

2050

LONG RANGE TRANSPORTATION PLAN





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Acronyms List

Acronym	Definition
3C	Continuous, Cooperative, and Comprehensive Planning Process
AADT	Annual Average Daily Traffic
AADTT	Annual Average Daily Truck Traffic
AAM	Advanced Air Mobility
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AoPP	Areas of Persistent Poverty
BG	Block Group
BLM	Bureau of Land Management
BOR	Bureau of Reclamation
BPMP	Bicycle and Pedestrian Master Plan
BUILD	Better Utilizing Investments to Leverage Development (BUILD)
CAC	Citizen Advisory Committee
CCR	Code of Colorado Regulations
CDBG	Community Development Block Grant
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CFR	Code of Federal Regulations
CFS	Commodity Flow Survey
CHFA	Colorado Housing and Finance Authority
CNT	Center for Neighborhood Technology
CSAP	Comprehensive Safety Action Plan
CTE	Clear Transit Enterprise
DHS	Department of Human Services
DL	Drivability Life
DOD	Department of Defense
DOR	Department of Revenue
DOT	Department of Transportation
DRCOG	Denver Regional Council of Governments

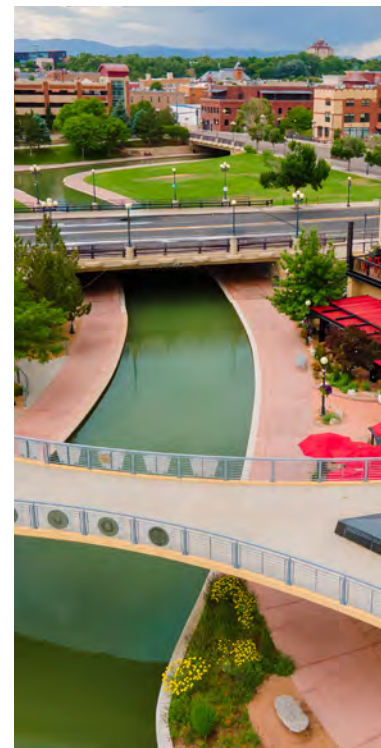
Acronym	Definition
EIS	Environmental Impact Statement
EMA	Emergency Management Association
ESF	Emergency Support Function
EV	Electric vehicle
eVOTL	Electric Vertical Take-off and Landing
FAST	Fixing America's Surface Transportation
FASTER	Funding Advancement for the Surface Transportation & Economic Recovery
FEMA	Federal Emergency Management Association
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GOCO	Great Outdoors Colorado
GSI	Green Stormwater Infrastructure
H+T	The Housing and Transportation Affordability Index
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
ITS	Intelligent Transportation Systems
KABCO	Per Colorado's KABCO Injury Classification Scale, "K" refers to Fatal; "A" refers to Evident Incapacitating Injury; "B" refers to Evident Non-incapacitating Injury; "C" refers to Complaint of Injury; and "O" refers to No Injury
KSI	Fatality or serious injury
LPI	Leading Pedestrian Interval
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System Program

Acronym	Definition
NACTO	National Association of City Transportation Officials
NBIS	National Bridge Inspection Standards
NEMT	Non-emergency Medical Transportation
NEMT	Non-emergent Medical Transportation
NEPA	National Environmental Protection Agency
NEVI	National Electric Vehicle Infrastructure
NHS	National Highway System
NMT	Non-medical Transportation
PACE	Pueblo Active Community Environments
PACOG	Pueblo Area Council of Governments
PCI	Pavement Condition Index
PEL	Planning & Environmental Linkages
PL	Metropolitan Planning Funds
PPACG	Pikes Peak Area Council of Governments
	Promoting Resilient operations for Transformative, Efficient, and
PROTECT	Cost-saving Transportation program
PSAP	Pueblo Strategic Action Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RMS	Revitalizing Main Streets
RND	Railroads for National Defense
ROD	Record of Decision
ROM	Rough Order of Magnitude (in relation to cost estimates)
RPP	Regional Priorities Program
RRFB	Rectangular Rapid Flashing Beacon
RTPO	Regional Transportation Planning Office
SB	Senate Bill
SDP	Front Range Passenger Rail Service Development Plan
SEOP	State Emergency Operations Plan
SGR	State of Good Repair
SRDA	Senior Resource Development Agency

Acronym	Definition
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
TAC	Transportation Advisory Committee
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TDI	Transportation Disadvantage Index
TIP	Transportation Improvement Program
TNC	Transportation Netowrk Company
TOD	Transit-oriented Development
TPR	Transportation Planning Region
TSMO	Transportation Systems Management and Operations
TTC	Transportation Technical Committee
UPWP	Unified Planning Work Program
USFS	United States Forest Service
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User

CHAPTER 1

Introduction & Overview



The Pueblo region, located at the base of the Rocky Mountains along Interstate-25 and US Highway 50, experiences 300 days of sunshine. A hub for businesses, culture, and transportation in Southern Colorado, the Region's population has grown to over 160,000. The transportation needs of future generations must be planned for, taking into account shifting mobility needs and the welfare of the whole community.

This federally mandated Long Range Regional Transportation Plan (LRTP) was prepared by the Pueblo Area Council of Governments' (PACOG) Metropolitan Planning Organization (MPO) through robust engagement with the public and relevant local agencies. The result is a 25-year plan for the development of transportation programs and projects within the Pueblo region.

