

**Meeting Agenda of the
Transportation Advisory Commission (TAC)
May 13, 2025
1:30 p.m. – 3:30 p.m.
CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](#)**

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

Meeting ID: 161 959 7770

Passcode: 766237

Dial by your location

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Agenda items marked with * indicate additional materials are included in the packet.

Agenda items marked with ** indicate additional materials will be sent out later.

Individuals requiring Special Accommodations should notify the City MPO's Office [\(719\) 553-2259](tel:7195532259) by Noon on the Friday preceding the meeting.

1. Call Meeting to Order
2. Self-Introductions and Public Comments (**non-agenda items only**)
3. Approval of Minutes
April 8, 2025 Minutes*
Action Required: Approve/Disapprove
4. Community Spaces* – Annie Carlson
Action Requested: Presentation
5. Colorado Energy Office - Active Transportation Grant
Action Requested: Informational
6. CDOT request(s) the following amendment projects into the FY 2025 –2028 Pueblo Area Council of Governments Transportation Improvement Program (PACOG TIP)
Action Requested: Informational
 - a. TIP Amend 2024.005.01 Administrative Amendment
Project Name: I-25A Pavement Rehabilitation MP 92 - 102.6
STIP Number: SR25216.178
Project Location and Description: Minor wall repair on I-25 through Pueblo
Fund Source(s): Fiscal Year (FY)25 Critical Wall Program (CWP)

Fund Source	2024	2025	2026	2027	2028	Total
Federal	0	\$4,561	0	0	0	\$4,561

State	0	\$439	0	0	0	\$439
Total	0	\$5,000	0	0	0	\$5,000

Notes: Adds \$5,000 CWP FY25 funds

b. Date: 04/08/2025

TIP Amend 2024.045.01 Administrative Amendment

Project Name: Enhanced Mobility of Seniors and Individuals with Disabilities

STIP Number:

Project Location and Description:

Fund Source(s):

Fund Source	2024	2025	2026	2027	2028	Total
FTA 5310 Federal	0	-\$108,957	0	0	0	-\$108,957
FTA 5310 Local	0	-\$27,239	0	0	0	-\$27,239
FASTER State	0	\$239,568	0	0	0	\$239,568
FASTER Local	0	\$59,892	0	0	0	\$59,892
Total	0	\$163,264	0	0	0	\$163,264

Notes:

STIP Reconciliation

7. Roundabout Campaign*

<https://www.pacog.net/roundabout>

Action Requested: Informational

8. Multimodal Transportation and Mitigation Options Fund (MMOF) Update

Action Requested: Informational

9. Citizen Advisory Committee (CAC) Updates

- ADA Commission
- Member At-Large
- Pueblo Active Community Environments (PACE)
- Planning and Zoning (P&Z)
 - Pueblo County
 - City of Pueblo
- Pueblo Plex

Action Requested: Informational

10. Transportation Technical Committee (TTC) Updates

- Aviation
- City of Pueblo
 - Public Works
 - Transportation Dept.
- Colorado City/Rye
- Pueblo County
 - Public Works
 - Parks and Recreation
- Pueblo West
- Senior Resource Development Agency (SRDA)
- Pueblo Transit

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- Others
 - CSU-P

Action Requested: Informational

11. CDOT R2 and HQ Updates

10-Year Plan Update

Statewide Plan

Action Requested: Informational

12. MPO updates

Action Requested: Informational

- Bike Month*
- Comprehensive Safety Action Plan (CSAP)
- 2050 Long Range Transportation Plan (LRTP)
- Greenhouse Gas (GHG) Transportation Report
- Public Participation Plan (PPP)*
- Legislative*

13. FTA & FHWA updates

Action Requested: Informational

14. Next TAC meeting – June 10, 2025, from 1:30 p.m. – 3:30 p.m. – Location: CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](#)

Deadline for presentations is June 2nd at 5 p.m.

Action Requested: Informational

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

Roundtable Discussion

10-Year Priority Project List

Medal of Honor Blvd. and Trail

Roll forwards

Areas of Persistent Poverty presentation

Bustang (July?)

16. Adjourn at or before 3:30 pm

**Meeting minutes of the
Transportation Advisory Commission (TAC)
April 8, 2025
1:30 p.m. – 3:30 p.m.
CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](#)**

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

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1. Call Meeting to Order

Chairwoman: Cheryl Spinuzzi

Time of Call: 1:30 p.m.

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

TTC Members Present: Amanda Hobson, Shawn Winters, Greg George, Ben Valdez, Helen Dupree,

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

CDOT Members Present: Lindsey Jaquez, Kathleen Collins, Lachelle Davis, Geoff Guthrie, Scott Skinner, Rob Frei, Jennier Sparks, Chad Wright

FTA/FHWA Members Present: Aaron Bustow

Others Present: Luann Martinez, Wendy Pettit, Dr. Saqib Gulzar, Danell Ward, Macario Torrez, Joe Peoria, Dustin Purkey, Annelies Van Vonno, Carol Cosby, Page McAlexander, Sarah Skinner, Sherry Reed, Jimmie Hayson, George Chintala, Abe Armendariz

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

Annelies Van Vonno is the Colorado Department of Transportation (CDOT) Bicycle and Pedestrian Program Coordinator from Headquarters in Denver. Aaron Bustow is with Federal Highway Division. Page McAlexander is the Driving Community Program Manager for Region 2 for the Governor's Office. Jimmie Hayson is the SEH consultant for Pueblo West. George Chintala is from Senior Resource Development Agency (SRDA).

3. Approval of Minutes

March 11, 2025 Minutes*

Motion to Approve: Laura Leyba

Second: Ben Valdez

Unanimous

4. Statewide Active Transportation Plan (ATP) Survey* - Annelies Van Vonno

Annelies Van Vonno is the Bicycle and Pedestrian Program Coordinator for CDOT. She said that active transportation is any human powered mode of transportation, this means walking, running, bicycling, roller blading, etc... They are using the term active transportation rather than bicycle and pedestrian and non-motorized. This is more board and inclusive. The last plan was updated in 2012 with a small update in 2015. Phase 1 was public survey to include activity, barriers, facility preference, and vision. This was open from June 12th through September 13th with over 3,000 responses. Phase 2 is vision, goals and strategies. Phase 3 is the implementation plan. There is a Statewide Community Advisory Committee that includes State and Local agencies, MPOs/TPRs, and advocates. They are having another meeting in June.

This is their vision statement:

Colorado's active transportation network is well connected, comprehensive and convenient. Our bikeways, sidewalks and trails get people where they want to go. The system offers everyone the opportunity to safely and confidently choose active modes over driving in turn improving transportation, sustainability, reducing car dependency and traffic congestion and enhancing quality of life for all Coloradans.

They also developed 4 goals as part of their plan.

*Goal 1 – **Safety** - Enhance the safety of the active transportation users by reducing crashes, injuries, and fatalities.*

*Goal 2 – **Equity** - Ensure equitable access to safe and convenient active transportation facilities for all communities, particularly underserved and vulnerable populations.*

*Goal 3 – **Mobility Choice** – increase the availability, accessibility, and convenience of active transportation to create a complete network that provides sustainable alternatives to driving and improves air quality.*

*Goal 4 – **Connected Communities** – Promote connections among active transportation, transit, and the built environment to maximize the impact of investments in active transportation infrastructure programs.*

The survey was distributed through email, social media, CDOT's website, and external meetings. The 1st question was focused on how you get around, vehicle or bicycle access and how frequent do you use these modes. 67.5% has bicycle access. Walking was the second most common mode by 34% and biking once a week was 13%. Pedestrians felt most comfortable on detached sidewalk in residential areas, 73% multi-use path, and a surprising 25% on no shoulder, grass available. 87% of bikers feel comfortable on multi-use path, 85% in a protected bike lane, and 54% on buffered bike lane. Bicycle and Pedestrian stat in the Pueblo area is lower than the State. The biggest barrier in walking is distance/time (75%), too much car traffic (43%), safety (35%), and lack of sidewalk (23%). The biggest barriers in biking were safety (53%), distance/time (45%), car traffic (38%), and lack of bike lanes/path (28%). The vision question was infrastructure (53%), convenience (47%), and safety (26%).

