

**Meeting Agenda of the  
TRANSPORTATION ADVISORY COMMITTEE**

**July 9, 2015**

**8:30 a.m.**

**Community Room of the Pueblo Municipal Justice Center, 200 South Main Street  
(note change of location for this meeting)**

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

1. *Call Meeting to Order*
2. *Introductions and Public Comments (non-agenda items only).*
3. *Approval of Minutes\**  
June 4, 2015 Meeting  
*Action Requested: Approve/Disapprove/Modify*
4. *CDOT Region II TIP/STIP Policy Amendment Agenda Item(s)*  
There are no Policy TIP Amendment Notifications for June
5. *CDOT Region II TIP/STIP Administrative Amendment Agenda Item(s)*  
There are no Administrative TIP Amendment Notifications for June
6. *Comments on Chapter 1, 5 & 10 of the Long Range Transportation Plan*
7. *Review of Chapters 2, 3, & 8 of the Long Range Transportation Plan\**
8. *Revised list of projects and roads for the Long Range Transportation Plan\**
9. *PowerPoint presentation of model with Fiscally Constrained project changes\**
10. *Staff Reports:*
  - *Proposed Staffing Update*
    - *Transportation Planning Technician*
    - *Transportation Program Manager*
11. *Items from TAC members or scheduling of future agenda items.*
12. *Adjourn at or before 10:30 am.*



**Minutes of the  
TRANSPORTATION ADVISORY COMMITTEE  
June 4, 2015  
8:30 a.m.**

**Community Room of the Pueblo Municipal Justice Center, 200 South Main Street**

Agenda Items Marked with \* indicate additional materials were included in the packet

**1. *Call Meeting to Order***

Chairman: Scott Hobson

Time of Call: 8:42 am

MPO Members Present: Scott Hobson, Reyna Ehrman,

TAC Members Present: Wendy Pettit, Pepper Whittlef, Dan Centa, Michael Snow, Joan Armstrong

CAC Members Present: Salvatore Piscitelli, Kristin Castor

Others Present: Yelena Onnen, Bill Haas

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

*Introductions were done to benefit Yelena Onnen from FTA region 8 and Bill Haas from FHWA who were attending their first TAC meeting.*

**3. *Approval of Minutes of the regular meeting held on May 7, 2015 \****

Motion to Approve: Kristin Castor

Prior to approval Michael Snow requested revised wording from "questioned" to "had questions" on Items 6 and 7 on the minutes. Changes have been made to reflect request

Second: Salvatore Piscitelli

Unanimous

**4. *CDOT Region II TIP/STIP Regular Agenda Item(s)***

*There were no Policy Notifications for November.*

**5. *CDOT Region II TIP/STIP Administrative Notification***

*There were no Administrative Notifications for November.*

**6. *Update on City of La Junta TIGER Grant Application for the Southwest Chief Passenger Rail Service improvements***

*Scott shared what he knew regarding the TIGER Grant. He said the city of La Junta is submitting a TIGER Grant for rail improvements for the Southwest corridor and they are partnering with the state of Kansas and the state of New Mexico. The request is for 15 million dollars. Last year Garden City Kansas submitted an application for a TIGER Grant and was awarded the money.*

*Kristen Castor asked why Sal Pace asked for RTA to support the effort and what would they pay for. Scott replied that he thinks the plan is to set aside some funds for rail knowing that RTA funds would not cover the full cost.*

*Michael Snow stated that at the last board meeting the agenda stated Sal Pace was going to give an update. He asked if Scott could summarize the update. Scott Sal Pace was not at that meeting either so the issue was deferred to the next meeting.*

## **7. Update on RTA**

*Kristen Castor spoke on this issue as she to the RTA meeting. She stated there was discussion regarding the road from Pueblo West into Pueblo. During the meeting it was stated that the drawings and design have been done for the road and thoughts are now moving toward making this road a toll road. Kristen stated that at this time she mentioned obtaining an RTA. She asked if they would be willing to raise a tax to support an RTA. The RTA would cover roads, bridges and transit. After bringing up this possibility she stated the committee decided to look into the idea. Kristen said they also look at all the barriers to having an RTA. She stated that Colorado Springs has several large groups and a structure which Pueblo does not have, making it harder to spread the word to the public in a positive way. Michael Snow asked for explanation of Kristen saying Pueblo doesn't have the structure to support getting an RTA. Kristen explained that Pueblo has several groups but none where people can devote the time needed to get an RTA going. She suggested getting several small groups together to spread positive information regarding Pueblo getting an RTA.*

*Scott followed up this discussion by speaking on how El Paso County and the Pikes Peak Region use the United Way to help get people on board. He stated that the United Way staff in Pueblo does not have the resources to take this on and operate like Colorado Springs does. Scott also mentioned that currently the Chamber of Commerce is focusing on the renewal of the half cent sales tax and if it is not successful they will look for another ballot initiative in 2016. He stated that the Chamber of Commerce is not able to devote any time until after the ballot issue is resolved. Dan Centa stated we should not throw out the idea of utilizing the United Way as they are a respected organization in the community.*

## **8. Review of Chapters 1, 5 and 10 of the LRTP \***

*All three chapters mentioned were attached in the packet and are to be reviewed by committee members and reviews returned by June 18. It was noted that the maps and charts in the draft chapters will change. Scott mentioned that we will also send out a draft of appendix A, D and E for review. Bill Haas inquired as to what the public involvement will be and how we used public involvement in the development of the plan. He also stated that it might be helpful to get the dates of the release on the other chapters so that can be looked at as a whole rather than as individual chapters. Scott replied that public meetings will be held in July and he would speak with the consultants regarding the release of the other chapters.*

*Salvatore Piscitelli expressed his concern regarding how people are driving through construction zones. Some suggestions to help mitigate the issue included putting a mock police car in the construction zone and outreach to the public on educating that construction season is underway. In addition, the idea of utilizing social media to get info on construction and road closures was discussed. It was stated that an email from Bill Haas should be send to Wendy and Scott to help spearhead this initiative.*

## **9. Staff Report**

### **-Update on St. Charles Mesa Trail Access Plan**

*The first meeting was held with City Planning and County Planning as a general overview to determine what was needed to establish a baseline of information. Once the baseline is established and approved, a meeting will be scheduled with the stakeholders to review the baseline and put together a more detailed scope.*

### **-Purchase of Traffic Counters \***

*Fifteen Traffic Counters were purchased at a total cost of \$26,000 under the MPO funds. They will be used this summer. Testing is being done in a controlled setting to establish whether the counters can be used for bicycles. Kristen Castor gave positive feedback regarding the bike lanes and routes on Elizabeth and Greenwood. It was noted that the issue of bike lanes and routes will be discussed and included in the 2040 LRTP.*

***-Purchase of Traffic Count and Crash Monitoring Software \****

*The city has now entered into a contract with MS2 for software to handle traffic counts and crash monitoring. A P.O. is being set up to obtain the software. Data will be taken from the past 5 years to put into the system and then training will be held to learn the software. Once more information regarding what the software can and cannot do is obtained, it will be brought to TAC. Pepper mentioned that we might use CDOT's "scrubbed" accident data. Kristen Castor inquired what would need to be scrubbed. Pepper replied that the data from the Police department is generally wrong or incomplete, and has to be corrected.*

**10. *Items from TAC Members Or Scheduling Future Agenda Items***

*Kristen Castor brought up the impact of flooding on the trails. She wanted more information on the extent of the damage and plan to repair said damages. Scott said we would see about getting the information gathered and to the next TAC meeting.*

*Scott stated we will still be distributing LRTP Chapters as they become available and will obtain a plan/schedule of the next chapters release dates. In addition a schedule regarding public involvement will be made.*

*Scott discussed his obtaining authorization for two new MPO staff members. The position would be Project Manager and Transportation Technician. The plan is to have these positions filled by the end of the year.*

**11. *Adjournment***

*Chairman Scott Hobson adjourned the meeting at 9:56am*



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## Chapter 2 Existing Conditions

### 2.1 Roadway Element

Pueblo’s roadway system consists of over 2,400 miles of public roadways, of which approximately 420 miles are classified as “major roadways” – those classified as a Minor Arterial or above. These major roadways serve to transport people and goods to destinations around the region and in the case of the highway system, move goods and people across the region as quickly and safely as possible.

#### 2.1.1 Use of Roadways

Roadways continue to be the dominant transportation system in Pueblo, as they have since the 1940s, when automobiles and motorized buses took over from walking and rail as the dominant form of transportation nationwide. The dominance of the auto for work trips is shown by reviewing five years of data from the American Community Survey (ACS)<sup>1</sup>. The ACS is an ongoing national household survey that provides data every year giving states and communities the current information they need to plan investments and services. One important value of the ACS is that it supplements the census long form providing small-area information annually on a rolling basis instead of once a decade. The Census Place-to-Place work flows and means of transportation data used for this section of the RTP are based on the 5-year (2009-2013) ACS, the most recent available and the time frame that conforms to the RTP time line. The place-to-place data contain total work flows both into and out of each Census Place.

The ACS 5-year estimates confirm the continued use of automobiles as the favored mode of transportation for Pueblo area workers. Mode use by workers is an important indicator, since much of the transportation system is designed for peak-hour use, when the work force is on their way to or returning from work.

#### Commute Mode Share

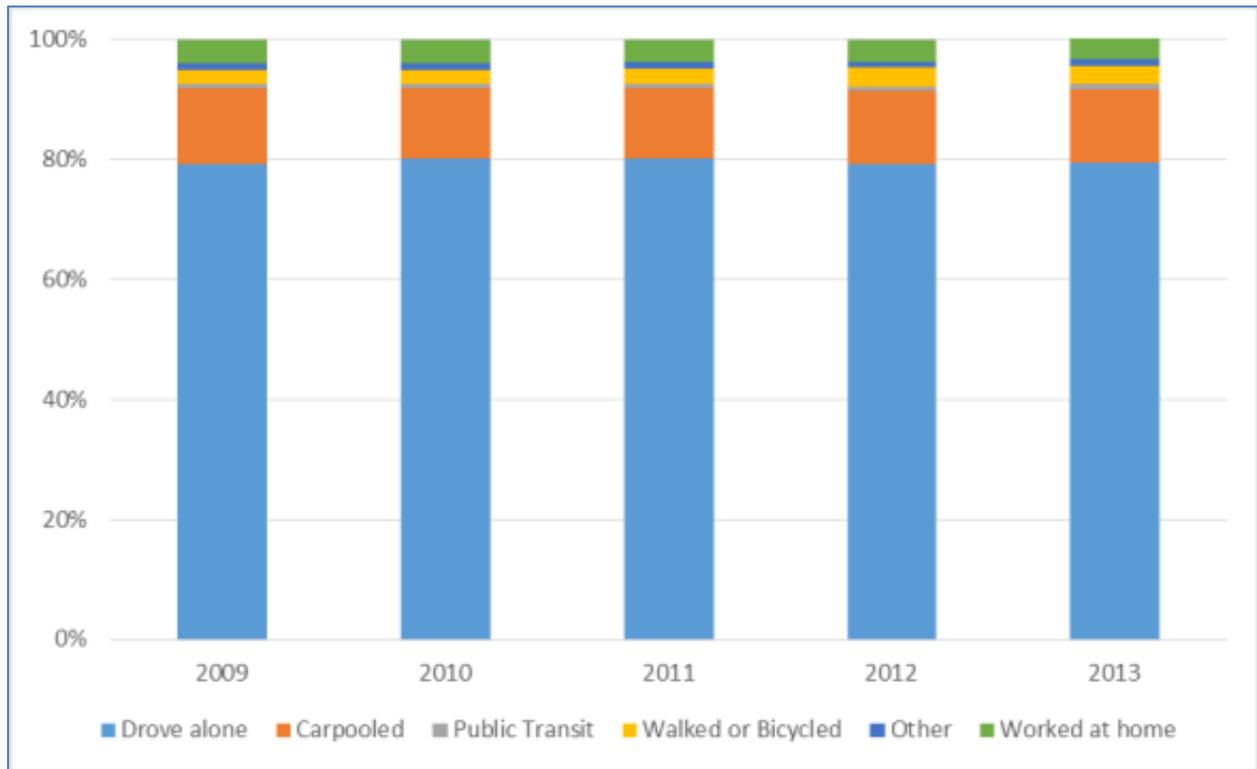
Table 2.1 and Figure 2.1 show that in Pueblo County, driving alone is the dominant mode of travel to work, registering around 80% of total work trips between 2009 and 2013, according to ACS estimates. Carpooling accounts for about 12% of commute trips, while telecommuting, non-motorized modes, and public transit account for the remaining 8%. These commute mode shares have remained stable over the latest 5 years of ACS 5-year estimates.

**Table 2.1: American Community Survey 5-year Commute Mode Share**

	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Drove alone	79.3%	80.2%	80.1%	79.3%	79.4%
Carpooled	12.7%	11.8%	11.8%	12.2%	12.3%
Public Transit	0.5%	0.6%	0.6%	0.7%	0.9%
Walked or Bicycled	2.3%	2.4%	2.7%	3.1%	3.0%
Other	1.3%	1.1%	1.1%	1.1%	1.1%
Worked at home	3.8%	3.8%	3.7%	3.6%	3.4%

<sup>1</sup> American Community Survey (ACS), accessed 2015  
[http://www.census.gov/acs/www/about\\_the\\_survey/american\\_community\\_survey](http://www.census.gov/acs/www/about_the_survey/american_community_survey)

**Figure 2.1: American Community Survey Commute Mode Share**



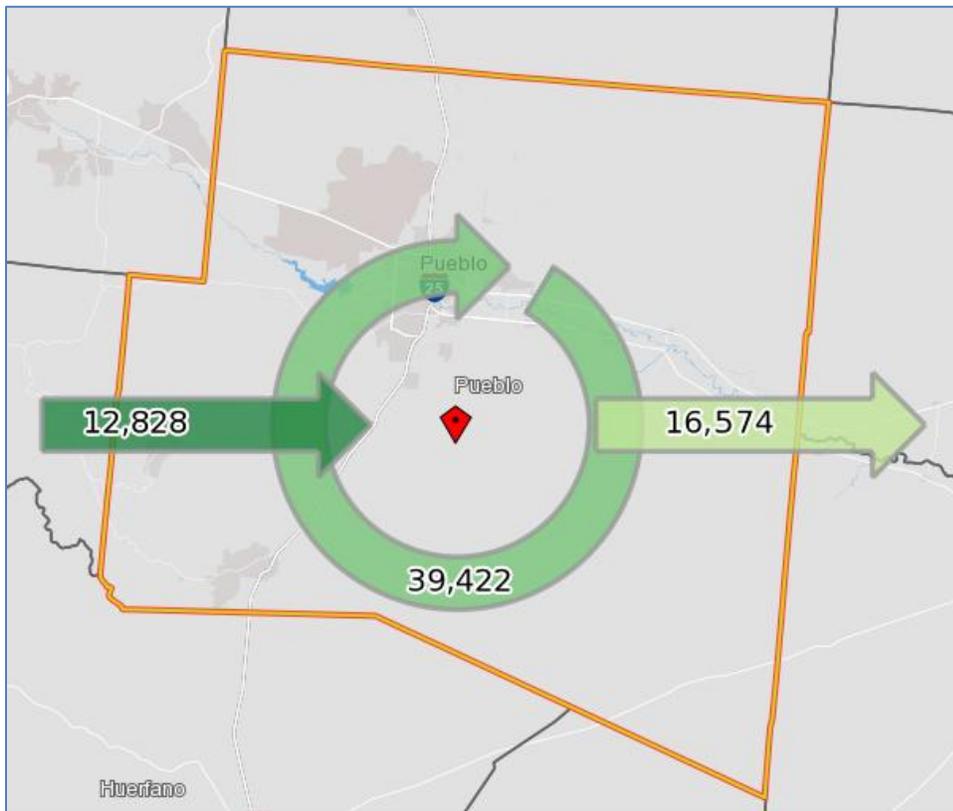
This dominant use of automobiles for work travel is reflected in the large amount of local peak-hour traffic on the state highway system in Pueblo.

### **Commuter Direction / Balance**

The U.S. Department of Commerce with the U.S. Census Bureau maintains a number of data programs related to employment statistics. The online data and informational site known as Longitudinal Employer-Household Dynamics (LODES)<sup>2</sup> makes available several data products that may be used to research and characterize workforce dynamics for specific groups such as a county or a Census Place. The LODES website also provides a geographic crosswalk allowing the county-to-county as well as place-to-place information in Pueblo County to be summarized. Figure 2.2 shows the county level picture with respect to commuting. Most county workers (39,422) originate within the county with a smaller total coming in (12,828) and going out (16,574) to work. Table 2.2 breaks out all the census designated places in Pueblo County. The city of Pueblo contains the majority of employment and residents. It also has the highest share of workers commuting within their home city. The remaining cities and places around the county have very high shares of commuting out and commuting in.

<sup>2</sup> <http://lehd.ces.census.gov/data/>, accessed 2015.

**Figure 2.2: Commuter Flow Patterns in Pueblo County**



Source: LODES, <http://lehd.ces.census.gov/data/> accessed 2015

Table 2.2 presents this daily inflow and outflow of workers for Pueblo County as a whole, for major cities and census-designated places within the region. As an example, looking at Table 2.2, Pueblo West contains 3,066 workers. 69% come from outside the city and 31% both live and work in Pueblo West. Looking at Pueblo West from the resident standpoint, 92% of Pueblo West residents work outside the city.

**Table 2.2: Commute Patterns in Pueblo County, 2011**

City or Place	Residents	Workers	Commute In		Commute Out		Commute Within	
			Commuting In	% of Workers	Commuting Out	% of Residents	Commuting Within	% of Workers
Pueblo	36,817	41,106	19,218	47%	14,929	41%	21,888	53%
Pueblo West	11,153	3,066	2,130	69%	10,217	92%	936	31%
Blende	301	778	760	98%	283	94%	18	2%
Colorado City	506	224	159	71%	441	87%	65	29%
Boone	228	57	57	100%	228	100%	0	0%
Beulah Valley	166	50	49	98%	165	99%	1	2%
Salt Creek	243	36	36	100%	243	100%	0	0%
Rye	64	34	34	100%	64	100%	0	0%
Avondale	282	14	14	100%	282	100%	0	0%
Vineland	88	13	13	100%	88	100%	0	0%
<b>Pueblo County</b>	<b>55,996</b>	<b>52,250</b>	<b>12,828</b>	<b>25%</b>	<b>16,574</b>	<b>30%</b>	<b>39,422</b>	<b>75%</b>

The significance of reviewing workers flows is that, in general work trips generate about 1 in 5 of all person trips made in a region and thus account for a significant portion of daily congestion. Work trips are typically made in the peak periods requiring attention to the peak hour performance of major highway facilities.

### 2.1.2 Functional Classifications of Roadways

Roadways are organized around the FHWA functional classification with five key categories:

- **Freeways:** Freeways are high-capacity roadways that accommodate high speed, long-distance travel through the metro area. Access is strictly controlled, and limited to Major Arterials connected by grade-separated interchanges at a minimum spacing set by CDOT and FHWA.
- **Expressways:** Expressways accommodate high speed, long distance travel to and through the surrounding area. Access to adjacent land uses is limited. Full movement intersections are at-grade and signalized or grade-separated interchanges.
- **Principal Arterials:** Principal Arterials provide a high level of mobility and favor that mobility over access to adjacent land uses. They provide access between lower classification streets (minor arterials and collectors) and higher classification streets (expressways and freeways).
- **Minor Arterials:** Minor arterial streets balance mobility of through traffic with access to adjacent land uses. Travel speeds and capacity are lower than for Principal Arterials. Separate turn lanes, especially continuous left turn lanes, may be used to permit access to land uses on both sides of the street.
- **Collectors:** Collectors are roadways that collect traffic from nearby local streets. Neighborhood collectors remain in the neighborhood and are residential in character. Mixed-use collectors form the edge of neighborhoods and have a wider right of way (ROW) to allow for future turn lanes or additional width in the future. Residential homes are typically not allowed to face mixed-use collectors. Business collectors serve commercial development and may be in industrial areas, mixed use neighborhoods, or regional commercial shopping areas. Access is provided to many businesses and speeds are lower than on arterial roadways.

These five classifications serve as a means of understanding the existing highway system in the region and are also used as a framework in the PACOG travel demand model. They are shown in Figure 2.3.

**Figure 2.3: Roadways by Functional Classification**



The two major roadways bisecting Pueblo County, Interstate 25 and US Highway 50, almost exclusively carry the trans-regional traffic through Pueblo. These two roads form the framework of the State Highway network through Pueblo that comprises 250 miles of the 420 miles of major roads. Other significant state highways that traverse the region include SH96 and SH78. SH45 runs the majority of the way through the urban section of Pueblo, carrying traffic from the south interchange with I-25 to US50A. SH10 also cuts through the southern portion of Pueblo County, but is not generally utilized by Pueblo traffic; rather it is a connection between La Junta and Walsenburg.

### 2.1.3 Scenic Byways

Within Pueblo County and the PACOG MPO/TPR boundary there is a single designated FHWA Scenic Byway as shown in Figure 2.4. This is the Frontier Pathways National Scenic & Historic Byway, which has its headquarters and Information Center at the El Pueblo History Museum located at 301 North Union Ave Pueblo, CO 81003.

Figure 2.4: Scenic Byway

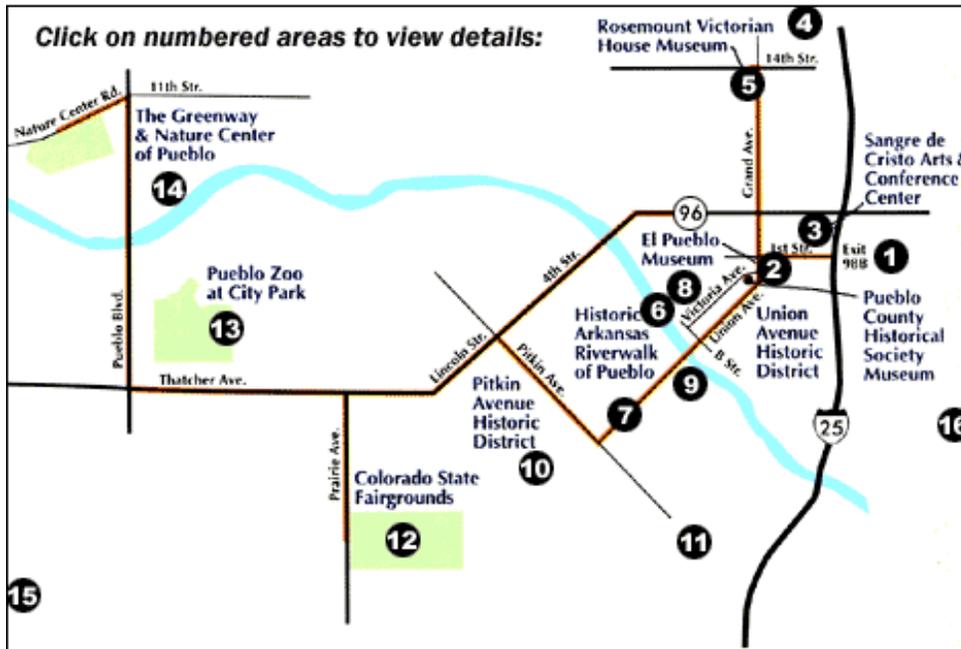


This Byway is significant because it provides access to the San Isabel National Forest and Lake Isabel. It was in this area that the first auto-based recreation facilities within the U.S. Forest Service were created in 1919. It was Arthur Carhart, the first “recreational engineer” in the Forest Service, whose ideas included establishing the first developed campground in the National Forest system at Squirrel Creek. The Frontier Pathways Scenic and Historic Byway emphasizes history, nature, and recreation throughout its span. Stories of 19th Century pioneers are scattered across the region and tell of survival and success.

The traveler can learn about several cultures and their relationships with each other at El Pueblo Museum through bright murals, interesting artifacts, and enthralling tales of the colorful history of Native Americans, Mexicans, and the early settlers.

The Byway hosts distinctive exhibits and lands found nowhere else. Bishop’s Castle is one such display. Comprised of over two million acres, the Pike and San Isabel National Forests showcase nature in alluring combinations. The majestic Sangre de Cristo Mountains tower with 22 peaks reaching at least 13,000 feet; they extend for 50 miles, easily seen from a number of points along the byway. Lake Isabel offers adventure year-round; and Lake Pueblo State Park provides over 7,000 acres of outdoor excitement. Within the Pueblo MPO, the Byway includes the historic Pueblo Loop Tour, shown in Figure 2.5, which visits numerous neighborhoods and historic landmarks within Pueblo.

Figure 2.5: Historic Pueblo Loop



### 2.1.4 Commercial Vehicle Routes

The City and County of Pueblo do not designate truck routes as roadways specifically designed and designated primarily for truck traffic. The commercial vehicle routes are primarily the state highways in and out of the City of Pueblo, coupled with the principal arterials in Pueblo West and those that encircle the City. In addition, parts of Overton Road, the DOT Road to the Transportation Test Center, and 36th Lane south from U.S. Highway 50C serve as commercial corridors.

Primary locations served by commercial truck traffic include the Airport Industrial Park (AIP) with the Target Distribution facility being the largest. Additional truck traffic through the AIP is servicing the Pueblo Chemical Agent-Destruction Pilot Plant at the northern portion of the Pueblo Chemical Depot although in early 2015 the United States began destroying its largest remaining stockpile of chemical-laden artillery shells and neutralizing 2,600 tons of aging mustard agent.

Truck traffic also originates from the Evraz Rocky Mountain Steel Mill on the south side of the City of Pueblo, primarily traffic loads directly onto the Interstate Highway at Indiana. Additional truck traffic is found serving the other industrial areas including those along Dillon/Platteville in the northwest portion of the community, the industrial areas surrounding the rail yards in the central Pueblo area, and the industrial parks scattered around the City of Pueblo.

One significant issue that has been discussed in the last few years is the lack of redundant roadways to serve commercial traffic if an incident occurs on Interstate 25. This condition exists throughout the MPO area.

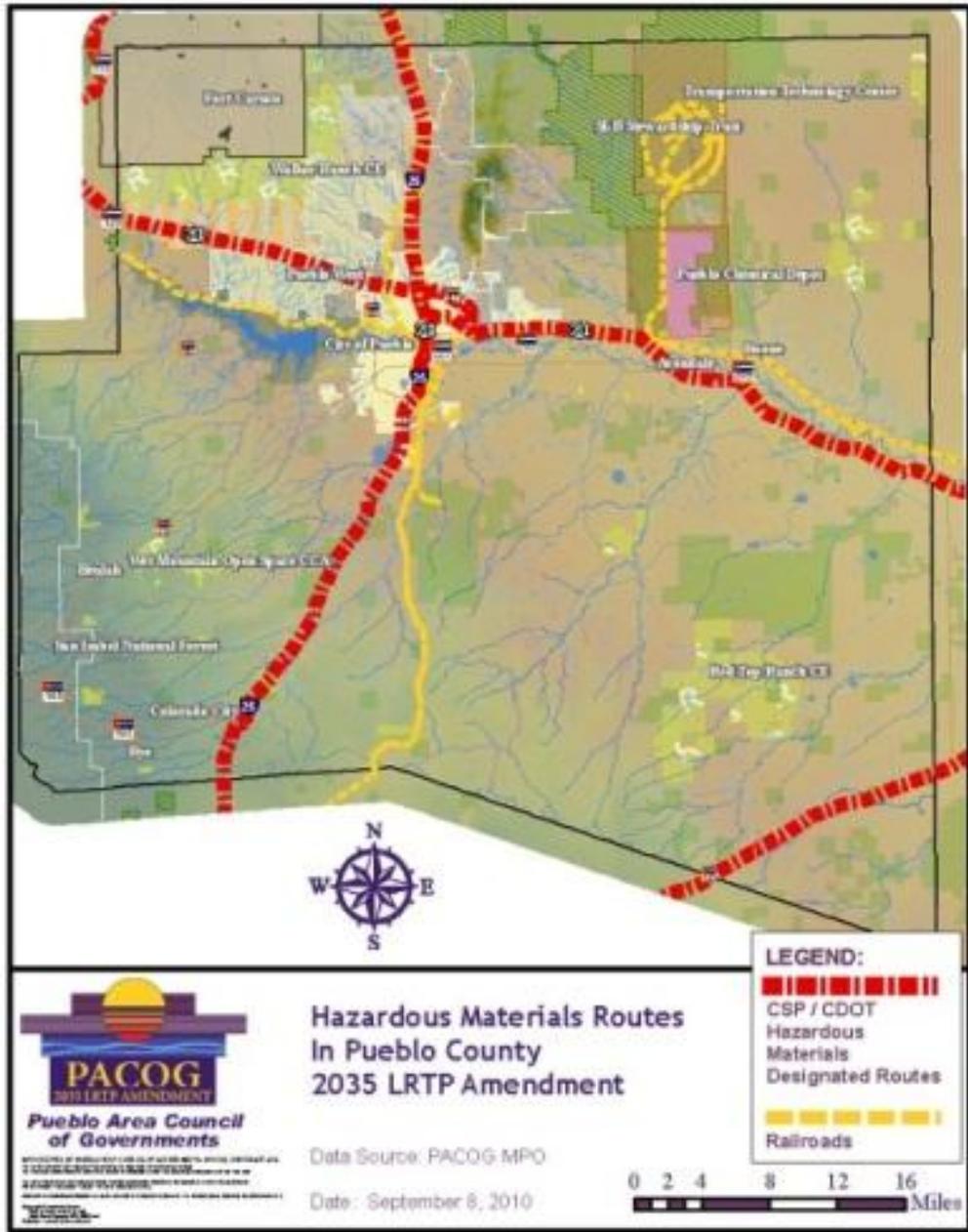
### 2.1.5 Hazardous Materials Routes

The Chief of the Colorado State Patrol is authorized by the provisions of §42-20-108 (1) and (2) and §§42-20- 403, 504 and 508 C.R.S., to promulgate rules and regulations for the permitting, routing, and safe transportation of hazardous and nuclear materials by motor vehicle within the State of Colorado, both in interstate and intrastate transportation. Pursuant to §42-20-108.5, C.R.S., the Chief is authorized

to adopt rules and regulations that exempt agricultural products from the hazardous materials rules. The locations of the Hazardous Materials Routes in Pueblo County are shown in Figure 2.6.

