonoccupants
Alabama	934	125	13.4%	54	23	33	15
Alaska	64	9	14.1%	5	1	0	3
Arizona	1,054	123	11.7%	51	17	35	20
Arkansas	638	81	12.7%	35	23	19	4
California	3,847	446	11.6%	171	103	113	59
Colorado	622	93	15.0%	30	25	28	10
Connecticut	295	39	13.2%	12	11	12	4
Delaware	116	17	14.7%	9	1	6	1
District of Columbia	36	5	13.9%	3	0	0	2
Florida	3,331	434	13.0%	136	92	131	75
Georgia	1,664	216	13.0%	77	51	73	15
Hawaii	85	9	10.6%	3	3	1	2
Idaho	214	38	17.8%	18	7	11	2
Illinois	1,194	156	13.1%	61	37	45	13
Indiana	897	126	14.0%	54	35	31	6
Iowa	337	56	16.6%	19	11	21	5
Kansas	426	51	12.0%	15	7	24	5
Kentucky	780	94	12.1%	38	21	28	7
Louisiana	828	106	12.8%	38	15	37	16
Maine	164	20	12.2%	10	5	4	1
Maryland	567	58	10.2%	28	8	9	13
Massachusetts	343	37	10.8%	24	5	5	3
Michigan	1,084	133	12.3%	40	24	50	19
Minnesota	394	60	15.2%	23	18	12	7
Mississippi	752	102	13.6%	42	23	29	8
Missouri	987	126	12.8%	57	30	36	3
Montana	213	31	14.6%	17	6	2	6
Nebraska	233	34	14.6%	15	7	10	2
Nevada	317	42	13.2%	10	14	10	8
New Hampshire	104	9	8.7%	4	1	4	0
New Jersey	584	70	12.0%	20	15	21	14
New Mexico	398	55	13.8%	21	11	13	10
New York	1,046	109	10.4%	38	23	31	17
North Carolina	1,538	219	14.2%	93	45	64	17
North Dakota	100	10	10.0%	7	1	0	2
Ohio	1,230	157	12.8%	50	34	57	16
Oklahoma	652	98	15.0%	36	19	35	8
Oregon	508	74	14.6%	26	19	21	8
Pennsylvania	1,129	118	10.5%	49	18	42	9
Rhode Island	67	8	11.9%	3	2	1	2
South Carolina	1,064	141	13.3%	46	30	46	19
South Dakota	141	18	12.8%	8	1	8	1
Tennessee	1,217	188	15.4%	61	46	63	18
Texas	3,874	558	14.4%	207	114	166	71
Utah	276	41	14.9%	20	11	10	0
Vermont	62	9	14.5%	3	2	3	1
Virginia	850	91	10.7%	35	14	28	14
Washington	560	83	14.8%	28	19	20	16
West Virginia	267	28	10.5%	8	9	10	1
Wisconsin	614	72	11.7%	21	22	23	6
Wyoming	127	14	11.0%	6	2	5	1
U.S. Total	38,824	5,037	13.0%	1,885	1,081	1,486	585
Puerto Rico	242	26	10.7%	13	2	8	3

Source: FARS 2020 ARF

Important Safety Reminders

For Young Drivers:

- Always wear a seat belt and make sure all passengers do as well.
- Underage drinking is illegal. It is never safe to ride in a vehicle with someone who has been drinking or using drugs. Call a parent/guardian or other trusted adult if you need a ride.
- Speeding is against the law and unsafe for everyone.
- Put your phone and other electronic devices away and don't use them while driving.
- Understand the components of your State's graduated driver licensing (GDL) system and laws.
 - No speeding
 - No distractions
 - No extra passengers
 - No alcohol
 - No drugs
 - No driving during restricted hours, which are different from State to State
- Like anything else, a variety of practice improves your performance behind the wheel.
- Know what to do in the event of an emergency or a crash.
- Study the functions of your vehicle. Know what technologies are included and how they work.
- Do not be reliant on in-vehicle technologies. Be engaged in the task of driving and in control of your vehicle at all times.

For Parents/Guardians of Young Drivers:

- Your teen is in the driver seat, but you're in control.
- Create a parent/guardian/teen contract and talk about your expectations often.
- Establish the rules of the road. Share the rules. Enforce the rules.
 - Make sure your teen knows speeding is unacceptable.
 - Teens driving other teens can be a dangerous combination and is restricted in many States. Know the laws in your State and enforce them with your teen driver
 - Underage drinking is not only illegal for those under 21, it is dangerous for anyone to drive after drinking alcohol or to ride in a vehicle with a driver who has been drinking.
 - Driving while impaired by any substance, legal or illegal, prescribed or over-the-counter, can affect driving skills and abilities. Know the side-effects of any medication before getting behind the wheel.
- Know the risk factors associated with teen driving.
- Take an active role with your teen's driver education program and drive with them after they complete driver education.
- Know your State's GDLs and the consequences if your teen fails to abide by these laws.
- Be a good role model by displaying good driving habits.