They have a new map-base tool called Priority Active Connections Explorer (PACE). This is only looking at state highways. This will proactively prioritize and plan for active transportation facilities (segments and gaps). Added a scoring methodology applied to every mile segment of state highway (9,340), and 14 data factors grouped into 4 goals. PACE data includes vulnerable road user (VRU) crash history per 1,000 Active Transportation (AT) trips, high injury network (HIN – serious injuries and fatalities), and level of traffic stress (LTS). Streetlight data was used for bicycle and pedestrian trips. The next goal is mobility choice, this includes missing AT facilities, scenic byways and proposed US bicycle routes, short trips (0-3miles), and existing demand (recreation). The next goal was connected communities, this includes transit access, schools, and parks and trails within ¼ mile, main streets (DOLAs program), and population and employment. They are going to add in areas within urban boundaries where the speed limit is 35 miles or less. The last goal is equity, this includes disproportionately impacted (DI) community factors (mobile home, low-income population, people of color population, housing cost burdened, linguistically isolated population, enviroscreen population - within justice 40 census tract, and within tribal jurisdiction) and mobility barriers (zero vehicle, population under 18, population over 65, and population with a disability). In the VRU study, as these factors went up so did the crash rate. All these factors were scored and displayed on a map in the presentation. The next steps are to finalize the plan, the prioritization tool, and

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develop an implementation plan. Don Bruestle asked Annelies about her personal observations, Annelies said that the committee has been actively engaged in this. She said that this has pushed them to be more ambitious and to go further with their goals and performance measures. Laura Leyba asked if they had a member on their committee, Annelies said she would have to double check, but she did reach out. She said that they will have an ADA Plan. Don suggested looking into the Colorado Cross Disability Coalition in Denver. Eva Cosyleon asked about sharing of the raw data, what does the implementation plan looks like, Annelies said it consists of action steps on who is going to be responsible for the short and long term. Dylan Goodman asked if their plan has any prescriptions for how CDOT will address State Highways that cut through urban areas, Annelies said they have a lot of strategies on how to improve crossings. Dylan also mentioned that the distance/time factor includes that cyclists have to crisscross and weave between neighborhoods. Geoff Guthrie mentioned that a portion of the population commutes outside of Pueblo County to drive to work. Don asked about the e-bike program and if anyone used their bicycle to travel to the industrial park, Eva said there was one person.

5. El Pomar Grant – Active Transportation Gap Mitigation Study

Motion to Approve: Don Bruestle

Second: Laura Leyba

Unanimous

The city reached and offered to help us with this grant, there is a 0% match. This includes a connectivity study; this would look for gaps in our active transportation network. Some of these would also include design at 30%. Don Bruestle asked how much money is available and when it would be available, Eva Cosyleon said she will find out. Luann Martinez said that this is just to ask the board to approve submitting the grant. She will need to know how much the planning study will cost.

6. Multimodal Transportation and Mitigation Options Fund (MMOF) Update – Geoff Guthrie

Action Requested: Informational

Geoff Guthrie informed everyone that the Joint Budget Committee (JBC) denied CDOT's request for continuing spending authority for the MMOF. JBC questioned the high fund balance and ultimately decided to sweep a portion of the fund balance that was awarded to local projects but with funds that were not contractually encumbered. A total of \$71.8m (includes \$3.4m ARPA). JBC also denied the increase funding for fiscal year 2026 to the non-ARPA funds. JBC also approved the remaining ARPA funds to roll forward through December 31, 2025. Any unspent ARPA funds will be swept. CDOT will keep projects moving forward that were awarded through fiscal year 2025. CDOT will review status of awarded projects. In their conversation with Michael Snow – Statewide MMOF Manager, they were strongly advised to consider supplemental funding requests for existing projects and not beyond fiscal year 2025. Geoff said that Michael recommends continuing with the current final application due date. In the Statewide Transportation Advisory Committee (STAC), Jeff Sudmire advised everyone to pause on anything beyond fiscal year 2025. Eva Cosyleon said that Greg George will give up the Medal of Honor Project to supplement other projects that need to be finished. We should have a better understanding in July/August. Ben Valdez asked if the current awards that are in the system but haven't been contracted through DTR could possibly be swept, Geoff said that it was lightly discussed, and finger crossed it does not. This is for projects 2026 and beyond. Richard Arko was concerned about the Medal of Honor (MOH) Trail, if the funding is transferred, what would happen to that trail, Eva said we are pausing on it. It is also unknown with the RAISE Grant. Lachelle Davis said that the other MMOF projects will borrow the money from MOH Trail and eventually repay. Shawn Winters had a concern about the Civic Center Project, they are still waiting on CDOT clearances and is unsure if this will get done in 2025. Lachelle Davis said just keep moving along as quickly as possible. Don Bruestle asked what precipitated this, Geoff said a state budget deficit (SB-2160). Jennifer Sparks had a concern about the large amount of money for statewide. Geoff said it is 3 years.

7. 2025 MMOF Subcommittee

Representatives were picked for the subcommittee

MPO - Eva Cosyleon

City of Pueblo – Helen Dupree

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Pueblo County – Greg George

Pueblo West – Shawn Winters

Pueblo Transit – Ben Valdez

PACE – Chuck Askamit

ADA – Laure Leyba

This meeting will be held May 30th at 10 a.m. at Planning Dept or Pueblo Transit.

8. MMOF presentation*

Transit – Free Fare for Youth

Ben Valdez said that they need to go back and reevaluate just for 2025 year. Theirs were based upon 3 years (after 2025). Eva Cosyleon asked TAC if it's okay for Ben to update next month with updated numbers just for year 2025, a motion was moved by Don Bruestle and seconded by Richard Arko.

City of Pueblo – Northern Ave Trail Phase 3

Helen Dupree talked about the crash history, there are 6 bicycle crashes, 3 pedestrian crashes, and 1 fatality in the past 5 years. This data does not include near misses or people using active transportation. This project will provide multimodal connection, improve accessibility, encourage active transportation, and make it safer for bicycles and pedestrians. The trail will have a 10-foot-wide concrete sidewalk from Northern Ave. from Prairie Ave. to Cambridge Ave. There are signal improvements at Prairie Ave. & Northern Ave., Prairie Ave. & Mesa Ave., and Prairie Ave. & Amherst Ave. One of these will be a signal pole replace, and rest improving ADA accessibility. There will also be a permanent pedestrian and bicycle counter, additional wayfinding signage, and improvements to the Northern Ave. raised median. Design is 100% done. Greg George had a concern about crossing safety by the State Fair, Helen thinks she has some improvements at the signal. Ben Valdez asked about any bus stop improvements since one is by the State Fair, Jimmie Hayson (SHE Consultants) said that the bus stop was supposed to be moved to the east side of the road. The funding already for this project includes 2016 TAP for \$500,000, 2016 TAP Match for \$125,000, and 2022 MMOF for \$693,494. This project went out to bid a few months ago and had a shortfall of \$536,000. Elements that have been completed are, right-of-way acquisition, environmental reviews, maintenance agreements, and design. Laura Leyba had a concern about plants/vegetations being overgrown and causing a sight visibility along the slip lane from Prairie Ave to Northern Ave. She also asked how come she wasn't part of this process, Eva said that a walk audit was not required then (back in 2022).

Action Requested: Presentation

9. Citizen Advisory Committee (CAC) Updates

- ADA Commission – *Laura Leyba said that they did a walk audit on Civic Center Trail. Don Bruestle said that they still need volunteers for walk audits for MMOF.*
- Member At-Large – *Don Bruestle is requesting that new subdivisions will have enough right-of-way for adequate sidewalks, and future multifamily housing includes electric vehicle chargers.*
- Pueblo Active Community Environments (PACE) – *Chuck Aksamit said that they are getting ready for bike month and are finalizing the designs for the bingo card and water bottles. The bingo card has been updated to have recreational side and a competitive side.*
- Planning and Zoning (P&Z)
 - Pueblo County
 - City of Pueblo – *Cheryl Spinuzzi said that Jackson Ranch is starting to develop in housing. The Jellystone recreational facility is still moving forward.*
- Pueblo Plex – *John Chrisman said that they are continuing the property transfer, this is to transfer the Army property to them for redevelopment.*

Action Requested: Informational

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10. Local Agencies Updates

- Aviation
- City of Pueblo – *Helen Dupree said that they are going to pave a portion of 6th Street, Elizabeth, Lexington, Saratoga, Bonforte, Victory Lane, and Vision Lane. They are also auditing District 60 school signs. This will make sure that the signage, markings, etc... are up to date. Lindsey Jaquez asked if they could take in consideration the Charter Schools.*
Luann Martinez said that the Safe Streets for All (SS4A) got released. She was wondering if anything else besides the City is going to apply. Sarah Skinner said they are tossing the idea for Industrial and Purcell. Only one application can be submitted per jurisdiction, a jurisdiction is census tracts where the applicant operates or performs their safety responsibilities.

- Colorado City
- Pueblo County
 - Public Works – *Greg George said that Medal of Honor is ahead of schedule and still on budget. They are putting asphalt down this week. They are taking advantage of the nice weather. They are starting at Purcell and going east, the rest will get covered in a few weeks. Top mat will be done with plastics. This is the recycled plastic integration. It is about 3,000 tons of recycled asphalt (low density polyethylene plastic). Siloam Road testing shows better resisting to cracked and flexibility, increase life by 2 years (with freeze/dry). It does add additional cost. Greg said that they are presenting to FHWA on April 30th because CAPA and NAPA are interested.*

They are doing about \$3.1m worth of overlay in Pueblo County, and \$1.5m worth of overlay in Pueblo West. They do PCI scoring every year on their roads. They screen that list and then prioritize schools, then businesses, then residents. They also drive around and see if those makes sense. Don Bruestle asked about how they are promoting it, Greg said that there have been multiple press releases and have been on news station. TR Toppers and Amazon are the top contributors. They are also pothole patching with hot recycled asphalt year-round. Rob Frei had a concern about the plastics, Greg said that they are using low density polyethylene (packaging plastic) that break down between 280-300 degrees.

Dr Saqib said that Southern Colorado Institute of Transportation Technology (SCITT) is setting up an asphalt lab, they got a grant for \$949,000.