Department of Public Safety Division of State Patrol rules and regulations concerning the permitting, routing & transportation of hazardous and nuclear materials and the intrastate transportation of agricultural products in the State of Colorado can be found on the State Patrol website<sup>3</sup>:

**Figure 2.6: Hazardous Materials Routes in Pueblo County**



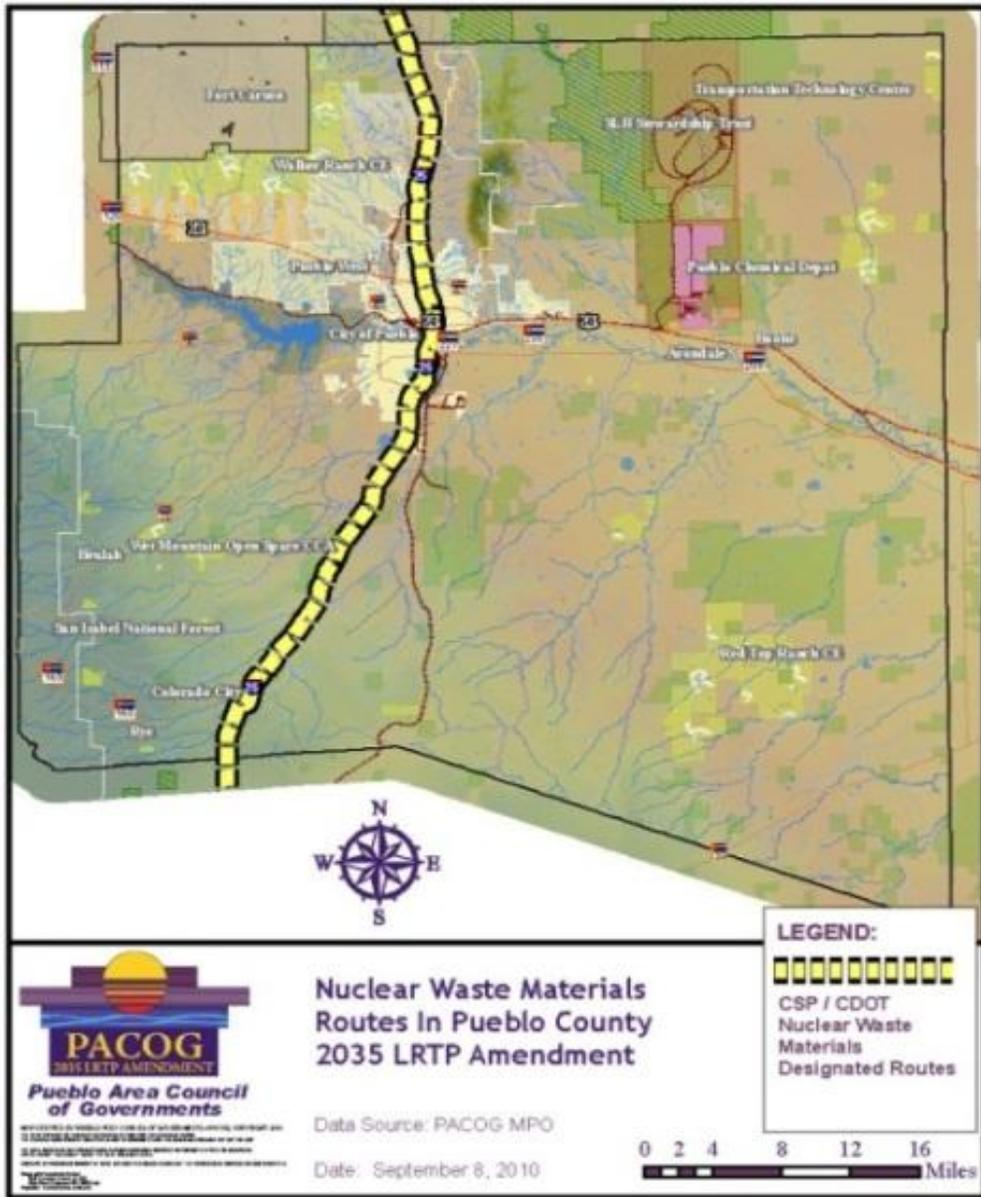
<sup>3</sup> Hazardous Materials Routs, accessed 2015, <http://csp.state.co.us/downloads/hmnrpFINAL.pdf>

### 2.1.6 Nuclear Materials Route

The transportation of nuclear materials by motor vehicle must comply with the provisions established by federal law and regulations from 49 CFR 107, 171, 172, 173, 177, 178, 180, 387, and 397. These are also enforced by the State Patrol pursuant to §42-20-108, C.R.S. The locations of the Nuclear Materials Routes in Pueblo County are shown in Figure 2.7.

The State Patrol provided additional information noting that the regulations do not apply to “wastes from mining, milling, smelting, or similar processing of ores and mineral-bearing material”.

Figure 2.7 Nuclear Materials Routes in Pueblo County



## 2.1.7 Pavement Condition

At the state level, CDOT has goals with respect to pavement conditions. The metric used is Primary Drivability Life Class. Primary Drivability Life Class is a classification of the pavement condition and acceptable driving condition based on an assessment of smoothness, pavement distress, and safety, in the primary direction of travel. Classifications are High, Moderate, and Low and are established by CDOT Division of Transportation Development (DTD).<sup>4</sup> In the FY 2014-15 CDOT Performance Plan Update<sup>5</sup>, CDOT state the goal of achieving an 80% high/moderate Drivability Life for all state highway system pavement. CDOT further notes that this goal will be revisited after federal guidance is issued. CDOT expects this goal will take several years to reach, as state highway system pavement condition is expected to deteriorate, due to funding shortfalls, over the next five years. Fiscally constrained estimates are for state highway pavement to fall to 74% high/moderate Drivability Life for FY14 and 60% for FY16.

Table 2.3 summarizes the state highways within the Pueblo MPO along with their total centerline miles of pavement and pavement condition.

*Table 2.3: State Highway Centerline Miles and Conditions in Pueblo County*

Highway	Miles of Centerline	Primary Drivability Life Class (Miles of Centerline)			High / Moderate % of Total
		High	Moderate	Low	
Interstate 25	47.63	15.12	27.32	5.18	89%
US50A	18.42	0.00	8.11	10.32	44%
US50B	33.31	26.63	4.03	2.65	92%
US50C	17.07	9.49	4.12	3.46	80%
SH45	8.94	2.00	1.38	5.55	38%
SH47	4.60	1.13	3.47	0.00	100%
SH78	32.89	10.65	6.53	15.72	52%
SH96A	29.64	11.01	13.65	4.98	83%
SH96B	18.81	0.00	13.88	4.93	74%
SH165	18.26	12.79	5.46	0.00	100%
SH209	1.51	0.00	1.51	0.00	100%
SH227	1.86	0.00	1.81	0.05	97%
SH231	2.02	1.98	0.00	0.04	98%
SH233	2.09	0.00	0.00	2.09	0%
SH10	14.73	0.00	10.42	4.31	71%
<b>Totals</b>	<b>251.75</b>	<b>90.80</b>	<b>101.67</b>	<b>59.29</b>	<b>76%</b>
		36%	40%	24%	

<sup>4</sup> Primary Drivability Life Class, CDOT, 2014 <http://dtdapps.coloradodot.info/otis/catalog/CondOn/priDLClass>

<sup>5</sup> FY 2014-15 CDOT Performance Plan Update 1, July 2014, <https://www.codot.gov/library/AnnualReports/fy-2014-2015-cdot-performance-plan-update-1>

Table 2.3 shows that in Pueblo County, 36% of the centerline miles fall into the “High” category, 40% in the “Moderate” category and 24% in the “Low” category of Primary Drivability Life Class. The total of high/moderate drivability life is thus 76%, close to the 80% value identified as a target by DOT across the state.

**Figure 2.8 Pueblo State Highways by Primary Drivability Life Class**

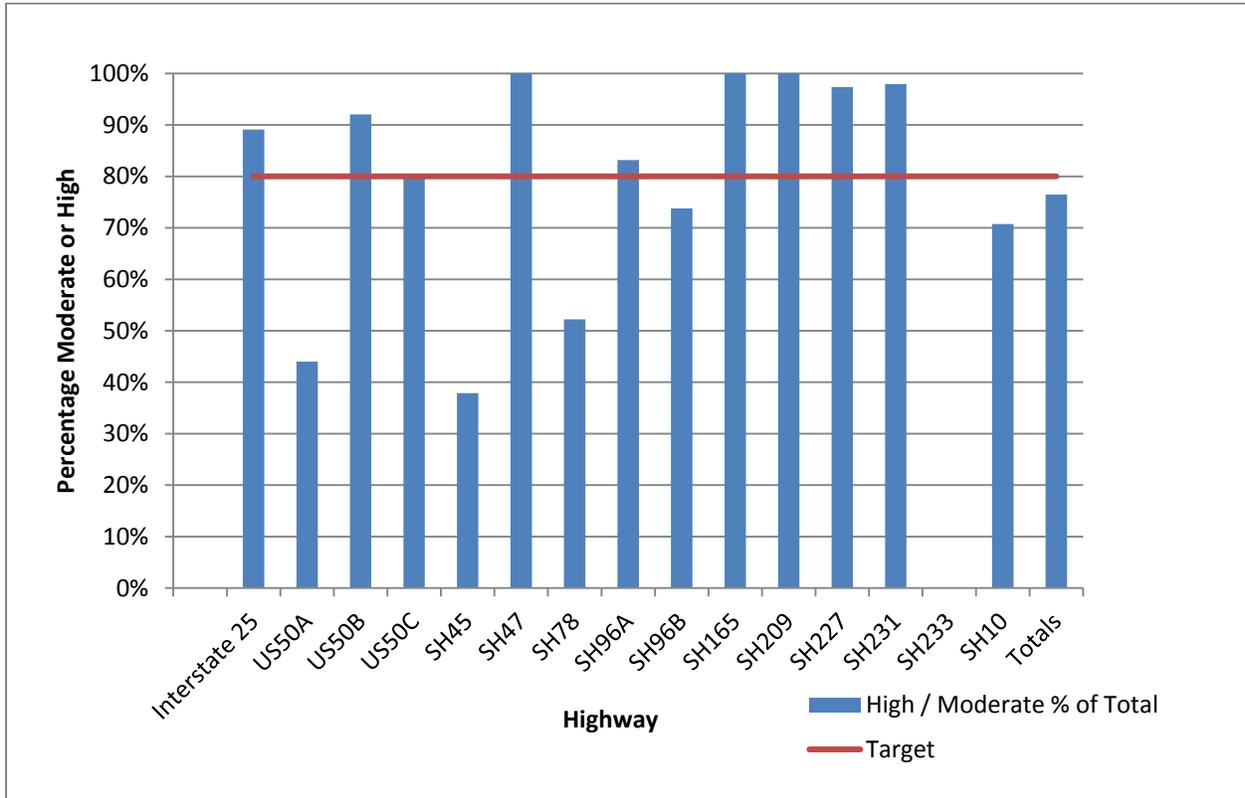


Figure 2.8 shows the fifteen state highways covered in the state dataset as well as the total. Nine of the state roads in the county, including I-25, are at or above the desired 80% threshold. Chief among those that rate below 50% in the drivability index are parts of the 18 miles of US50A, the nine miles of SH45, and the two miles of SH 233.

### 2.1.8 Bridge Condition

At the state level, CDOT has the goal of maintaining the percent of the state highway total bridge-deck area that is not structurally deficient at or above 90%. All bridge condition values on state highways in Pueblo County were tabulated using CDOT’s infrastructure database<sup>6</sup>. Quality checks were conducted that removed all culverts, ramps and adjacent routes, as well as roads under bridges from the data. Table 2.4 shows the total bridges in the county by highway name with the number of bridges that fall under one of three classifications: “Poor”, “Fair” and “Good”. The category “Poor” is considered structurally deficient. Table 2.4 shows that 5% of the bridges in the county are structurally deficient and that 95%, higher than the CDOT target of 90%, are in fair or good condition.

<sup>6</sup> <http://dtdapps.coloradodot.info/otis/HighwayData>, Structures, accessed 2015.

Table 2.4: State Highway Centerline Miles and Conditions in Pueblo County

State Highway	Poor	Fair	Good	Total
Interstate 25	4	16	24	44
US50A	0	2	3	5
US50B	0	0	11	11
US50C	1	1	4	6
45A	0	0	4	4
47A	0	1	6	7
78A	0	0	2	2
96A	0	1	13	14
165A	0	1	1	2
209A	0	0	2	2
227A	0	0	1	1
231A	0	1	0	1
233A	0	0	2	2
10A	0	0	8	8
Total	5	23	81	109
% of Total	5%	21%	74%	100%

The five bridges in “Poor” condition are identified as:

- 025A with a rating of 46.8% at milepost 95.901 with the unique ID of L-18-W – SB.
- 025A with a rating of 26.6% at milepost 95.901 with the unique ID of L-18-M – NB.
- 025A with a rating of 36.9% at milepost 97.862 with the unique ID of K-18-CL – SB.
- 025A with a rating of 38.0% at milepost 97.862 with the unique ID of K-18-CK – NB.
- 050C with a rating of 47.2% at milepost 1.136 with the unique ID of K-18-R - US 50 BUS EB.

## 2.2 Transit Element

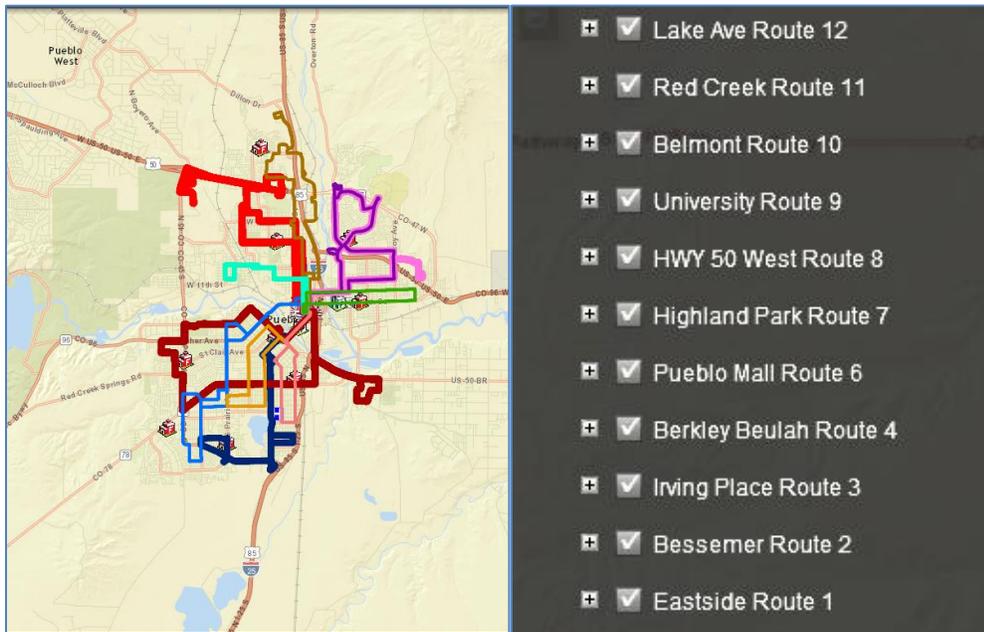
Transit of all categories form a key segment of transportation existing conditions in Pueblo. These resources include the Pueblo Transit bus system, the Citi-lift Program (Americans with Disabilities or ADA Services) and a range of long distance express bus and existing and potential rail services in or near the region.

### 2.2.1 City of Pueblo Bus System

A key resource in the PACOG region is the transit system. Pueblo Transit operates under the City of Pueblo with a mission to provide safe, reliable, and timely transit service to the public in a courteous and professional manner as cost effectively as possible. Figure 2.9 shows the fixed route bus transit system with the routes highlighted. Table 2.5 shows the eleven current routes, their hours of operation and frequency.

- All buses operate Monday through Friday for generally a 12-hour period, serving both peaks, AM and PM.
- Saturday service is available for all bus services.
- General frequency is 60 minutes with about half of the routes providing 30 minute frequency during the weekdays.
- No Sunday bus service is provided.

**Figure 2.9: Pueblo Transit System**



Source: <http://www.pueblo.us/files/GIS/BusMap/> accessed 2015.

**Table 2.5: Pueblo Transit System Route Profiles**

Route	Hours of Operation		Frequency (in minutes of headway)	
	M-F	Saturday	M-F (peak hour)	Saturday
Route 1 - Eastside	6:30 AM to 6:30 PM	8:30 AM to 6:30 PM	30	60
Route 2 - Bessemer	6:30 AM to 6:00 PM	9:00 AM to 6:00 PM	30	60
Route 3 - Irving Place	6:30 AM to 6:30 PM	8:30 AM to 6:30 PM	30	60
Route 4 - Berkley / Beulah	6:30 AM to 6:00 PM	9:00 AM to 6:00 PM	60	60
Route 6 - Pueblo Mall	6:30 AM to 6:30 PM	8:30 AM to 6:30 PM	30	30
Route 7 - Highland Park	6:30 AM to 6:30 PM	8:30 AM to 6:30 PM	30	60
Route 8 - Highway 50 West	6:00 AM to 6:00 PM	8:00 AM to 6:00 PM	60	60
Route 9 - University	6:30 AM to 6:30 PM	8:30 AM to 6:30 PM	60	60
Route 10 - Belmont	6:00 AM to 6:00 PM	8:00 AM to 6:00 PM	60	60
Route 11 - Red Creek Ride	6:00 AM to 6:00 PM	8:00 AM to 6:00 PM	60	60
Route 12 - Lake Avenue	6:30 AM to 6:30 PM	8:30 AM to 6:30 PM	60	60

<http://www.pueblo.us/492/Bus-Schedules> accessed 2015.

Ridership measured in annual boardings has increased in recent years. Table 2.6 shows 2013 and 2014 boardings on the City of Pueblo bus transit system. Boardings increased from about 982,000 to 996,000, an increase of 1.5% over a one-year period.

**Table 2.6: Pueblo Transit System Ridership 2013 and 2014**

Route	2013	2014
Route 1 - Eastside	78,319	88,212
Route 2 - Bessemer	66,926	46,698
Route 3 - Irving Place	63,789	71,736
Route 4 - Berkley / Beulah	34,338	34,251
Route 6 - Pueblo Mall	147,702	145,793
Route 7 - Highland Park	154,305	152,720
Route 8 - Highway 50 West	75,426	79,299
Route 9 - University	93,212	104,532
Route 10 - Belmont	80,876	86,059
Route 11 - Red Creek Ride	75,064	77,123
Route 12 - Lake Avenue	111,872	109,930
<b>Totals:</b>	<b>981,829</b>	<b>996,353</b>

The fleet of the City of Pueblo transit system is 100% lift-equipped or low-floor with wheelchair ramp. Table 2.7 shows the vehicle descriptions including the vehicle year, make, model, ramp/lift type and number of vehicles in each class.

**Table 2.7: Pueblo Transit Fixed Route Fleet Roster: 2014**

Year	Make	Model	Ramps / Lifts	Total Vehicles
2010	GILLIG	Low Floor	Low-floor with wheelchair ramp	8
2006	TMC	MILLENNIUM	lift-equipped	2
2009	NABI	OPUS	Low-floor with wheelchair ramp	2
2007	NABI	OPUS	Low-floor with wheelchair ramp	1
2002	RTS	NOVA	lift-equipped	3
2001	GILLIG	PHANTOM	lift-equipped	4
2003	GILLIG	PHANTOM	lift-equipped	1
2004	GILLIG	PHANTOM	lift-equipped	1
2002	CHANCE	OPUS	Low-floor with wheelchair ramp	1

Bus fares on the system are sold as single use, daily pass, adult 35-day pass, and 22-rise pass. Elderly, disabled and student rates are also made available by the transit provider. Table 2.8 shows the rate structure. Bus fare payment can also be made online.

**Table 2.8: Pueblo Transit System Fares**

Type	Single Use	Unlimited 35 Day	22 Ride Pass
Adult	\$ 1.25	\$ 44.00	\$ 21.00
Elderly or Disabled	\$ 0.60	\$ 25.00	\$ 11.00
Student	\$ 1.00	\$ 34.50	\$ 16.00

<http://www.pueblo.us/490/Bus-Fares>, accessed 2015

The Pueblo Transit Center is located at 123 Court Street, Pueblo CO 81001 with hours from 7:30 AM to 3:30 AM. All eleven City of Pueblo bus routes stop at the Pueblo Transit Center. The Transit Center is also served by Greyhound Bus Lines, under the Texas, New Mexico and Oklahoma (TNM&O) banner, which offers six departures daily to Colorado Springs and Denver, among other destinations, and by a number of private shuttles serving southeastern Colorado, New Mexico and the airports to the north.



### **2.2.2 Citi-Lift Program (ADA Services)**

Citi-Lift is a complementary Americans with Disabilities Act (ADA) para-transit service provided for individuals who, because of their disability, are unable to use the fixed route bus service. This does not include disabilities that only make the use of accessible transit service difficult or inconvenient.

Citi-Lift provides comparable service to the regular fixed route in terms of shared rides, origin-to-destination service, service area, and hours and days of service. All rides are \$2.20 per one-way trip. The cost of rides may be subject to change.

Citi-Lift operates during the same days and hours as the regular fixed route bus service. In general this span of service is Weekdays: 6:00 A.M. to 6:30 P.M.; Saturday: 6:00 A.M. to 6:30 P.M. and Sunday and Holidays: Services not available. The service area includes the Pueblo City limits and corridors that are within a ¾ mile of the fixed bus route.

### 2.2.3 Amtrak Service

Currently there is no passenger rail service in Pueblo County. Amtrak operates two long-distance trains through Colorado as shown in Figure 2.10:

- The Southwest Chief (daily Chicago-Kansas City-La Junta-Trinidad-Albuquerque-Los Angeles)
- The California Zephyr (daily Chicago-Denver-Emeryville/Bay Area)

The Southwest Chief has a station at La Junta, CO, about 60 miles east of Pueblo, allowing access and egress to rail in a convenient fashion. The California Zephyr is connected to Pueblo via the TNM&O bus system which shuttles passengers from its trains in Union Station in Denver to Pueblo.

The present route of the Southwest Chief could be altered if sufficient capital funding is not found to modernize the line. Currently, the existing route, which stretches from Chicago to Los Angeles, is in jeopardy of being moved out of Colorado completely, where it runs from Lamar to La Junta and then down to Trinidad, due to expenses associated with upgrading and replacing the track. A possible alternate route could bring Amtrak service into Pueblo. A second alternative is to move the route out of Colorado completely. Amtrak has been working with the states and communities that would be affected and has informed them of the situation.

A newly released (2015) study by the Federal Railroad Administration (FRA) brings additional passenger rail investment to Colorado. The Federal Railroad Administration in June of 2015 released the Southwest Multi-State Rail Planning Study<sup>7</sup>. It includes a schematic that links Colorado with routes in Arizona, California, Nevada, New Mexico and Utah. Other states to the west may be willing to join Colorado in an attempt to expand Amtrak passenger rail service, according to the federal study. The report stresses the future importance of rail in connecting mid-sized cities to larger metropolises and an anticipated rise in Amtrak ridership by 2050.

Opportunity for north-south passenger rail service is also desired to serve the major person travel movements in the state between Fort Collins and Pueblo. This type of service through the Pueblo Area is most likely to gain momentum through collaboration with Front Range partners.

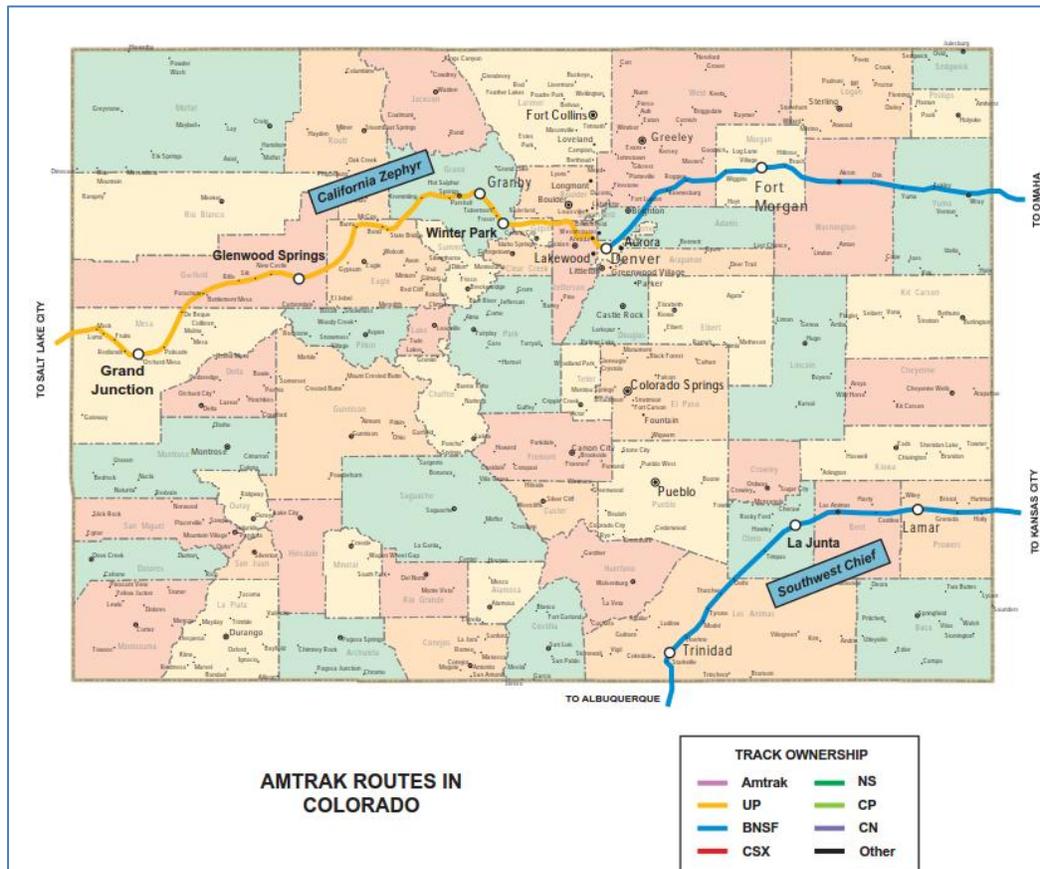
The presence of the Front Range Express (FREX) bus service between Fountain, Colorado Springs, and Monument north to the Denver Metro area demonstrates that a strong north-south market exists. Informal discussions suggest that some Pueblo citizens might like to see the FREX commuter service expanded into the Pueblo area, but at current FREX operating costs and deficits, it does not appear to be financially feasible at this time.

The newly launched (July 2015) Bustang Interregional Express Bus service run by the Colorado Department of Transportation is connecting commuters to and from Denver along the busy I-25 and I-70 corridors. Service extends from Fort Collins on the north to Colorado Springs on the south with a west line linking West Glenwood with Denver. Service extensions to Pueblo are a possibility with this service.

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<sup>7</sup> Southwest Multi-State Rail Planning Study Summary Report, FRA, 2015.

Figure 2.10 Amtrak Passenger Rail Service near Pueblo in 2015



Source: Amtrak, 2011

### 2.2.4 Rocky Mountain Rail Authority and High Speed Rail Corridor

During 2008-2009 the Rocky Mountain Rail Authority (RMRA) was formed by Inter-Governmental Agreements between Colorado cities, town, counties and transportation districts. Both the City of Pueblo and Pueblo County are members and have seats on the RMRA Board of Directors. RMRA contracted with CDOT to analyze a High Speed Corridor alternative as part of a larger Passenger Rail Feasibility study. The study concluded with recommended rail corridors and a standing committee to provide follow-on support.<sup>8</sup>

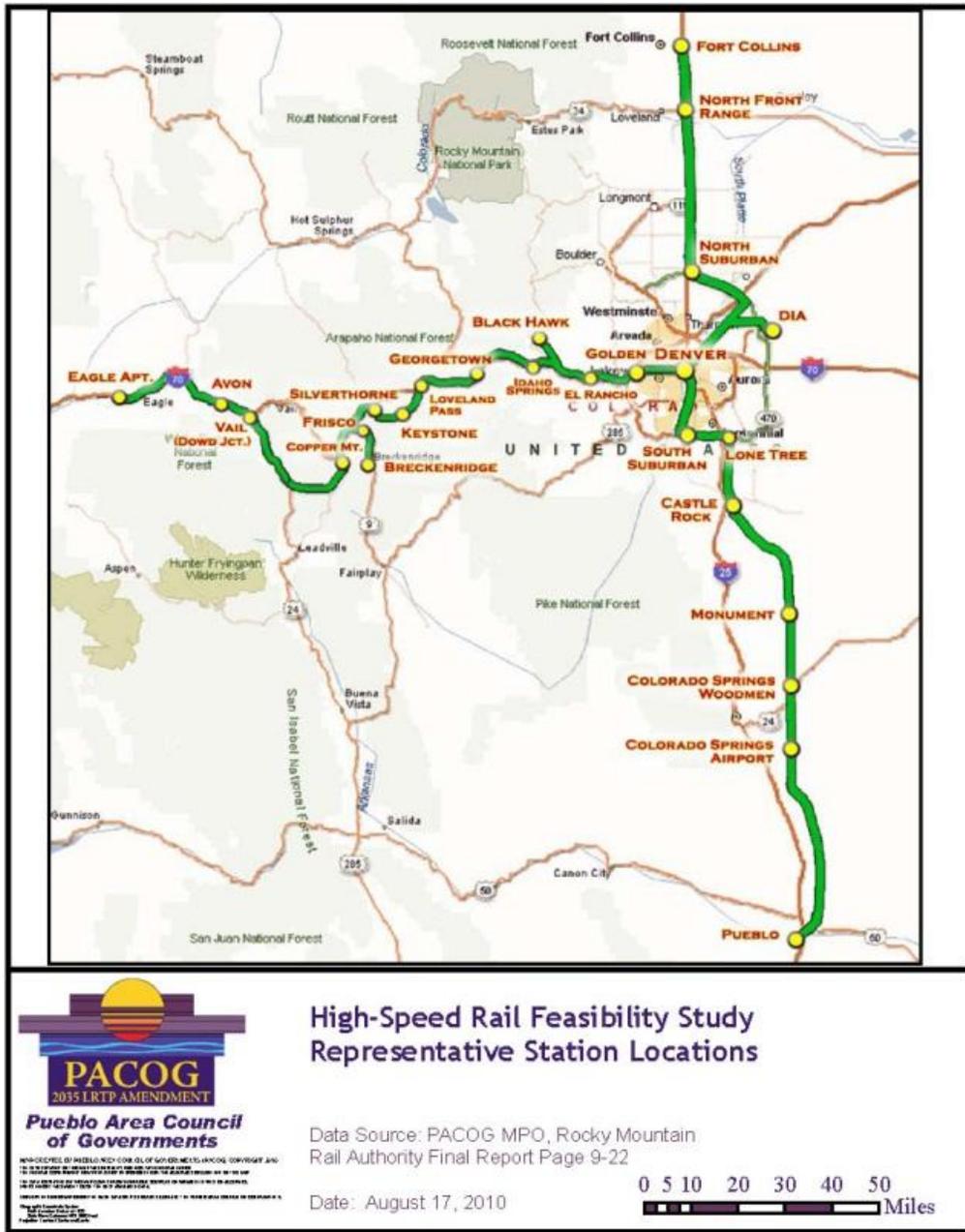
RMRA was awarded \$1.2 million in strategic transit funds to conduct a Passenger Rail Feasibility Study on the I-25 and I-70 West corridors from the Wyoming state line to the New Mexico state line, and on the I-70 West corridor from Denver International Airport (DIA) to the Utah border, respectively. The Colorado study was coordinated with similar studies in the states of New Mexico and Wyoming. The feasibility study was also coordinated with the CDOT *Rail Relocation Implementation Study* of moving interstate coal shipments and other goods through freight trains from the existing tracks in the I-25 Corridor onto new tracks on the Eastern Plains. If implemented, the relocation might permit passenger

<sup>8</sup> [http://rockymountainrail.org/documents/RMRA\\_Fact\\_Sheet.pdf](http://rockymountainrail.org/documents/RMRA_Fact_Sheet.pdf)

service to operate on the existing tracks or the use of the right-of-way to construct separate tracks for passenger trains. Figure 2.11 shows the proposed alignments.

During this period CDOT also conducted a study to identify governance structure options for developing, planning, financing, and operating a regional or statewide passenger rail authority in Colorado and into other states. The study included a legal review and analysis of existing Colorado law and, for some options, which laws would require amendment or development of new legislation. The Pueblo area is represented on the Advisory Committee for the governance study.