This LRTP functions as a vision document that reflects the application of transportation goals to project actualization. Financial analysis included in this plan demonstrates fiscal constraint by ensuring identified projects are reasonably expected to be funded by available financial resources; investigates alternative financing strategies; and identifies the resources and activities needed to carry out the plan. The process to make amendments to the LRTP (Major, Minor, and Comprehensive) are documented in the PACOG Public Participation Plan, which is available for review on www.pacog.net.



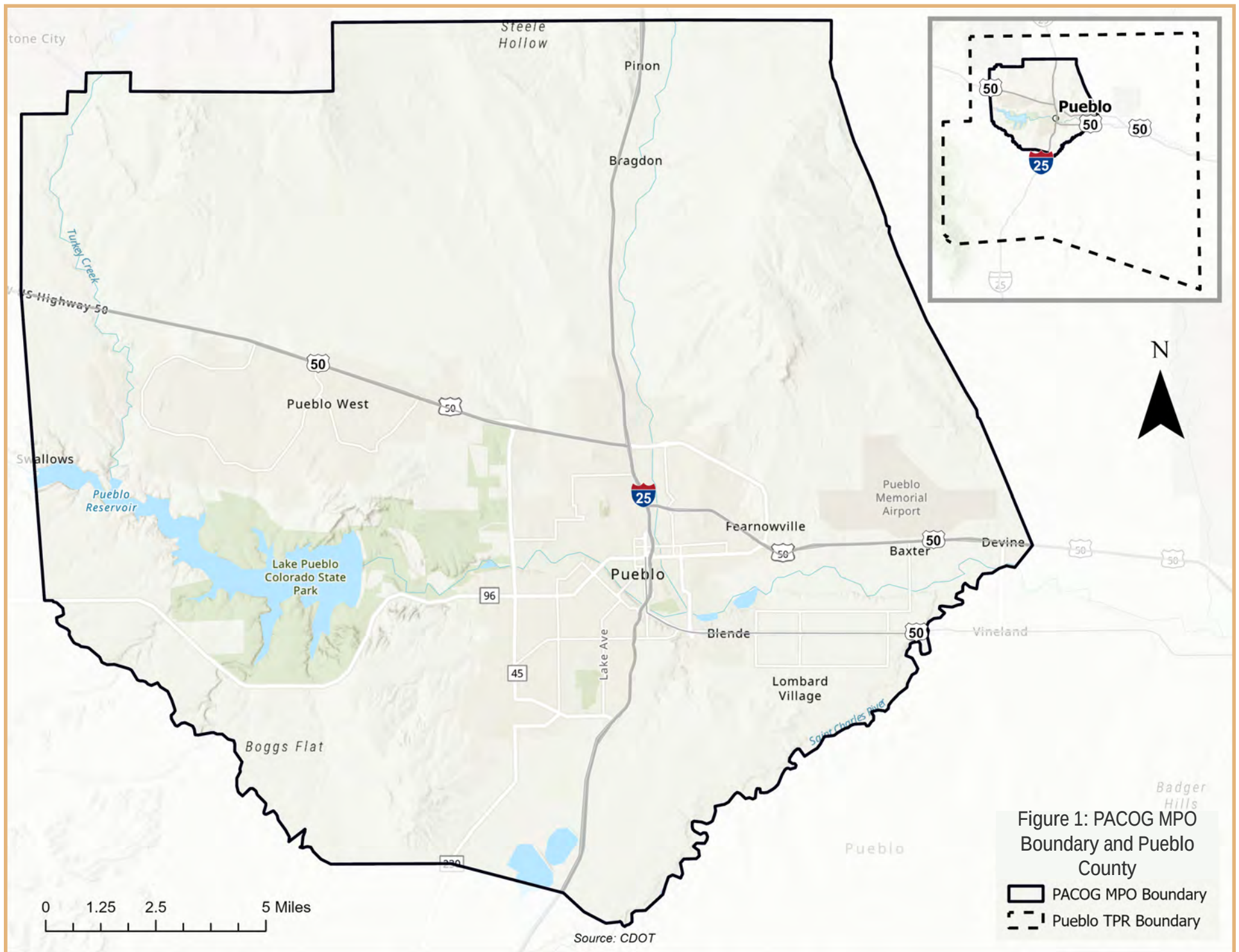
Pueblo Area Council of Governments

The PACOG MPO has the responsibility for carrying out the continuing, comprehensive, and coordinated transportation planning process with the Colorado Department of Transportation (CDOT) within the MPO and Transportation Planning Region (TPR) boundaries. To achieve this goal, the MPO brings together local, state, and federal partners, along with community members, to plan the future of regional transportation investment. The work of the MPO is guided by the PACOG Board of Directors and is supported by a Transportation Advisory Commission (TAC) (including a Citizen Advisory Committee (CAC) and Transportation Technical Committee (TTC)) and guidance from the Colorado Department of Transportation (CDOT).