- Parks and Recreation – *Amanda Hobson said that they are trying to complete their warehouse building. They are also working with outside agencies for future expansions of the trails. They completed their RTAP Grant and will be going to the Commissioners and the public the first week of May.*
- Pueblo West – *Shawn Winters updated the chat with TAP 4 & 5 (Joe Martinez Trail) is in 95% construction, Purcell Blvd Phase 1 & 2 is at 90% design, and Civic Center Trail Phase 1 is at 25% design.*
- Senior Resource Development Agency (SRDA)
- Pueblo Transit – *Ben Valdez said that he has \$3.9m in bus replacement money coming from CDOT. He can provide the match and is looking at buying 6 buses. This will be 2026 deliveries. The following year they will have \$3.4m which will buy 3 buses. Everything is diesel hybrid. Greg George had a concern about the sizing because they don't believe the rural routes will have high volumes.*
- CSU-P – *Dr. Saqib said that they had around 36 applicants for the Friday School, they were hoping to get at least 20 students. They put out a flyer up until 2028. This is going to be offered every semester. 17 students did show up.*

Don Bruestle had a concern about the push buttons at E 4th Street and Monument Ave. Laura Leyba said that someone had hit the pole. Chad Wright said that they are not finished on a fix but can get more information.

Action Requested: Informational

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11. CDOT R2 and HQ Updates

Chad Wright said that they are going to put it back up in the median, but they are waiting for some signs to come in. Rob Frei said that they are going to work with PACOG on the 10-Year Plan. He will have a better idea in May. Eva Cosyleon said that she had an internal meeting with the City, County, and Transit on their list. They will need to be on system and PD 14. They currently are working on a list and will be presented in May. This list will need to be approved by the Transportation Commission in September.

12. FTA & FHWA updates

Action Requested: Informational

13. Legislative Update:

Dylan Goodman said he got his information from the April 1st meeting that was given to Statewide Transportation Advisory Commission (STAC). He said there is a reduction of \$64m (2026), and \$49.5m (2027) in general fund transfers. These will affect the 10-Year Plan. There is also a reduction in the Revitalizing Main Streets (RMS) funds of \$7m. Once RMS program funds are exhausted then it will be eliminated. There is also a reduction of FASTER Safety and Asset Management Programs. The Clean Transit Enterprise Spending Authority has a Fiscal Year 2026 increase of \$36.2m, this will make sure that they have funds in 2026. This will have a 3 year roll forward and future appropriations. Marijuana Impaired Driving Program has a reduction to \$450k. There are 7 bills that will affect transportation/land use.

SB (SenateBill) 25-030 will require CDOT to set mode choice targets and develop a statewide plan on how they plan on meeting those new mode choice and require the MPO to develop our own plan with updates every 5 years.

HB (HouseBill) 25-1267 prioritize emission and EV network and adoption goals.

HB 25-1303 will take an additional charge out of insurance policies and fund reduction of fatalities and crashes.

HB 25-1290 will fund training (assault) to Transit agencies for their drivers.

HB 25-1007 is for paratransit services.

HB 25-1093 preempts localities from taking steps that would harm future growth include de-zoning or lowering an area's density. Don Bruestle asked if this would increase density in certain corridors, Dylan said that this is focusing on limiting localities that would hurt growth or decrease density.

HB 25-1281 is to title and register Kei vehicles (Japanese vehicles). This will allow them to drive on roads that the speed limit is under 55 miles per hour.

14. Next TAC meeting – May 13, 2025, from 1:30 p.m. – 3:30 p.m. – Location: CDOT HQ - [5615 Wills Blvd., Pueblo, CO 81008](#)

Deadline for presentations is May 5th at 5 p.m.

Action Requested: Informational

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

Roundtable Discussion

10-Year Priority Project List

Medal of Honor Blvd. and Trail

16. Adjourn at or before 3:30 pm

Adjournment was at 3:39 p.m.

Communities that Care: Community Spaces Strategy Team

Annie Carlson – Health Promotion Specialist

May 13, 2025

What is Communities that Care?

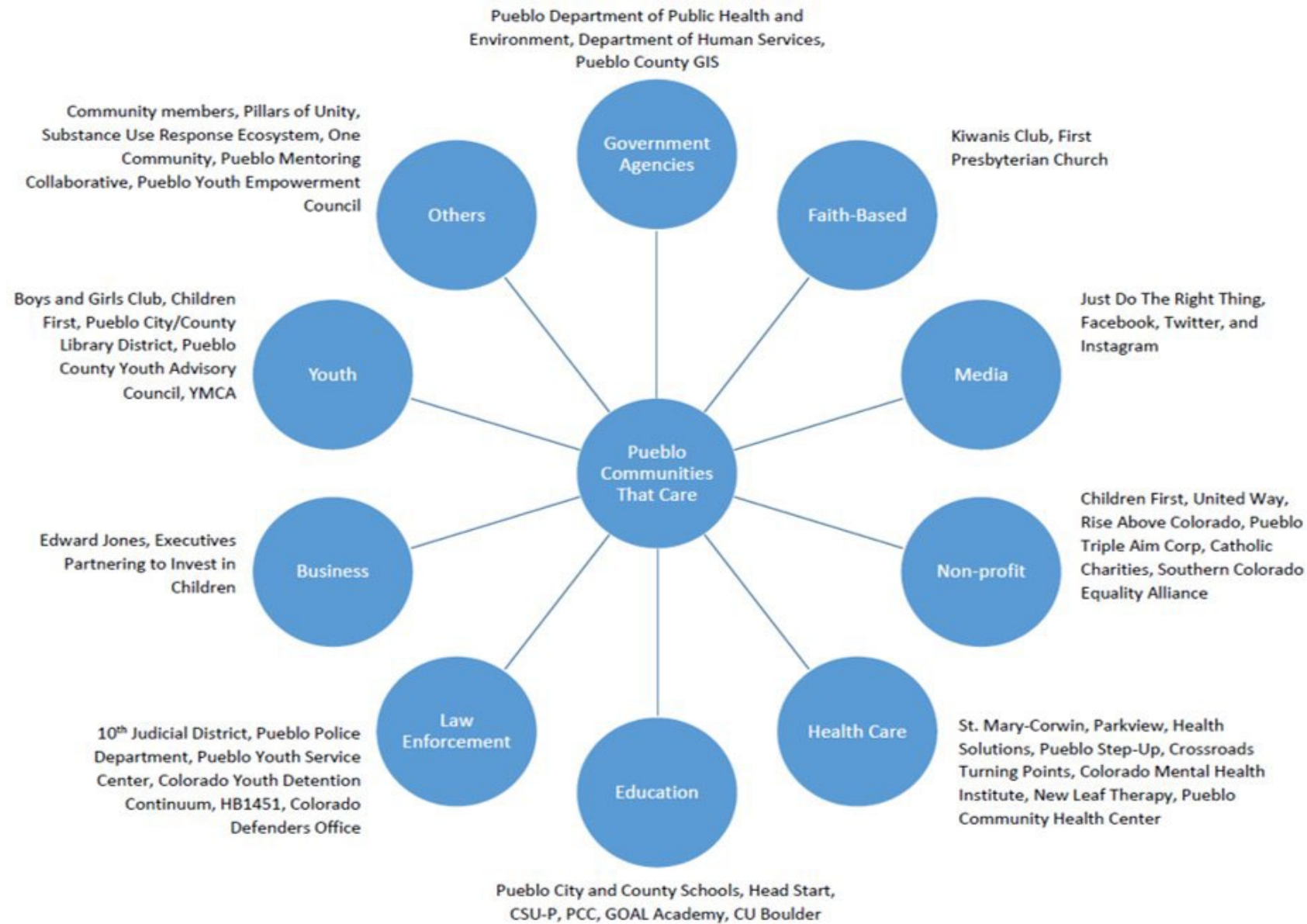
Communities that Care (CTC) Framework

- Framework out of Washington that identifies risk factors that predict youth problem behaviors and protective factors that buffer children from risk and help them succeed in life.
- A key goal of the Communities that Care effort is to identify which risk factors, protective factors, and problem behaviors are prevalent in a community.
- The Risk and Protective Factor Assessment (Data) workgroup collected and analyzed data on the Pueblo area.
 - Risk Factor: Academic failure beginning in late elementary school
 - Protective Factor: Opportunities for pro-social involvement



CTC Coalition

- Data-driven, community-led prevention
- Over 60 coalition members across sectors
- Currently implementing two evidence-based strategies
- Youth Action Board houses 10 Youth Advisors
- Southern Colorado Youth Go houses five youth advisors



Community Spaces Strategy Team

Community Spaces Strategy Team



Opportunities for Pro-social Involvement (Protective Factor)

Having close access to safe spaces in the community is associated with a lowered risk of substance abuse.