**Figure 2.11 Possible Routes for a Front Range Commuter Rail**



## **2.2.5 Light Rail / Trolley**

Public transit has existed in the City of Pueblo since 1878, with a horse-drawn streetcar system connecting downtown to the Union Depot area. According to the Colorado Cultural Resource Survey of Pueblo's North Side Neighborhood, in 1890, Frank Julian Sprague contracted with the Richmond, Virginia, Union Passenger Railway to design and build an electrically powered public transportation system serving the entire city. The result was the first successful electrified streetcar system in the United States. Within a few years, cities across the country installed extensive electric streetcar systems to transport more passengers at higher speeds and with less pollution than horse-drawn or steam-powered conveyances. The trolley system in Pueblo existed until 1947 and much of the City of Pueblo had developed around the trolley lines.

While the Pueblo area today is likely too small to consider the development of a modern light rail system, continued changes in the cost of gasoline are stimulating public discussion of local transit needs in the Pueblo community. Corridor preservation for future transit development will become increasingly important as the Pueblo urbanized area continues to expand.

The City of Pueblo in cooperation with Pueblo Transit has been a consistent advocate of a downtown trolley (wheel based). The planning committee has developed many options all of which have value in serving two key markets.

Tourists visiting Pueblo – a potential trolley route with 10 to 15 minute headways would serve HARP, El Pueblo Museum, convention center and the commercial areas of downtown (Main Street / Union Avenue).

Residents and employers of Pueblo – a potential trolley route with 30 minute headways would link three existing neighborhoods and 10 of the 25 largest employers in Pueblo. This route also links these generators to the commercial amenities in downtown Pueblo.

## **2.3 Non-Motorized Element**

### **2.3.1 Introduction**

Non-motorized transportation (also known as active transportation or human powered transportation) includes walking and bicycling, and variants such as small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel. These modes provide both recreation (they are an end in themselves) and transportation (they provide access to goods and activities), although users may consider a particular trip to serve both objectives. For example, some people will choose to walk or bicycle rather than drive because they enjoy the activity, although it takes longer.

In the context of the Pueblo RTP, two non-motorized modes will be presented:

- Walking
- Bicycling.

The Pueblo area has a relatively mild climate and gentle topography that make travel by non-motorized modes an enjoyable experience for participants throughout most of the year. During the past twenty years, the City of Pueblo, Pueblo County, and other local and state agencies have continued to construct

and improve sidewalks, trails and a wide range of bicycle and walking facilities. Further enhancements to the non-motorized transportation system will play an ever-increasing role in accommodating the non-motorized travel needs of Pueblo residents and visitors to the area.

In order for bicycling and walking to become comfortable and convenient transportation options, these modes must be fully integrated into everyday decisions: such as where new schools will be located, how residential communities will be designed, and how each roadway will be built, among many other decisions. It is far more cost effective to provide for bicycle and pedestrian mobility from the start, rather than to retrofit later.

A previous Pueblo Comprehensive Plan (2002), as well as the adopted PACOG 2035 Long Range Transportation Plan (2008) clearly foresaw the need to identify key facilities to establish a framework for a citywide network of sidewalks, trails and recreational amenities linking major activity centers, parks, and other features of Pueblo. Safe and convenient non-motorized travel provides many benefits, including reduced traffic congestion, user savings, road and parking facility savings, economic development, a better environment, and health benefits to the community by encouraging regular physical activity.

The ultimate goal of a transportation system is to provide access to goods, services and activities. In general, the more transportation options available, the better the access. Nonmotorized modes are important transport choices, for trips made entirely by walking or cycling, and to support public transport. In urban areas, walking and cycling are often the fastest and most efficient way to perform short trips. A built environment that is hostile to non-motorized transport reduces everybody's travel choices. The result of this "automobile dependency" is increased traffic congestion, higher road, and parking facility costs, increased consumer costs, and greater environmental degradation. Adequate pedestrian and cycling conditions are essential to guarantee everybody a minimal level of mobility ("basic mobility").

Non-motorized travel can contribute to the local economy by supporting tourism and quality development by providing suitable pedestrian and cycling facilities to tourist attractions. This can be accomplished by creating trail connections to specific tourist attractions and by providing public transit access to these trails and other tourist attractions. Pedestrian-friendly conditions improve the commercial and cultural vibrancy of communities. Increased pedestrian traffic helps create a safer and more pleasant environment. Once visitors arrive in a community they often explore it by walking, cycling and skating. Some trail networks are themselves destination tourist attractions, bringing hundreds or thousands of visitors, and thousands or millions of dollars annually to the community.

### **2.3.2 Walk Mode**

The City of Pueblo builds, maintains and improves pedestrian facilities to achieve full compliance with the ADA. The City's sidewalk program is the central feature of the pedestrian effort. A key component of the sidewalk program is the curb-ramp installation program which installs up to 400 curb ramps a year to address the needs of the disabled community and others. At present, the Public Works Department reports that there is a back-log of requests for curb ramps by disabled citizens. Funding for the program has come largely from Community Development Block Grant (CDBG) funds and requests for

curb ramps are included in neighborhood requests for annual selection of CDBG projects. Table 2.9 shows the linear feet of sidewalk installed from 2009 to 2013. Table 2-10 shows the number of curb ramp in installed from 2009 to 2013.

*Table 2.9 City of Pueblo Sidewalk Installation 2009-2013*

<b>Year</b>	<b>New Sidewalks in Existing Areas</b>
2009	56,597 S.F.
2010	26,612 S.F.
2011	109,440 S.F.
2012	57,178 S.F.
2013	34,683 S.F.

*Source: City of Pueblo, 2015*

**Table 2.10 City of Pueblo Curb Ramp Installation 1993 – 2013**

<b>Year</b>	<b># Ramps Installed</b>
1993	37
1994	37
1995	22
1996	26
1997	27
1998	47
1999	62
2000	54
2001	50
2002	110
2003	49
2004	57
2005	122
2006	272
2007	75
2009	250
2010	132
2011	405
2012	308
2013	88

*Source: City of Pueblo, 2015*



As awareness grows within the community on the value and pleasure of the walking mode of travel, further emphasis on pedestrian infrastructure and safety will grow. The 2040 RTP reflects this interest and commitment with a concerted effort to Support Multi-Modal Transportation (Goal #8). This goal includes efforts to collect observed trail use, improve the school routes for students, and support infrastructure improvements related to the walk mode.

### 2.3.3 Bicycle Mode

The Pueblo Region completed its first Bikeway System Plan in 1979. The plan was updated in 1990 and again in 1999 when supplemental efforts for the St. Charles Mesa, Pueblo West and Pueblo County were incorporated. Since the 1999 update the City of Pueblo has made a strong effort to expand and promote multiple forms of non-motorized transportation and to incorporate the planning efforts into the 2030, 2035 and currently the 2040 Long Range Transportation Plans. In order to provide a bikeway system that attracts both resident and visitor bicyclists and enhances opportunities for bicycling in Pueblo, the City has pursued development of a comprehensive bikeway network that provides a high level of service and seamless travel for the bicyclist. Over the past several years there have been significant strides in expanding and improving this bicycle network.

Bike facilities, both on and off-street, can be categorized as follows:

- **Bike Lane** – a portion of the roadway designated for bicyclist use.
- **Bike Route** – a specially designated shared roadway that is preferred for bicycle travel for certain recreational or transportation purposes.
- **Bikeway** – a generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
- **Multi-Use Trail (path)** – a concrete or asphalt path physically separated from motor vehicle traffic, except at road crossings. It accommodates a variety of users (including bicyclists and pedestrians) for both recreation and transportation purposes.

- **Local Service Bikeway** – a local circulation routes for bicyclists, any neighborhood street not classified as a primary Route.
- **Primary Route** – Generally an on-street route.

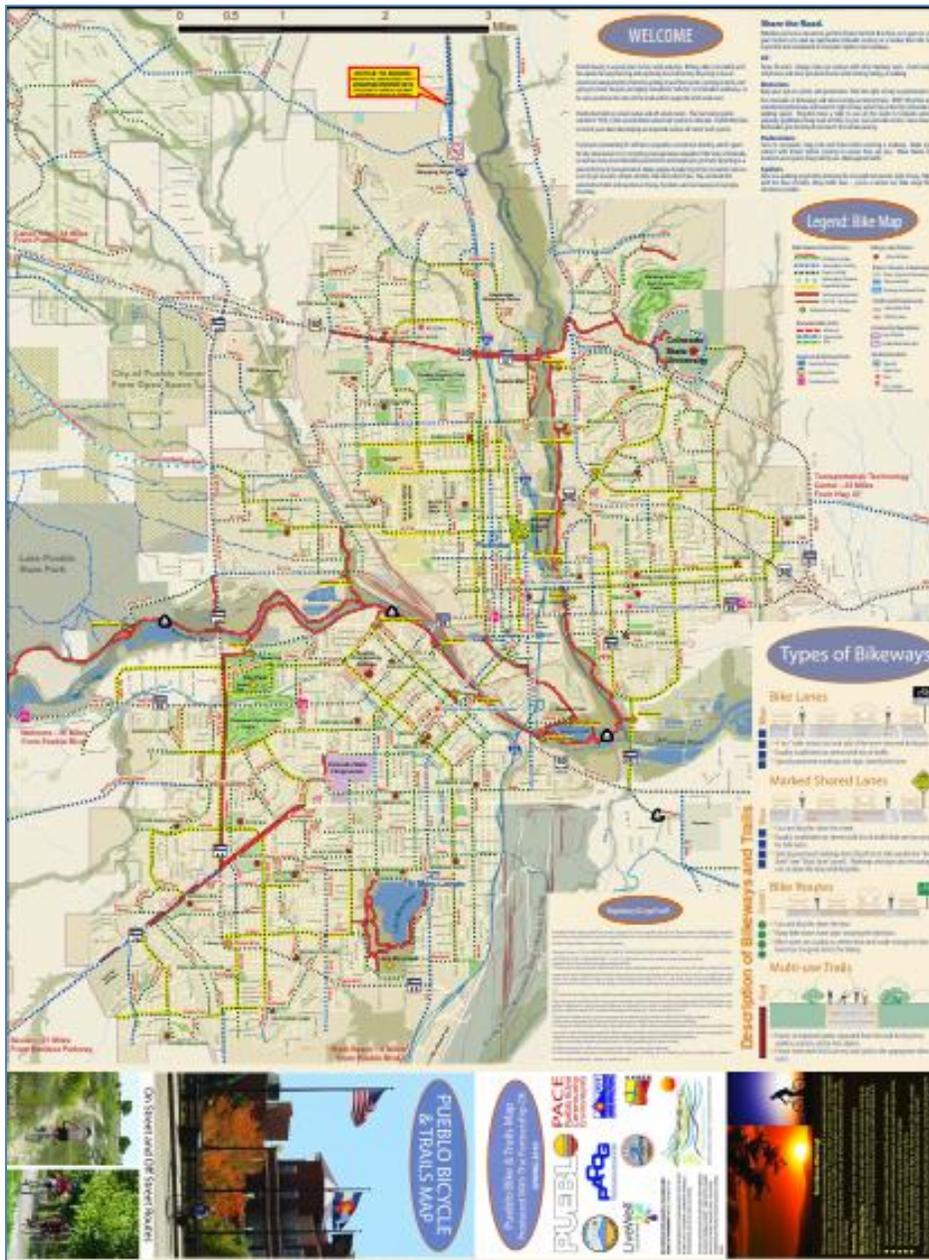
Each of these components plays a part in the overall regional planning for cycling in Pueblo. The ideal development plan also references the general principals identified for continued development of the bikeway network which include:

- Connecting bicyclists to desired destinations such as employment centers, commercial districts, transit stations and bus routes, institutions, and recreational destinations.
- Providing the most direct and convenient routes possible.
- Providing an alternative route for less experienced bicyclists.
- Filling in existing gaps in the bikeway network.
- Targeting locations with the potential for implementation in the next ten years.
- Leading a bicyclist to safe street crossings.
- Accommodating bicyclists and pedestrians on any new or improved bridges.

Note also that many bicycle facilities are designed to serve both cyclists and pedestrians.

The publication of the first *Pueblo Bicycle and Trails Maps* in 2010, which was made available both online and as a paper version, encourages community input into the City's bikeway system. The map, shown in Figure 2.12, categorizes the bike routes using the same nomenclature as one would see associated with downhill skiing. Green was established as the color designating suitability for all riders, blue for intermediate riders and black for experienced riders. The assignments were based on roadway character, adjacent land use, roadway width, traffic volume and traffic speed. The map also emphasizes safety, providing bicyclists with information on riding in traffic, left turn options, trail courtesy, hand signals, advice on riding in darkness, communication techniques, and theft prevention, as well as several other tips.

Figure 2.12: Pueblo Bicycle and Trails Map



<http://www.pueblo.us/DocumentCenter/Home/View/669>

### 2.3.4 Non-Motorized Outreach

An important facet of encouraging non-motorized travel is advocacy. The City of Pueblo and PACOG, as well as other advocates of non-motorized travel in the region, have come together in a variety of ways to promote walk and bicycle modes.

## Organizations and Group Action

The Pueblo Transportation, Planning, and Parks Departments work together with citizen groups, such as Pueblo Active Community Environments (PACE) and the City / County Health Department to plan and develop bike improvements for the community. PACE is a grass-roots community group that plays a significant role in regional bicycle planning. The group recognizes that bikeways provide enormous benefits to both the cycling and non-cycling public. Bikeways attract more bicyclists, resulting in cleaner air, less noise pollution, and overall quality of life benefits. Bikeways also use public dollars efficiently by reducing road maintenance costs and enhancing economic development.

## Social Media

PACE also actively supports a Facebook account [www.facebook.com/PuebloPACE](http://www.facebook.com/PuebloPACE) and a website, [www.activepueblo.net](http://www.activepueblo.net), to promote events through a community calendar, to give ideas on where to bike, to provide electronic access to the bike maps, to promote Safe Routes to School programs and to provide tips and videos on bicycle safety.



## Special Events

Special events are an important means of encouraging bicycling and increasing ridership locally for youth and adults alike. Through participation in a local, citizen run organization, PACE, the City actively supports special events. Various events are planned each year with a specific goal of attracting new bicyclists; celebrating the local infrastructure and focusing on safe bicycling practices. A number of events have been initiated to promote various bicycling, walking and active living events throughout the community for fun, fitness and transportation including:

- Bike to Work days
- Downtown Bike Tour with police escort on bike to work day
- Bike Commuter Cup Challenge
- Bike / Walk to School Day
- National Trails Day
- Costume cruiser rides

- Arkansas Point Mountain Bike race
- Angelo's Criterion de Pueblo Bike Race
- Dog Track Road Rides
- Red Gate Mountain Bike Rides
- Transportation Technology Center Road Rides
- Minnequa Lake Mountain Bike Rides

PACE volunteers also collaborate each year and work with officials and students at Colorado State University-Pueblo to help create a more bicycle-friendly and active campus and to create a more seamless non-motorized transportation system between the city and the university campus.

### **Bicycle Parking**

Another factor that may encourage more cycling is improving the availability of adequate bicycle parking. While there are some downtown locations and employers that provide bike racks, overall bike parking is limited in Pueblo. In 2009, the City adopted an ordinance through the Pueblo Municipal Code requiring new construction or renovations that provide over 40 vehicle parking spaces must also provide bicycle parking. In 2009, several bike racks were installed throughout the downtown area by the Pueblo Downtown Association with more racks planned to be added by the Urban Renewal Authority in 2011. PACE has produced a brochure on tips for selecting and installing bike racks for theft prevention and improved utilization. The PACE website encourages businesses to install bike racks, sponsor a bike rack elsewhere and lists local vendors that will build bike racks. A partnership has also been developed with the local community college welding students to build low cost, high quality bike racks for schools and local businesses.

### **Economic Benefits**

Various communities in Colorado have captured the economic benefits of bicycling in their community. Now more than ever, Pueblo is poised to reap the economic benefits of promoting bicycling within the community. Infrastructure, sporting events, recreational biking, bicycling facilities, and a desired way of life lead to a greater promotion and understanding of how the bicycle can complement our City's economic considerations. Pueblo has a unique opportunity to enhance the bicycle culture and appeal to its residents, future residents, employers, and visitors.

At the national long-distance bicycle level, Pueblo lies along three national bike routes with numerous long distance cyclists passing through Pueblo on their coast-to-coast rides. Pueblo's collaboration with the business community in fostering a more bicycle-friendly atmosphere for these visitors is a work in progress. The goal is to encourage bicyclists to spend an extra day in Pueblo, utilizing hotels, shops and dining to discover the rich historical, architectural and recreational aspects of the city. National programs offering discounts could be implemented by local businesses to display their support for cycling and welcome these visitors.

Pueblo is actively promoted by the Pueblo Economic Development Corporation (PEDCO)<sup>9</sup> as a city in which to relocate or start a business. Many employers and their employees want to live and work in a

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<sup>9</sup> <http://www.pedco.org/home.aspx>, accessed 2015.

place where a bicycling culture is prevalent, where it is possible to bike to work, the store, the library, and to school. There is a growing population of Americans who want to live in a community where they have transportation alternatives with which to enjoy local amenities and services. Pueblo lends itself to this type of bicycle culture and promotes a vibrant lifestyle for both employers and employees. The City continues to embrace and support the local bicycle culture and use it as a tool to attract employers, business, and visitors. The bicycle friendly nature of Pueblo will complement other quality-of-life characteristics such as natural beauty, open space, and recreation.

### **Summary**

In summary, the non-motorized modes of walking and bicycling are key components of the PACOG 2040 RTP. Investment in facility expansion such as trails can readily serve both of these non-motorized modes. Continued investment in this important means of mobility is of great importance to the region. Recommendations to further develop interest in bicycle and non-motorized travel include:

- Disseminate current and appropriate bicycling information to and from local enforcement agencies.
- Evaluate bicycle-vehicle crashes for any infrastructure improvements or targeted community education campaigns needed.
- Continue to work closely with local enforcement agencies to create innovative, pro-active education campaigns including enforcement that fosters the safety of bicyclists, pedestrians, and motorists.
- Continue to encourage and coordinate official trainings for local enforcement agencies to ensure all City personnel are knowledgeable of current local, regional, and national bicycle policies and ordinances.
- Review and potentially update enforcement techniques for handling special events such as critical masses and other protests to further bridge the communication gap between bicyclists and local enforcement agencies.
- Promote a constructive process to determine what types of behavior require enforcement agency involvement.
- Continue to support and encourage infrastructure development, bicycle sporting events, recreational biking, and bicycle facilities. This does not necessarily mean financial assistance, but is intended to encompass support through coordination efforts, promotion, and education.

## **2.4 Aviation**

The Pueblo Memorial Airport (Airport Code IATA: PUB, ICAO: KPUB, FAA LID: PUB) is one of seventeen Commercial Service airports in Colorado and is the only airport in Pueblo County. It occupies 2,308 acres of land for aeronautical purposes. The airport is owned and operated by the City of Pueblo and offers aviation services through private companies who lease space from the airport. Some of these aviation services are commercial flights, hangar facilities, flight training, aircraft repair, fueling facilities and a restaurant. In addition to the airport property, the adjacent Airport Industrial Park (AIP) consists of approximately 1,476 acres divided into 75 parcels. The City originally held the land for the park and sells or leases parcels to prospective businesses. The industrial park is actively marketed by PEDCO.

The airport serves air carriers, air taxis, general aviation and military aircraft. It is used for general aviation and by one airline, subsidized by the Essential Air Service program. Federal Aviation Administration (FAA) records say the airport had 4,345 passenger boardings (enplanements) in calendar year 2008, 5,192 in 2009 and 11,641 in 2010. The FAA's National Plan of Integrated Airport Systems for 2011–2015 called it a non-primary commercial service airport based on enplanements in 2008/2009 (between 2,500 and 10,000 per year).

Pueblo Memorial Airport plays an important role in the community, both as a transportation hub and as a center of economic activity. A study by the CDOT Aeronautics Division in 2003 assessed the local economic impact of airports to their communities. According to the study, the airport was directly responsible for 727 jobs with total wages of \$19,103,000. The total annual economic activity attributed to the airport, which includes direct, indirect, and induced impacts, totaled \$45,683,000. CDOT estimates that the airport brings 1,682 visitors and \$486,704 in visitor spending annually to the Pueblo area.

## **2.5 Summary**

The Pueblo region contains all aspects of an excellent transportation system. The roadway element provides the key means of transportation with a full complement of interstates (I-25), U.S. Highway 50, and state highways. This section also provided an overview of Pueblo County scenic byways, commercial vehicle routes, hazardous materials routes, and nuclear materials routes. A report on road pavement and bridge condition in the state was also provided. On the transit side the region supports a city bus system, the Citi-Lift program (ADA services), and long distance bus service with links to nationwide Amtrak service. On the non-motorized side, the Pueblo region has invested heavily in sidewalk repair and replacement, as well as construction of curb ramps designed to ADA standards. Trails and related facilities that serve both walk and bicycle mode have also been the focus of continued non-motorized investment in the region. Social media and concerted public involvement are an important and ongoing aspect of non-motorized efforts in the region. The Pueblo Memorial Airport (Airport Code PUB) is the final transportation asset discussed in this section of the RTP.



## Chapter 3 Socioeconomic Profile

### 3.1 Regional Profile

Pueblo’s existing transportation system includes roadways, railroads, bicycle and pedestrian trails, the Pueblo Memorial Airport, and several public and private transit services. Together, these facilities support an integrated transportation system that serves both area residents, visitors and those passing through the region.

This section of the Long Range Transportation Plan provides a snapshot of regional demographics and of the existing transportation systems.

#### 3.1.1 Population

In 2010, the Pueblo County population count was 159,063 people, with 67 percent of those living within the City of Pueblo. Growth fluctuated in the 1980s and early nineties as a major shift in employment occurred. From 1990-2013, population in Pueblo County has grown by 31 percent. This occurred despite the recession which took place in 2007-2009. Pueblo County’s estimated 2013 population stood at 161,258 residents.

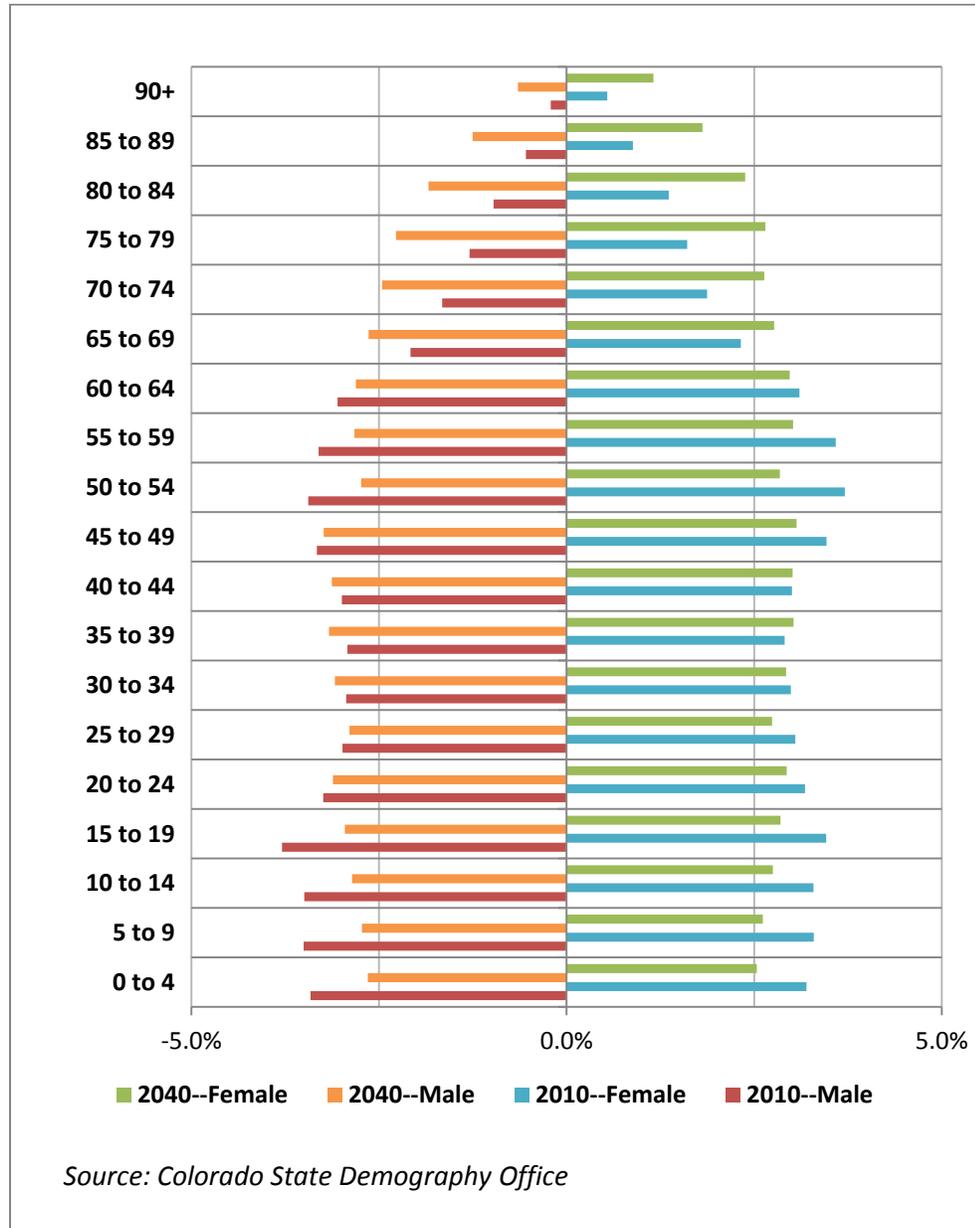
Table 3.1 shows historic and future population growth trends. By 2040, the County population is projected to increase to approximately 228,300 people with about 60 percent living within the City of Pueblo. The population projections for 2020-2040, depicted in Table 2 are, on average, 6.6 percent higher than the forecasts developed by the Colorado State Demography Office. It is assumed that over time, Pueblo will become increasingly integrated into the economy of El Paso County, thereby accounting for the increased growth.

**Table 3.1: Pueblo Area Population Trends 1970 – 2040**

Metric/Location	Measured					Projected		
	1970	1980	1990	2000	2010	2020	2030	2040
<b>Population</b>								
City of Pueblo	97,774	101,686	98,640	102,121	106,595	110,761	128,664	136,241
Pueblo County	118,238	125,972	123,051	141,472	159,063	180,321	206,306	228,300
Percent in City	83%	81%	80%	72%	67%	65%	62%	60%
<b>Rate of Growth</b>								
City of Pueblo		4.0%	-3.0%	3.5%	4.4%	3.9%	16.2%	5.9%
Pueblo County		6.5%	-2.3%	15.0%	12.4%	13.4%	14.4%	10.7%

Pueblo’s population can be expected to see some fundamental changes in its age composition in the next thirty years. The chart below illustrates the changes as the “Baby Boom” generation joins the ranks of the elderly.

**Figure 3.1: Pueblo County Age Distribution**



Over the thirty year period of 2010-2040, the population under age 20 is expected to decrease from 27.4 percent to 21.9 percent. Conversely, those age 65 and above are expected to increase from 15.3 to 24.5 percent of the population, so that by 2040, almost one in four persons will be this age. The working age population, classically defined as being those age 20 to 65, is slated to shrink from 57.2 to 53.5 percent of total population. Median age, the interval where one-half of the population is older than this value, and one-half younger, is expected to increase from 38.7 years in 2010 to 43.5 years by 2040.

The racial and ethnic composition of Pueblo’s population has undergone significant changes in the past three decades. This is particularly the case with the City of Pueblo, which has experienced a substantial growth in its Hispanic population. The following table depicts these changes.

**Table 3.2: Population by Race and Hispanic Origin**

NON-HISPANIC ORIGIN	CITY OF PUEBLO			PUEBLO COUNTY		
	1990	2000	2010	1990	2000	2010
White	56,451	52,202	48,195	75,382	82,266	86,054
Black	1,932	2,199	2,221	2,029	2,421	2,646
Amer. Ind., Alaska Native	484	622	682	614	950	985
Asian	504	623	792	605	866	1,123
Native Hawaiian, Pacific Islander*		39	79		59	111
Other, incl 2 or More Races	300	1,370	1,528	331	1,200	2,333
<b>HISPANIC OR LATINO</b>	<b>38,969</b>	<b>45,066</b>	<b>53,098</b>	<b>44,090</b>	<b>53,710</b>	<b>65,811</b>
<b>TOTAL</b>	<b>98,640</b>	<b>102,121</b>	<b>106,595</b>	<b>123,051</b>	<b>141,472</b>	<b>159,063</b>
<b>PERCENT OF TOTAL</b>						
NON-HISPANIC ORIGIN	1990	2000	2010	1990	2000	2010
White	57.2%	51.1%	45.2%	61.3%	58.2%	54.1%
Black	2.0%	2.2%	2.1%	1.6%	1.7%	1.7%
Amer. Ind., Alaska Native	0.5%	0.6%	0.6%	0.5%	0.7%	0.6%
Asian	0.5%	0.6%	0.7%	0.5%	0.6%	0.7%
Native Hawaiian, Pacific Islander*	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%
Other, incl. 2 or More Races	0.3%	1.3%	1.4%	0.3%	0.8%	1.5%
<b>HISPANIC</b>	<b>39.5%</b>	<b>44.1%</b>	<b>49.8%</b>	<b>35.8%</b>	<b>38.0%</b>	<b>41.4%</b>
<b>TOTAL POP.</b>	<b>100.0%</b>	<b>100.0%</b>	<b>99.9%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

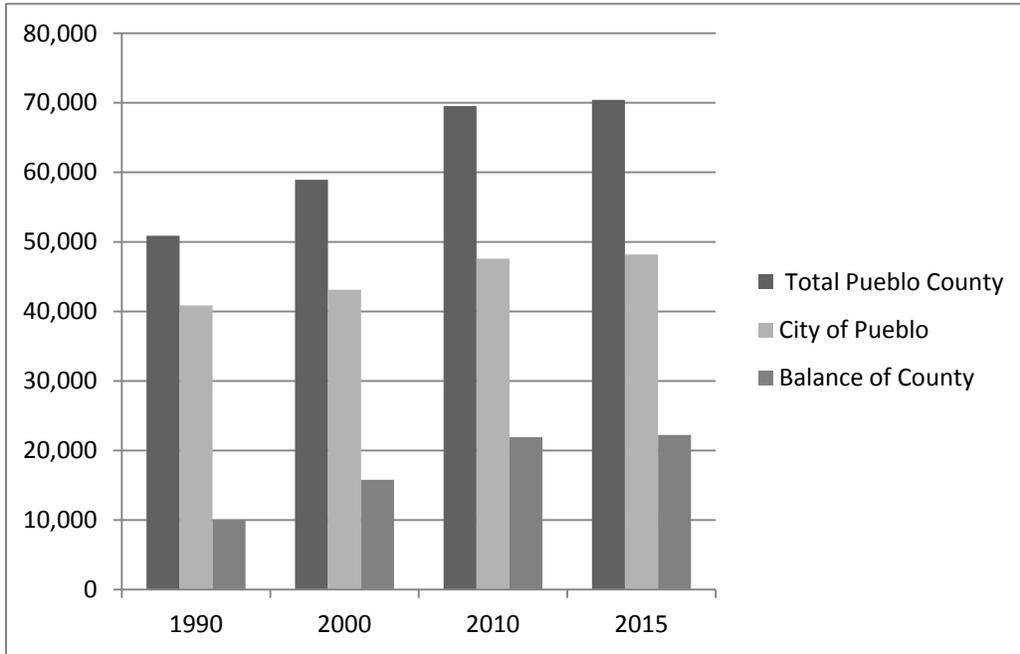
*\*NOTE: In 1990, Pacific Islander included with Asian category*

*SOURCE: U.S. Bureau of the Census*

### 3.1.2 Housing

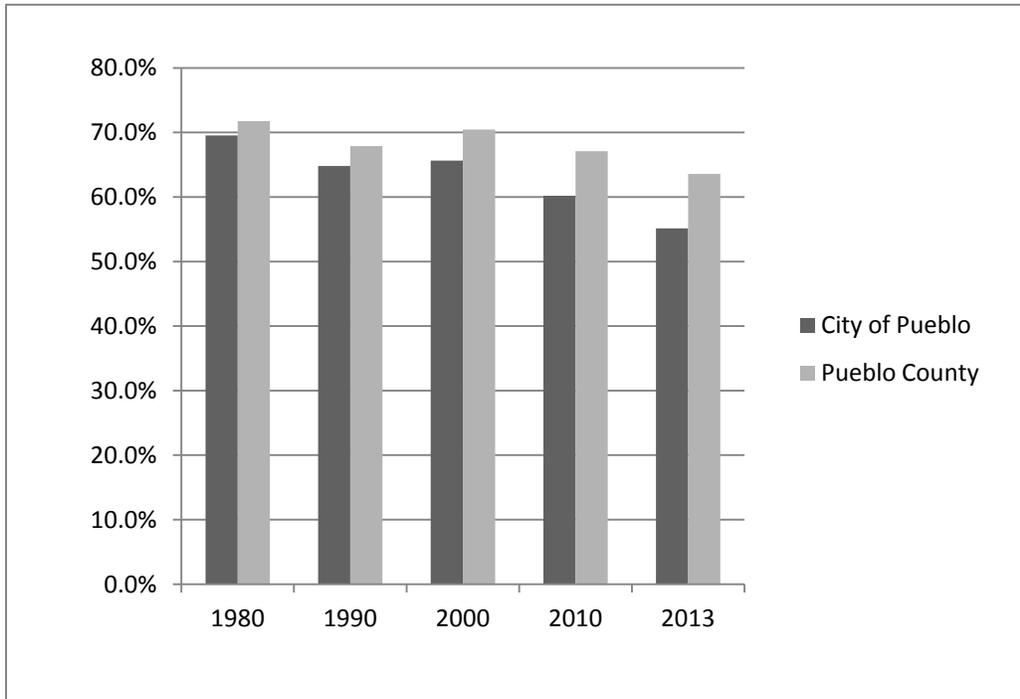
As was the case with communities nationwide, housing development in Pueblo slowed from 2007-2013. Prior to this, housing growth was steady, increasing slightly faster than population due to shrinking household size. At the beginning of 2015, Pueblo County had an estimated housing unit inventory of more than 70,000 units; representing a 38 percent rate of growth relative to the 1990 statistic. The City of Pueblo currently has 68 percent of the housing stock.