Table 1: Pueblo Area Planning Regions

	Pueblo Transportation Planning Region (TPR)	Pueblo Metropolitan Planning Organization (MPO)
Key Functions	One of Colorado's 14 regions that has a voice on statewide transportation policy, plans, and issues.	A regional planning and programming organization that is federally required for 50,000+ people.
Population	~168,000	~152,000
Square Miles	2,399	347
Areas of Service	All of Pueblo County	City of Pueblo, Pueblo West Metropolitan District, Blende, Devine, Baxter, Bragdon, Lombard Village, and Piñon

The MPO region is within the urbanized area of Pueblo County. Some analysis looks at Pueblo County (also the TPR boundary) rather than just the study area; certain data sets are only available on the county level. Looking at the region on a county level allows for a broader understanding of transportation network users in the region, along with a deeper understanding of the socioeconomic health of the region. This helps to inform decisions on improving the transportation system on both a macro-scale and a micro-scale, focused within the MPO boundary given Federal requirements and funding constraints.





PACOG's Role

PACOG is an intergovernmental organization consisting of 8 member entities:

- City of Pueblo
- County of Pueblo
- Board of Water Works
- School District No. 60
- School District No. 70
- Pueblo West Metropolitan District
- Colorado City Metropolitan District
- Salt Creek Sanitation District

These eight entities play a vital role in fostering collaboration between local governments on the regional scale. Planning on the regional scale helps local governments ensure adequate services for their citizens, preserves and establishes acceptable water and land use patterns, establishes consistency across local transportation networks, and assists in managing urban growth.



Planning Process

The PACOG MPO develops its transportation programs and plans by using the continuous, cooperative, and comprehensive (3C) planning process, as required by the Federal Highway Administration (FHWA) in 23 CFR § 450.306 and the Federal Transit Administration (FTA) in 49 CFR § 613.10.

In recent years, the federal government has enacted the following legislation to govern and fund regional transportation planning and projects:

- Moving Ahead for Progress in the 21st Century (MAP-21) requires that transportation system challenges are addressed through a performance-based, data driven approach.
- Fixing America's Surface Transportation (FAST) Act builds on MAP-21 to make surface transportation more streamlined and multimodal.
- Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, provides new funding for various infrastructure projects for all modes of transportation, as well as establishes various funding sources.

For additional details about the legislation and federal guidance on planning, refer to Chapter 10 (Fiscally Constrained Plan & Aspirational Projects).

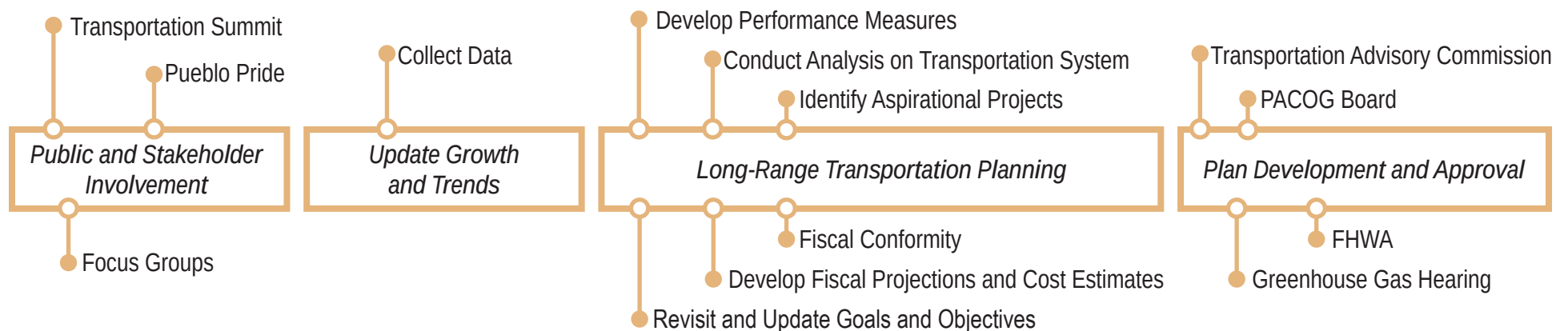
Timeline of the Process

The MPO commenced the planning process in March 2025. The process kicked off with the development of a Public and Stakeholder Involvement Plan, inventory and analysis of existing documentation, and a review of the region's socioeconomic profile.

In the summer of 2025, the project team conducted a comprehensive public and stakeholder outreach campaign, while completing analysis of the roadways, active transportation, transit, freight, and other elements of the region's transportation system utilizing geospatial and statistical methods.

In the winter of 2025, a full draft was developed and provided for public, stakeholder, and agency review.

Figure 2: Planning Process Timeline





Planning Products

Many of the planning products that the Pueblo MPO is responsible for producing are required to be updated on an annual or semi-annual basis, while others are not required to be updated at all.

The Transportation Improvement Program

The LRTP provides a foundation for the development of the Transportation Improvement Program (TIP), which programs federal and state dollars to local projects within the MPO region and is managed and updated by Pueblo MPO Staff. The majority of projects in Pueblo MPO TIP are implemented by CDOT on Interstate 25 and other US and State Highways. Other regionally significant grants- and federally funded projects from member agencies are also included in the TIP. All projects in the TIP must be identified in the LRTP, either as fiscally constrained or aspirational projects. For more information on specific projects, visit Chapter 10 (Fiscally Constrained Plan & Aspirational Projects).