Protective Factor





Partners in this Work

- Pueblo Public Transit
- Pueblo Area Council of Governments
- Colorado Youth Detention Continuum
- Pueblo City Parks and Recreation
- United Way of Pueblo County
- Pueblo County Boys and Girls Club
- Senior Resource Development Agency
- AND Pueblo Department of Public Health & Environment



United Way
of Pueblo County



Our Goal

Availability

Affordability

Accessibility

We do this through

Policy Change

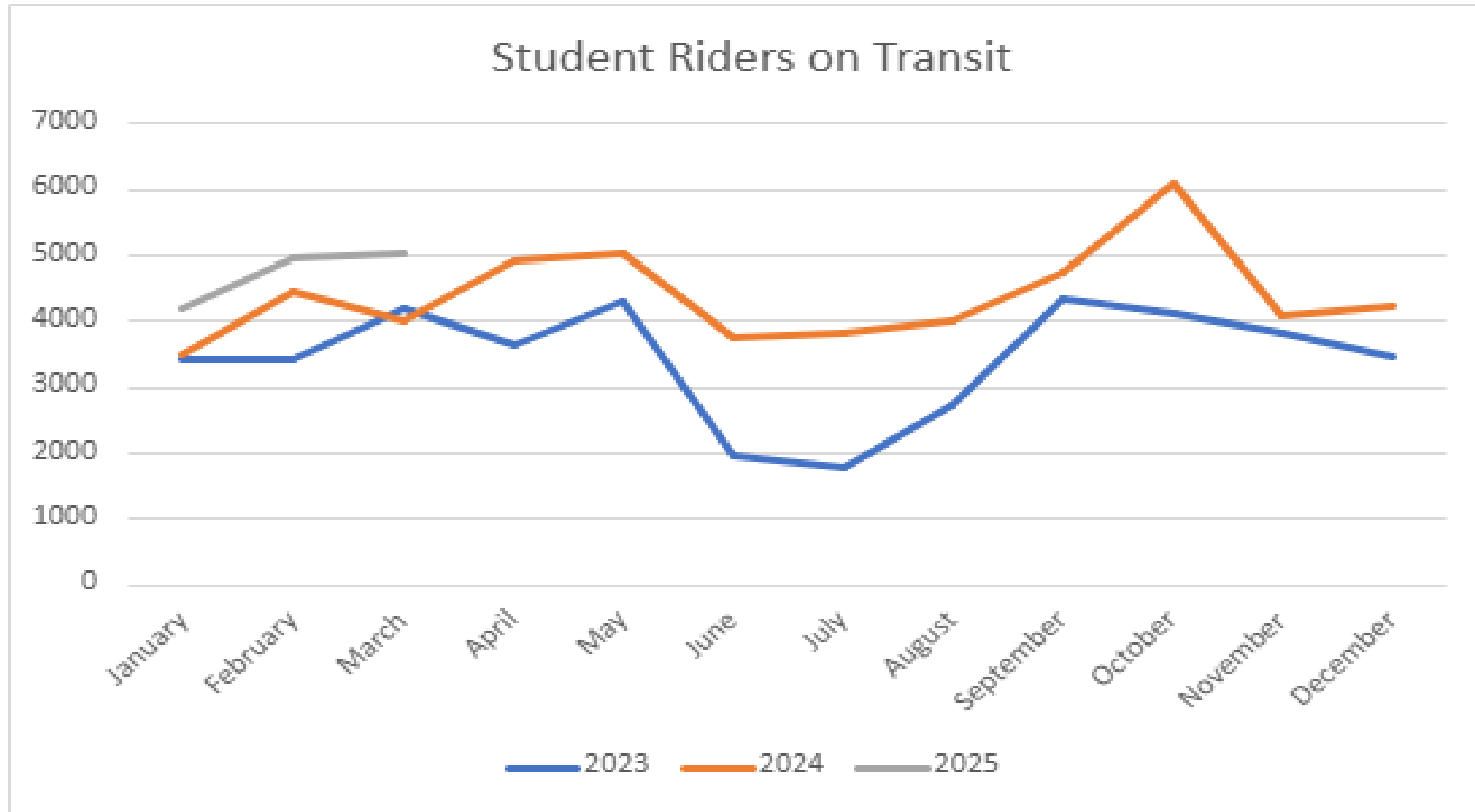
Education

Built Environment



Policy Change

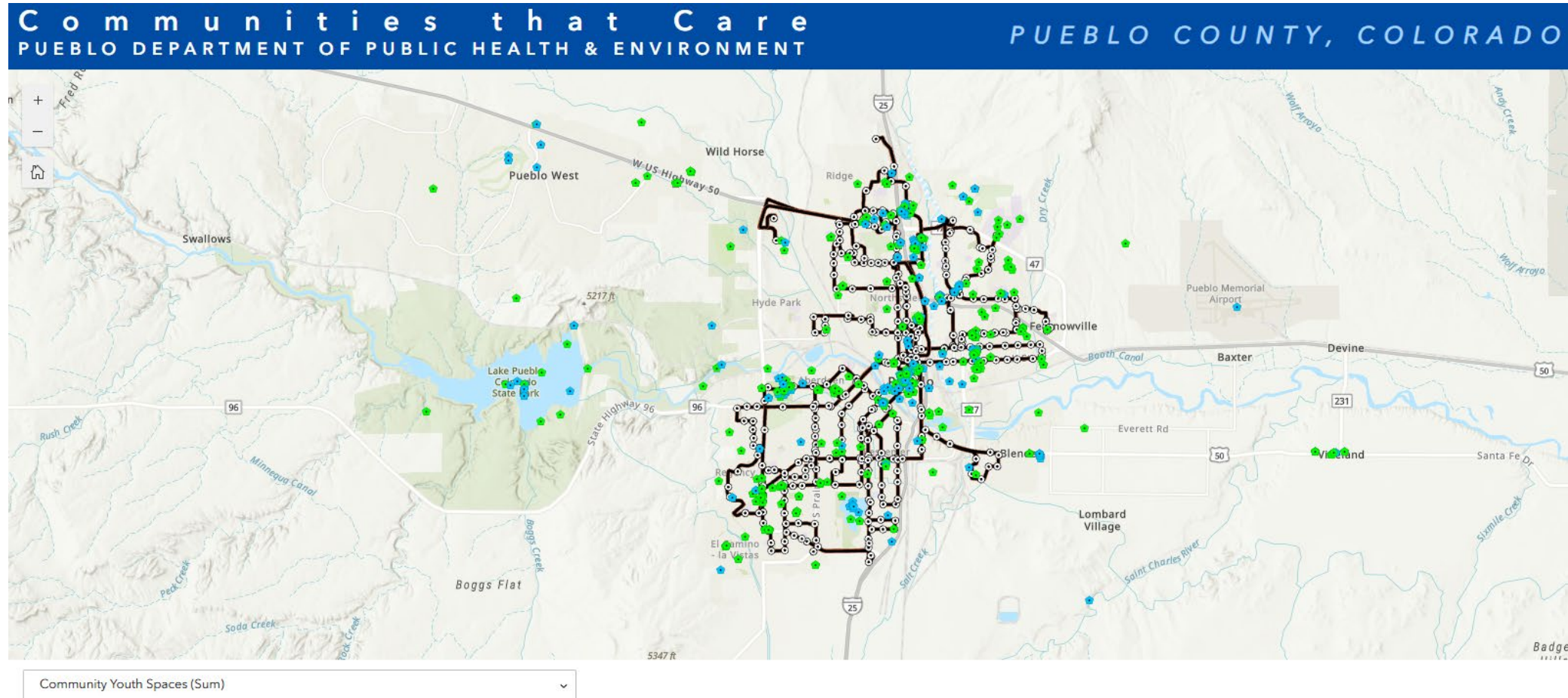
Policy Change



Education SOCOYOGO

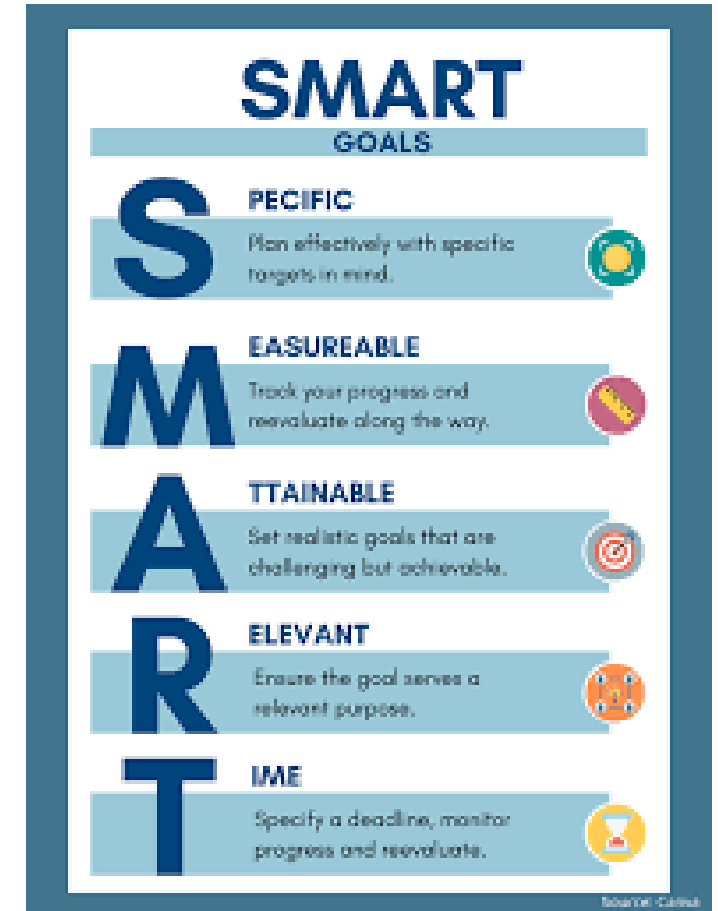


Built Environment



Our Prioritized SMART Goals

1. By December 2025, there will be policies that will support safe and affordable public transportation for youth
2. By December 2025, there will be changes to the built environment recommended from community scans.