**Figure 3.2: Housing Growth Trends**



Source:

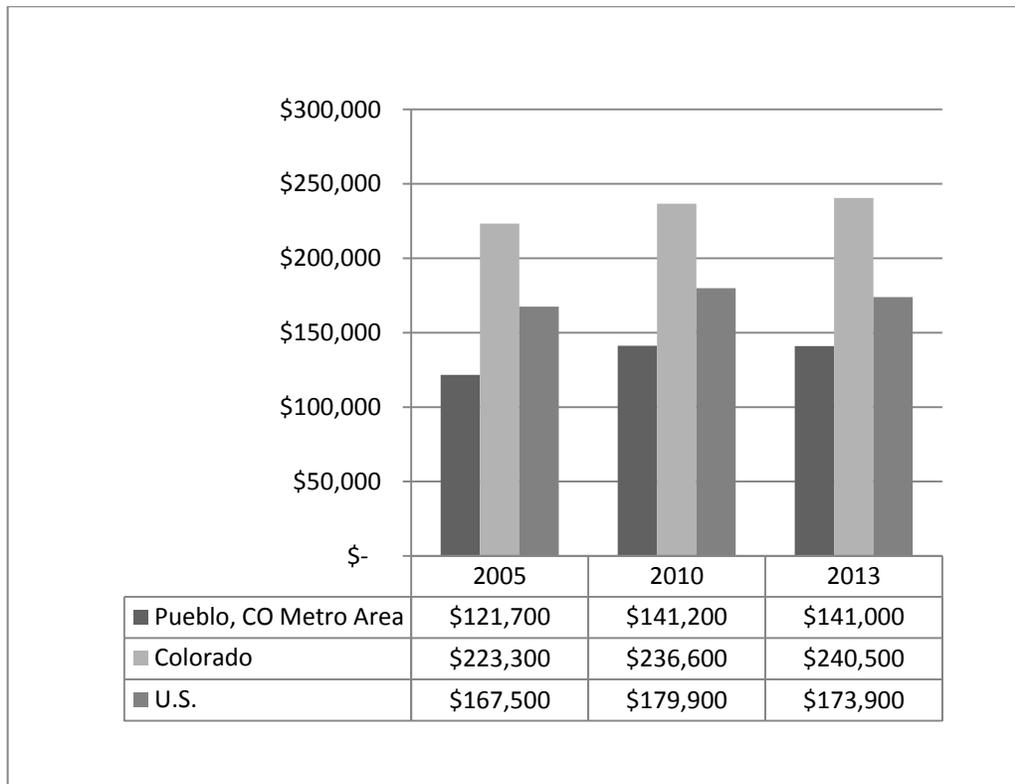
**Figure 3.3: Home Ownership**



Source: U.S. Bureau of the Census, Decennial census; American Community Survey, 2013, 1-yr. estimate

Historically, Pueblo was, and continues to be, a community that is defined by its neighborhoods. An indication of the degree of cohesiveness within the community is the high rate of homeownership, as shown in Figure 3.4 below. This has changed in recent years as the general trend of owner-occupied housing has shown a decline, particularly within the City of Pueblo.

**Figure 3.4: Median Home Value**



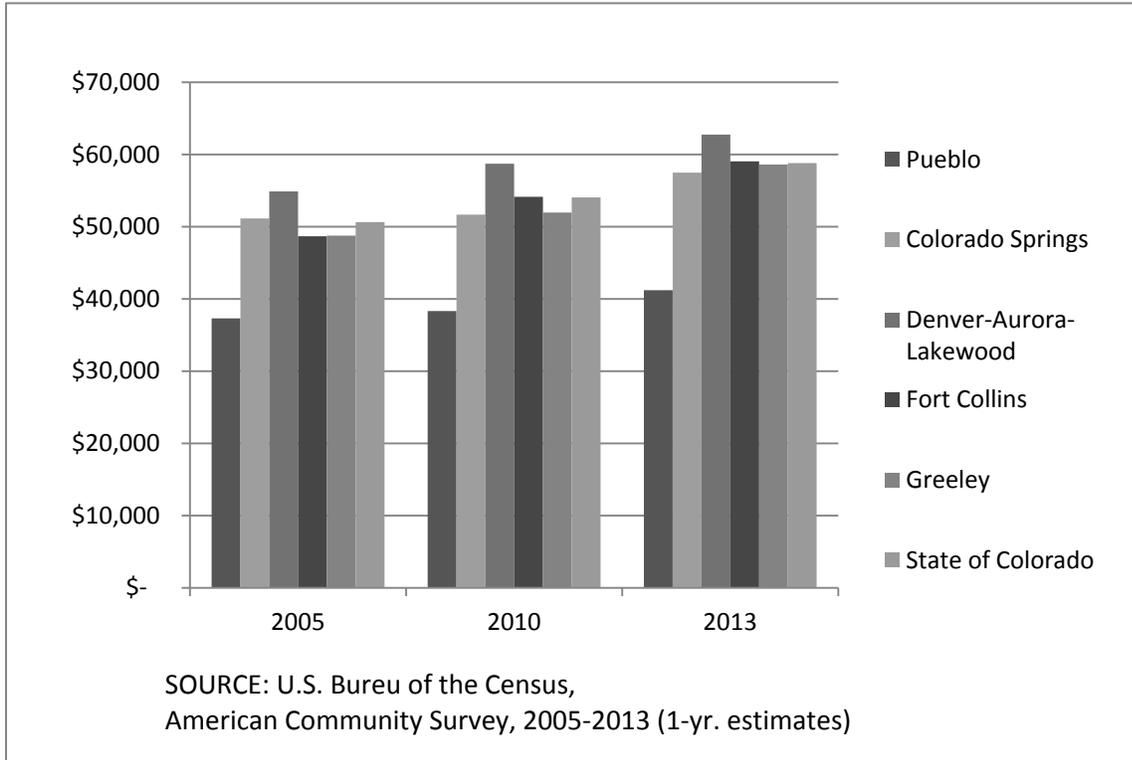
*Source: U.S. Bureau of the Census, American Community Survey*

In rounded figures, median home value for the Pueblo metropolitan area is currently about 60 percent of the State of Colorado value, and 80 percent of the corresponding U.S. statistic. From 2010 to 2013, median home value in Pueblo showed no growth; at least based on Census Bureau data. A brief glance at recent statistics of the median price of sold homes shows a 19% gain in Pueblo during the 2011-2014 period. This rate essentially matches the State of Colorado growth rate of 20% for the period.

### **3.1.3 Income**

Trends show the median income for Pueblo is increasing, but it remains low compared to other metropolitan areas. The 2013 median household income in Pueblo was \$41,218 compared to Colorado's \$58,823, and the US value of \$52,250.

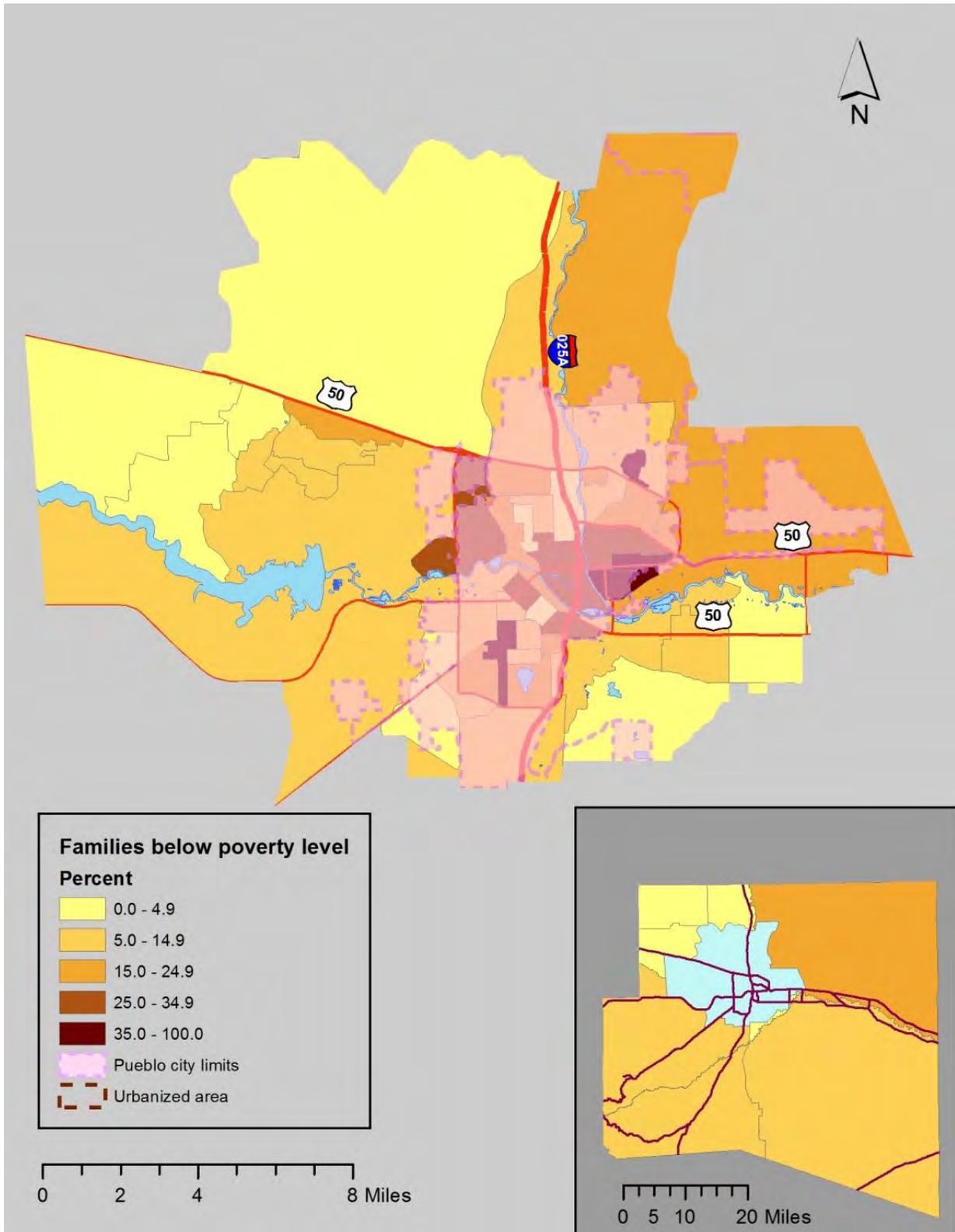
**Figure 3.5: Median Household Income of Select Colorado Metro Areas**



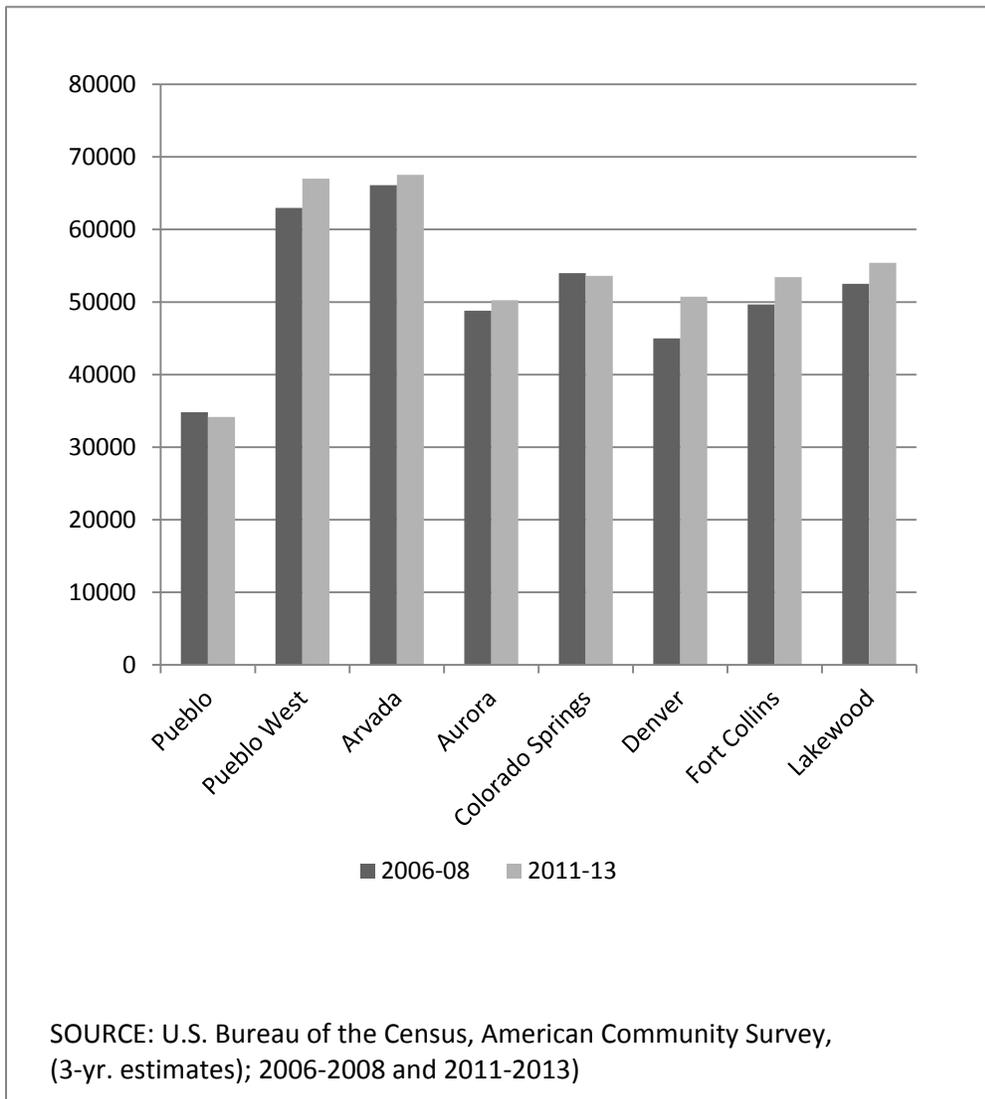
On the basis of American Community Survey statistics compiled for 2009-2013, over 13 percent of Pueblo County’s population lived in families with incomes below the poverty level as measured by the federal government’s official poverty definitions. On average, areas within the City of Pueblo have higher concentrations of poverty. Over 17 percent of families citywide are living at or below the poverty line. This compares to 8.8 percent Statewide

The Pueblo metro area is economically diverse. While many areas are impacted by high levels of poverty, others, as for example, Pueblo West, are economically relatively affluent. The following map and graph illustrates this.

Figure 3.6: Families below Poverty Level



**Figure 3.7: Median Household Income of Colorado Front-Range Cities**

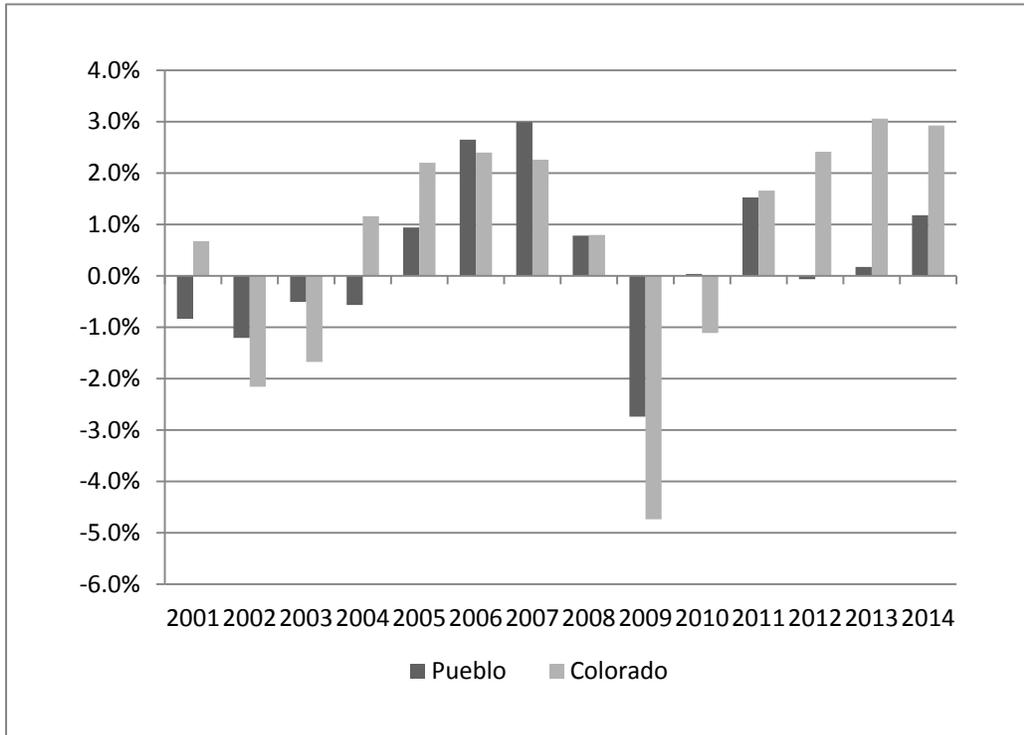


**The reader should bear in mind that the above graph represents current dollar values, not constant dollars that have been adjusted for inflationary growth.**

### **3.1.4 Employment**

The following chart, Figure 3.8, depicts job growth for the Pueblo metropolitan area and State of Colorado. The impacts of the recession of 2007-2009 are immediately apparent. Economic recovery commenced in 2010. Subsequent job growth reveals that while the Colorado economy has made good progress in overcoming the effects of the recession, Pueblo's economy has lagged in its rate of growth in jobs.

**Figure 3.8: Job Growth (Percent Increase Over Prior Year)**



*Note: 2014 preliminary data, subject to revision;*

*Source: U.S. Bureau of Labor Statistics*

Between 2000 and 2010 an increased percentage of the workforce travelled to neighboring counties for employment. In 2006-2010, approximately 89 percent of the 64,000 workers living in Pueblo County worked in the County. Approximately 6,900 commuted outside the county each day to work. The majority of these commuters work at jobs in El Paso County and Fremont County.

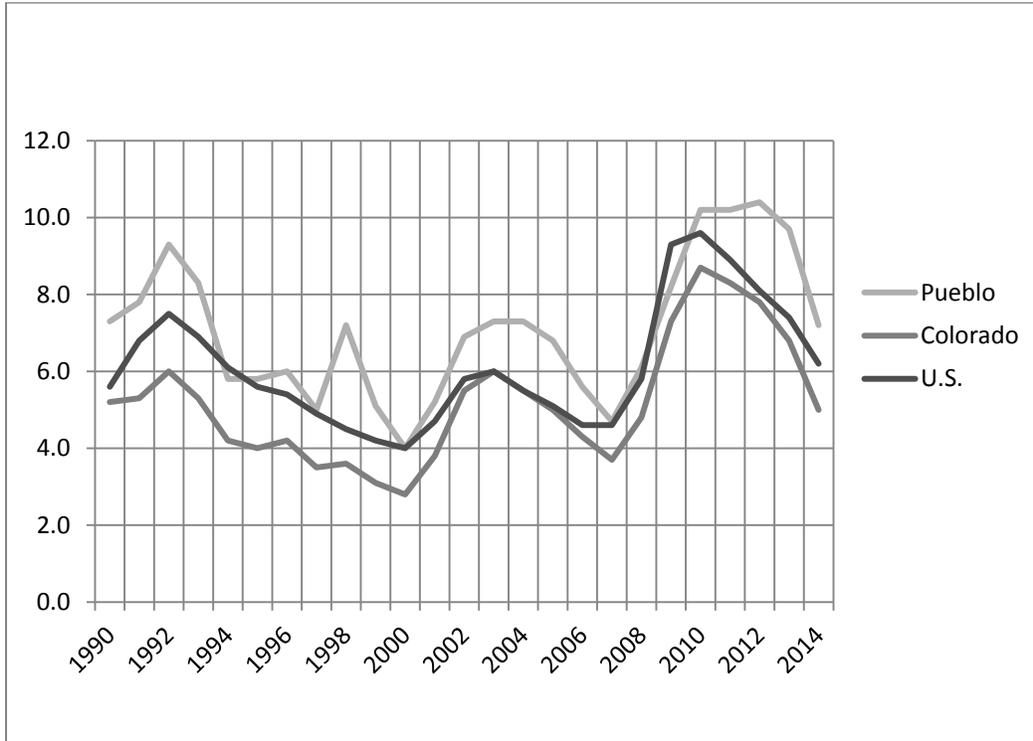
**Table 3.3: Place of Work for Pueblo Residents (2000 and 2010)**

County	2000		2006-2010	
	Count	%	Count	%
<b>Pueblo County</b>	<b>52,721</b>	<b>91.1%</b>	<b>57,390</b>	<b>89.3%</b>
El Paso County	3,137	5.4%	3,355	5.2%
Fremont County	1,129	2.0%	1,445	2.2%
Otero County	290	0.5%	120	0.2%
Crowley County	216	0.4%	215	0.3%
Denver County	250	0.4%	315	0.5%
Huerfano County	130	0.2%	240	0.4%
All other counties	835	1.4%	1,182	1.8%
<b>Sub-Total Other County</b>	<b>5,987</b>	<b>10.2%</b>	<b>6,872</b>	<b>10.7 %</b>
<b>Total</b>	<b>58,708</b>		<b>64,262</b>	

Source: U.S. Census. American Community Survey 2006-2010.

The following graph, Figure 3.10, shows the recent trend in the rate of unemployment for Pueblo, the State of Colorado, and the United States. Even a cursory perusal of it reveals the impact the recent recession has had on the level of unemployment. Examining the data from 1990 forward seems to reveal a cyclical trend in the rate of unemployment of approximately seven years duration. Since 2012, Pueblo's annual unemployment rate has dropped from 10.4 percent to 7.2 percent. The rate of unemployment, however, is nonetheless significantly higher than either the State of Colorado or the U.S. rates. It appears that the recovery of Pueblo's economy has lagged somewhat behind that of Colorado and the country as a whole. Nationally and statewide, the reduction in the level of unemployment commenced in 2010. For Pueblo, the process appears to not have materialized until 2012.

**Figure 3.10: Comparative Unemployment Rate Trends**



*Source: U.S. Bureau of Labor Statistics; Note: 2014 data is preliminary*

### **3.1.5 The Communities of Pueblo County**

As briefly alluded to, the Pueblo MPO shows a great deal of diversity in its demographic makeup. Its “communities” consist of three incorporated places (the City of Pueblo, Town of Boone, and Town of Rye), two metropolitan districts (Pueblo West and Colorado City), and a variety of residentially developed areas which are generally known to long-time residents, but have no legally mandated boundaries. This last group is particularly interesting. Local residents know where they are located, more or less, but any attempt to define their boundaries precisely is likely to vary based upon whom one is speaking with about them. For purposes of this analysis, eleven are identified, and demographics are readily available for them from the Bureau of the Census. The following map shows them, but the long-time resident might look in vain to find Baxter, North Avondale, Lombard Village, or West Park, though they are known by many.

**Figure 3.11: Pueblo County Communities Summary Demographics**

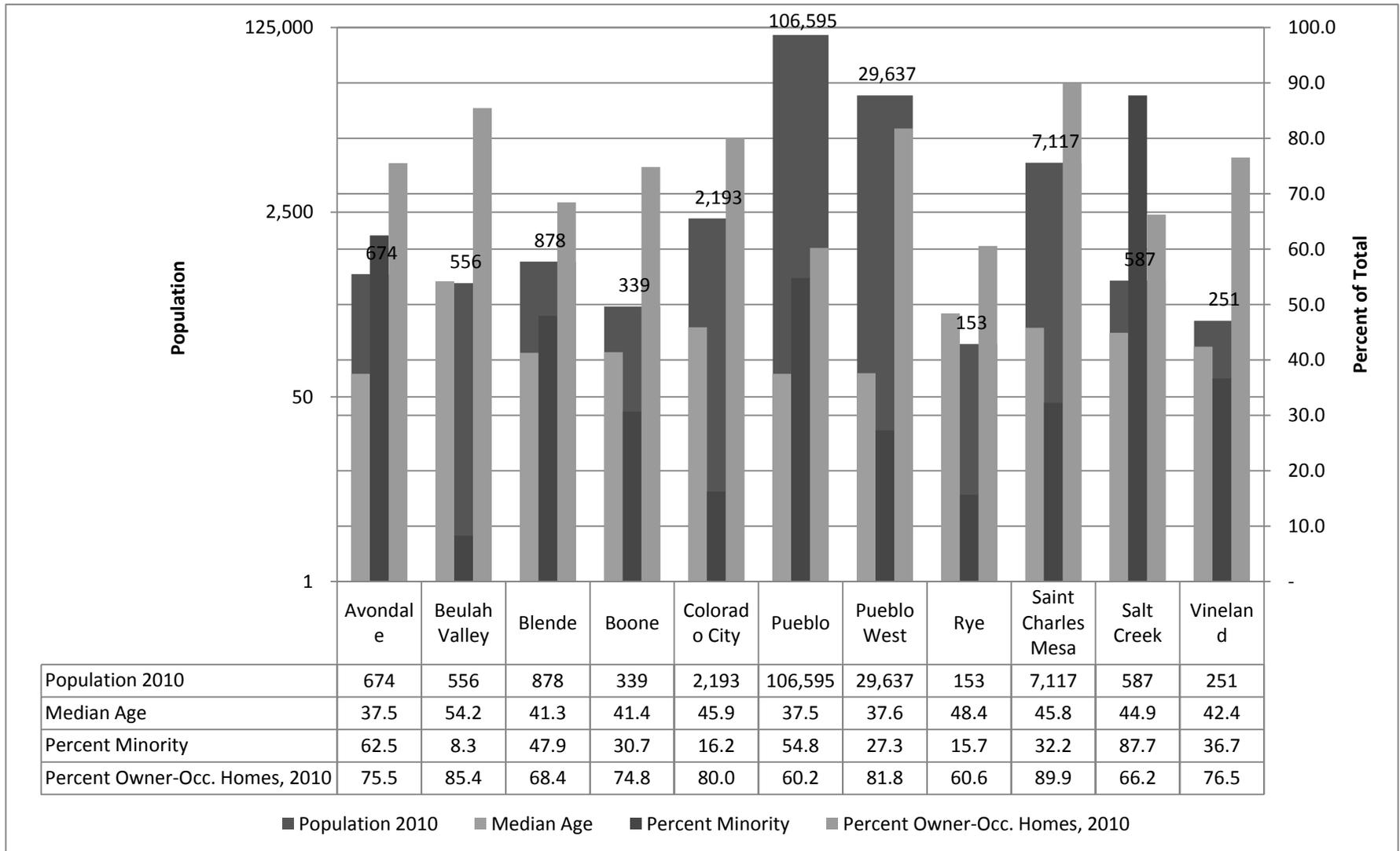
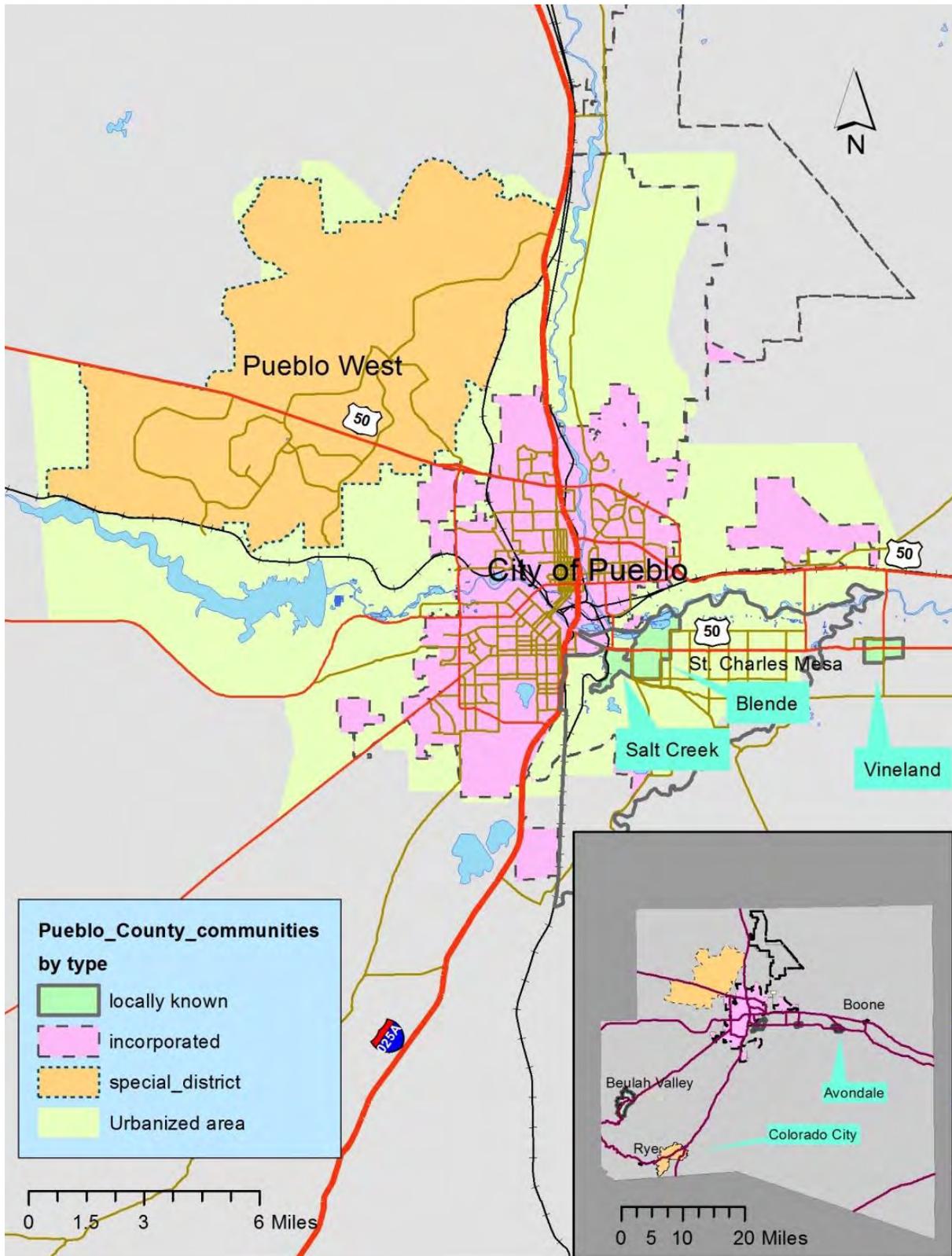


Figure 3.12: Communities in Pueblo County



### **3.1.6 Density of Population and Employment**

Figures 3.13 and 3.14 show the density of population and employment in the Pueblo Urbanized Area, respectively. Densities in Pueblo are relatively low in most areas. However, some of the older developed areas, and regional commercial centers, such as the Pueblo Mall have higher densities due to either employment centers or denser housing development.