For more information see www.nhtsa.gov/road-safety/teen-driving. Additional Teen Driver Safety Ads are available on www.trafficsafetymarketing.gov.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF. The number of young driver fatalities from the 2019 Final File was 1,616, which was updated from 1,603 from the 2019 ARF.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

In calendar year 2020, NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2022, June). *Young drivers: 2020 data* (Traffic Safety Facts. Report No. DOT HS 813 313). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

The following data tools and resources can be found at <https://cdan.nhtsa.gov/>.

- Fatal Motor Vehicle Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- | | |
|--|---|
| ■ Alcohol-Impaired Driving | ■ Speeding |
| ■ Pedestrians | ■ State Alcohol-Impaired-Driving Estimates |
| ■ Bicyclists and Other Cyclists | ■ Occupant Protection in Passenger Vehicles |
| ■ Rural/Urban Comparison of Traffic Fatalities | ■ State Traffic Data |
| ■ Children | ■ Older Population |
| ■ School-Transportation-Related Crashes | ■ Summary of Motor Vehicle Crashes |
| ■ Large Trucks | ■ Passenger Vehicles |
| ■ Motorcycles | |

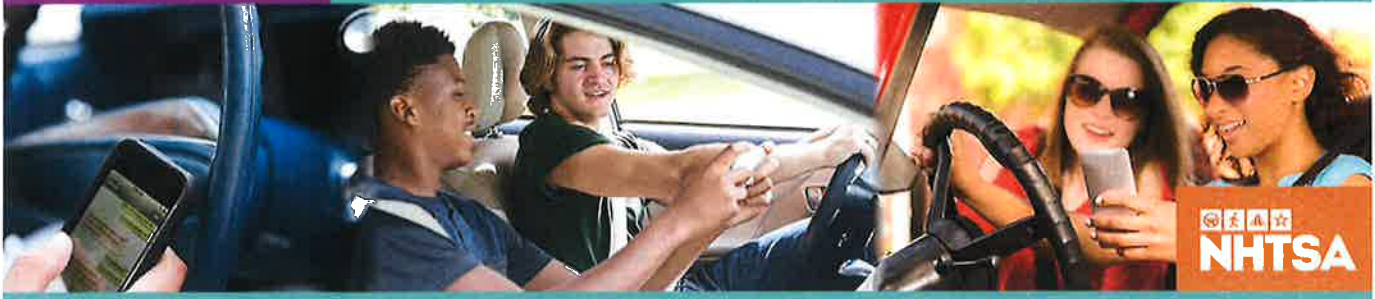
Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at <https://crashstats.nhtsa.dot.gov/>.



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**



Teen Distracted Driver Data



Teens and Distracted Driving 2021

People killed in distraction-affected crashes in 2021	3,522
Teens 15 to 19 years old killed in distraction-affected crashes in 2021	225
Percentage of all distraction-affected fatalities in 2021 who were 15- to 19-year-olds	6%

Six percent of the people who died in distraction-affected crashes in 2021 were teens 15 to 19 years old.

Teens 15 to 19 killed in all crashes in 2021	2,796
Teens 15 to 19 killed in distraction-affected crashes in 2021	225
Percentage of teens 15 to 19 killed in distraction-affected crashes in 2021	8%

Eight percent of all teen motor vehicle crash fatalities in 2021 involved distracted driving.

Number of distracted drivers (all ages) involved in fatal crashes in 2021	3,346
Teen (15 to 19) distracted drivers involved in fatal crashes in 2021	271
Percentage of distracted drivers involved in fatal crashes who were teens (15 to 19) in 2021	8%

Eight percent of distracted drivers involved in fatal crashes in 2021 were teens 15 to 19 years old.

Teen drivers 15 to 19 involved in fatal crashes in 2021	3,814
Distracted teen drivers 15 to 19 involved in fatal crashes in 2021	271
Percentage of teen drivers 15 to 19 who were distracted at the time of the fatal crashes in 2021	7%

Seven percent of teen drivers 15 to 19 who were involved in fatal crashes in 2021 were distracted at the time of the crashes.