The Unified Planning Work Program

The Pueblo MPO is also responsible for the planning-focused Unified Planning Work Program (UPWP). The purpose of the UPWP is to provide a management document containing descriptions and objectives for specific work tasks during the program period. This helps to ensure the continuous, cooperative, and comprehensive nature of transportation planning in the Pueblo MPO region and Colorado broadly.

Activities listed in the plan include planning initiatives, traffic count collection, transit planning studies, administrative tasks, financial oversight, public involvement activities, and coordination with state-wide transportation activities. These planning and project initiatives can also be incorporated into statewide efforts such as the Statewide Transportation Plan and Statewide Transportation Improvement Program (STIP).

Bicycle and Pedestrian Master Plan (2020)

The 2020 Bicycle and Pedestrian Master Plan (BPMP) identifies the need for increased and improved pedestrian and bicycle infrastructure. The Plan investigates existing infrastructure and current usage, then sets goals and a vision for the future of Pueblo's multi-modal transportation network. The BPMP is available on PACOG's website.



The Region's Future

In August 2025, a community survey was conducted to gather residents' perspectives on the region's transportation system—how well it serves their needs today and what improvements they would like to see in the future. The results revealed a clear call for safer streets, more multimodal options, improved public transit, and consistent maintenance of existing infrastructure.

These priorities closely align with the region's current transportation challenges: aging and substandard roadway conditions, limited multimodal and accessible travel options, and insufficient funding to address needed improvements. Together, these realities shape both the existing and perceived quality of the regional transportation network.

Planning for the future requires anticipating change—both the expected and the unforeseen—and responding with informed analysis and problem-solving. Transportation planning, in particular, plays a defining role in shaping a community's physical form and daily experience. The design and performance of transportation systems influence how neighborhoods grow, where people live and work, and even how they perceive the boundaries and connections within their community.

Based on community and stakeholder engagement, paired with our assessment of our region's transportation conditions and needs, the vision for our future transportation system is:

Our region is brought together through a connected, safe, multimodal, and accessible system.

The Plan

This *2050 PACOG Long Range Transportation Plan* provides a realistic, implementable roadmap to realizing an accessible, safe, and multimodal regional transportation system.

Our Communities

The two chapters following this introduction of the plan examine the region's communities, socioeconomic factors, and summarize engagement strategies.

Chapter 2: *Uplifting Our Communities* examines both the existing transportation challenges faced by the Pueblo region's most vulnerable communities, and the public input received that has guided the L RTP's development toward outcomes that will fairly allocate transportation investments and improvements.

Chapter 4: *Regional Trends* discusses the impact and implications of growth on the region's transportation system.

How the Region Moves

The following chapters look at the current transportation system within the region.

Chapter 5: *Roadway Network* looks at the condition of existing roadway networks within the region and County.

Chapter 6: *Active Transportation* examines the status of multimodal infrastructure within the region, as well as the benefits that the region could experience due to incorporation of more multimodal options and infrastructure.

Chapter 7: *Transit* provides a summary of transit options within the region, as well as an assessment of routes, ridership trends, facilities, and financial performance to provide a baseline for system evaluation.

Chapter 8: *Freight, Rail, & Air* looks at the existing system, the overall impact of freight in the region, and provides a network assessment for the freight, rail, and air systems.

Chapter 9: *The Built & Natural Environment* explores the interconnectedness between the environment and the region's transportation system, along with safety and security implications of natural and human-caused disasters.

How the Plan is Implemented

Implementation of the plan is described in the remaining two chapters of the plan.

Chapter 3: *Moving Pueblo Forward* provides an assessment of relevant federal and state performance measures, and creates four distinct Goal Areas that will improve the performance and quality of the regional transportation system.

Chapter 10: *Fiscally Constrained Plan* provides funding and legislation information for transportation improvements and countermeasures. It includes a fiscally constrained project list and an aspirational project list.



Goals, Objectives, and Strategies

The goals, objectives, and strategies of the plan have been designed to develop and improve the region's transportation system with community feedback, data analysis, and best transportation planning practices as the foundation. These goals, objectives, and strategies also ensure that the region is compliant with Federal regulation and that all projects are fiscally-constrained and prioritized appropriately. Four goals were specifically developed through close collaboration with stakeholders, public organizations, community members, and transportation planning professionals.

1. Improve safety for all transportation system users.
2. Build a multimodal system that offers safe, convenient, and accessible options for all modes.
3. Maintain a transportation system that encourages economic vitality and vibrancy.
4. Invest in transportation systems that promote a high quality of life and a healthy environment.

Each of these goals has supporting objectives and strategies that will give the region targets and action items to realize these goals. More details are provided in Chapter 3: Implementing the Plan.