Figure 3.13: Population Density (2010 Population per Acre)

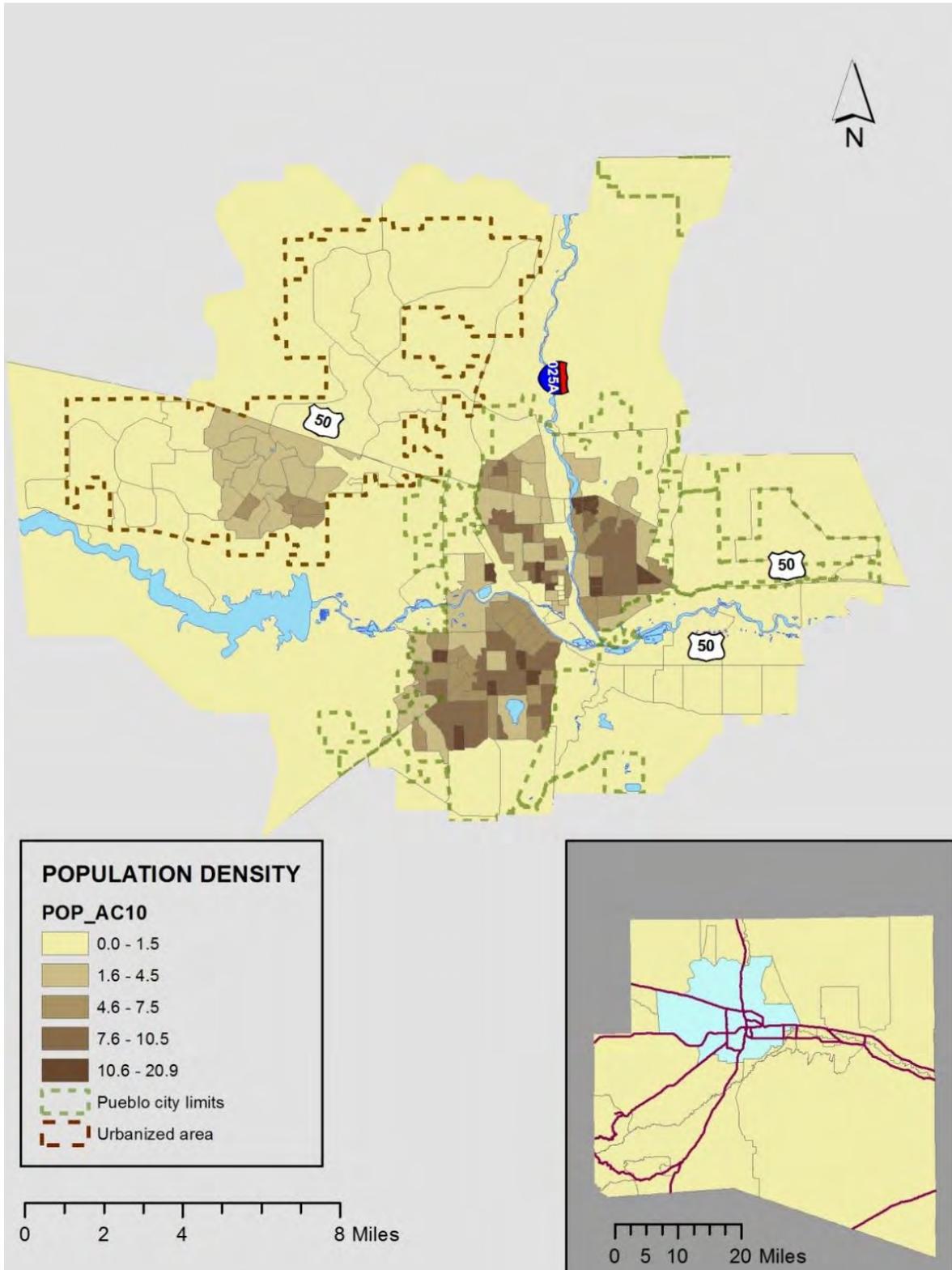


Figure 3.13: Population Density (2040 Population per Acre)

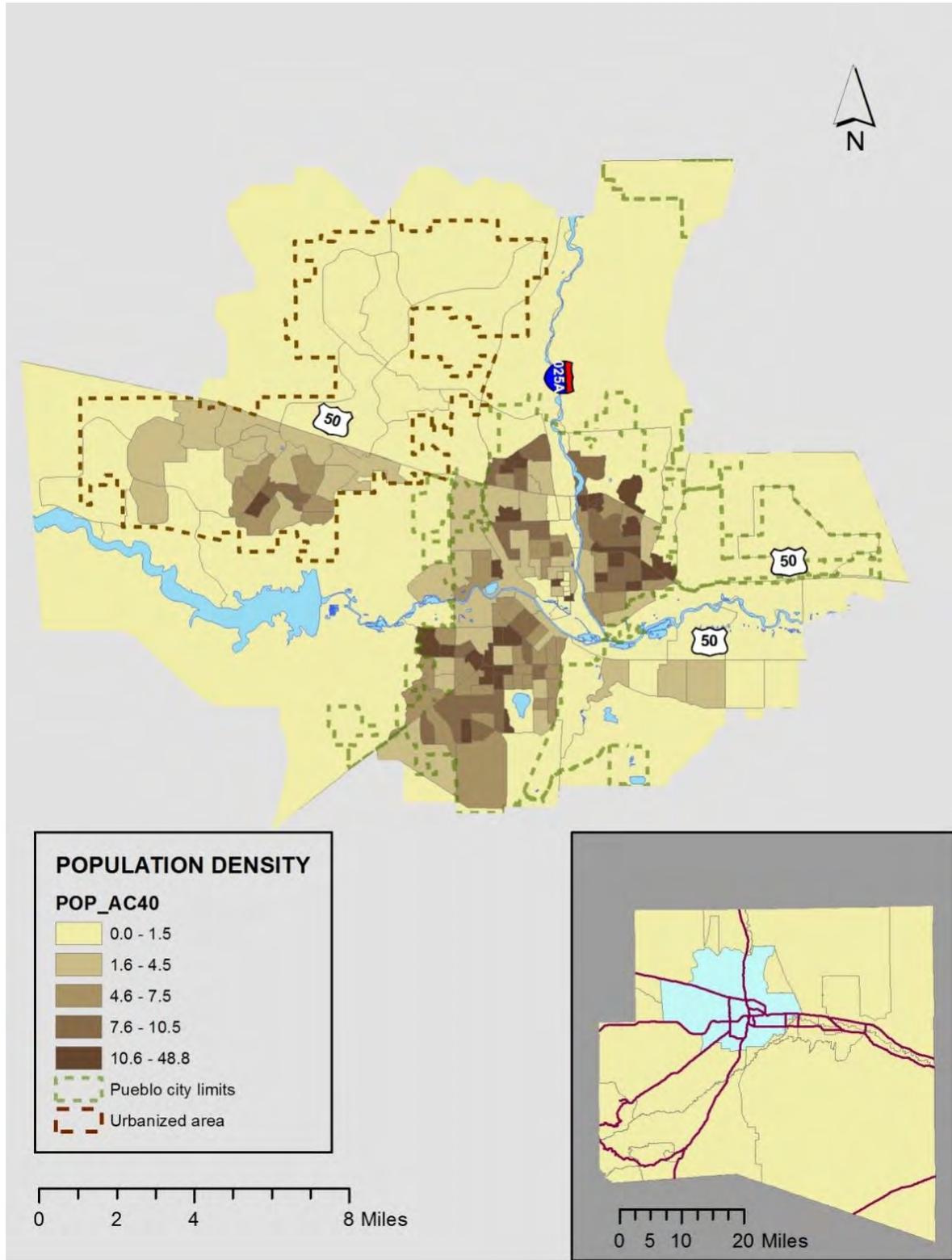


Figure 3.15: Employees per Acre, 2010

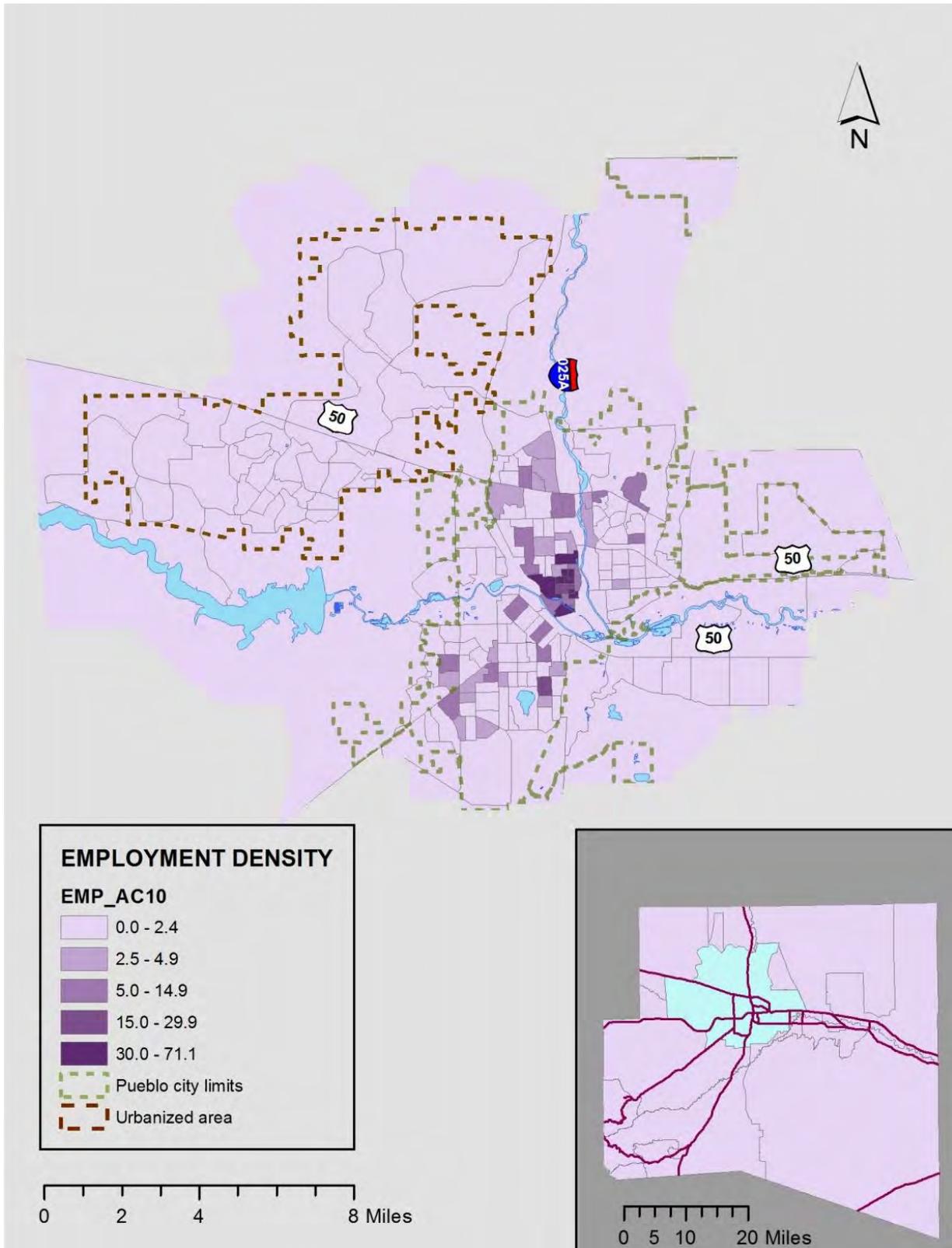
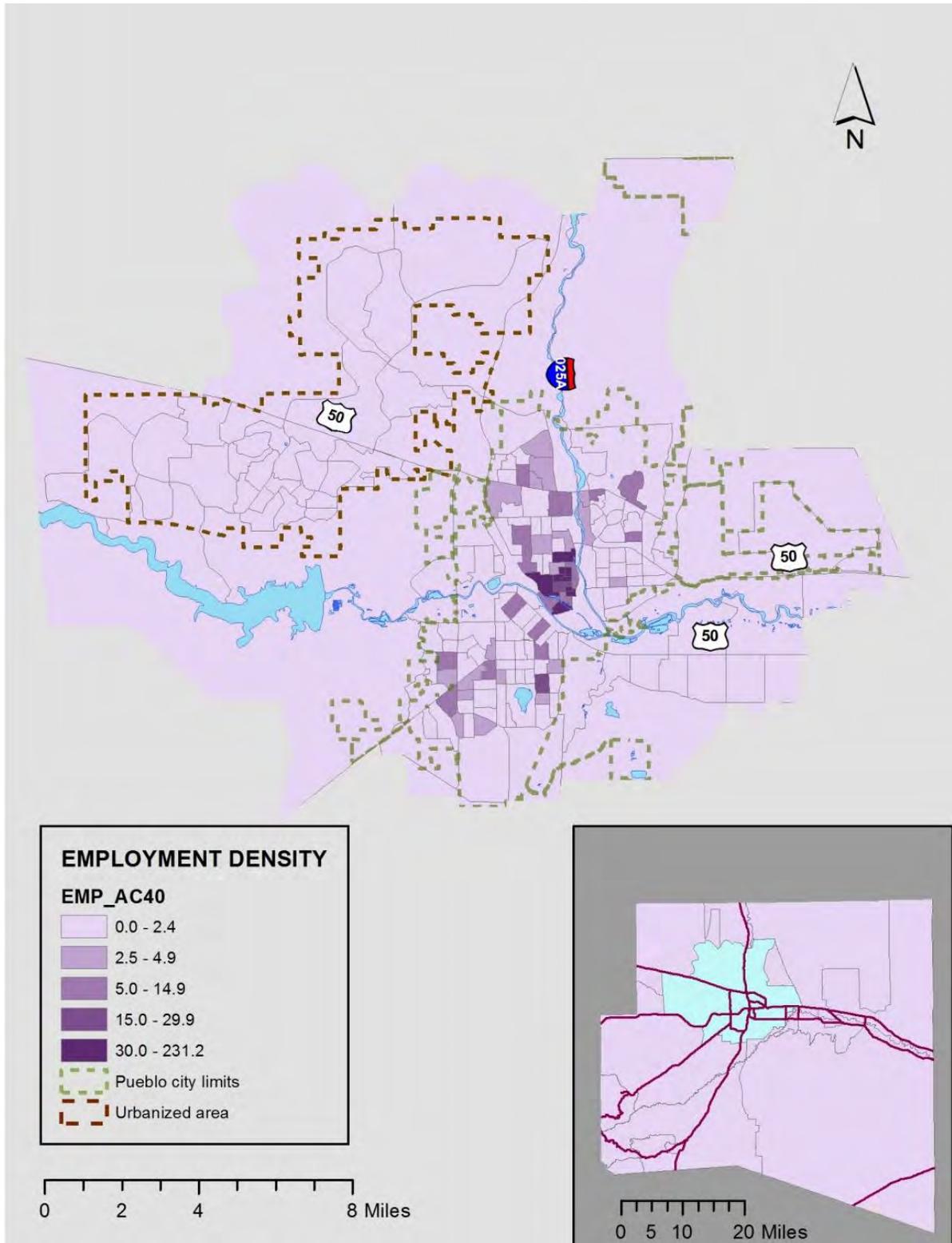


Figure 3.16: Employees per Acre, 2010



## **3.2 Environmental Justice**

On February 11, 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." This Order elaborates upon and expands the provisions of the Civil Rights Act of 1994 by mandating that Federally-funded projects must be aware of the issues affecting minority and low-income populations. As a recipient of Federal funding, the Pueblo MPO is required to abide by the provisions of the legislation. Under Executive Order 12898, each Federal agency is required to develop a program which implements its provisions. The Federal agency which is most directly involved with the functioning of the Pueblo MPO is the Federal Highways Administration (FHWA).

The intent of the analysis presented in this section is to identify concentrations of low-income and minority populations in Pueblo that are most readily at risk of being overlooked in the process of developing and implementing transportation-related projects. Four major components are evaluated: low-income, minority, the disabled population, and the population with no vehicle available. The first two are specifically mandated by the Order; the third and fourth, though not specifically mentioned, represents a demographic segment that historically has been overlooked in the transportation planning process. These four variables are identified on the basis of data aggregated by census block groups.

### **3.2.1 Low-Income Population**

Estimates of the low and moderate income population are published by the U.S. Department of Housing and Urban Development (HUD) for evaluating the eligibility of local jurisdictions to receive community development block-grant (CDBG) funding. The U.S. Bureau of the Census is responsible for the compilation of the data for HUD. The 2006-2010 American Community Survey (ACS) provides the basis for the tabulation. The source of the data is the following website:

<https://www.hudexchange.info/manage-a-program/acs-low-mod-summary-data/>

An area is considered entitled to receive CDBG funding if more than 51 percent of its residents fall within the low or moderate income household category. The following map depicts these block groups.

### **3.2.2 Minority Status**

Data are readily available from the U. S. Bureau of the Census which facilitates identifying the concentrations of minority groups. For purposes of this report, "minority" is defined as follows:

- American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- Asian or Pacific Islander (including Native Hawaiian) – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
- Black/African American – a person having origins in any of the black racial groups of Africa, or
- Hispanic/Latino – a person or Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

### **3.2.3 Disabled Population and Households with No Vehicle**

As noted previously, these two population components, while not specifically addressed in the Executive Order, have historically been placed at a disadvantage with regard to their fair access to transportation facilities. As will hopefully become apparent if the user examines the subsequent maps, there is, in many cases a high correlation between these population segments regarding their geographic distribution. Census block groups having a high minority concentration frequently also have a high proportion of low income households. Disabled population concentrations frequently reflect high numbers of persons without access to a vehicle. Data which can be portrayed in a format which can be mapped are readily available from the Census Bureau's American Community Survey. The subsequent maps present this information.

The final map of the series shows block groups which fall within the following criteria:

- Low-moderate income  $\geq$  51 percent;
- Minority population  $\geq$  50 percent;
- Disabled population  $\geq$  20 percent;

Households with no vehicles  $\geq$  10 percent

The census block groups that meet these criteria are also listed on this map.

Figure 3.17: Low-Moderate Income Block Groups

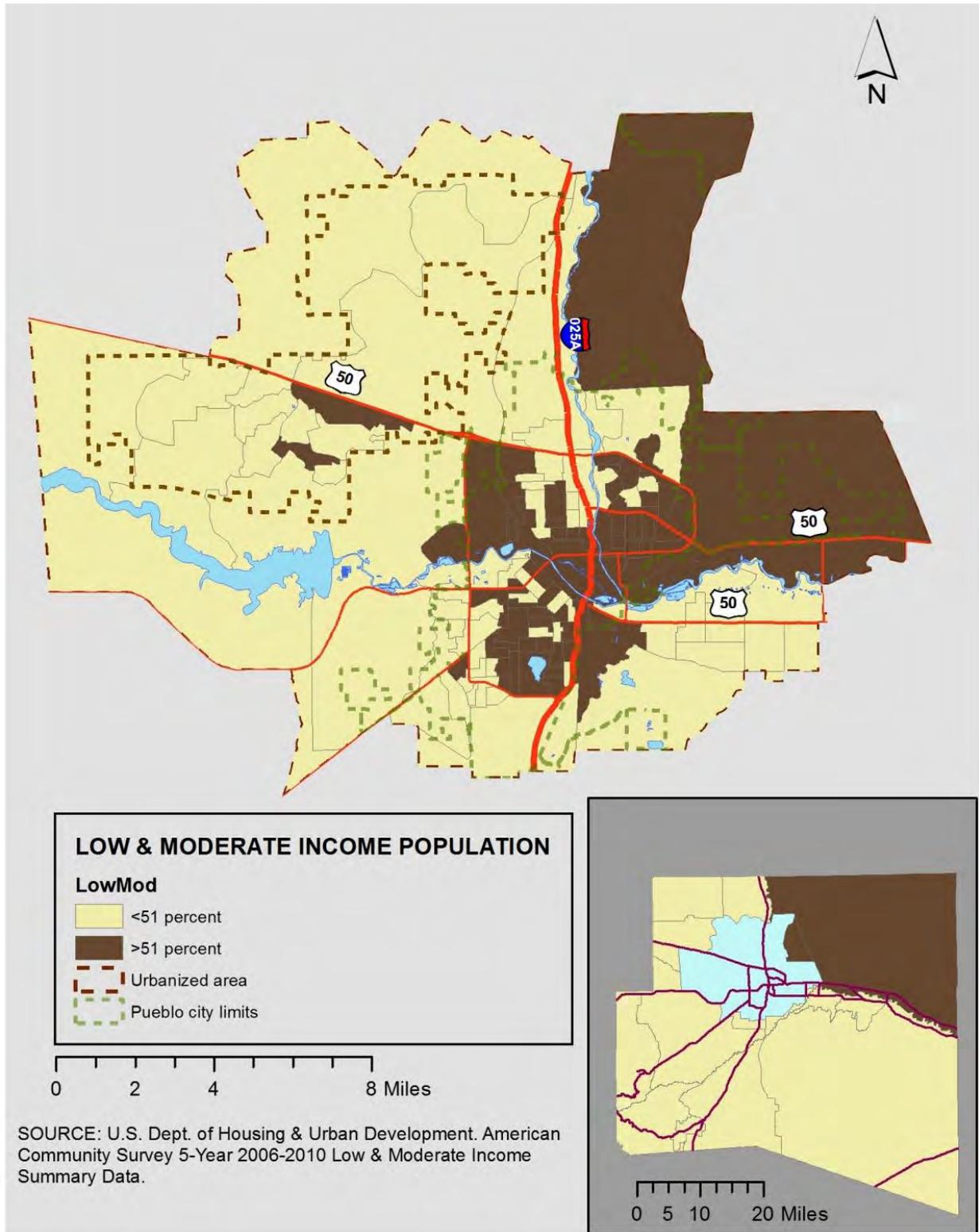
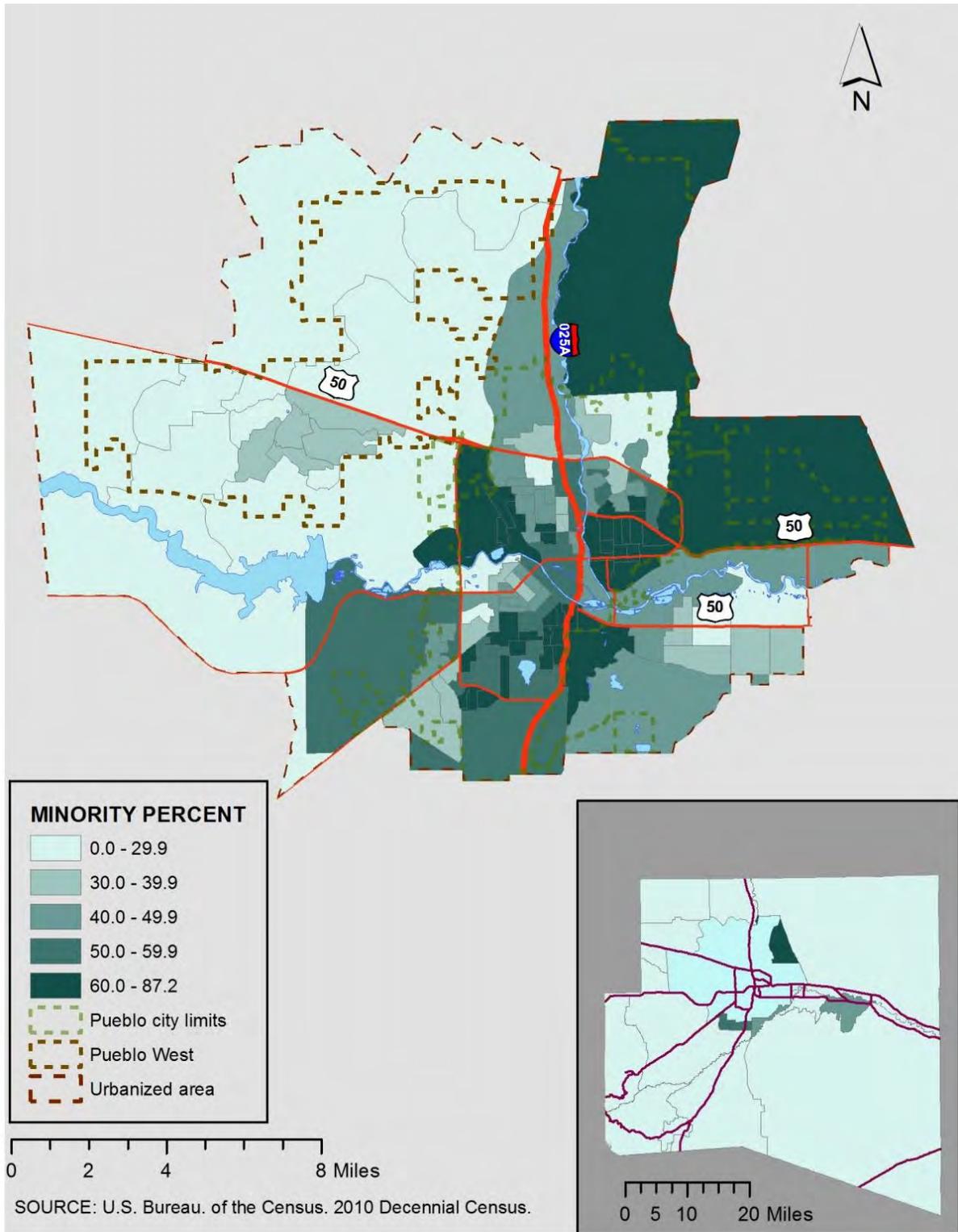