2025 Implementation Plan

Safe and
Affordable
Transportation

- Bus Stopwatch Program

Safe and
Affordable
Transportation

- Bus Beautification Project

Safe and
Affordable
Transportation

- Youth Ride Free Campaign

2025 Implementation Plan

Safe and
Affordable
Transportation

- Rideshare & Safe Ride Program

Built
Environment

- Update GIS Map of Pro-social Locations

Safe and
Affordable
Transportation

- Secret Shop Transit with Youth Advisors

Bus Beautification Project

- Received Arts in Society Redline Grant
- In partnership with Pueblo Transit, Public Works, and the Mayor's Office, the Community Spaces team will beautify several bus stops around town
- Local artists will collaborate with neighborhoods to create meaningful artwork that reflects the identity and spirit of each area selected



Bus Stopwatch Program

- Increase youth ridership on buses by increasing the feeling of safety and security by building trust in Pueblo Transit
- One-year-long pilot project
- The team is currently developing a toolkit for homeowners and businesses



Safe Ride/Ride Share Program

Timeline of Key Events

- 2019 & 2021 - Youth focus groups conducted by Pueblo Communities that Care identified transportation as a barrier for youth accessing safe and inclusive prosocial spaces
- April 2022 - Deadly teen car crash in Pueblo
- March 2023 - Initial partner meeting to discuss the scope of the issue
- July 2023 - PDPHE received grant funds to help implement the project
- September 2023 - Meetings with Via Transit Technology company
- February 2024 - Second partner meeting to discuss next steps
- March 2024 - Contracted with Via Transit Technology Company to conduct a Transportation Feasibility Study
- April 2024 - Focus Group with key partners
- June 2024 - Via's Transportation Feasibility Study
- Sept. 2024 to Jan. 2025 - Youth Transportation Survey
- November 2024 - Applied for Part 1 Caring for Colorado Youth Health and Wellbeing Grant
- February 2025 - Applied for Part 2 Caring for Colorado Youth Health and Wellbeing Grant

Members of Our Team





Want to join the coalition?

Outreach/Youth Involvement workgroup: promotes CTC in the community, plans different community-engagement or youth involvement projects, and hires youth advisers for the coalition

- Meets on the first Friday of the month, 9:00 – 10:30 AM

SoCoYoGo Committee: oversees the SoCoYoGo app and platform and plans activities to increase youth engagement

- Meets on the third Friday of the month, 1:00 – 2:30 PM

Data workgroup: evaluates progress of the coalition and tracks relevant data

- Meets on the second Friday of each quarter, 9:00 – 10:30 AM

Community Board: develops a community action plan, promotes positive youth development, and prevents youth substance abuse

- Meets on the fourth Friday of every other even month, 9:00 – 10:30 AM

Community Spaces strategy team: implement that portion of the strategy plan

- Meets on the third Thursday of the month, 11:30 AM – 1:00 PM

Quality Childcare strategy team: implement that portion of the strategic plan

- Meets on the first Thursday of the month, 11:30 AM – 1:00 PM

Executive Committee: chairs/leads of each of the groups above – provides oversight of the coalition

Questions?

Thank you!

Annie Carlson

Health Promotion Specialist

carlsona@pueblocounty.us

719-283-1912

Sarah Martinez

Health Promotion Specialist

sarah.martinez@pueblocounty.us

719-283-1918



The Do's and Don'ts of a Roundabout

✓ **Do Look and Yield**

Look left before entering the roundabout, and yield to any traffic already in the roundabout.

✗ **Don't stop in the roundabout**

If you find yourself needing to stop, please exit the roundabout and pull over wherever possible.

✓ **Do Go 10-15mph**

Drive through the roundabout at 10 to 15 mph, this helps to keep you predictable to your fellow drivers.

✗ **Don't forget to yield**

Remember to always yield to pedestrians and bicycles, cars already in the roundabout, and large vehicles and emergency vehicles trying to enter the roundabout.

✓ **Do Read Signage**

The Signage before a roundabout and lane markings will inform you of your turning options. Slow down to examine the signage before picking your lane.

✗ **Don't Move Lanes**

Trying to move lanes in a roundabout is dangerous and can lead to a crash between yourself and other roundabout users.



PUEBLO BIKE MONTH BINGO

JUNE
2025

Rode for
30
minutes



Practiced
good trail
etiquette



Invited a
friend on
a ride



Wore a
bike helmet



Rode on dirt
or gravel
trail



Aired up a
bike tire



Rode along
the river



Tried a
different
ride route



Rode your
bike into
downtown



Rode to a
mural or
gallery



Waved to
someone
on my ride



Saw
animals on
my ride



Rode to a
playground



Rode over
a bridge



Learned
about bike
safety



Rode to a
library



FAMILY & RECREATIONAL

Complete these for fun! Turn card in by July 11th to win prizes!
Looking for a bigger challenge? Flip card over for more!

Name

Phone

Zip Code

Full info at
ActivePueblo.net



Page 38 of 45



PUEBLO BIKE MONTH

BINGO

JUNE
2025

Rode on
bike to
work day

June 25



Practiced
good trail
etiquette



Invited a
friend on
a ride



Wore a
bike helmet



Rode for
10 miles



Replaced a
car trip with
a ride



Post your
ride with
#ridepueblo



Rode along
the river



Tried a
different
ride route



Rode for
30 miles



Rode
across
town



Rode past
10 murals



Used hand
signals



Joined a
group ride



Rode for
50 miles



Rode in
Pueblo
West



Created
bike art



Rode on
gravel



Read a
bike book
or blog



Joined a
volunteer
event



Beat your
best time
on a route



Rode
every day
for a week



Rode to a
farm or
market



Rode at
Lake
Pueblo



Rode over
7 bridges



COMPETITIVE

Complete as many as possible
and you could win prizes!

Turn your card in by July 11th to win prizes! Details at ActivePueblo.net.

Participation is voluntary and at your own risk. By completing this card and participating, you agree to the waiver terms at: ActivePueblo.net/bingoterms



Bike Month Events: *Join the fun and get your bingo card completed at these events....*

Event:	AMR Safety Jam
Date, time,& location:	Saturday June 7, 2025, 9am-4pm, Lake Minnequa
What to expect:	Ride your bike and get your bingo card here. Bike rodeo available for children to learn bicycle safety, and other safety skills.
Event:	Red Creek Rally
Date, time,& location:	Every Tuesday in June and beyond. 5:30-7pm @ the intersection of Red Creek Springs Road and Pueblo Boulevard.
What to expect:	Gravel roads. No-drop ride (no one will get ditched) travel at your own pace. Must sign waiver here .
Event:	Cruisin'Pueblo
Date, time,& location:	Every Thursday in June and beyond. 6-8, Walters Brewery and Taproom 126 Oneida Street.
What to expect:	Community bike ride. All ages and skill levels, no-drop ride (no one will get ditched)
Event:	Pueblo Bike Riders
Date, time,& location:	Every Thursday in June and beyond. 6-8, Walter's Brewery and Taproom 126 Oneida Street.
What to expect:	Community ride with longer distances.
Event:	Paint & Bubbly
Date, time, & location:	June 18, 2025, 6:30-8:30
What to expect:	Bike Themed Night! \$34 per person, sign up on their website. You can bring your own snacks!
Event:	First Friday
Date, time, & location:	June 6, 4-9pm, multiple locations
What to expect:	Sangre de Cristo Arts & Conference Center, Pueblo Arts Alliance, Pueblo Art Guild, Loading Dock Art Gallery @ Fuel & Iron, Radeaux Art Gallery, Steel City Art Works, Pueblo Heritage Museum, The Ethos, and Blo Back Gallery.
Event:	City of Pueblo Parks and Recreation Events
Date, time, & location:	Various locations, dates, and times but plenty of fun activities!
What to expect:	<ul style="list-style-type: none"> ● Mitchell Park, Mineral Palace Park, City Park and Ray Aguilera Park Pools open for summer season Friday, June 6 ● El Centro del Quinto Sol's Summer Kickoff Party, Friday, June 6 ● These are only a few of the fun activities in June, go to pueblo.us/100/Parks-Recreation for more info.
Event:	Pueblo West Summer Concert Series: Blues, Brews, and BBQ
Date, time, & location:	Saturday June 15, 4pm-6pm, Civic Center Park Pueblo West
What to expect:	Various family friendly events. Open pools to movies in the park
Event:	Bike-to-Work Day Breakfast stop and Happy hour
Date, time, & location:	June 25 6:30am-8:30am, SRDA Breakfast stop. Happy hour 4-6pm Walter's Brewery
What to expect:	Come grab a breakfast snack in the a.m. at SRDA's Courtyard and enjoy happy hour Walter's Brewery for BOGO!