Table 2: Goals and Objectives of The Plan

Goal 1: Improve Safety for All Transportation System Users.
Objective A: Build safer streets.
Objective B: Protect vulnerable road users.
Objective C: Address dangerous roadway behavior through design and education.
Objective D: Encourage a culture of safety.
Goal 2: Build a Multimodal System that Offers Safe, Convenient, and Accessible Options for All Modes.
Objective A: Create a well-connected, safe, and smooth multimodal system.
Objective B: Improve walkability in the region for all users, including people with mobility challenges.
Objective C: Ensure the transit system is convenient and reliable.
Objective D: Expand alternative transportation options, including pedestrian, bicycle, and passenger rail.
Objective E: Coordinate aviation priorities and emerging technologies.
Objective F: Encourage the use of alternative modes of transportation.
Goal 3: Maintain a Transportation System that Encourages Economic Vitality and Vibrancy.
Objective A: Ensure ease of freight movement and delivery throughout the region.
Objective B: Maintain a fiscally constrained and sustainable transportation spending program.
Objective C: Coordinate land use with transportation investments.
Objective D: Promote coordination and collaboration across member jurisdictions.
Goal 4: Invest in Transportation Systems that Promote a High Quality of Life and a Healthy Environment.
Objective A: Support CDOT's Greenhouse Gas reduction targets.
Objective B: Ensure transportation projects support neighborhood character.
Objective C: Incorporate environmental and public health considerations into transportation planning decisions.
Objective D: Improve infrastructure conditions.



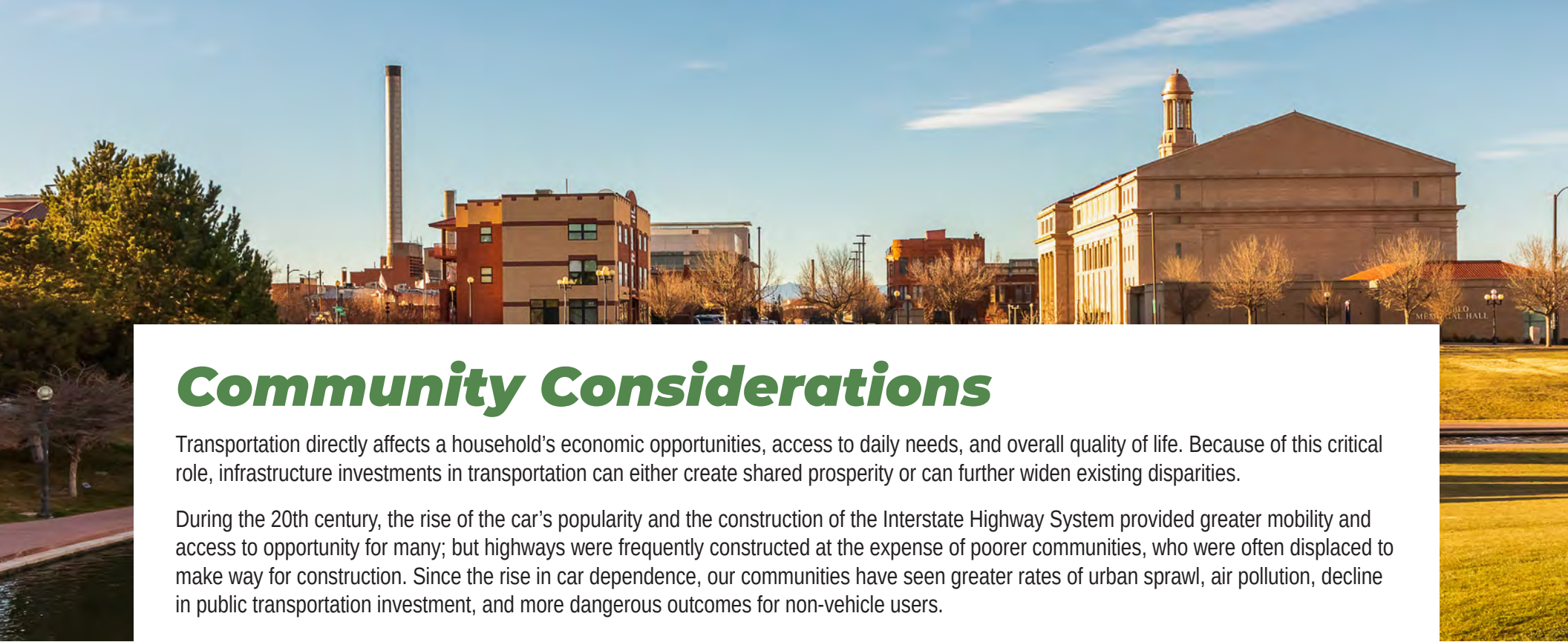
CHAPTER 2

Uplifting Our Communities



Transportation planning has the power to either bridge or widen community divides, making meaningful public engagement and consensus essential to creating systems that truly uplift all residents. The Pueblo region's transportation network reflects decades of decisions that have shaped where people live, work, and access opportunities—with some communities bearing disproportionate burdens from environmental hazards and underinvestment in critical infrastructure. Recognizing these disparities, the PACOG Moves the Region 2050 Long Range Transportation Plan (LRTP) prioritizes community voices in shaping the region's transportation future.

Through comprehensive outreach efforts spanning an online survey, focus groups, public meetings, and community events, this planning process seeks to understand not just what transportation improvements are needed, but where needs have been overlooked and how investments can advance fairness in the built environment and improve mobility for everyone. The following sections examine both the existing transportation challenges facing Pueblo's most vulnerable communities and the public input that has guided this plan's development toward more inclusive outcomes.



Community Considerations

Transportation directly affects a household's economic opportunities, access to daily needs, and overall quality of life. Because of this critical role, infrastructure investments in transportation can either create shared prosperity or can further widen existing disparities.