People killed in crashes involving a teen driver 15 to 19 in 2021	4,212
People killed in crashes involving a distracted teen driver 15 to 19 in 2021	296
Percentage of people killed in crashes involving a teen 15 to 19, in which the teen was distracted, in 2021	7%

Seven percent of people killed in crashes involving a teen driver 15 to 19 in 2021 died when teen drivers were distracted.

People killed in teen (15 to 19) distraction-affected crashes in 2021	296
Teens 15 to 19 killed in teen-distraction-affected crashes in 2021	138
Percentage of all people killed in teen-distraction-affected crashes who were teens 15 to 19 in 2021	47%

Forty-seven percent of those killed in teen (15 to 19) distraction-affected crashes in 2021 were 15 to 19 years old.

There were 296 people who died in crashes in 2021 that involved distracted teen drivers 15 to 19.

There were 225 teens 15 to 19 who were killed in distraction-affected crashes in 2021.

There were 271 teen drivers 15 to 19 involved in fatal crashes in 2021 who were distracted.

Definitions, limitations, and other information on distracted driving can be found in:

National Center for Statistics and Analysis. (2022, May). *Distracted driving 2020* (Research Note, Report No. DOT HS 813 309). National Highway Traffic Safety Administration. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813309>

For additional information on distracted driving, visit www.distracted.gov.

THANK YOU

Hannah Haunert
Transportation Planning Technician
hhaunert@pueblo.us



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Project	Federal MMOF	State MMOF	Carbon Reduction	TAP	Total
Starting 2022 MMOF Balance	\$2,769,657.00	\$2,756,931.00			\$5,526,588.00
Northern Avenue Trail Ph 3	\$693,494.00				\$693,494.00
					\$0.00
Prairie-Lake Minnequa	\$1,022,542.00				\$1,022,542.00
					\$0.00
Westside Trail Project, Phase 1		\$850,000.00			\$850,000.00
					\$0.00
Transit Vanpool	\$249,800.00	\$150,200.00			\$400,000.00
					\$0.00
Boulevard Extension Trail	\$16,926.00	\$1,435,282.00	\$547,792.00		\$2,000,000.00
					\$0.00
Joe Martinez Trail	\$98,181.00			\$392,725.00	\$490,906.00
					\$0.00
SDS Trail	\$532,151.00				\$532,151.00
SDS Trail additional funds	\$6,363.00	\$8,637.00		\$60,000.00	\$75,000.00
					\$0.00
SS4A Match	\$85,200.00				\$85,200.00
Transit youth Ride Free	\$65,000.00				\$65,000.00
Purcell and Industrial design		\$161,500.00			
Total	\$2,769,657.00	\$2,605,619.00	\$547,792.00	\$452,725.00	\$6,214,293.00
Current balance of 2022 MMOF	\$0.00	\$151,312.00			
Possible Projects to be funded:					
Match for Reconnecting Communities		\$129,000.00			
Total for "possible" projects		\$129,000.00			
Balance of 2022 MMOF with "possible projects"	\$0.00	\$22,312.00			



COLORADO
Department of Transportation
 Region 2
 5615 Wills Blvd.
 Pueblo, CO 81008-2349

TO: PACOG
 211 E. D Street
 Pueblo, CO 81003
 719-553-2244 FAX 719-549-2359
 Attn: Eva Cosvleon

September 1, 2023

FY 2024-2027 PACOG Transportation Improvement Program
Administrative notifications of TIP/STIP amendments in the MPO and TPR area

CDOT Region 2 requests the following administrative amendments to projects in the FY 2024 - 2027 Pueblo Area Council of Governments Transportation Improvement Program:

Administrative Action:

Project Name: US50B & US50C at SH231 Safety Improvements

STIP Number: SR27002.078

Project Location and Description: Safety improvements at the intersections of both US50B and US50C at CO231

Fund Source(s): FY25 Region 2 FASTER Safety Allocation (FSA)

Federal Program Funds:	\$	
State Matching Funds:	\$	445,122
Local Matching Funds:	\$	
Other Project Funds:	\$	

TOTAL PROJECT FUND AMENDMENT: \$ 445,122

- This administrative action adds funds to the construction phase of this project

Administrative Action:

Project Name: I-25A Pavement Rehabilitation MP 92 - 102.6

STIP Number: SR25216.178

Project Location and Description: Pavement rehabilitation I-25 vicinity Salt Creek bridges to north of Eagleridge

Fund Source(s): FY24 Region 2 Surface Treatment Pool (SUR)

Federal Program Funds:	\$	319,235
State Matching Funds:	\$	30,765
Local Matching Funds:	\$	
Other Project Funds:	\$	

TOTAL PROJECT FUND AMENDMENT: \$ 350,000

- This administrative action programs funds to the design phase of this project

Administrative Action:

Project Name: Adams and Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds: \$ (110,714)

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ (110,714)

- This administrative action transfers project savings from design phase to construction phase in FY24

Administrative Action:

Project Name: Adams and Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds: \$ 900,000

State Matching Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 900,000

- This administrative action programs \$900,000 to the construction phase in FY24

Please let me know if you have any additional questions about these proposed Administrative Notifications.