Other events in June to bike to:

- City of Pueblo Parks and Recreation, Movies in the Park at Riverwalk, Saturday, June 7
- City of Pueblo Parks and Recreation, Summer Movie Matinees at El Centro del Quinto Sol, Thursday, June 12
- City of Pueblo Parks and Recreation, The Rides at City Park, Friday, June 20 – Superhero Night
- City of Pueblo Parks and Recreation, Movies in the Park at City Park, Saturday, June 21
- City of Pueblo Parks and Recreation, Go Skateboarding Day – Saturday, June 21 · El Centro del Quinto Sol
- City of Pueblo Parks and Recreation, Firecracker Tennis Tournament – Wednesday, June 25 – Saturday, June 28 · City Park Tennis Complex
- City of Pueblo Parks and Recreation, Free Family Drink Night, Friday, June 27 (must pre-register)
- Municipal Band Concerts: free, at PCC -Sundays: June 8,15,22,29 at 7-8 pm.
- Food Truck Union at Mineral Palace Park—Fridays: June 6,13, 20, 27 (8am-7pm)
- Blues, Brews, & BBQ Festival, Pueblo West Civic Center Park-Saturday June 14 (4:00pm –9:00pm)

A BIG THANKS TO ALL OF OUR SPONSORS!!!!!!



Pueblo Area Council of Governments

Public Participation Plan

Draft: 05/05/2025

Effective Date:

DISCLAIMER:

THE PREPARATION OF THIS REPORT HAS BEEN FINANCED IN PART THROUGH FUNDS FROM THE FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION, U.S. DEPARTMENT OF TRANSPORTATION, UNDER THE METROPOLITAN PLANNING PROGRAM, SECTION 104(F) OF TITLE 23, U.S. CODE. THE CONTENTS OF THIS REPORT DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE U.S. DEPARTMENT OF TRANSPORTATION

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Section 1: Introduction and Background

Transportation is one of the dominant ways that people interact with their built environment. Access to goods and services, housing opportunities, job opportunities, social relationships, and more are all shaped by the transportation network. Engaging the public is a valuable tool in assessing the functionality of our transportation networks and identifying existing transportation gaps or needed improvements. The public's knowledge and perspective must be actively sought out by staff, elected officials, and citizens already active in the planning process. The purpose of the Public Participation Plan (PPP) is to codify the standards for actively engaging the public in the planning process.

Within the borders of Pueblo County, regional transportation planning is performed by the Metropolitan Planning Organization (MPO) and approved by the Pueblo Area Council of Governments (PACOG). A MPO is a regional planning agency established by federal law to engage in a continuing, comprehensive, and cooperative transportation planning and decision-making process for urbanized areas containing a population of 50,000 or more.

Additionally, the PACOG MPO acts as the region's Transportation Planning Region, which oversees rural transportation planning. The urban and rural planning boundaries are shown in Figure 2.

The Pueblo Area Council of Governments (PACOG) is an intergovernmental organization consisting of the following member entities:

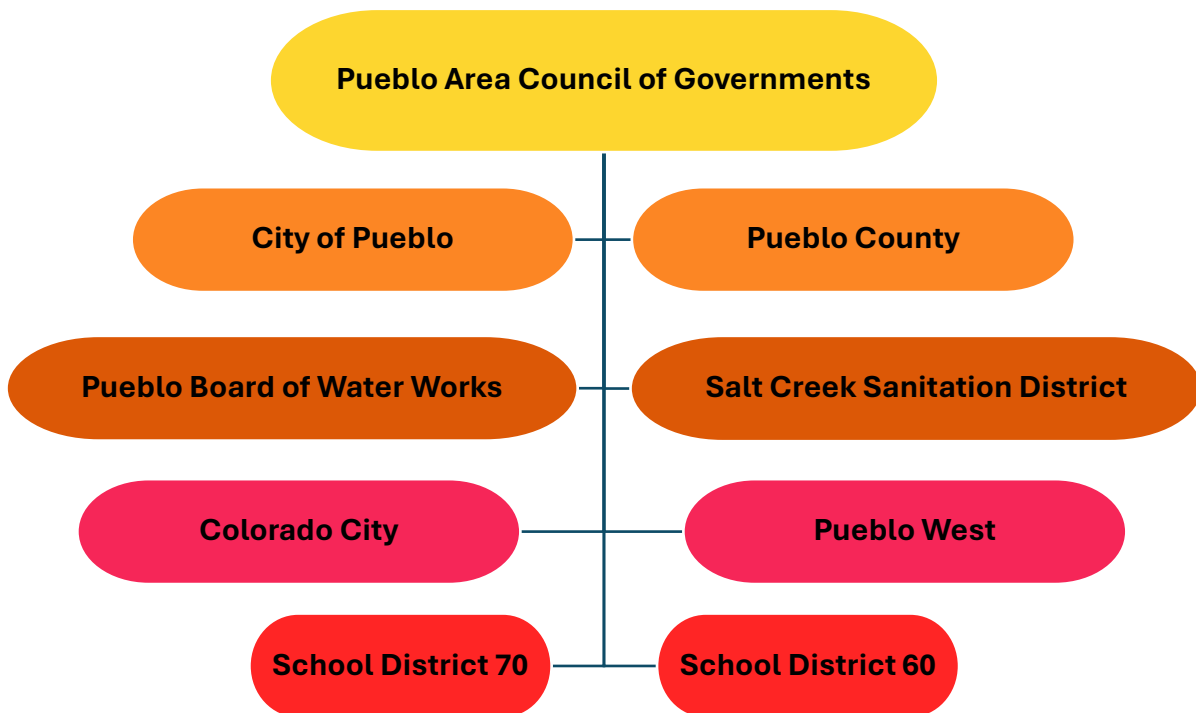


Figure 1: PACOG ORG. CHART

The sixteen voting members of PACOG consist of the seven City Council members, three County Commissioners, and one member each from the Water Board, both School Boards, the two Metropolitan

Districts, and Salt Creek Sanitation District. The Co-Executive Directors of PACOG are the City Mayor and County Manager. The Director of the Pueblo County Department of Planning and Development serves as PACOG's Manager. Among other functions, PACOG serves as an urban transportation planning organization. Both the long-term and short-term transportation plans are acted upon by PACOG and prepared on behalf of PACOG by the City's MPO Transportation Planning staff.

What is a COG?

A Council of Governments (COG) is a voluntary association of local and regional governing bodies. The COG has administrative oversight over regional issues that have been divested to it by its member bodies. The Pueblo Area Council of Governments (PACOG) has oversight over transportation, environmental, and water quality issues. PACOG is overseen by a Board of Directors (BOD) made up of representatives from PACOG's constituent bodies.

Section 2: Regulations and Requirements

2.1 Federal Requirements

The transportation planning process carried out by MPOs must encourage and solicit stakeholder input. According to Title 23 CFR 450.316, as amended in the FAST Act of the federal regulations, “each MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.” The transportation planning process must be “pro-active and provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans.”

In April 1995, the US DOT addressed the environmental justice policy objectives by issuing the following regulation: It states that “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies on the grounds of race, color, or national origin...(49 CFR 21.5 (b)(3)).”

Information derived from Census data pertinent to the Pueblo planning region will be used to identify those with affected interests and the underserved including, but not limited to, Hispanic community members, low-income community members, physically challenged community members, people without access to an automobile such as the youth or elderly and those community members who do not speak English. Appropriate efforts to encourage participation in the process can be determined based on the demographics of the affected populations.

2.1.1 Title VI

The Pueblo Area Council of Governments' (PACOG) policy is to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the PACOG receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the PACOG. Any such complaint must be in writing and filed with the PACOG Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence.

2.1.2 Participation Plan Comment Period

Federal regulations also require this Public Participation Plan (PPP) to be released for a minimum public comment period of 45 calendar days before it is adopted by the PACOG Board. These guidelines and requirements have all been addressed in this document.

2.1.3 Fixing America's Surface Transportation Act (FAST ACT)

Fixing America's Surface Transportation Act (FAST ACT) lists the following ten factors that must be addressed by the MPO's transportation planning process:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate Stormwater impacts of surface transportation; and
- Enhance travel and tourism.

PACOG intends to use the standards set forth in FAST Act as the primary goals for its LRTP, TIP, and UPWP, expanding on them where necessary to conform to the regulations of other agencies and how to better meet the needs of the residents of the region.

2.2 State Guidelines

According to the Colorado Department of Transportation publication “Guidelines for Public Participation in Statewide Transportation Planning & Programming”, the Transportation Planning Regions and Metropolitan Planning Organizations are responsible for ensuring that verbal or written responses are produced in a timely manner to issues, comments and questions raised by the public during public participation activities.”

CDOT staff actively encourage the TPRs to communicate with the department throughout the process as well as with each TPRs’ respective stakeholders. “Direct citizen input and participation should be solicited early and continuously in both the regional and statewide transportation planning and programming processes. Opportunities for involvement such as public meetings, citizen advisory groups, surveys, focus groups, and other mechanisms should be provided.”

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Section 3: Tiers and Plans

3.1 Regular Plans

The MPO actively maintains five plans, each with a regular update period, which all provide opportunities for the public to comment on and engage in the planning process.

Long Range Transportation Plan

A plan that establishes our regional performance goals, compliance with regional GHG goals and mitigation measures, proposed future corridors, sets project priorities, and houses the regions 10-year Capital Improvement Program. The LRTP has a horizon of 25 years and is refreshed every 5 years.

Transportation Improvement Plan

A document that shows and tracks grant, federal and state transportation funds and projects within the region. The primary TIP document is refreshed annually and is updated monthly through a living spreadsheet posted publicly on pacog.net.

Unified Planning Work Program

A document that budgets the MPO's federal, state, and local funds across work-tasks, materials, and both ongoing and expected projects. The UPWP is refreshed every 2 years but is reported on and updated twice a year.