During the 20th century, the rise of the car's popularity and the construction of the Interstate Highway System provided greater mobility and access to opportunity for many; but highways were frequently constructed at the expense of poorer communities, who were often displaced to make way for construction. Since the rise in car dependence, our communities have seen greater rates of urban sprawl, air pollution, decline in public transportation investment, and more dangerous outcomes for non-vehicle users.

A variety of factors can contribute to transportation disparities, including being under-resourced, disproportionately burdened, or under-represented:

- **Under-resourced:** Lacking access to essential services, such as healthcare, education, groceries, and transportation.
- **Disproportionately-burdened:** Communities that are exposed at a higher rate to environmental hazards such as air pollution, water pollution, and toxic waste.
- **Under-represented:** Communities that lack political and economic power, sometimes due to voting district boundaries, making it difficult for them to advocate for their needs.

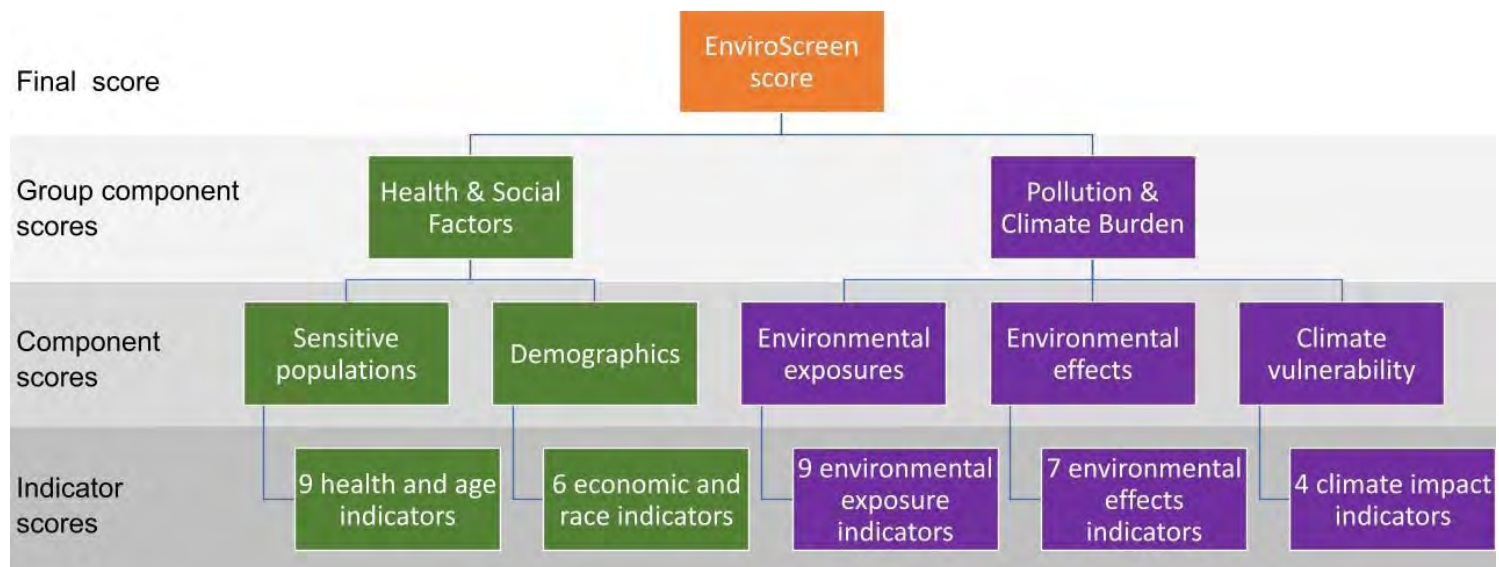
Transportation is the second largest household expenditure behind housing. Contributing factors to the high cost of transportation include car loans and associated interest payments; insurance costs; maintenance costs; license and registration fees; and fuel and parking costs. The cost burden of transportation often falls hardest on the lowest-income households. Without access to reliable, affordable, and safe modes of transportation, transportation can be a major barrier to economic opportunities.

Considerations in transportation planning should aim to advance fairness in access to mobility options that meet the needs of all community members. Achieving this requires planners, community members, and decision-makers to consider the specific circumstances of all unique segments of a community, then prioritize projects to meet the needs of the most impacted and under-resourced populations first.