Figure 3.18: Minority Population Block Groups



**Figure 3.19: Percent Disabled Aged 16-64 Years by Block Groups**

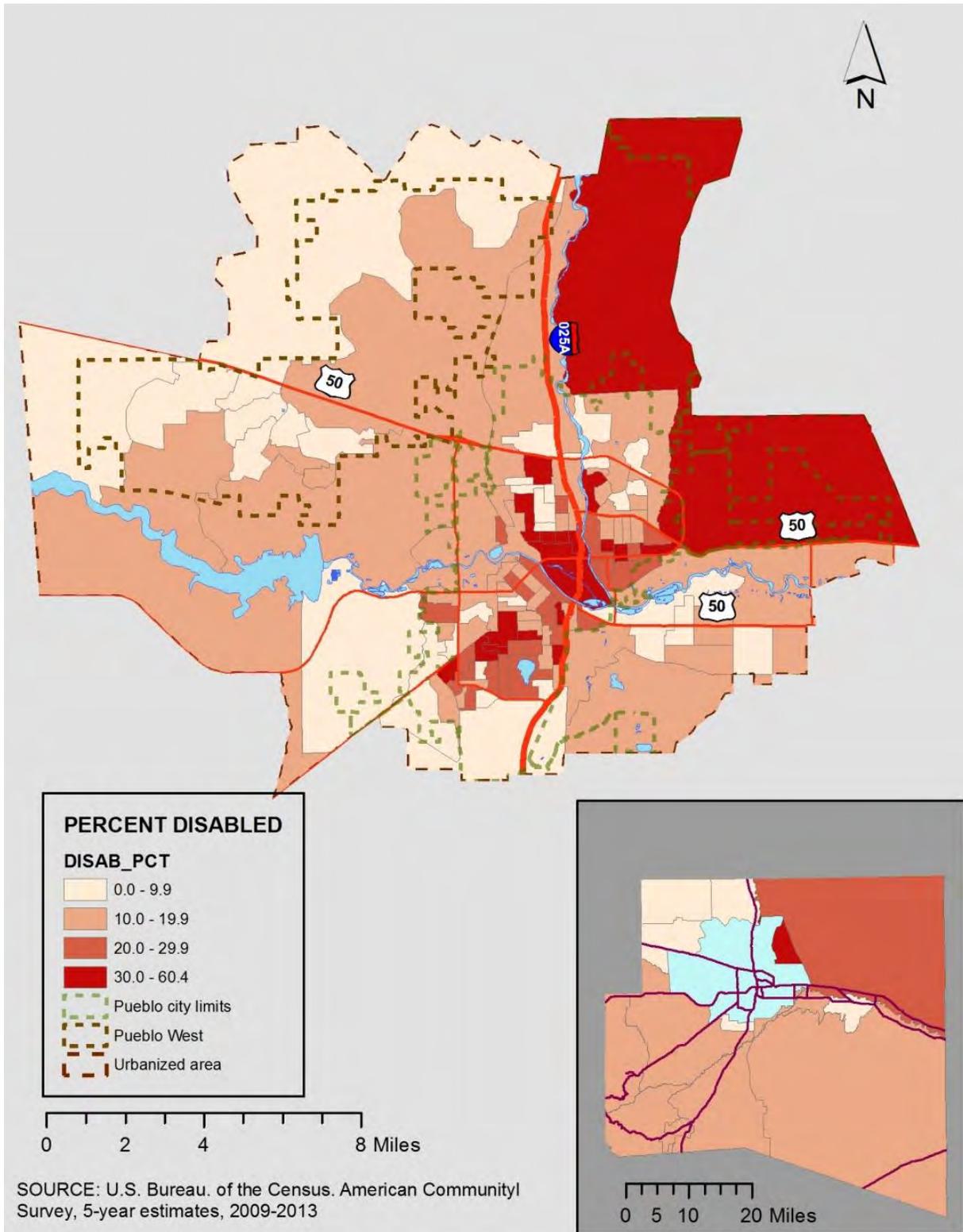


Figure 3.20: Percent with No Vehicle Available by Block Groups

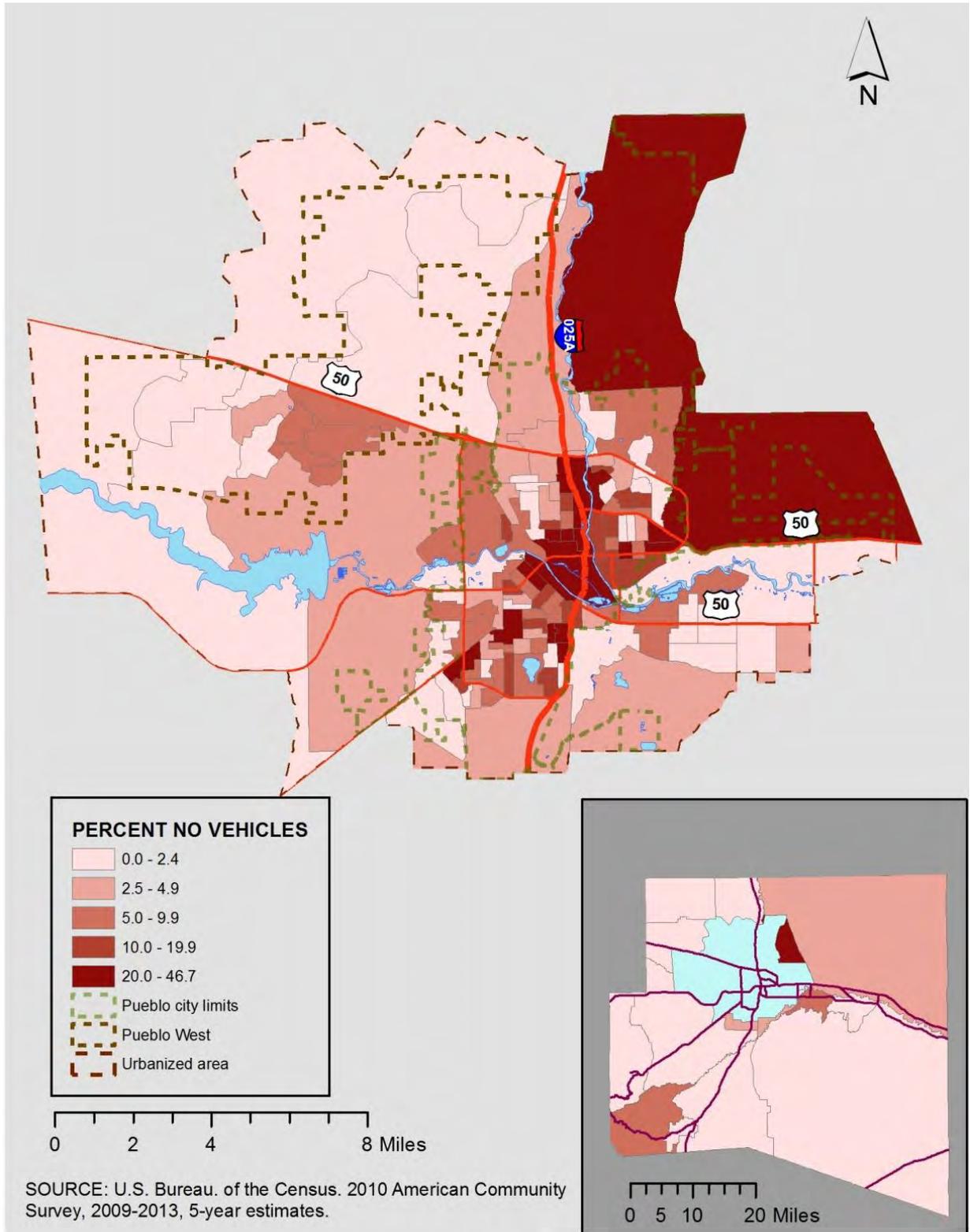
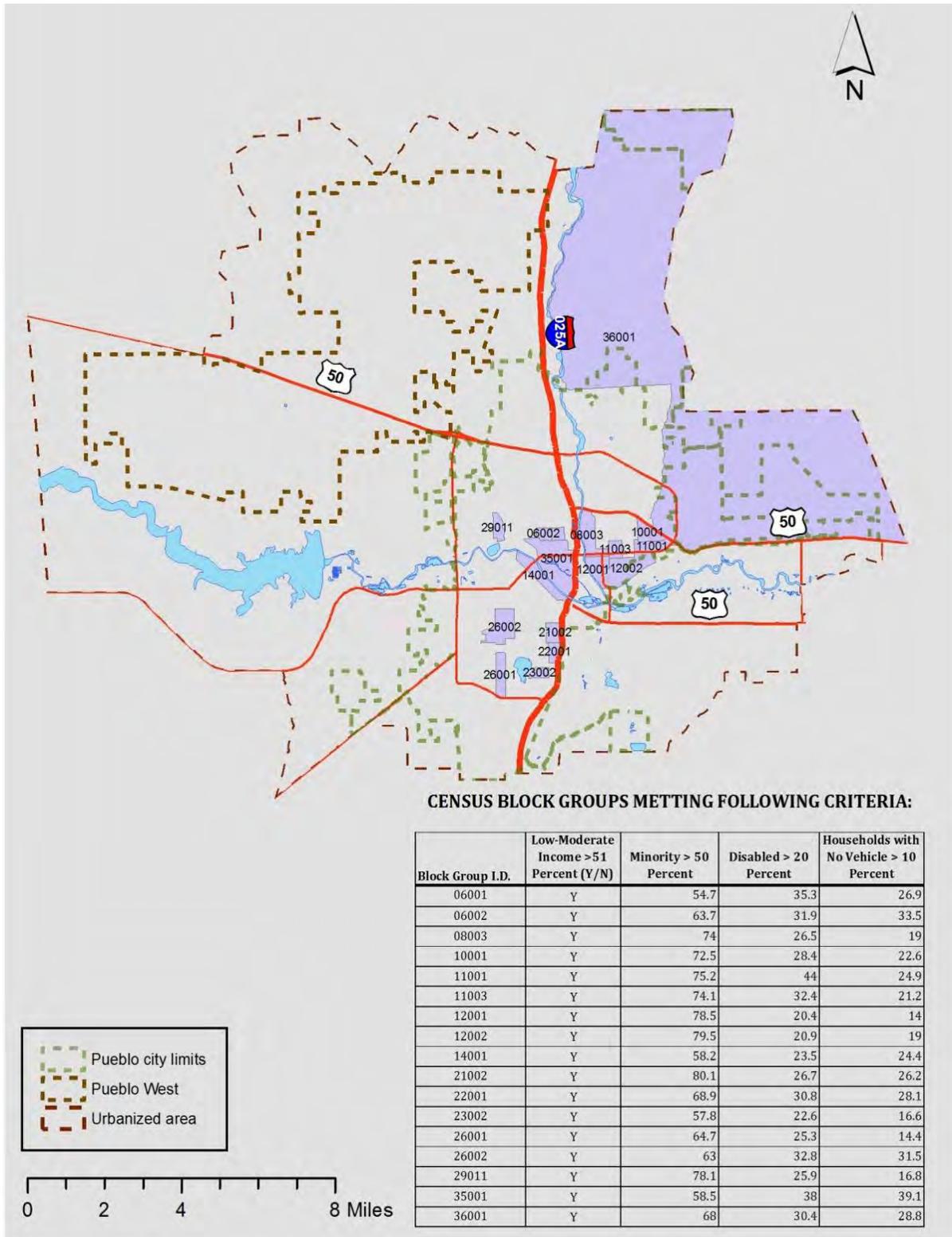


Figure 3.21 Census Block Groups Meeting EJ Criteria (See Below)





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## Chapter 8 Fiscally Constrained Plan

### 8.1 The Fiscally Constrained Plan

In the context of this 2040 Regional Transportation Plan, there is a great disparity between total projected revenues and the costs of improvements included in 2040 Vision Plan.

The Fiscally Constrained Plan includes three project categories:

- Committed projects that are included in the 2016-2019 TIP or in the 10-Year Capital Improvements Program (CIP)
- Regional Priority Projects to be funded using state and federal funding
- Development driven projects to be funded by private development interests

### 8.2 Transit Revenue Forecast

#### 8.2.1 Transit Programs Administered by CDOT

Transit funding is available from the state through the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) program. FASTER transit funding falls into the following two categories:

- TRG-FASTER (State) transit funding for regional or State focused projects
- STL-FASTER (State) transit funding for locally focused projects

Federal Transit Administration (FTA) Revenue Forecasts for transit capital projects (rolling stock, maintenance facilities, etc.), system maintenance, and transit operations are first estimated statewide by CDOT using formulas from the Federal Transit Administration (FTA) and then allocated for the following programs:

- **Section 5310** funds are apportioned by FTA formula to the states to provide capital equipment to organizations providing transportation services for the elderly and disabled.
- **Section 5311** funds are apportioned by formula to the states for capital and operating assistance in non-urbanized areas (rural and small urban areas). The match for grantees is 80%/20% for capital equipment and administrative expenses, and 50%/50% for operating expenses.
- **Section 5339** funds are apportioned by formula to the states bus and bus facilities capital assistance.

#### 8.2.2 Other Transit Programs and Funding

Pueblo receives direct transit funding under the **Section 5307** program. Section 5307 funds are apportioned by formula to designated urbanized areas in three population categories: >1 million, 200,000 to 1 million, and 50,000 to 200,000. Funds are for capital, operating, and planning assistance. The FTA administers these funds directly to the urbanized areas.

Pueblo and is eligible for discretionary funds under **Section 5309**. Discretionary Section 5309 Capital Program funds are administered under three programs: Fixed Guideway Modernization, New Starts, and Bus and Bus Related allocations. New Start and Bus allocations are made at the discretion of

Congress. Funds must usually be obtained through intensive lobbying and support from one's congressional delegation.

## **8.3 Roadway Revenue Forecasts**

### **8.3.1 Local Roadway Funding**

In general, the major local jurisdictions – City of Pueblo, Pueblo County, and Pueblo West Metro District do not currently use public funds to construct new arterial roadways or to extend major roadways. The expansion of the local (off-system) roadway network occurs as a result of private investment expenditures associated with new growth and development through the requirements of local subdivision, annexation, or special area planning processes.

These policies have evolved, in part, because of some unique historical circumstances that occurred in the Pueblo area:

1. Much of the roadway infrastructure was built in the decades before the 1980s when Pueblo experienced growth similar to other cities in the region or along the Front Range. During that time, the capacity of the network was sufficient to accommodate the existing traffic volumes without significant congestion.
2. In the early 1980s, however, Pueblo faced the loss of major employers such as the Pueblo Chemical Depot and substantial job cutbacks at the Steel Mill (the largest single employer in the area). Area employment decreased and a substantial out-migration occurred as people left the area to find work elsewhere.
3. Although some recovery began to occur in the mid-1980s, the earlier losses were enough that the population of the region actually showed a decrease between the 1980 Census and the 1990 Census. With the concomitant reduction in the number of vehicle-miles traveled, the existing network was more than sufficient to accommodate traffic.
4. From 1990 to 2000, regional population and economic growth occurred at a slow, but steady, rate and the overall capacity of the existing roadway network remained sufficient to accommodate the demand. The primary problem, then and now, is not necessarily the lack of physical capacity but rather the lack of connectivity between some major facilities. This lack of connectivity causes two significant problems: "bottlenecks" which create localized congestion, and the use of often-circuitous routes that are not on the major roadway system. (The latter problem can be particularly troublesome when the route penetrates or goes through residential neighborhoods.)
5. From 2000 to the present, a substantial amount of growth has occurred outside the core area of the City of Pueblo, with the highest growth occurring in Pueblo West where Census, State, and local estimates indicate population has more than doubled in the past eight years. While the overall regional roadway network capacity has undergone some expansion in developing areas and remains sufficient, the lack of off-system connectivity has resulted in significant congestion in major on-system corridors along US 50 West & SH 47 East, I-25 in the urban area, SH 96 (4<sup>th</sup> Street) nearing and through Downtown, and SH 45 (Pueblo Blvd).

### **8.3.2 Private Roadway Funding**

Private funding for roadway improvements can be included in the Fiscally Constrained Plan. In order to be eligible for inclusion in the fiscally constrained revenue forecast, the revenues must meet the FHWA and CDOT requirement that they are “known or reasonably expected revenues.” Operationally, this requires that any entry of proposed private expenditures, whether on-system or off-system must be “committed.” Committed implies that there is a written agreement or another mechanism in place to guarantee that the revenues are or will become available. With the upturn in the local economy since the 2035 RTP was adopted, a number of development projects that were previously “on hold” are moving forward. As a result, improvements to twenty corridors were judged to meet the “committed” project criteria for this 2040 RTP. The costs associated with these improvements total \$650,300,000 in 2015 dollars.

### **8.3.3 State and Federal Roadway Funding**

Bridge funding is available from the state for bridges. Bridge funding falls into the following two categories based on jurisdiction for the facility on which the bridge is located:

- Bridge-On State System
- Bridge-Off State System

FASTER highway funding is available from the state in the following two categories:

- FASTER Safety
- FASTER Bridge Enterprise

Responsible Acceleration of Maintenance and Partnerships (RAMP) funding is not new funding but represents a new approach to budgeting and expending revenue on projects. In the past, CDOT did not advertise a project until all of the money was “in the bank,” which means the department was saving money for projects over multiple years before construction could begin. Under the RAMP program, CDOT is funding multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins. RAMP projects are selected for funding based on traditional analysis as well as readiness.

Highway funding programs/funding sources used within the Pueblo region that are administered by the state include the following:

- Regional Priorities Program (RPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Safe Routes to School (SRTS) Grants
- Transportation Alternatives Program (TAP)

RPP and STP funding is restricted to on-system facilities.

## 8.4 Funding Priorities

### 8.4.1 Highway Funding Priorities

#### Regional TIP Funding Priorities

Two groups of projects fall into the “committed” category: those included in the current 2016-2019 Transportation Improvement Program (TIP) and those included in the 10-Year Capital Improvements Program (CIP). Twenty two funded highway improvement projects are identified for near-term funding by the 2016-2019 TIP. Tables 8.1 and 8.2 below summarize TIP programmed investments by funding source and corridor location. Table 8.1 lists the highway projects included in the 2016-2019 TIP and associated funding levels. Figure 8.3 shows the locations of the 2016-2019 TIP highway projects.

**Table 8.2: PACOG 2016 - 2019 Transportation Improvement Program (TIP) - Funding by Source**

Funding Source	2016	2017	2018	2019	4-Year Total
FASTER Safety	\$25,745,000	\$11,083,000	\$7,400,000	-	\$44,228,000
RPP	\$1,450,000	-	\$4,100,000	\$2,336,000	\$7,886,000
HSIP	\$750,000	\$2,018,000	-	-	\$2,768,000
Bridge On-System	\$525,000	\$2,560,000	\$50,000	-	\$3,135,000
Surface Treatment	\$8,816,000	\$7,810,000	\$7,510,000	-	\$24,136,000
Bridge Off-System	-	-	\$1,493,002	-	\$1,493,002
TAP-Region	\$653,000	\$643,000	-	-	\$1,296,000
RAMP	\$8,953,000	-	-	-	\$8,953,000
Transit (FTA)	\$2,356,519	\$2,362,790	\$2,369,185	\$2,375,707	\$9,464,202

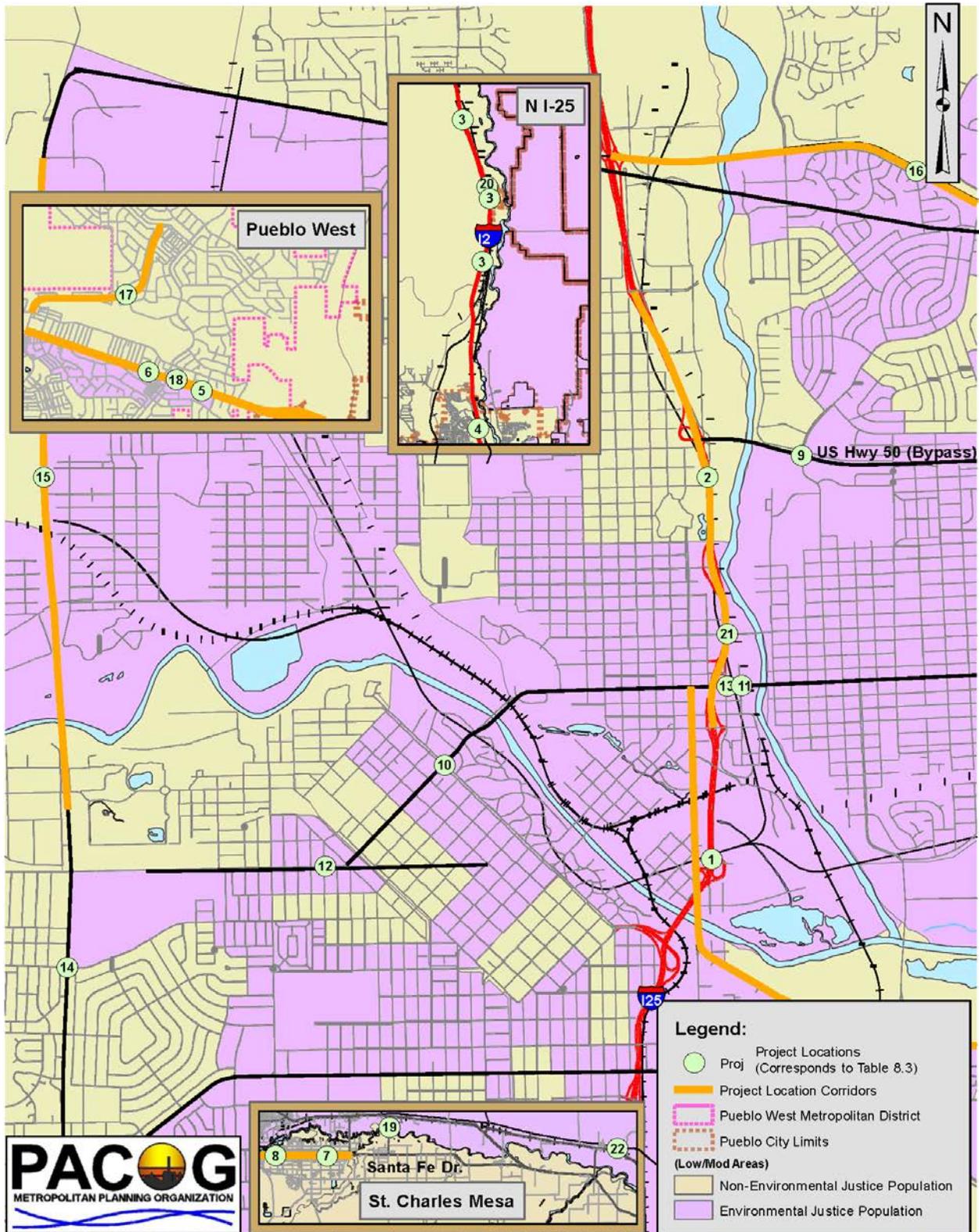
**Table 8.3: PACOG 2016 - 2019 Transportation Improvement Program (TIP) - Funding by Corridor**

Facility/Corridor	2016	2017	2018	2019	4-Year Total
I-25	\$26,697,000	\$5,611,000	\$50,000	-	\$32,358,000
US 50	\$11,051,000	\$5,450,000	\$19,010,000	\$2,336,000	\$37,847,000
SH 96	\$750,000	\$1,300,000	-	-	\$2,050,000
SH 45	-	\$8,710,000	-	-	\$8,710,000
SH 47	\$7,741,000	-	-	-	\$7,741,000
SH 231	-	\$2,400,000	-	-	\$2,400,000
Off-Corridor	\$3,009,519	\$3,005,790	\$3,862,187	\$2,375,707	\$12,253,203

**Table 8.1: PACOG 2016 - 2019 Transportation Improvement Program (TIP) - Funding by Source**

ID/#	Project	2016	2017	2018	2019	4-Year Total
1	I-25 through Pueblo, Illex	\$25,247,000	\$5,433,000	-	-	\$30,680,000
2	I-25 Corridor	\$1,450,000	-	-	-	\$1,450,000
3	I-25 ITS Traffic Cameras	-	\$18,000	-	-	\$18,000
4	I-25/Eagleridge Bridge Deck Repair	-	\$160,000	-	-	\$160,000
5	EB US 50A W - Wills to McCulloch (widen to 3 lanes)	\$6,375,000	\$5,000,000	-	-	\$11,375,000
6	WB US 50A W - Wills to McCulloch (widen to 3 lanes)	\$4,676,000	-	\$10,500,000	\$2,336,000	\$17,512,000
7	US 50C Drainage Improvements	-	-	\$1,000,000	-	\$1,000,000
8	US 50C - 4th St. to Baxter Rd.	-	-	\$7,510,000	-	\$7,510,000
9	US 50/Bonforte Blvd./Hudson Ave.	-	\$450,000	-	-	\$450,000
10	SH 96A at Abriendo Ave. - Intersection Improvements	\$750,000	-	-	-	\$750,000
11	SH 96A at Chester Ave.	-	\$650,000	-	-	\$650,000
12	SH 96 at Acero Ave.	-	\$200,000	-	-	\$200,000
13	SH 96 at Bradford Ave.	-	\$450,000	-	-	\$450,000
14	SH 45 at Hollywood Dr./ Lehigh Ave.	-	\$900,000	-	-	\$900,000
15	SH 45 - City Park to Spaulding	-	\$7,810,000	-	-	\$7,810,000
16	SH 47 Jct. I-25/US 50 to E of Troy	\$7,741,000	-	-	-	\$7,741,000
17	Pueblo West Trail – Industrial to Platteville	\$653,000	-	-	-	\$653,000
18	Pueblo West Trail – Southern Delivery System Trail and Park	-	\$643,000	-	-	\$643,000
19	Arkansas River Bridge Maintenance on SH 231	-	\$2,400,000	-	-	\$2,400,000
20	Pueblo City Bridge Repair on I-25	-	-	-	\$50,000	\$50,000
21	Pueblo City Bridge - 8th St. over I-25	-	-	\$350,000	-	\$350,000
22	Colorado Canal Bridge - CR611 and Boone Rd.	-	-	-	\$1,143,002	\$1,143,002
<b>Total Cost</b>						<b>\$93,895,002</b>

**Figure 8.1: PACOG 2016 - 2019 Transportation Improvement Program (TIP) Project Locations**  
 (placeholder map – to be replaced in RTP document format)



## Regional 10-Year CIP Project Funding Priorities

The 10-Year CIP identified 7 additional projects for funding during the period from 2020 to 2025.

**Table 8.4: Additional 10-Year CIP Projects (2020-2025)**

ID/#	Project	From	To	2015 Total Cost
23	I-25 North	13th St.	to US 50B Interchange	\$12,000,000
24	I-25 Eastside Frontage Road	Dillon Interchange	Eden Interchange	\$4,200,000
25	US 50A West (EB) - Add the third lane and trail facilities, improve pedestrian crossings at signalized intersections	Wills	McCulloch	\$2,911,924
26	US 50B - Continuous left lane where US 50C and US50B meet	MP 332.1	MP 333.9	\$2,000,000
27	US 50 Access Management Plan	I-25	Fortino	\$250,000
28	SH 96A West of Pueblo - Shoulder Widening, Bridge Rail Replacement, Bike Lane and Other Safety Improvements			\$4,000,000
29	SH 78 - Raised Median	Bandera Parkway	Surfwood Lane	\$400,000
<b>Total Cost</b>				<b>\$25,761,924</b>

## Fiscally Constrained Project Funding Priorities

After adjusting for state and federal funding for committed projects identified by the 2016-2019 TIP and those identified by CDOT in the 10-Year CIP, the remaining balance available to fund additional regional priority projects RPP program has a total remaining balance of approximately \$368,700,000 in 2015 dollars. Nine projects from the 2040 RTP Vision Plan were identified as high priorities to be implemented as part of the 2040 Fiscally Constrained Plan. Table 8.5 below lists these projects and their associated costs. The locations of these projects are shown in Figure 8.2.

**Table 8.5: State/Federally Funded Fiscally Constrained Plan Projects**

ID/#	Project	From	To	2015 Total Cost
30	Stanton Street	Ilex St./D St.	Santa Fe Dr.	\$11,000,000
31	Joe Martinez Boulevard	Purcell Blvd.	Pueblo Blvd.	\$68,300,000
32	Spaulding Avenue	Pueblo Blvd.	Purcell Blvd.	\$24,600,000
33	West Pueblo Connector	I-25	Railroad Crossing	\$39,500,000
34	8 <sup>th</sup> Street	Blake St.	West Pueblo Connector	\$4,700,000
35	Pueblo Boulevard	Highway 50 West	Drew Dix Blvd.	\$40,000,000
36	Rawlings Boulevard	Troy Ave.	Baculite Mesa Rd.	\$12,400,000
37	Jerry Murphy Road/Overton Road	Eagleridge Blvd. / 47th St.	Pinon / Pace Rd.	\$150,800,000
38	Walking Stick Boulevard	Village Green Pl.	Home of Heroes Rd.	\$17,400,000
<b>Total Cost</b>				<b>\$368,700,000</b>

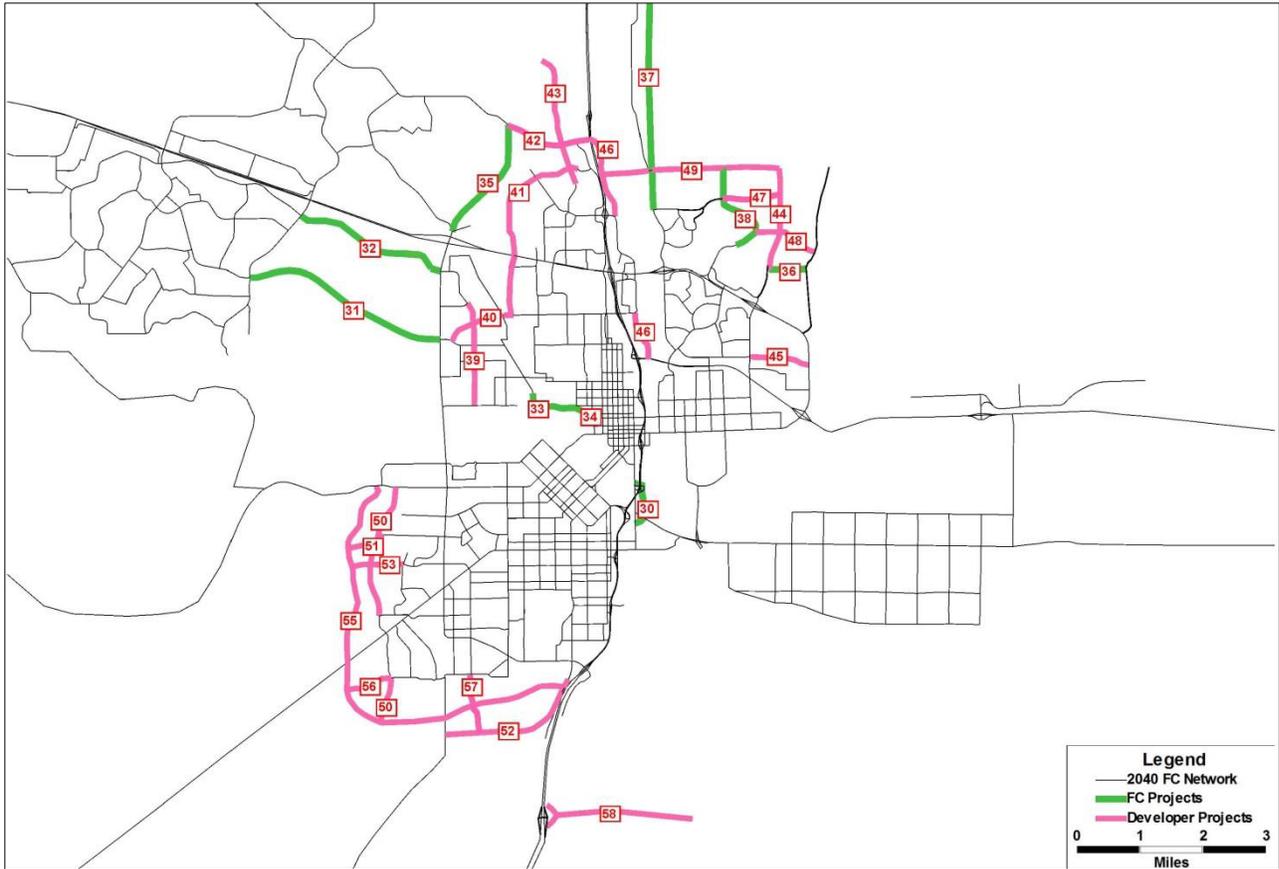
## Developer Project Funding Priorities

A selected set of projects included in the 2040 Vision Plan that are “developer driven” projects that can reasonably be expected to be completed within the 2040 RTP 20-year planning horizon. Table 8.6 below lists these projects and their associated costs. Figure 8.2 shows where these projects are located within the region.

**Table 8.6: Privately Funded Fiscally Constrained Plan Projects**

ID/#	Project	From	To	2015 Total Cost
	Spaulding Avenue – Widen and Improve	11 <sup>th</sup> Street	31 <sup>st</sup> Street	\$20,600,000
	29 <sup>th</sup> Street	Wills Boulevard	24 <sup>th</sup> Street	\$26,700,000
	Wills Boulevard	29 <sup>th</sup> Street	Pueblo Crossing	\$26,700,000
	Platteville Boulevard	Pueblo Boulevard	Elizabeth Street	\$25,600,000
	Outlook Boulevard	Ridge Drive	Pueblo Boulevard	\$33,300,000
	Troy Avenue	Rawlings Boulevard	Home of Heroes Road	\$101,100,000
	Constitution Road	Troy Avenue	SH 47	\$13,000,000
	Dillon Drive	SH 50 Bypass	Interstate 25	\$29,700,000
	47 <sup>th</sup> Street	Walking Stick Boulevard	Troy Avenue	\$13,300,000
	College Trail	Walking Stick Boulevard	Baculite Mesa Road	\$14,200,000
	Home of Heroes Road	Dillon Drive	Troy Avenue	\$66,800,000
	Bandera Parkway	Short Street	Nolan Trace	\$61,800,000
	Red Creek Springs Road	Suncrest Lane	McCarthy Boulevard	\$20,600,000
	Lake Avenue	Little Burnt Mill Road	Pueblo Boulevard	\$48,900,000
	Lehigh Avenue	Lynn Meadows Drive	McCarthy Boulevard	\$15,500,000
	McCarthy Boulevard	Stonemoor Hills	SH 78	\$33,300,000
	Nolan Trace	SH 78	Lake Avenue	\$57,500,000
	Bridle Trail	City Limits	Nolan Trace	\$12,400,000
	Hollywood Drive	Raccoon Lane	Lake Avenue	\$8,400,000
	South Pueblo Parkway	Greenhorn Drive	Railroad Crossing	\$20,900,000
<b>Total Cost</b>				<b>\$650,300,000</b>

**Figure 8.2: PACOG 2040 RTP Fiscally Constrained Plan Project Locations** (placeholder map – to be replaced in RTP document format)



### 8.4.2 Transit Funding Priorities

Short narrative summarizing funding priorities and tables for TIP, CIP and 2040 RTP constrained funding levels will be added. To be coordinated with fixed route bus and Human Services transit plans.