Bike and Pedestrian Master Plan

A plan that sets the standards for multi-modal infrastructure, identifies future trails, and lays out our city and county-wide Active Transportation network. The BPPMP is not on a regular update schedule

A table showing the public participation requirements for the MPOs' regular plans can be found in **Appendix A**.

3.2 Tiers

The MPO and its' partners often engage in one-off plans which greatly range in scope and complexity from localized intersection plans to large-scale planning efforts which help to shape and guide the whole region. To ensure that public participation is present in every planning project, this document establishes a structured set of tiers to create flexible guidelines for public participation in planning projects.

Tier I: Limited Reach, Impact, or Interest

Tier 1 includes, but is not limited to:

- Relatively small or localized projects with significant impacts
- Items with a wider scale but with relatively few impacts and relatively modest interest
- Studies affecting portions of the urban area
- Geographically focused plans
- Periodic revisions to the Public Participation Plan

Tier 1 items shall contain maps, photos, renderings, or other visualization tools as appropriate to aid in understanding. Tier 1 items are to be as jargon-free and succinct as possible.

Tier 1 minimum requirements are listed below. Additional steps may be taken as appropriate

1. Documents shall be available for public review for at least 30 calendar days on the relevant agencies website), and in print at the relevant agencies office.
Printed Documents will be made available upon request
2. During the public review period, comments shall be allowed to be submitted:
 - Via mail, fax, or other delivery method, and
 - Via email, and/or website forms
3. Notice of the item and the public comment opportunity will be provided at the beginning of the public review period to include:
 - Where the document can be reviewed online and, upon request, in print;
 - Instructions for submitting comments;
 - Due date for comments;
 - Contact information for questions; and
 - Notice of the date, time, and location of any public meetings.
 - Public notices will include maps, photos, or other graphics as appropriate
4. Public comments received will be:
 - Acknowledged with a written or e-mailed receipt message for comments submitted in writing, via e-mail, or through Internet forms;
 - Responded to as appropriate, which could include a direct communication to the commenter or a response in the revised document;
 - Documented and presented to the MPO's Transportation Advisory Commission (TAC), in summary form or verbatim, before a vote is taken to adopt the plan or document in question; and
 - Included in summary form or verbatim with final documents, if sufficiently significant.
5. Public notice will be given via the following outlets:
 - Display ad in at least major newspaper.
 - Relevant agencies website and PACOG website.
 - Pres release to media outlets. MPO staff will maintain the list of media contacts
 - At TAC meetings and/or via email to members of stakeholder agencies
6. Periodic revisions to the PPP will also include at least on display ad in a newspaper that serves minority communities.

When warranted by the specifics of the item the following additional steps may be used:

- As needed, an agenda item for a public hearing or comment opportunity may be established at the TAC meeting where action as scheduled.
- Advertise in a newspaper that serves minority communities including Spanish-speaking residents
- Advertise in local newspapers serving the Towns of Avondale, Beulah, Colorado City, Boone, and Rye
- Provide additional notice to local government officials including from the towns of Avondale, Beulah, Colorado City, Boone, and Rye.

TIER II: Larger Geographic Reach or Impacts

Projects, studies, and plans with a wide geographic reach and potential significance are classified as Tier 2.

Tier 2 includes but is not limited to:

- Adoption of the TIP, Major Amendments to the LRTP, and any air quality documents that may be required.
- Major projects, studies, plans, or amendments impacting much of the urban area or affecting minority or low-income populations significantly or in unusually high proportions.
- The Program of Projects (POP) documents prepared annually by Pueblo Transit.
- Fare changes and major transit service changes

Tier 2 minimum requirements:

All Tier 1 procedures and steps except as modified below

1. Additional public notice will be given via the following outlets:
 - Display ad run in a newspaper that serves minority communities
 - Notification shall be available for public at transit hubs and buses
2. An electronic notice will be sent to a list of interested parties, including representatives of neighborhood and community organizations, especially in minority and low-income communities, to provide timely information about public comment periods and meetings.
3. At least one public meeting should be held during the public review period, to present the document and solicit comments
 - Scheduling and location shall be accessible to the public (this includes a location near public transit, a time when transit is operating, as well as an accessible building and room for individuals with disabilities)
 - Special services shall be available upon five business days' advance notice, when practical, and subject to the availability of services and resources. These special services include translation for non-English speakers, materials for the visually impaired, and services for the deaf and hard of hearing, in accordance with City policies. The availability of these services should be mentioned in public notices.
 - *The public hearing requirement for the POP may be satisfied at the TAC meeting where POP adoption is scheduled*
 - An additional opportunity for public comment will be provided on major amendments or adoption of a new LRTP or TIP if the final LRTP or TIP:
 - i. Differs significantly from the version that was made available for public comment by the MPO, and;
 - ii. Raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

Tier III: Very Broad and Long Range

Tier 3 is reserved for plans and programs with a wide significance and level of interest for residents and communities. This tier can include:

- Plans that are the first of their kind in the area
- Major and comprehensive updates to the Long-Range Transportation Plan

Visualizations in documents should include photos, graphics, or renderings to enhance understanding.

Tier 3 requirements include:

Requirements listed for Tier 1 and Tier 2

1. Use as broad and inclusive an electronic contact list as possible to ensure that as many people as possible receive information. Items that should be sent to this list include:
 - Progress/update newsletters to provide timely notice at project kick-off, at the beginning of public comment periods, and otherwise as appropriate;
 - Surveys elicit comments that might not otherwise be volunteered.
2. Spanish language public notices and advertisements should be submitted for posting to the leading Spanish-language newspaper
3. Social media and online outreach platform strategies will be used to maximize the opportunity for public to review and provide comments.
4. At least one public meeting shall be held. The meeting should be accessible to individuals with disabilities. Locations should be held in transit-accessible areas except where the geographic scope dictates meetings in areas not served by fixed route transit service.

Transit Fare and Major Service Changes

Public Involvement is required prior to implementation of major fixed route transit service changes and any change in the fare structure for area fixed route services.

The transit operator shall seek public input using Tier 2 guidelines. Comments are to be presented to the Transit Operator's board before a vote is taken to approve the changes.

After reviewing public comments and the analysis of the changes, the Board may authorize staff to implement the changes or may direct other action.

Additional information on this process can be found on the website, [Pueblo Transit | Pueblo, CO - Official Website](#)

Section 4: The Public Engagement Process and Performance Evaluation

To get the most out of public engagement, it is important that public participation be well thought out, planned in advance, and have the proper groundwork performed, before the engagement itself ever occurs. Public Engagement, when done well, has the capacity to enhance projects and plans, as well as strengthen the bonds of trust between government and the citizens it serves. If public engagement is mishandled, or performed poorly, then it can not only be unhelpful to both staff and the public, but it can also be outright harmful, leaving staff frustrated and directionless, and citizens confused and feeling like their time has been wasted. To avoid this negative outcome, this section aims to map out a guide for the public engagement process and evaluate the success and effectiveness of a project's public participation.

4.1 Pre-Engagement Process

4.1.1 Establish a Purpose

It is important to establish the “Why” when performing public engagement. Knowing what the project intends to gain from public engagement will shape the strategies used and success metrics examined at the end of the public engagement process.

4.1.2 Identify a public engagement strategy, or strategies

This is the “How” for public engagement. No two strategies serve the same purpose or have the same level of effectiveness. Strategies should be chosen and tailored for individual projects, avoiding a ‘one size fits all’ approach. Strategies will be a primary determinant in establishing success metrics. For a list of example strategies and recommended metrics, see please **appendix b**.

4.1.3 Determine target audience(s)

In order to maximize the effectiveness of outreach, it is important to tailor public engagement, wherever possible, to individual groups. Different audiences will require unique modes of engagement, methods of public noticing, and amenities to engage them in the public participation process.

4.1.4 Establish qualitative and quantitative metrics to track over the course of engagement

Metrics should be determined based on sections 4.1.1, 4.1.2, and 4.1.3. Metrics should be **measurable and observable**.

4.1.5 Identify stakeholders, community partners, and a contact list

Stakeholders, community partners, and an early contact list can be utilized as vital pre-engagement voices through which the public engagement process can be refined and molded to fit the needs of the project and better address the desires of the target community.

4.1.6 Consistently and regularly reach out to community partners and organizations

During the pre-engagement stage, it is important to build up rapport with the stakeholders identified in 4.1.5. Bringing community members to help build and guide the public engagement process will bolster a projects ability to attract community support and the attention of its target audiences.

4.1.7 Identify any needed materials or amenities

Not all people respond the same way to the same amenities, and many groups have limitations which may keep them from engaging in effective public participation. It is important to tailor the amenities provided to the target audience, especially when performing a town-hall style of public engagement. Amenities don’t just need to be material, such as using snacks and beverage, they can also include services. For example, if the target audience is parents of young children, then consider partnering with a school or daycare to have a child play-section of the event so that parents are more easily able to bring their children.

4.1.8 Post public participation information.

Ensure information on public participation opportunities is publicly available and posted both digitally and physically. Materials must have multiple ways to reach their target audience, including posting information in

regularly traveled community spaces, or relying on partners to help distribute and inform the public about public participation opportunities.