Colorado's EnviroScreen Tool

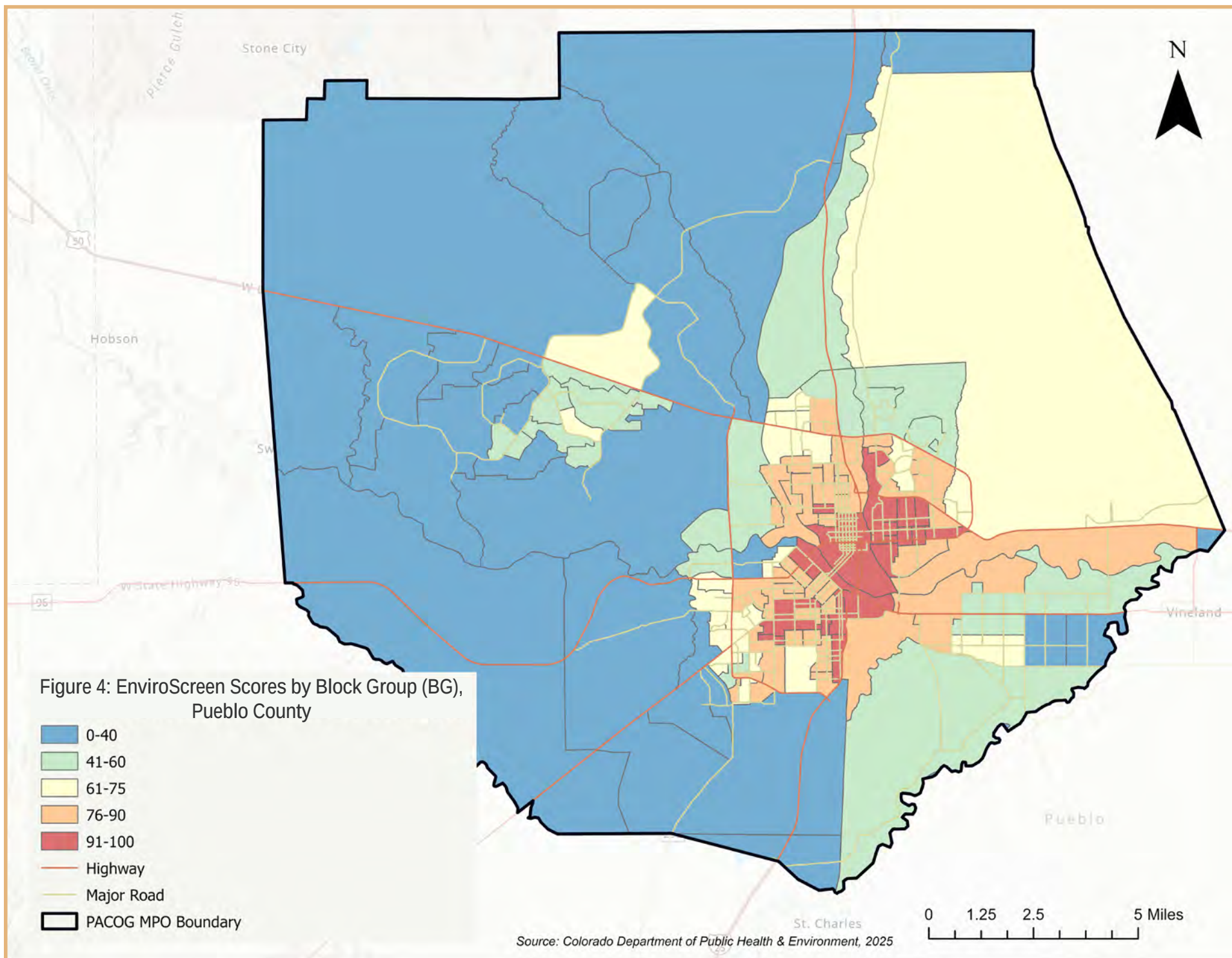
The Colorado Department of Public Health & Environment developed the EnviroScreen tool to identify communities who face more environmental health risks when compared to other communities in Colorado. Environmental health risks are sometimes associated with proximity to transportation infrastructure (such as living near highways), which increases the likelihood of asthma, heart conditions, and poor sleep. Using the EnviroScreen tool can help local planners identify under-resourced, disproportionately burdened, or under-represented communities that would benefit from environmental justice-oriented transportation investments. Figure 3 illustrates the process, indicators, and components of calculating the EnviroScreen score.

Figure 3: EnviroScreen Score Process



Source: Colorado Department of Public Health & Environment

A higher EnviroScreen Score indicates the area experiences greater cumulative environmental burdens and population vulnerabilities when compared to the rest of the state. Figure 4 provides a view of EnviroScreen percentile scores within the Pueblo Metropolitan Planning Organization (MPO) Boundaries. This figure illustrates a concentration of Census Block Groups, mostly in the center of the MPO, that have a high EnviroScreen score. Of the 148 Census Block Groups that are in the MPO boundary, 20 have an EnviroScreen percentile score above 90, and 43 had a score between 76 – 90.



Disparities in Pueblo

Pueblo is a racially and ethnically diverse community, with nearly half the population identifying as Hispanic. The Arkansas River that divides Pueblo's north and west sides from the east and south sides once served as the border between the US and Mexico before the 1846-1848 Mexican-American War. During the industrialization of the region in the late 19th century, more affluent communities settled within Pueblo's north and west sides, while working class immigrant communities settled in the southern and eastern areas.¹

Between the 1940s and 1970s, manufacturing employed a significant number of workers in the region, providing well-paying jobs for individuals without college degrees: one in five workers held manufacturing jobs in Pueblo in 1970. Manufacturing was seen as both an economic driving engine and a racial equalizer in Pueblo. For example, the CF&I Steel Pueblo Plant desegregated early; their employees were diverse and included a high number of Hispanic and immigrant workers.²

However, manufacturing operations underwent significant national and global challenges, as non-domestic manufacturing became a cheaper alternative. Subsequent disinvestment impacted disadvantaged communities, especially minorities who relied on these high-paying low-education jobs. Perhaps as a direct result of changes in the economy, disparities between White, Black, and Latino households have increased between 1960 and 2010.