**Table 8.7: Transit Fiscally Constrained Plan Projects**

Small Urban Transit	FTA - 5307	2016-2019	\$8,022,180
	<b>10-Year Project Total:</b>		<b>\$8,022,180</b>
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Admin and Operating	2016-2019	\$656,058
	<b>10-Year Project Total:</b>		<b>\$656,058</b>
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA - 5310 Capital Projects	2016-2019	\$280,632
	<b>10-Year Project Total:</b>		<b>\$280,632</b>
Rural Area Formula Grants	FTA - 5311	2016-2019	\$505,331
	<b>10-Year Project Total:</b>		<b>\$505,331</b>



Project	From	To	Class	Length (ft)	2008 Cost	2012 Cost	2015 Cost	Design (15%)	ROW (5%)	Environmental (5%)	Const. Mgmt (25%)	2015 Total Cost	Rounded 2015 Cost	
<b>D St. Extension</b>	Lamkin St.	4th St.	MA	2,600	4,700,000	4,743,180	\$5,076,626	\$761,494	\$253,831	\$253,831	\$1,269,156	\$7,614,939	\$7,700,000	
	Union Ave.	Railroad Tracks	MA	1,100	1,800,000	1,816,537	\$1,944,240	\$291,636	\$97,212	\$97,212	\$486,060	\$2,916,359	\$3,000,000	
	Railroad Tracks	Santa Fe Ave.	MA	1,500	2,700,000	2,724,806	\$2,916,359	\$437,454	\$145,818	\$145,818	\$729,090	\$4,374,539	\$4,400,000	
	Santa Fe Ave.	Runyon Lake	MA	800	900,000	908,269	\$972,120	\$145,818	\$48,606	\$48,606	\$243,030	\$1,458,180	\$1,500,000	
	Railroad Yard Crossing				15,000,000	15,137,809	\$16,201,997	\$2,430,300	\$810,100	\$810,100	\$4,050,499	\$24,302,996	\$24,400,000	
<b>Stanton Street</b>	Ilex St./D St.	Arkansas River	MA	2,600	2,400,000	2,422,049	\$2,592,320	\$388,848	\$129,616	\$129,616	\$648,080	\$3,888,479	\$3,900,000	
	Arkansas River	Santa Fe Dr.	MA	800	1,350,213	1,362,618	\$1,458,410	\$218,762	\$72,921	\$72,921	\$364,603	\$2,187,615	\$2,200,000	
	Bridge Over Arkansas River		MA	200	3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000	
<b>Joe Martinez Boulevard</b> (Multiple Stream and Creek Structures)	Purcell Blvd.	Pueblo Blvd.	PA	17,800	42,100,000	42,486,784	\$45,473,605	\$6,821,041	\$2,273,680	\$2,273,680	\$11,368,401	\$68,210,408	\$68,300,000	
<b>Spaulding Avenue</b>	11th St.	18th St.	CO	2,800	4,200,000	4,238,587	\$4,536,559	\$680,484	\$226,828	\$226,828	\$1,134,140	\$6,804,839	\$6,900,000	
	22nd St.	24th St.	CO	1,300	2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000	
	24th St.	29th St.	CO	1,900	2,900,000	2,926,643	\$3,132,386	\$469,858	\$156,619	\$156,619	\$783,097	\$4,698,579	\$4,700,000	
	29th St.	31st.	MA	1,900	3,500,000	3,532,155	\$3,780,466	\$567,070	\$189,023	\$189,023	\$945,117	\$5,670,699	\$5,700,000	
	Pueblo Blvd.	Merriweather Dr.	MA	10,000	11,500,000	11,605,654	\$12,421,531	\$1,863,230	\$621,077	\$621,077	\$3,105,383	\$18,632,297	\$18,700,000	
	Merriweather Dr.	Purcell Blvd.	MA	3,200	3,600,000	3,633,074	\$3,888,479	\$583,272	\$194,424	\$194,424	\$972,120	\$5,832,719	\$5,900,000	
<b>West Pueblo Connector</b>	4th St.	8th St.	PA	2,600	3,100,000	3,128,481	\$3,348,413	\$502,262	\$167,421	\$167,421	\$837,103	\$5,022,619	\$5,100,000	
	8th St.	Railroad Crossing	PA	1,700	3,300,000	3,330,318	\$3,564,439	\$534,666	\$178,222	\$178,222	\$891,110	\$5,346,659	\$5,400,000	
	Railroad Crossing	Atlanta Ave.	PA	1,300	2,800,000	2,825,724	\$3,024,373	\$453,656	\$151,219	\$151,219	\$756,093	\$4,536,559	\$4,600,000	
	Atlanta Ave.	18th St.	PA	2,500	3,100,000	3,128,481	\$3,348,413	\$502,262	\$167,421	\$167,421	\$837,103	\$5,022,619	\$5,100,000	
	Large Railroad Yard Crossing					15,000,000	15,137,809	\$16,201,997	\$2,430,300	\$810,100	\$810,100	\$4,050,499	\$24,302,996	\$24,400,000
<b>8th Street</b>	Blake St.	West Pueblo Connector	MA	2,250	2,900,000	2,926,643	\$3,132,386	\$469,858	\$156,619	\$156,619	\$783,097	\$4,698,579	\$4,700,000	
<b>High Street</b>	24th St.	17th St.	MA	3,200	5,800,000	5,853,286	\$6,264,772	\$939,716	\$313,239	\$313,239	\$1,566,193	\$9,397,158	\$9,400,000	
<b>29th Street</b>	Wills Blvd.	Railroad Crossing	CO	600	900,000	908,269	\$972,120	\$145,818	\$48,606	\$48,606	\$243,030	\$1,458,180	\$1,500,000	
	Railroad Crossing	Wildhorse Creek	CO	1,300	2,100,000	2,119,293	\$2,268,280	\$340,242	\$113,414	\$113,414	\$567,070	\$3,402,419	\$3,500,000	
	Wildhorse Creek	Pest House Creek	CO	900	1,500,000	1,513,781	\$1,620,200	\$243,030	\$81,010	\$81,010	\$405,050	\$2,430,300	\$2,500,000	
	Pest House Creek	Spaulding Ave.	CO	600	900,000	908,269	\$972,120	\$145,818	\$48,606	\$48,606	\$243,030	\$1,458,180	\$1,500,000	
	Spaulding Ave.	24th St.	CO	2,500	3,800,000	3,834,912	\$4,104,506	\$615,676	\$205,225	\$205,225	\$1,026,126	\$6,156,759	\$6,200,000	
	Railroad Crossing		CO			3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000
	Bridge over Pest House Creek		CO			2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000
	Bridge over Wildhorse Creek		CO			2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000
<b>Wills Boulevard</b>	29th St.	Kachina Dr.	CO	3,900	5,900,000	5,954,205	\$6,372,786	\$955,918	\$318,639	\$318,639	\$1,593,196	\$9,559,178	\$9,600,000	
	Crestwood	Eagleridge Blvd.	CO	3,900	2,100,000	2,119,293	\$2,268,280	\$340,242	\$113,414	\$113,414	\$567,070	\$3,402,419	\$3,500,000	
	Eagleridge Dr.	Mesa View Dr.	CO	1,400	4,700,000	4,743,180	\$5,076,626	\$761,494	\$253,831	\$253,831	\$1,269,156	\$7,614,939	\$7,700,000	
	Mesa View Dr.	Outlook Blvd.	CO	1,600	2,400,000	2,422,049	\$2,592,320	\$388,848	\$129,616	\$129,616	\$648,080	\$3,888,479	\$3,900,000	
	Outlook Blvd.	Pueblo Crossing	CO	800	1,200,000	1,211,025	\$1,296,160	\$194,424	\$64,808	\$64,808	\$324,040	\$1,944,240	\$2,000,000	
<b>Pueblo Boulevard</b>	Highway 50 West	Railroad Crossing	EX	6,200	6,300,000	6,357,880	\$6,804,839	\$1,020,726	\$340,242	\$340,242	\$1,701,210	\$10,207,258	\$10,300,000	
	Railroad Crossing	Eagleridge Blvd.	EX	2,900	7,900,000	7,972,580	\$8,533,052	\$1,279,958	\$426,653	\$426,653	\$2,133,263	\$12,799,578	\$12,800,000	
	Eagleridge Blvd.	Drew Dix Blvd.	EX	2,400	7,400,000	7,467,986	\$7,992,985	\$1,198,948	\$399,649	\$399,649	\$1,998,246	\$11,989,478	\$12,000,000	
	Drew Dix Blvd.	Railroad Crossing	EX	4,200	19,300,000	19,477,314	\$20,846,570	\$3,126,985	\$1,042,328	\$1,042,328	\$5,211,642	\$31,269,855	\$31,300,000	
	Railroad Crossing	Purcell Blvd.	EX	4,200	10,600,000	10,697,385	\$11,449,411	\$1,717,412	\$572,471	\$572,471	\$2,862,353	\$17,174,117	\$17,200,000	
	Railroad Crossing		EX			3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000
	Railroad Crossing		EX			3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000
(Multiple Stream and Creek Structures)														
<b>Platteville Boulevard</b> (upgrade from PA to MA)	Pueblo Blvd.	Dillon Dr. / Drew Dix Blvd.	PA	1,200	3,300,000	3,330,318	\$3,564,439	\$534,666	\$178,222	\$178,222	\$891,110	\$5,346,659	\$5,400,000	
	Dillon Dr. / Drew Dix Blvd.	Outlook Blvd.	PA	2,900	6,600,000	6,660,636	\$7,128,879	\$1,069,332	\$356,444	\$356,444	\$1,782,220	\$10,693,318	\$10,700,000	
	Outlook Blvd.	Elizabeth St.	PA	1,200	2,800,000	2,825,724	\$3,024,373	\$453,656	\$151,219	\$151,219	\$756,093	\$4,536,559	\$4,600,000	
	Railroad Crossing		PA			3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000
<b>Elizabeth Street</b>	Dillon Dr.	Drew Dix Blvd.	MA	2,100	3,600,000	3,633,074	\$3,888,479	\$583,272	\$194,424	\$194,424	\$972,120	\$5,832,719	\$5,900,000	
	Drew Dix Blvd.	Gnat Hollow	MA	7,300	19,600,000	19,780,071	\$21,170,610	\$3,175,591	\$1,058,530	\$1,058,530	\$5,292,652	\$31,755,914	\$31,800,000	
	Gnat Hollow	Pueblo Blvd.	MA	5,600	9,451,493	9,538,326	\$10,208,871	\$1,531,331	\$510,444	\$510,444	\$2,552,218	\$15,313,306	\$15,400,000	
<b>Outlook Boulevard</b>	Ridge Dr.	Wills Blvd.	MA	1,400	2,500,000	2,522,968	\$2,700,333	\$405,050	\$135,017	\$135,017	\$675,083	\$4,050,499	\$4,100,000	
	Wills Blvd.	Dillon Dr.	MA	1,900	3,500,000	3,532,155	\$3,780,466	\$567,070	\$189,023	\$189,023	\$945,117	\$5,670,699	\$5,700,000	
	Dillon Dr.	Drew Dix Blvd.	MA	2,400	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	\$7,200,000	
	Drew Dix Blvd.	Pueblo Blvd.	MA	5,500	10,000,000	10,091,873	\$10,801,331	\$1,620,200	\$540,067	\$540,067	\$2,700,333	\$16,201,997	\$16,300,000	
<b>Porter Draw</b>	Overton Rd.	Jerry Murphy Rd.	MA	1,000	1,687,767	1,703,273	\$1,823,013	\$273,452	\$91,151	\$91,151	\$455,753	\$2,734,519	\$2,800,000	
	Jerry Murphy Rd.	Walking Stick Blvd.	PA	4,100	9,969,342	10,060,933	\$10,768,217	\$1,615,232	\$538,411	\$538,411	\$2,692,054	\$16,152,325	\$16,200,000	

<b>Troy Avenue</b>	Rawlings Blvd.	47th St.	PA	6,400	21,800,000	22,000,283	\$23,546,903	\$3,532,035	\$1,177,345	\$1,177,345	\$5,886,726	\$35,320,354	<b>\$35,400,000</b>
	47th St.	Home of Heroes Rd.	PA	2,200	40,500,000	40,872,085	\$43,745,392	\$6,561,809	\$2,187,270	\$2,187,270	\$10,936,348	\$65,618,089	<b>\$65,700,000</b>
(Multiple Stream and Creek Structures)													
<b>27th Lane</b>	Pete Jimenez Pkwy.	Rawlings Blvd.	PA	9,700	24,900,000	25,128,763	\$26,895,315	\$4,034,297	\$1,344,766	\$1,344,766	\$6,723,829	\$40,342,973	<b>\$40,400,000</b>
	Rawlings Blvd.	Baculite Mesa Rd.	PA	7,600	18,479,756	18,649,534	\$19,960,597	\$2,994,089	\$998,030	\$998,030	\$4,990,149	\$29,940,895	<b>\$30,000,000</b>
	Baculite Mesa Rd.	Home of Heroes Rd.	PA	5,500	8,500,000	8,578,092	\$9,181,132	\$1,377,170	\$459,057	\$459,057	\$2,295,283	\$13,771,698	<b>\$13,800,000</b>
<b>Baxter Road</b>	Railroad Crossing		PA		3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	<b>\$4,900,000</b>
	State Hwy 233	State Hwy 50 / 96	PA	6,700	17,300,000	17,458,940	\$18,686,303	\$2,802,946	\$934,315	\$934,315	\$4,671,576	\$28,029,455	<b>\$28,100,000</b>
	Bridge Over Arkansas River		PA	100	1,000,000	1,009,187	\$1,080,133	\$162,020	\$54,007	\$54,007	\$270,033	\$1,620,200	<b>\$1,700,000</b>
<b>Constitution Road</b>	Troy Ave.	Hwy 47	MA	4,400	8,000,000	8,073,498	\$8,641,065	\$1,296,160	\$432,053	\$432,053	\$2,160,266	\$12,961,598	<b>\$13,000,000</b>
<b>Dillon Drive</b>	State Hwy 50 Bypass	29th St.	MA	2,700	4,900,000	4,945,018	\$5,292,652	\$793,898	\$264,633	\$264,633	\$1,323,163	\$7,938,979	<b>\$8,000,000</b>
	Eagleridge Blvd. / 47th St.	Home of Heroes Rd.	PA	2,700	4,900,000	4,945,018	\$5,292,652	\$793,898	\$264,633	\$264,633	\$1,323,163	\$7,938,979	<b>\$8,000,000</b>
	Home of Heroes Rd.	Interstate 25	PA	4,400	8,400,000	8,477,173	\$9,073,118	\$1,360,968	\$453,656	\$453,656	\$2,268,280	\$13,609,678	<b>\$13,700,000</b>
	Railroad Crossing with Dillon-Eden Interchange												
Interstate 25 with Dillon-Eden Interchange													
<b>Beaumont Street</b>	Oakshire Ln.	Constitution Rd.	CO	1,300	2,100,000	2,119,293	\$2,268,280	\$340,242	\$113,414	\$113,414	\$567,070	\$3,402,419	<b>\$3,500,000</b>
	Constitution Rd.	Dick Trefz	CO	1,400	2,200,153	2,220,366	\$2,376,458	\$356,469	\$118,823	\$118,823	\$594,115	\$3,564,687	<b>\$3,600,000</b>
<b>Nottingham Dr.</b>	Dick Trefz	Troy Ave.	CO	3,400	5,343,229	5,392,319	\$5,771,398	\$865,710	\$288,570	\$288,570	\$1,442,850	\$8,657,998	<b>\$8,700,000</b>
<b>Alamosa Extension</b>	Troy Ave.	27th Ln.	MA	10,450	9,800,000	9,890,035	\$10,585,305	\$1,587,796	\$529,265	\$529,265	\$2,646,326	\$15,877,957	<b>\$15,900,000</b>
<b>Rawlings Boulevard</b>	Troy Ave.	Baculite Mesa Rd.	PA	3,200	7,600,000	7,669,823	\$8,209,012	\$1,231,352	\$410,451	\$410,451	\$2,052,253	\$12,313,518	<b>\$12,400,000</b>
	Baculite Mesa Rd.	North 27th Ln.	PA	6,500	3,100,000	3,128,481	\$3,348,413	\$502,262	\$167,421	\$167,421	\$837,103	\$5,022,619	<b>\$5,100,000</b>
(Multiple Stream and Creek Structures)													
<b>Jerry Murphy Road. / Overton Road</b>	Eagleridge Blvd. / 47th St.	Home of Heroes Rd.	PA	2,200	5,200,000	5,247,774	\$5,616,692	\$842,504	\$280,835	\$280,835	\$1,404,173	\$8,425,039	<b>\$8,500,000</b>
	Home of Heroes Rd.	Porter Draw	PA	14,200	34,800,000	35,119,717	\$37,588,633	\$5,638,295	\$1,879,432	\$1,879,432	\$9,397,158	\$56,382,950	<b>\$56,400,000</b>
	Porter Draw	Pinon / Pace Rd.	PA	22,400	53,000,000	53,486,926	\$57,247,057	\$8,587,059	\$2,862,353	\$2,862,353	\$14,311,764	\$85,870,585	<b>\$85,900,000</b>
(Multiple Stream and Creek Structures)													
<b>47th Street</b>	Walking Stick Blvd.	Troy Ave.	MA	4,800	8,200,000	8,275,336	\$8,857,092	\$1,328,564	\$442,855	\$442,855	\$2,214,273	\$13,285,638	<b>\$13,300,000</b>
<b>Walking Stick Boulevard</b>	Village Green Pl.	College Trail	MA	1,900	3,800,000	3,834,912	\$4,104,506	\$615,676	\$205,225	\$205,225	\$1,026,126	\$6,156,759	<b>\$6,200,000</b>
	College Trail	Mica St.	CO	3,300	6,400,000	6,458,799	\$6,912,852	\$1,036,928	\$345,643	\$345,643	\$1,728,213	\$10,369,278	<b>\$10,400,000</b>
	47th St.	Home of Heroes Rd.	MA	2,600	470,000	474,318	\$507,663	\$76,149	\$25,383	\$25,383	\$126,916	\$761,494	<b>\$800,000</b>
	Home of Heroes Rd.	Porter Draw	MA	14,000	26,400,000	26,642,544	\$28,515,515	\$4,277,327	\$1,425,776	\$1,425,776	\$7,128,879	\$42,773,273	<b>\$42,800,000</b>
	Porter Draw	North Jerry Murphy Rd.	MA	10,300	19,600,000	19,780,071	\$21,170,610	\$3,175,591	\$1,058,530	\$1,058,530	\$5,292,652	\$31,755,914	<b>\$31,800,000</b>
(Multiple Stream and Creek Structures)													
<b>College Trail</b>	Walking Stick Blvd.	Troy Ave.	MA	2,000	3,600,000	3,633,074	\$3,888,479	\$583,272	\$194,424	\$194,424	\$972,120	\$5,832,719	<b>\$5,900,000</b>
	Troy Ave.	Baculite Mesa Rd.	CO	3,700	5,100,000	5,146,855	\$5,508,679	\$826,302	\$275,434	\$275,434	\$1,377,170	\$8,263,019	<b>\$8,300,000</b>
<b>Home of Heroes Road</b>	Dillon Dr.	Railroad Crossing	PA	800	1,200,000	1,211,025	\$1,296,160	\$194,424	\$64,808	\$64,808	\$324,040	\$1,944,240	<b>\$2,000,000</b>
	Railroad Crossing	Fountain Creek	PA	750	1,400,000	1,412,862	\$1,512,186	\$226,828	\$75,609	\$75,609	\$378,047	\$2,268,280	<b>\$2,300,000</b>
	Fountain Creek	Jerry Murphy Rd.	PA	2,500	7,100,000	7,165,230	\$7,668,945	\$1,150,342	\$383,447	\$383,447	\$1,917,236	\$11,503,418	<b>\$11,600,000</b>
	Jerry Murphy Rd.	Walking Stick Blvd.	PA	6,000	14,200,000	14,330,459	\$15,337,891	\$2,300,684	\$766,895	\$766,895	\$3,834,473	\$23,006,836	<b>\$23,100,000</b>
	Walking Stick Blvd.	Troy Ave.	PA	4,700	11,100,000	11,201,979	\$11,989,478	\$1,798,422	\$599,474	\$599,474	\$2,997,369	\$17,984,217	<b>\$18,000,000</b>
	Railroad Crossing				3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	<b>\$4,900,000</b>
	Bridge over Fountain Creek			300	3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	<b>\$4,900,000</b>
	(Multiple Stream and Creek Structures)												
<b>Bandera Parkway</b>	Short St.	St. Clair Ave.	MA	1,100	4,500,000	4,541,343	\$4,860,599	\$729,090	\$243,030	\$243,030	\$1,215,150	\$7,290,899	<b>\$7,300,000</b>
	200	Goodnight Creek	MA	350	600,000	605,512	\$648,080	\$97,212	\$32,404	\$32,404	\$162,020	\$972,120	<b>\$1,000,000</b>
	Goodnight Creek	Red Creek Springs Rd.	MA	2,400	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	<b>\$7,200,000</b>
	Red Creek Springs Rd.	Lehigh Ave.	MA	2,400	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	<b>\$7,200,000</b>
	Lehigh Ave.	Siena Dr.	MA	4,400	8,000,000	8,073,498	\$8,641,065	\$1,296,160	\$432,053	\$432,053	\$2,160,266	\$12,961,598	<b>\$13,000,000</b>
	State Hwy 78	Pastora Ranch	MA	5,300	9,600,000	9,688,198	\$10,369,278	\$1,555,392	\$518,464	\$518,464	\$2,592,320	\$15,553,917	<b>\$15,600,000</b>
	Pastora Ranch	Nolan Trace	MA	2,500	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	<b>\$7,200,000</b>
	Nolan Trace	Lake Ave.	MA	1,800	3,300,000	3,330,318	\$3,564,439	\$534,666	\$178,222	\$178,222	\$891,110	\$5,346,659	<b>\$5,400,000</b>
	Bridge Over Goodnight Arroyo		MA		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	<b>\$3,300,000</b>
(Multiple Stream and Creek Structures)													
<b>Red Creek Springs Road</b>	Suncrest Ln.	Goodnight Creek	PA	200	1,400,000	1,412,862	\$1,512,186	\$226,828	\$75,609	\$75,609	\$378,047	\$2,268,280	<b>\$2,300,000</b>
	Goodnight Creek	Bandera Pkwy.	PA	1,200	2,800,000	2,825,724	\$3,024,373	\$453,656	\$151,219	\$151,219	\$756,093	\$4,536,559	<b>\$4,600,000</b>
	Bandera Pkwy.	McCarthy Blvd.	PA	2,700	6,400,000	6,458,799	\$6,912,852	\$1,036,928	\$345,643	\$345,643	\$1,728,213	\$10,369,278	<b>\$10,400,000</b>
	McCarthy Blvd.	Lake Ave.	PA	6,300	14,900,000	15,036,890	\$16,093,984	\$2,414,098	\$804,699	\$804,699	\$4,023,496	\$24,140,976	<b>\$24,200,000</b>
	Lake Ave.	State Hwy 96	PA	6,200	14,700,000	14,835,053	\$15,877,957	\$2,381,694	\$793,898	\$793,898	\$3,969,489	\$23,816,936	<b>\$23,900,000</b>
	Bridge Over Goodnight Arroyo		PA		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	<b>\$3,300,000</b>
(Multiple Stream and Creek Structures)													

<b>Lake Avenue</b>	<del>Red Creek Springs Rd.</del>	<del>Lehigh Ave.</del>	PA	2,000	4,500,000	4,541,343	\$4,860,599	\$729,090	\$243,030	\$243,030	\$1,215,150	\$7,290,899	\$7,300,000
	<del>Lehigh Ave.</del>	<del>Siena Dr.</del>	PA	5,300	12,100,000	12,211,166	\$13,069,611	\$1,960,442	\$653,481	\$653,481	\$3,267,403	\$19,604,417	\$19,700,000
	<del>Siena Dr.</del>	<del>State Hwy 78</del>	PA	3,600	9,000,000	9,082,686	\$9,721,198	\$1,458,180	\$486,060	\$486,060	\$2,430,300	\$14,581,797	\$14,600,000
	<del>State Hwy 78</del>	<del>Bandera Pkwy.</del>	PA	7,700	4,000,000	4,036,749	\$4,320,533	\$648,080	\$216,027	\$216,027	\$1,080,133	\$6,480,799	\$6,500,000
	<del>Bandera Pkwy.</del>	<del>Little Burnt Mill Rd.</del>	PA	5,500	13,000,000	13,119,435	\$14,041,731	\$2,106,260	\$702,087	\$702,087	\$3,510,433	\$21,062,596	\$21,100,000
	Little Burnt Mill Rd.	Hollywood Dr.	PA	2,800	6,600,000	6,660,636	\$7,128,879	\$1,069,332	\$356,444	\$356,444	\$1,782,220	\$10,693,318	\$10,700,000
	Hollywood Dr.	Prairie Ave.	PA	2,500	5,900,000	5,954,205	\$6,372,786	\$955,918	\$318,639	\$318,639	\$1,593,196	\$9,559,178	\$9,600,000
	Prairie Ave.	St. Charles Pkwy.	PA	2,700	6,400,000	6,458,799	\$6,912,852	\$1,036,928	\$345,643	\$345,643	\$1,728,213	\$10,369,278	\$10,400,000
	St. Charles Pkwy.	Pueblo Blvd.	PA	4,600	11,185,115	11,287,876	\$12,081,414	\$1,812,212	\$604,071	\$604,071	\$3,020,353	\$18,122,121	\$18,200,000
		Bridge over Arkansas Valley Conduit	PA		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000
	Bridge over Bessemer Ditch	PA		1,000,000	1,009,187	\$1,080,133	\$162,020	\$54,007	\$54,007	\$270,033	\$1,620,200	\$1,700,000	
<b>Lehigh Avenue</b>	Lynn Meadows Dr.	Goodnight Creek	MA	600	1,100,000	1,110,106	\$1,188,146	\$178,222	\$59,407	\$59,407	\$297,037	\$1,782,220	\$1,800,000
	Goodnight Creek	Bandera Pkwy.	MA	1,900	3,500,000	3,532,155	\$3,780,466	\$567,070	\$189,023	\$189,023	\$945,117	\$5,670,699	\$5,700,000
	Bandera Pkwy.	McCarthy Blvd.	MA	1,600	2,900,000	2,926,643	\$3,132,386	\$469,858	\$156,619	\$156,619	\$783,097	\$4,698,579	\$4,700,000
	<del>McCarthy Blvd.</del>	<del>Lake Ave.</del>	MA	6,200	11,300,000	11,403,816	\$12,205,505	\$1,830,826	\$610,275	\$610,275	\$3,051,376	\$18,308,257	\$18,400,000
		Bridge Over Goodnight Arroyo	MA		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000
		Bridge over Minnequa Canal	MA		1,000,000	1,009,187	\$1,080,133	\$162,020	\$54,007	\$54,007	\$270,033	\$1,620,200	\$1,700,000
(Multiple Stream and Creek Structures)													
<b>McCarthy Boulevard</b>	Stonemoor Hills	Red Creek Springs Rd.	CO	2,900	5,300,000	5,348,693	\$5,724,706	\$858,706	\$286,235	\$286,235	\$1,431,176	\$8,587,059	\$8,600,000
	Red Creek Springs Rd.	Lehigh Ave.	CO	1,600	2,400,000	2,422,049	\$2,592,320	\$388,848	\$129,616	\$129,616	\$648,080	\$3,888,479	\$3,900,000
	Lehigh Ave.	Arroyo	CO	2,300	3,614,537	3,647,745	\$3,904,181	\$585,627	\$195,209	\$195,209	\$976,045	\$5,856,272	\$5,900,000
	Arroyo	Siena Dr.	CO	2,800	4,400,306	4,440,733	\$4,752,916	\$712,937	\$237,646	\$237,646	\$1,188,229	\$7,129,375	\$7,200,000
	Siena Dr.	State Hwy 78	CO	3,000	4,714,614	4,757,928	\$5,092,410	\$763,862	\$254,621	\$254,621	\$1,273,103	\$7,638,616	\$7,700,000
<b>Nolan Trace</b>	State Hwy. 78	Bridle Trail	CO	2,300	3,300,000	3,330,318	\$3,564,439	\$534,666	\$178,222	\$178,222	\$891,110	\$5,346,659	\$5,400,000
	Bridle Trail	Bandera Pkwy.	CO	4,300	6,800,000	6,862,473	\$7,344,905	\$1,101,736	\$367,245	\$367,245	\$1,836,226	\$11,017,358	\$11,100,000
	Bandera Pkwy.	Encino Dr.	CO	2,800	4,200,000	4,238,587	\$4,536,559	\$680,484	\$226,828	\$226,828	\$1,134,140	\$6,804,839	\$6,900,000
	Encino Dr.	Little Burnt Mill Rd.	CO	2,600	3,900,000	3,935,830	\$4,212,519	\$631,878	\$210,626	\$210,626	\$1,053,130	\$6,318,779	\$6,400,000
	Little Burnt Mill Rd.	Hollywood Dr.	CO	2,600	3,900,000	3,935,830	\$4,212,519	\$631,878	\$210,626	\$210,626	\$1,053,130	\$6,318,779	\$6,400,000
	Hollywood Dr.	Prairie Ave.	CO	3,000	4,500,000	4,541,343	\$4,860,599	\$729,090	\$243,030	\$243,030	\$1,215,150	\$7,290,899	\$7,300,000
	Prairie Ave.	Palmer Ave.	CO	4,300	6,500,000	6,559,717	\$7,020,865	\$1,053,130	\$351,043	\$351,043	\$1,755,216	\$10,531,298	\$10,600,000
	Palmer Ave.	Lake Ave.	CO	750	1,000,000	1,009,187	\$1,080,133	\$162,020	\$54,007	\$54,007	\$270,033	\$1,620,200	\$1,700,000
	Bridge over Arkansas Valley Conduit	CO		1,000,000	1,009,187	\$1,080,133	\$162,020	\$54,007	\$54,007	\$270,033	\$1,620,200	\$1,700,000	
<b>Bridle Trail</b>	City Limits	Nolan Trace	CO	3,100	7,600,000	7,669,823	\$8,209,012	\$1,231,352	\$410,451	\$410,451	\$2,052,253	\$12,313,518	\$12,400,000
<b>Hollywood Drive</b>	Raccoon Ln.	Nolan Trace	CO	900	1,500,000	1,513,781	\$1,620,200	\$243,030	\$81,010	\$81,010	\$405,050	\$2,430,300	\$2,500,000
	Nolan Trace	Lake Ave.	CO	2,400	3,600,000	3,633,074	\$3,888,479	\$583,272	\$194,424	\$194,424	\$972,120	\$5,832,719	\$5,900,000
	<del>Lake Ave.</del>	<del>Unnamed Road</del>	CO	3,500	5,500,383	5,550,916	\$5,941,146	\$891,172	\$297,057	\$297,057	\$1,485,286	\$8,911,718	\$9,000,000
<b>South Pueblo Pkwy.</b>	Greenhorn Dr.	Railroad Crossing	PA	5,300	12,887,198	13,005,596	\$13,919,890	\$2,087,983	\$695,994	\$695,994	\$3,479,972	\$20,879,835	\$20,900,000
	Railroad Crossing	Lime Rd.	PA	3,200	7,780,950	7,852,435	\$8,404,462	\$1,260,669	\$420,223	\$420,223	\$2,101,115	\$12,606,693	\$12,700,000
<b>Total</b>												<b>\$1,599,800,000</b>	
<b>10 Year CIP Projects</b>												<b>Sum</b>	<b>\$137,033,051</b>
<b>Grand Total:</b>												<b>\$1,736,833,051</b>	