Sincerely,

Geoff Guthrie

Geoff Guthrie

CDOT Region 2 Transportation Planning Supervisor

From: [Eva Cosyleon](#)
To: [Hannah Haunert](#)
Subject: FW: [External] Re: Pueblo County Blvd Extension trail
Date: Tuesday, September 5, 2023 11:15:14 AM
Attachments: [R2-25207-OLA Pueblo County Blvd Extension Trail Execs 17Nov2022.pdf](#)

This is TIP amendment 2023.056, but you don't have to attach the attached pdf (100 + pages!!) , just the email below.

Thank you,

Eva Cosyleon
MPO Manager

719-553-2248 (office)
719-568-0980 (mobile)

From: Davis - CDOT, Lachelle <lachelle.davis@state.co.us>
Sent: Thursday, August 24, 2023 11:54 AM
To: Eva Cosyleon <ECosyleon@pueblo.us>
Cc: Guthrie - CDOT, Geoffrey <geoffrey.guthrie@state.co.us>; Lindsey Jaquez - CDOT <lindsey.jaquez@state.co.us>
Subject: [External] Re: Pueblo County Blvd Extension trail

External email. Please use caution.

Hi Eva,

Normally, carbon reduction funds have a match of 17.21%, but in this project, the match is provided by the MMO funds, like you said. I've attached the OLA for reference. See page 34 (Exhibit C).

Thank you,
Lachelle Davis
lachelle.davis@state.co.us
Office: 719.562.5516
Cell: 719.595.9741

On Thu, Aug 24, 2023 at 10:39 AM Eva Cosyleon <ECosyleon@pueblo.us> wrote:

Hi Geoff and Lachelle,

Does Pueblo county have match for the carbon reduction money? In the recent TIP amendment for roll forwards it says they do but I thought that mmof would be the match.

Thank you,

Eva Cosyleon
MPO Manager

719-553-2248 (office)
719-568-0980 (mobile)

This e-mail transmission (including any attachments) contains information that is confidential and may be legally privileged. It is intended for the use of the addressee only. If you received this e-mail in error, we request that you contact us immediately by telephone or return e-mail, and that you delete this message from your computer. If you are not the intended recipient, please be advised that any dissemination, distribution, or copying of this e-mail is strictly prohibited. [CoP]

Board of County Commissioners

Epimenio "Eppie" Griego - District 1 | Daneya Esgar - District 2 | Zach Swearingen - District 3

MEMO

TO: Wendy Pettit/PACOG
CC: Alyssa Parga
FROM: Rochelle Cruz, Board of County Commissioners
DATE: September 14, 2023
RE: Vacancy on the Pueblo Regional Building Commission

Commissioners and City Council,

There will be one jointly appointed vacancy on the Pueblo Regional Building Commission.

The terms for the vacancy will run October 1, 2023 – October 1, 2026. I received applications from the following individuals who are interested in serving on this board:

- Steven Contreras
- Mark Kleven
- Greg Parker

I request this be added to the September 28, 2023, PACOG agenda for action from the Commissioners and Council members.

Thank you.

Attachments



Board of County Commissioners

Epimenio "Eppie" Griego - District 1 | Daneya Esgar - District 2 | Zach Swearingen - District 3

MEMO

TO: Wendy Pettit/PACOG
CC: Alyssa Parga
FROM: Rochelle Cruz, Board of County Commissioners
DATE: September 8, 2023
RE: Vacancies on the Community Services Advisory Commission (CSAC)

Commissioners and City Council,

Currently there are six (6) vacancies on the Community Services Advisory Commission due to term expirations and/or resignations.

The terms for the vacancies are:

- One vacancy will expire April 30, 2024
- Two vacancies will expire April 30, 2025
- One vacancy will expire April 30, 2026
- Two vacancies will expire April 30, 2027

The following two individuals applied to serve on the board:

1. Dakota Lamoureaux, term ending April 30, 2025
2. Tanna Schut, term ending April 30, 2026

If these two individuals are appointed by the Board of County Commissioners and Pueblo City Council, we will continue to solicit applications to fill the remaining four vacancies.

I request you add this to the September 28, 2023, PACOG agenda for action from the Commissioners and Council members.

Thank you.

Attachments