4.2 Evaluation Process

Upon completion of the public engagement process on a given project, staff should evaluate the process as a whole and strategies used, closely examining the metrics they've set and comparing the outcome of the engagement process to the initial goal. A short evaluative report on the public engagement process should be attached to the final project deliverable, making special note of successes and areas of potential improvement. If the evaluation highlights potentially significant changes to the Public Participation Plan, staff should notify the PACOG MPO. Upon notification, the MPO will review the evaluation and consider amending the PPP.

4.2.1 External Evaluation

To complete the external evaluation, the MPO and its partners may utilize surveys, whether verbal, written in person, or online, to evaluate interactions with the public. The survey may ask the following questions:

- How do you prefer to receive notice of public participation opportunities?
- How do you prefer to be engaged in the public participation process?
- How did you hear about this project?
- In what community do you live?
- In what community do you work?
- How do you usually get to work?
- Demographic data (Optional)

Staff should, whenever possible, follow up with individuals who provide public comment or during the planning process to close the feedback loop and allow the community know how their comments and recommendations have been addressed.

Staff will also work with the TAC to gather feedback on the effectiveness of strategies implemented following the adoption of the *PPP* and solicit advice on how to better improve engagement processes.

Internal evaluations cannot be considered useful if they are not shared with the public. Staff will share evaluations of the public participation process in the following ways:

- In each plan as an introductory section or appendix;
- By request.

Section 5: How to Get Involved

The MPO provides many opportunities for the public to get involved in regional transportation planning. Every public meeting held by an official MPO board, committee, or subcommittee, will be posted on the MPO website: Pacog.net. Past minutes and the schedule of meetings are available at the MPO's website. Prior to each meeting, a contact list of interested parties receives reminder notices, meeting agendas, and other

material consistent with procedures. To join the interested parties list, please contact MPO staff at the following email address: pueblo_mpo@pueblo.us.

5.1 Board of Directors Meeting

PACOG Board of Directors meetings all provide a period allowing for public comment. Comments should focus on items that the board will take action on at that meeting, or on discussion items appearing on the agenda. Summaries of all verbal comments received at the meeting, and written comments, will be included in meeting minutes along with the name of the commenter. The agenda for upcoming meetings and the minutes of previous meetings are posted on: pacog.net

In certain circumstances, comments may be incorporated into plans, programs, or studies, either in total or in summary.

The PACOG Board of Directors meets once a month, except in November. Meeting information can be found at: pacog.net & pacog.net/pacogadmin

Meetings are held in person at the Pueblo County Department of Emergency Management (101 West 10th Street, Pueblo, CO 81003) first floor conference room. All meetings have a virtual option, with the zoom link attached to the top of meeting agendas.

5.2 Transportation Advisory Commission

The Transportation Advisory Commission (TAC) serves to advise the MPO on the planning process and send forward resolutions and amendments to the PACOG Board. It's made up of two primary bodies:

- Transportation Technical Committee, which is made up of subject matter experts, such as staff, and helps keep the regions planning process **informed**
- Citizens Advisory Committee, which provides citizen-level perspective to keep the planning process **inclusive and equitable**.

For more information on the TAC and its makeup, more information can be found at: pacog.net/tac

The TAC meets once a month, before the PACOG meeting, having both virtual and in-person options for attendance. The TAC meeting location, agenda, and previous meetings minutes can all be found at: pacog.net.

If someone would like to serve on the TAC as a full member, the Citizens Advisory Committee has one spot open to a citizen at-large. Applications for this position open every three years, or as necessary, and will be publicly noticed. For more information, please read the TAC Bylaws at: pacog.net/tac

Appendix A: MPO Planning Matrix

Plan	Adoption	Public Comment Period (Amendment)	Draft Development	Public Notice	Website	Newsletters & Flyers	Emails	Media Releases	Surveys	Booth Events & Other Pop-Up Events	Public Meetings & Public Open Houses	Presentations to City Council and Board of County Commissioners	Presentation in Regular Committee Meetings and PACOG Meetings	Informational Postings on Buses and transit Facilities
L RTP	Every 5 years during a regularly scheduled PACOG meeting	30 days	<ul style="list-style-type: none">• Consult directly interested parties• Summarize public comments and how comments were addressed in final draft	Yes	Yes	Optional	Yes	Optional	Yes	Optional	Yes	Yes(?)	Yes	Optional
TIP	Every 1-2 years during a regularly scheduled PACOG meeting	30 days (15 days)	<ul style="list-style-type: none">• Developed by PACOG staff; with input from interested state and local parties, Environmental, and cultural/historic agencies• Summarize public comments and how comments were addressed in final draft	Yes	Yes		Yes						Yes	
UPWP	Every 2 years during a regularly scheduled PACOG meeting	30 days (15 days)	<ul style="list-style-type: none">• Developed by PACOG staff; with input from interested state and local parties	Yes	Yes		Yes						Yes	
PPP	Adopted as needed during a regularly scheduled PACOG meeting	45 days (30 days)	<ul style="list-style-type: none">• Developed by PACOG staff; with input from interested state and local parties• Summarize public comments and how the comments were addressed, and include summary in the final draft	Yes	Yes		Yes		Yes		Yes		Yes	
BPMP	Adopted as needed during a regularly scheduled PACOG meeting	45 days (30 days)	<ul style="list-style-type: none">• Developed by PACOG staff; with input from interested state and local parties• Summarize public comments and how the comments were addressed, and include summary in the final draft	Yes	Yes		Yes		Yes		Yes	Optional	Yes	Optional

Appendix B: Engagement Strategy Measures of Effectiveness

<u>Strategy</u>	<u>Metrics</u>
Website	<ul style="list-style-type: none"> • Visits • Common searches • Number of document downloads • Most visited pages
Social Media	<ul style="list-style-type: none"> • Number of annual site visits • Number of new followers • Comments received by users • Analytics, including Facebook likes and shares, retweets, success of Facebook promotion, blog comments, Instagram likes, etc.
Newsletters	<ul style="list-style-type: none"> • Number of subscribers • Number of new subscribers • Number of subscribers opening newsletter • Number of link clicks
Outreach Events	<ul style="list-style-type: none"> • Total number of interactions • Major themes and discussion topics • Quantity of promotional giveaways • Quantity of informational giveaways • Use of amenities provided
Partnerships	<ul style="list-style-type: none"> • Annual number of partnered events
Public comment periods	<ul style="list-style-type: none"> • Number of comments received • Substance of comments received
Meetings	<ul style="list-style-type: none"> • Attendance • Comments made at and after meetings • Staff discussions after meetings
Surveys	<ul style="list-style-type: none"> • Number of responses filled out in each language • Number of requests to forward survey • Total number received
Title VI and ADA	<ul style="list-style-type: none"> • Number of requests for alternate formats • Number of participants in meetings • Number of requests for translations

Legislative Update 5/06/25

Bill Update

Bill	Sponsors	Title	Last Action	Latest Version	About
SB 25-030	Faith Winter Nick Hinrichsen Meg Froelich	Increase Transportation Mode Choice Reduce Emissions	Passed House and Senate: May 1	Revised	<ul style="list-style-type: none"> Requires CDOT to set statewide mode-choice targets. CDOT and MPOs will be required to provide data every 3 years about mode choice targets and implementation of Mode Choice Implementation Plans. CDOT and MPOs will be required to prepare, every 5 years, a mode choice implementation plan
HB 25-1267	Amy Pascha Karen McCormick Faith Winter	Support for Statewide Energy Strategies.	Passed House 04/21/2025)	Reengrossed (04/21/2025)	<p>Requires state adoption of rules concerning retail electric vehicle charging</p> <p>Broadens allowable uses of CEOs EV Grant fund to include:</p> <ul style="list-style-type: none"> Operation and policy work to support EV adoption, charging, and clean energy Support development of retail EV charging rules
HB 25-1303	Andrew Boesenecker Meghan Lukens Dylan Roberts	Funding for Motor Vehicle Collision Prevention	Passed House 04/21/2025)	Reengrossed	Establishes a crash prevention fee on insurance policies. Funds collected will be placed into an enterprise to fund infrastructure improvements and data-driven strategies to reduce the number of collisions
HB 25-1290	William Lindstedt Alex Valdez Kyle Mullica	Transit Worker Assault & Funding for Training	Passed Senate (04/22/2025)	revised	Creates a specific criminal offense related to assault of a transit worker. Opens up peace officer training and support funding to RTD transit police officers
HB 25-1007	Meg Froelich Alex Valdez Faith Winter	Paratransit Services	Signed into Law (04/17/2025)	Signed Act	<p>Requires local governments and transit agencies to establish a plan to communicate information and provide paratransit services during emergencies.</p> <p>Requires that fare collection technology for paratransit services is comparable to that offered for regular or fixed route services;</p> <p>Requires that an impact analysis be conducted before reducing the service area for paratransit services.</p>
HB 25-1281	William Lindstedt Larry Don Suckla Nick Hinrichsen	Title Register & Drive Kei Vehicles	Passed Senate (05/01/2025)	Rerevised	Authorizes a kei vehicle to operate on roads on roadways with a speed limit lower than 55 Mph
HB25-1273	Andrew Boesenecker Steeven Woodrow Matt Ball Nick Hinrichsen	Residential Building Stair Modernization	House considering Senate Amendments: 05/01/2025	Rerevised	Requires municipalities of over 100,000 people that are served by a single fire department, fire protection district, or fire authority, to amend existing building codes to all up to 5 stories of multifamily residential buildings to be served by a single exit