**Fiscally Constrained Projects**

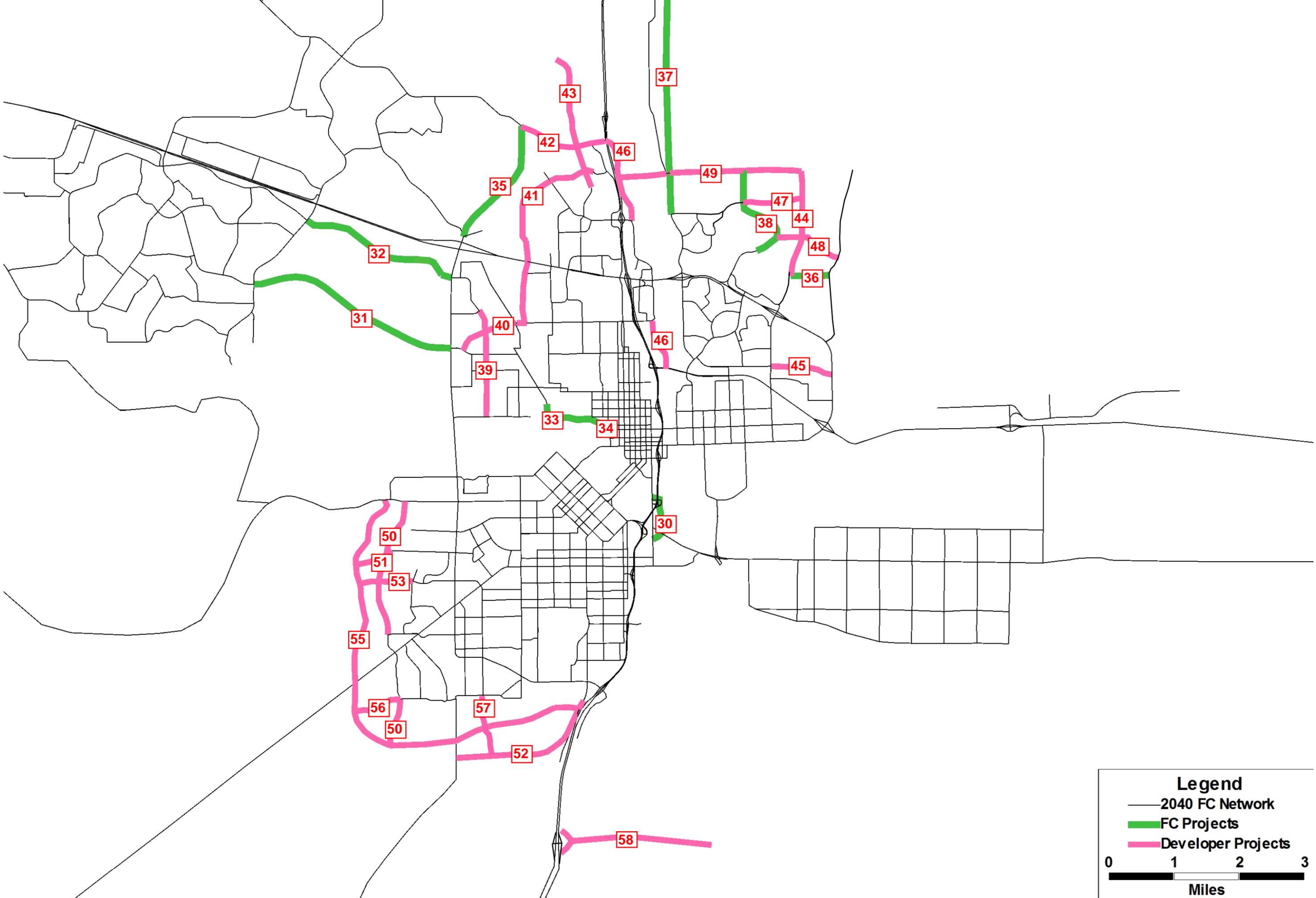
Map#/ID	Project	From	To	Class	Length (ft)	2008 Cost	2012 Cost	2015 Cost	Design (15%)	ROW (5%)	Environmental (5%)	Const. Mgmt (25%)	2015 Total Cost	Rounded 2015 Cost
30	Stanton Street	Ilex St./D St.	Arkansas River	MA	2,600	2,400,000	2,422,049	\$2,592,320	\$388,848	\$129,616	\$129,616	\$648,080	\$3,888,479	\$3,900,000
		Arkansas River	Santa Fe Dr.	MA	800	1,350,213	1,362,618	\$1,458,410	\$218,761	\$72,920	\$72,920	\$364,602	\$2,187,615	\$2,200,000
		Bridge Over Arkansas River		MA	200	3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000
31	Joe Martinez Boulevard (Multiple Stream and Creek Structures)	Purcell Blvd.	Pueblo Blvd.	PA	17,800	42,100,000	42,486,784	\$45,473,605	\$6,821,041	\$2,273,680	\$2,273,680	\$11,368,401	\$68,210,408	\$68,300,000
32	Spaulding Avenue Widen and Improve (Multiple Stream and Creek Structures)	Pueblo Blvd.	Merriweather Dr.	MA	10,000	11,500,000	11,605,654	\$12,421,531	\$1,863,230	\$621,077	\$621,077	\$3,105,383	\$18,632,297	\$18,700,000
		Merriweather Dr.	Purcell Blvd.	MA	3,200	3,600,000	3,633,074	\$3,888,479	\$583,272	\$194,424	\$194,424	\$972,120	\$5,832,719	\$5,900,000
33	West Pueblo Connector	8th St.	Railroad Crossing	PA	1,700	3,300,000	3,330,318	\$3,564,439	\$534,666	\$178,222	\$178,222	\$891,110	\$5,346,659	\$5,400,000
		Railroad Crossing	Atlanta Ave.	PA	1,300	2,800,000	2,825,724	\$3,024,373	\$453,656	\$151,219	\$151,219	\$756,093	\$4,536,559	\$4,600,000
		Atlanta Ave.	18th St.	PA	2,500	3,100,000	3,128,481	\$3,348,413	\$502,262	\$167,421	\$167,421	\$837,103	\$5,022,619	\$5,100,000
		Large Railroad Yard Crossing					15,000,000	15,137,809	\$16,201,997	\$2,430,300	\$810,100	\$810,100	\$4,050,499	\$24,302,996
34	8th Street	Blake St.	West Pueblo Connector	MA	2,250	2,900,000	2,926,643	\$3,132,386	\$469,858	\$156,619	\$156,619	\$783,097	\$4,698,579	\$4,700,000
35	Pueblo Boulevard (Multiple Stream and Creek Structures)	Highway 50 West	Railroad Crossing	EX	6,200	6,300,000	6,357,880	\$6,804,839	\$1,020,726	\$340,242	\$340,242	\$1,701,210	\$10,207,258	\$10,300,000
		Railroad Crossing	Eagleridge Blvd.	EX	2,900	7,900,000	7,972,580	\$8,533,052	\$1,279,958	\$426,653	\$426,653	\$2,133,263	\$12,799,578	\$12,800,000
		Eagleridge Blvd.	Drew Dix Blvd.	EX	2,400	7,400,000	7,467,986	\$7,992,985	\$1,198,948	\$399,649	\$399,649	\$1,998,246	\$11,989,478	\$12,000,000
		Railroad Crossing		EX		3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000
36	Rawlings Boulevard (Multiple Stream and Creek Structures)	Troy Ave.	Baculite Mesa Rd.	PA	3,200	7,600,000	7,669,823	\$8,209,012	\$1,231,352	\$410,451	\$410,451	\$2,052,253	\$12,313,518	\$12,400,000
37	Jerry Murphy Road. / Overton Road (Multiple Stream and Creek Structures)	Eagleridge Blvd. / 47th St.	Home of Heroes Rd.	PA	2,200	5,200,000	5,247,774	\$5,616,692	\$842,504	\$280,835	\$280,835	\$1,404,173	\$8,425,039	\$8,500,000
		Home of Heroes Rd.	Porter Draw	PA	14,200	34,800,000	35,119,717	\$37,588,633	\$5,638,295	\$1,879,432	\$1,879,432	\$9,397,158	\$56,382,950	\$56,400,000
		Porter Draw	Pinon / Pace Rd.	PA	22,400	53,000,000	53,486,926	\$57,247,057	\$8,587,059	\$2,862,353	\$2,862,353	\$14,311,764	\$85,870,585	\$85,900,000
38	Walking Stick Boulevard (Multiple Stream and Creek Structures)	Village Green Pl.	College Trail	MA	1,900	3,800,000	3,834,912	\$4,104,506	\$615,676	\$205,225	\$205,225	\$1,026,126	\$6,156,759	\$6,200,000
		College Trail	Mica St.	CO	3,300	6,400,000	6,458,799	\$6,912,852	\$1,036,928	\$345,643	\$345,643	\$1,728,213	\$10,369,278	\$10,400,000
		47th St.	Home of Heroes Rd.	MA	2,600	470,000	474,318	\$507,663	\$76,149	\$25,383	\$25,383	\$126,916	\$761,494	\$800,000
<b>Total</b>													<b>\$368,700,000</b>	
1 - 29	10 Year CIP Projects	Sum												<b>\$137,033,051</b>
<b>Grand Total:</b>													<b>\$505,733,051</b>	



**Developer Driven Projects**

Map#/ID	Project	From	To	Class	Length (ft)	2008 Cost	2012 Cost	2015 Cost	Design (15%)	ROW (5%)	Environmental (5%)	Const. Mgmt (25%)	2015 Total Cost	Rounded 2015 Cost	
39	Spaulding Avenue  Widen and Improve (Multiple Stream and Creek Structures)	11th St.	18th St.	CO	2,800	4,200,000	4,238,587	\$4,536,559	\$680,484	\$226,828	\$226,828	\$1,134,140	\$6,804,839	\$6,900,000	
		22nd St.	24th St.	CO	1,300	2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000	
		24th St.	29th St.	CO	1,900	2,900,000	2,926,643	\$3,132,386	\$469,858	\$156,619	\$156,619	\$783,097	\$4,698,579	\$4,700,000	
		29th St.	31st.	MA	1,900	3,500,000	3,532,155	\$3,780,466	\$567,070	\$189,023	\$189,023	\$945,117	\$5,670,699	\$5,700,000	
40	29th Street	Wills Blvd.	Railroad Crossing	CO	600	900,000	908,269	\$972,120	\$145,818	\$48,606	\$48,606	\$243,030	\$1,458,180	\$1,500,000	
		Railroad Crossing	Wildhorse Creek	CO	1,300	2,100,000	2,119,293	\$2,268,280	\$340,242	\$113,414	\$113,414	\$567,070	\$3,402,419	\$3,500,000	
		Wildhorse Creek	Pest House Creek	CO	900	1,500,000	1,513,781	\$1,620,200	\$243,030	\$81,010	\$81,010	\$405,050	\$2,430,300	\$2,500,000	
		Pest House Creek	Spaulding Ave.	CO	600	900,000	908,269	\$972,120	\$145,818	\$48,606	\$48,606	\$243,030	\$1,458,180	\$1,500,000	
		Spaulding Ave.	24th St.	CO	2,500	3,800,000	3,834,912	\$4,104,506	\$615,676	\$205,225	\$205,225	\$1,026,126	\$6,156,759	\$6,200,000	
		Railroad Crossing		CO		3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000	
		Bridge over Pest House Creek		CO		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000	
41	Wills Boulevard	Bridge over Wildhorse Creek		CO		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000	
		29th St.	Kachina Dr.	CO	3,900	5,900,000	5,954,205	\$6,372,786	\$955,918	\$318,639	\$318,639	\$1,593,196	\$9,559,178	\$9,600,000	
		Crestwood	Eagleridge Blvd.	CO	3,900	2,100,000	2,119,293	\$2,268,280	\$340,242	\$113,414	\$113,414	\$567,070	\$3,402,419	\$3,500,000	
		Eagleridge Dr.	Mesa View Dr.	CO	1,400	4,700,000	4,743,180	\$5,076,626	\$761,494	\$253,831	\$253,831	\$1,269,156	\$7,614,939	\$7,700,000	
		Mesa View Dr.	Outlook Blvd.	CO	1,600	2,400,000	2,422,049	\$2,592,320	\$388,848	\$129,616	\$129,616	\$648,080	\$3,888,479	\$3,900,000	
42	Platteville Boulevard (upgrade from PA to MA)	Outlook Blvd.	Pueblo Crossing	CO	800	1,200,000	1,211,025	\$1,296,160	\$194,424	\$64,808	\$64,808	\$324,040	\$1,944,240	\$2,000,000	
		Pueblo Blvd.	Dillon Dr. / Drew Dix Blvd.	PA	1,200	3,300,000	3,330,318	\$3,564,439	\$534,666	\$178,222	\$178,222	\$891,110	\$5,346,659	\$5,400,000	
		Dillon Dr. / Drew Dix Blvd.	Outlook Blvd.	PA	2,900	6,600,000	6,660,636	\$7,128,879	\$1,069,332	\$356,444	\$356,444	\$1,782,220	\$10,693,318	\$10,700,000	
		Outlook Blvd.	Elizabeth St.	PA	1,200	2,800,000	2,825,724	\$3,024,373	\$453,656	\$151,219	\$151,219	\$756,093	\$4,536,559	\$4,600,000	
43	Outlook Boulevard	Railroad Crossing		PA		3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000	
		Ridge Dr.	Wills Blvd.	MA	1,400	2,500,000	2,522,968	\$2,700,333	\$405,050	\$135,017	\$135,017	\$675,083	\$4,050,499	\$4,100,000	
		Wills Blvd.	Dillon Dr.	MA	1,900	3,500,000	3,532,155	\$3,780,466	\$567,070	\$189,023	\$189,023	\$945,117	\$5,670,699	\$5,700,000	
		Dillon Dr.	Drew Dix Blvd.	MA	2,400	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	\$7,200,000	
44	Troy Avenue  (Multiple Stream and Creek Structures)	Drew Dix Blvd.	Pueblo Blvd.	MA	5,500	10,000,000	10,091,873	\$10,801,331	\$1,620,200	\$540,067	\$540,067	\$2,700,333	\$16,201,997	\$16,300,000	
		Rawlings Blvd.	47th St.	PA	6,400	21,800,000	22,000,283	\$23,546,903	\$3,532,035	\$1,177,345	\$1,177,345	\$5,886,726	\$35,320,354	\$35,400,000	
45	Constitution Road	47th St.	Home of Heroes Rd.	PA	2,200	40,500,000	40,872,085	\$43,745,392	\$6,561,809	\$2,187,270	\$2,187,270	\$10,936,348	\$65,618,089	\$65,700,000	
		Troy Ave.	Hwy 47	MA	4,400	8,000,000	8,073,498	\$8,641,065	\$1,296,160	\$432,053	\$432,053	\$2,160,266	\$12,961,598	\$13,000,000	
		State Hwy 50 Bypass	29th St.	MA	2,700	4,900,000	4,945,018	\$5,292,652	\$793,898	\$264,633	\$264,633	\$1,323,163	\$7,938,979	\$8,000,000	
		Eagleridge Blvd. / 47th St.	Home of Heroes Rd.	PA	2,700	4,900,000	4,945,018	\$5,292,652	\$793,898	\$264,633	\$264,633	\$1,323,163	\$7,938,979	\$8,000,000	
46	Dillon Drive	Home of Heroes Rd.	Interstate 25	PA	4,400	8,400,000	8,477,173	\$9,073,118	\$1,360,968	\$453,656	\$453,656	\$2,268,280	\$13,609,678	\$13,700,000	
		Railroad Crossing with Dillon-Eden Interchange													
		Interstate 25 with Dillon-Eden Interchange													
		Walking Stick Blvd.	Troy Ave.	MA	4,800	8,200,000	8,275,336	\$8,857,092	\$1,328,564	\$442,855	\$442,855	\$2,214,273	\$13,285,638	\$13,300,000	
47	47th Street	Walking Stick Blvd.	Troy Ave.	MA	2,000	3,600,000	3,633,074	\$3,888,479	\$583,272	\$194,424	\$194,424	\$972,120	\$5,832,719	\$5,900,000	
		Troy Ave.	Baculite Mesa Rd.	CO	3,700	5,100,000	5,146,855	\$5,508,679	\$826,302	\$275,434	\$275,434	\$1,377,170	\$8,263,019	\$8,300,000	
		Dillon Dr.	Railroad Crossing	PA	800	1,200,000	1,211,025	\$1,296,160	\$194,424	\$64,808	\$64,808	\$324,040	\$1,944,240	\$2,000,000	
48	College Trail	Railroad Crossing	Fountain Creek	PA	750	1,400,000	1,412,862	\$1,512,186	\$226,828	\$75,609	\$75,609	\$378,047	\$2,268,280	\$2,300,000	
		Fountain Creek	Jerry Murphy Rd.	PA	2,500	7,100,000	7,165,230	\$7,668,945	\$1,150,342	\$383,447	\$383,447	\$1,917,236	\$11,503,418	\$11,600,000	
		Jerry Murphy Rd.	Walking Stick Blvd.	PA	6,000	14,200,000	14,330,459	\$15,337,891	\$2,300,684	\$766,895	\$766,895	\$3,834,473	\$23,006,836	\$23,100,000	
		Walking Stick Blvd.	Troy Ave.	PA	4,700	11,100,000	11,201,979	\$11,989,478	\$1,798,422	\$599,474	\$599,474	\$2,997,369	\$17,984,217	\$18,000,000	
		Railroad Crossing				3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000	
		Bridge over Fountain Creek				300	3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000
		49	Home of Heroes Road  (Multiple Stream and Creek Structures)	Short St.	St. Clair Ave.	MA	1,100	4,500,000	4,541,343	\$4,860,599	\$729,090	\$243,030	\$243,030	\$1,215,150	\$7,290,899
St. Clair Ave.	Goodnight Creek			MA	350	600,000	605,512	\$648,080	\$97,212	\$32,404	\$32,404	\$162,020	\$972,120	\$1,000,000	
Goodnight Creek	Red Creek Springs Rd.			MA	2,400	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	\$7,200,000	
Red Creek Springs Rd.	Lehigh Ave.			MA	2,400	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	\$7,200,000	
Lehigh Ave.	Siena Dr.			MA	4,400	8,000,000	8,073,498	\$8,641,065	\$1,296,160	\$432,053	\$432,053	\$2,160,266	\$12,961,598	\$13,000,000	
State Hwy 78	Pastora Ranch			MA	5,300	9,600,000	9,688,198	\$10,369,278	\$1,555,392	\$518,464	\$518,464	\$2,592,320	\$15,553,917	\$15,600,000	
Pastora Ranch	Nolan Trace			MA	2,500	4,400,000	4,440,424	\$4,752,586	\$712,888	\$237,629	\$237,629	\$1,188,146	\$7,128,879	\$7,200,000	
Bridge Over Goodnight Arroyo				MA		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000	
50	Bandera Parkway  (Multiple Stream and Creek Structures)	Railroad Crossing				3,000,000	3,027,562	\$3,240,399	\$486,060	\$162,020	\$162,020	\$810,100	\$4,860,599	\$4,900,000	

51	Red Creek Springs Road  (Multiple Stream and Creek Structures)	Suncrest Ln.	Goodnight Creek	PA	200	1,400,000	1,412,862	\$1,512,186	\$226,828	\$75,609	\$75,609	\$378,047	\$2,268,280	\$2,300,000	
		Goodnight Creek	Bandera Pkwy.	PA	1,200	2,800,000	2,825,724	\$3,024,373	\$453,656	\$151,219	\$151,219	\$756,093	\$4,536,559	\$4,600,000	
		Bandera Pkwy.	McCarthy Blvd.	PA	2,700	6,400,000	6,458,799	\$6,912,852	\$1,036,928	\$345,643	\$345,643	\$1,728,213	\$10,369,278	\$10,400,000	
		Bridge Over Goodnight Arroyo		PA		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000	
52	Lake Avenue	Little Burnt Mill Rd.	Hollywood Dr.	PA	2,800	6,600,000	6,660,636	\$7,128,879	\$1,069,332	\$356,444	\$356,444	\$1,782,220	\$10,693,318	\$10,700,000	
		Hollywood Dr.	Prairie Ave.	PA	2,500	5,900,000	5,954,205	\$6,372,786	\$955,918	\$318,639	\$318,639	\$1,593,196	\$9,559,178	\$9,600,000	
		Prairie Ave.	St. Charles Pkwy.	PA	2,700	6,400,000	6,458,799	\$6,912,852	\$1,036,928	\$345,643	\$345,643	\$1,728,213	\$10,369,278	\$10,400,000	
		St. Charles Pkwy.	Pueblo Blvd.	PA	4,600	11,185,115	11,287,876	\$12,081,413	\$1,812,212	\$604,071	\$604,071	\$3,020,353	\$18,122,120	\$18,200,000	
53	Lehigh Avenue  (Multiple Stream and Creek Structures)	Lynn Meadows Dr.	Goodnight Creek	MA	600	1,100,000	1,110,106	\$1,188,146	\$178,222	\$59,407	\$59,407	\$297,037	\$1,782,220	\$1,800,000	
		Goodnight Creek	Bandera Pkwy.	MA	1,900	3,500,000	3,532,155	\$3,780,466	\$567,070	\$189,023	\$189,023	\$945,117	\$5,670,699	\$5,700,000	
		Bandera Pkwy.	McCarthy Blvd.	MA	1,600	2,900,000	2,926,643	\$3,132,386	\$469,858	\$156,619	\$156,619	\$783,097	\$4,698,579	\$4,700,000	
		Bridge Over Goodnight Arroyo		MA		2,000,000	2,018,375	\$2,160,266	\$324,040	\$108,013	\$108,013	\$540,067	\$3,240,399	\$3,300,000	
54	McCarthy Boulevard	Stonemoor Hills	Red Creek Springs Rd.	CO	2,900	5,300,000	5,348,693	\$5,724,706	\$858,706	\$286,235	\$286,235	\$1,431,176	\$8,587,059	\$8,600,000	
		Red Creek Springs Rd.	Lehigh Ave.	CO	1,600	2,400,000	2,422,049	\$2,592,320	\$388,848	\$129,616	\$129,616	\$648,080	\$3,888,479	\$3,900,000	
		Lehigh Ave.	Arroyo	CO	2,300	3,614,537	3,647,745	\$3,904,181	\$585,627	\$195,209	\$195,209	\$976,045	\$5,856,272	\$5,900,000	
		Arroyo	Siena Dr.	CO	2,800	4,400,306	4,440,733	\$4,752,916	\$712,937	\$237,646	\$237,646	\$1,188,229	\$7,129,375	\$7,200,000	
		Siena Dr.	State Hwy 78	CO	3,000	4,714,614	4,757,928	\$5,092,411	\$763,862	\$254,621	\$254,621	\$1,273,103	\$7,638,616	\$7,700,000	
55	Nolan Trace	State Hwy. 78	Bridle Trail	CO	2,300	3,300,000	3,330,318	\$3,564,439	\$534,666	\$178,222	\$178,222	\$891,110	\$5,346,659	\$5,400,000	
		Bridle Trail	Bandera Pkwy.	CO	4,300	6,800,000	6,862,473	\$7,344,905	\$1,101,736	\$367,245	\$367,245	\$1,836,226	\$11,017,358	\$11,100,000	
		Bandera Pkwy.	Encino Dr.	CO	2,800	4,200,000	4,238,587	\$4,536,559	\$680,484	\$226,828	\$226,828	\$1,134,140	\$6,804,839	\$6,900,000	
		Encino Dr.	Little Burnt Mill Rd.	CO	2,600	3,900,000	3,935,830	\$4,212,519	\$631,878	\$210,626	\$210,626	\$1,053,130	\$6,318,779	\$6,400,000	
		Little Burnt Mill Rd.	Hollywood Dr.	CO	2,600	3,900,000	3,935,830	\$4,212,519	\$631,878	\$210,626	\$210,626	\$1,053,130	\$6,318,779	\$6,400,000	
		Hollywood Dr.	Prairie Ave.	CO	3,000	4,500,000	4,541,343	\$4,860,599	\$729,090	\$243,030	\$243,030	\$1,215,150	\$7,290,899	\$7,300,000	
		Prairie Ave.	Palmer Ave.	CO	4,300	6,500,000	6,559,717	\$7,020,865	\$1,053,130	\$351,043	\$351,043	\$1,755,216	\$10,531,298	\$10,600,000	
		Palmer Ave.	Lake Ave.	CO	750	1,000,000	1,009,187	\$1,080,133	\$162,020	\$54,007	\$54,007	\$270,033	\$1,620,200	\$1,700,000	
		Bridge over Arkansas Valley Conduit		CO		1,000,000	1,009,187	\$1,080,133	\$162,020	\$54,007	\$54,007	\$270,033	\$1,620,200	\$1,700,000	
56	Bridle Trail	City Limits	Nolan Trace	CO	3,100	7,600,000	7,669,823	\$8,209,012	\$1,231,352	\$410,451	\$410,451	\$2,052,253	\$12,313,518	\$12,400,000	
57	Hollywood Drive	Raccoon Ln.	Nolan Trace	CO	900	1,500,000	1,513,781	\$1,620,200	\$243,030	\$81,010	\$81,010	\$405,050	\$2,430,300	\$2,500,000	
		Nolan Trace	Lake Ave.	CO	2,400	3,600,000	3,633,074	\$3,888,479	\$583,272	\$194,424	\$194,424	\$972,120	\$5,832,719	\$5,900,000	
58	South Pueblo Pkwy.	Greenhorn Dr.	Railroad Crossing	PA	5,300	12,887,198	13,005,596	\$13,919,890	\$2,087,983	\$695,994	\$695,994	\$3,479,972	\$20,879,835	\$20,900,000	
													<b>Total</b>	<b>\$650,300,000</b>	
Fiscally Constrained Projects														Sum	\$368,700,000
10 Year CIP Projects														Sum	\$137,033,051
													<b>Grand Total:</b>	<b>\$1,156,033,051</b>	



**Legend**

- 2040 FC Network
- FC Projects
- Developer Projects

0 1 2 3  
Miles



## PACOG 2040 RTP Travel Demand Analysis

- Existing Conditions - 2010 Network with 2010 Demand
- No Build Conditions - 2010 Network with 2040 Demand
- Vision (Preferred) Plan Network with 2040 Demand
- Fiscally Constrained Plan Network with 2040 Demand

## Congestion Analysis Metric

2

Uses Volume to Capacity as Metric

- Known as "V/C" Ratio
- Defined as total vehicle volume on a road segment divided by the capacity

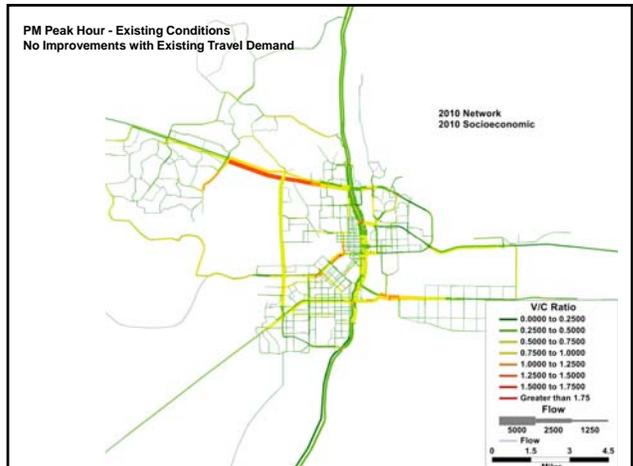
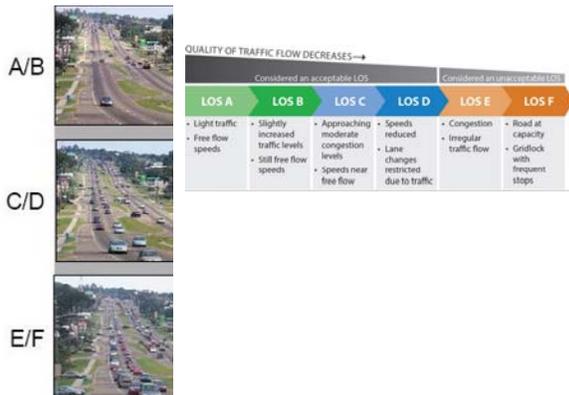
V/C Ratios > .85 Signal Building Congestion

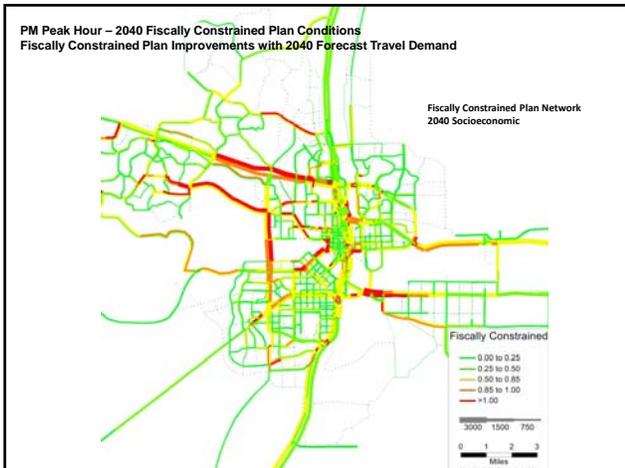
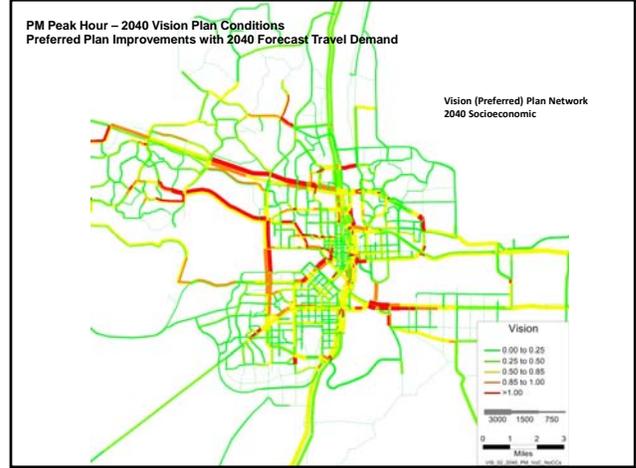
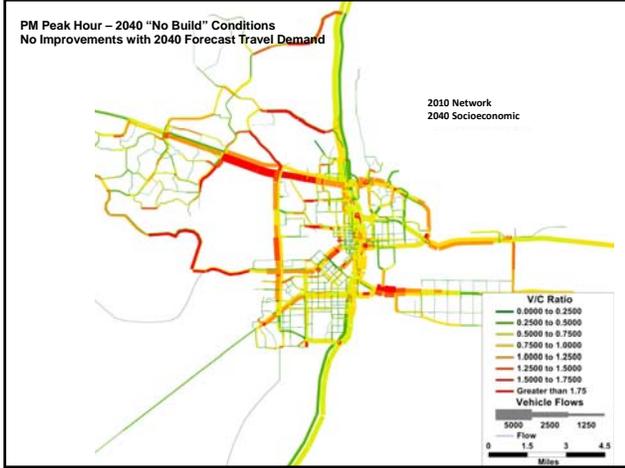
V/C  $\geq$  1.00 Indicates Congestion

### Sample V/C Calculation

AM One Hour Model Volume	1866
AM One Hour Capacity	1800
Volume to Capacity Ratio	1.04

## V/C and Highway Level of Service (LOS)





**Comparison of PM Peak Hour Levels of Congestion**

2040 Fiscally Constrained Plan Network – VMT Summary		
	VMT	% of Total
Uncongested VMT	381,720	75%
Congested VMT	123,960	25%
<b>Total</b>	<b>505,680</b>	<b>100%</b>
2040 Vision (Preferred) Plan Network - VMT Summary		
	VMT	% of Total
Uncongested VMT	397,896	79%
Congested VMT	104,134	21%
<b>Total</b>	<b>502,031</b>	<b>100%</b>
Difference Statistics – Fiscally Constrained Plan vs. Vision Plan Network		
	VMT	% of Total
Uncongested VMT	(16,177)	-4%
Congested VMT	19,826	16%
<b>Total</b>	<b>3,649</b>	<b>1%</b>

### Summary Findings

- There is more congestion on the Fiscally Constrained Plan network during the PM peak hour than on the Vision Plan network for the same period. Examples include: US 50 West and East and SH 45.
- I-25 in the PM peak is similar between the two networks.
- The northeast part of the MPO region profits from the addition of the Vision Plan network facilities. Examples include: less congestion on Dillon Road and on the east-west roads serving I-25.
- Outer circumferential routes in both the Fiscally Constrained Plan network and the Vision Plan network are utilized, but do not become congested.