Transportation investment decisions have also created disparities in the built environment. The addition of the railroad the late 1800s and the construction Interstate 25 (the Pueblo Freeway) in the 1950s divided some neighborhoods and closed local roads that once connected these neighborhoods to community services such as local grocery stores and churches.³ More specifically, the creation of Interstate 25 divided the Bojon Town neighborhood—home to many immigrant families who worked in manufacturing—in half. The Pueblo Freeway (I-25) opened in 1959, the same year the city's Urban Renewal Authority was established, marking a period of infrastructure investment that reshaped the city's built environment and neighborhood connectivity.

Many communities are still feeling the effects of the environmental, social, economic, and health-related impacts today.

The City of Pueblo recently received a \$16 million dollar RAISE grant to improve connectivity across a railroad that disconnected the Westside to the downtown area. Additional projects like this can improve neighborhood outcomes and reduce disparities caused by the built environment.

1 Christopher J. Schreck, "Spoils of War: Development and Dispossession in the American Southwest". Sclar, USC, April 2020

2 Burt Hubbard, "A Changing Economy: Opportunity Lost Amid Manufacturing Downturn." KUNC, January 22, 2013. Accessed October 2025 at: <https://www.kunc.org/business/2013-01-22/a-changing-economy-opportunity-lost-amid-manufacturing-downturn>

3 "I-25 New Pueblo Freeway - Case Studies - Context Sensitive Solutions and Design." Office of Planning, Environment, & Realty, Federal Highway Administration. Accessed September, 2025 at: https://www.fhwa.dot.gov/planning/css/case_studies/i25/

Areas of Persistent Poverty Transit Study

The Pueblo Transit Areas of Persistent Poverty Study was funded by a Federal Transit Administration (FTA) Areas of Persistent Poverty (AoPP) grant. Its core goal is to improve mobility for underserved residents—particularly low-income and disproportionately burdened communities—by connecting them more directly to employment opportunities at Pueblo’s major industrial parks and job centers.

The plan identifies several census tracts, mostly in downtown, Highland Park, Bessemer, Hyde Park, the Northside, and the Eastside, which are currently disconnected from Pueblo’s growing employment hubs, have higher poverty rates, and lower rates of car ownership. Proposed routes would link individuals in these neighborhoods to major employers at the Airport Industrial Park, Pueblo West, and St. Charles Industrial Park. Modeling shows that if transit lines were modified and expanded, it would create large increases in jobs accessible within 60 minutes by transit; residents of Blende could see a 409% increase in job access, and Lake Minnequa/Beulah Heights residents could see a 163% increase in job access.

This type of intervention in the transportation environment can provide low-income and under-resourced individuals the opportunity to reach living-wage jobs, schools, and healthcare more easily.

Safety in Transportation

Motor vehicle-involved crashes are a leading cause of injury and death in the United States. Most people in our community utilize transportation systems on a daily (or at least weekly) basis. Ensuring the transportation system is safe for all roadway users is a vital part of uplifting and safeguarding our community.

Walking, biking, and other forms of active transportation (like scooters or wheelchairs) can pose higher risks to personal safety, particularly due to hazards caused by vehicles and their drivers: pedestrians are much more likely to die or experience a serious injury when struck by a car than a crash only involving vehicles. Creating a safe environment for active transportation users requires physical infrastructure investments such as protected bike lanes, unobstructed and wide sidewalks, legible signage, and highly visible crosswalks.

Because active transportation is more affordable, low-income populations are more likely to rely on walking, biking, or public transportation systems than higher-income travelers. Under-investment in active transportation infrastructure disproportionately impacts lower-income communities, who are often left to navigate streets designed for cars rather than people walking, biking, or rolling. Prioritizing safety for more accessible modes of transportation can help improve the quality of life and safety for non-motor users of our public road system.





Safety & Underserved Communities

Fairness in transportation supports the idea that transportation systems should be planned and designed to meet the needs of all community members. This includes people of all ages, races, abilities, cultures, and classes. Barriers such as arterials, highways, and interstates often prevent residents in underserved areas from safely accessing essential services and locations by walking, cycling, or using public transit.

Of Pueblo County's 64 census tracts, there are 30 census tracts that the Pueblo Comprehensive Safety Action Plan (2025) (CSAP) identifies as disadvantaged in Pueblo County. These tracts were particularly burdened with poor safety outcomes:

- Of the 142 High Injury Network intersections identified in the CSAP, 106 (75%) high-injury intersections fell within or directly adjacent to disadvantaged community tracts.
- Of the 83.9 miles of High Injury Network roadway segments identified in the CSAP, 54.9 miles (65%) fell within disadvantaged community tracts.
- For the 2019-2023 bicyclist and pedestrian crashes, 226 of 318 crashes (71%) occurred in or directly adjacent to disadvantaged community tracts in Pueblo County.

Colorado Strategic Highway Safety Plan

The Colorado Strategic Highway Safety Plan (2025) identifies five emphasis areas and twenty key focus areas to improve safety outcomes on Colorado's roadways. The emphasis areas are also able to be analyzed to understand their contribution to serious injuries and fatalities.

Figure 5: CDOT Safety Emphasis Areas



Source: Colorado Strategic Highway Safety Plan, CDOT (2025)

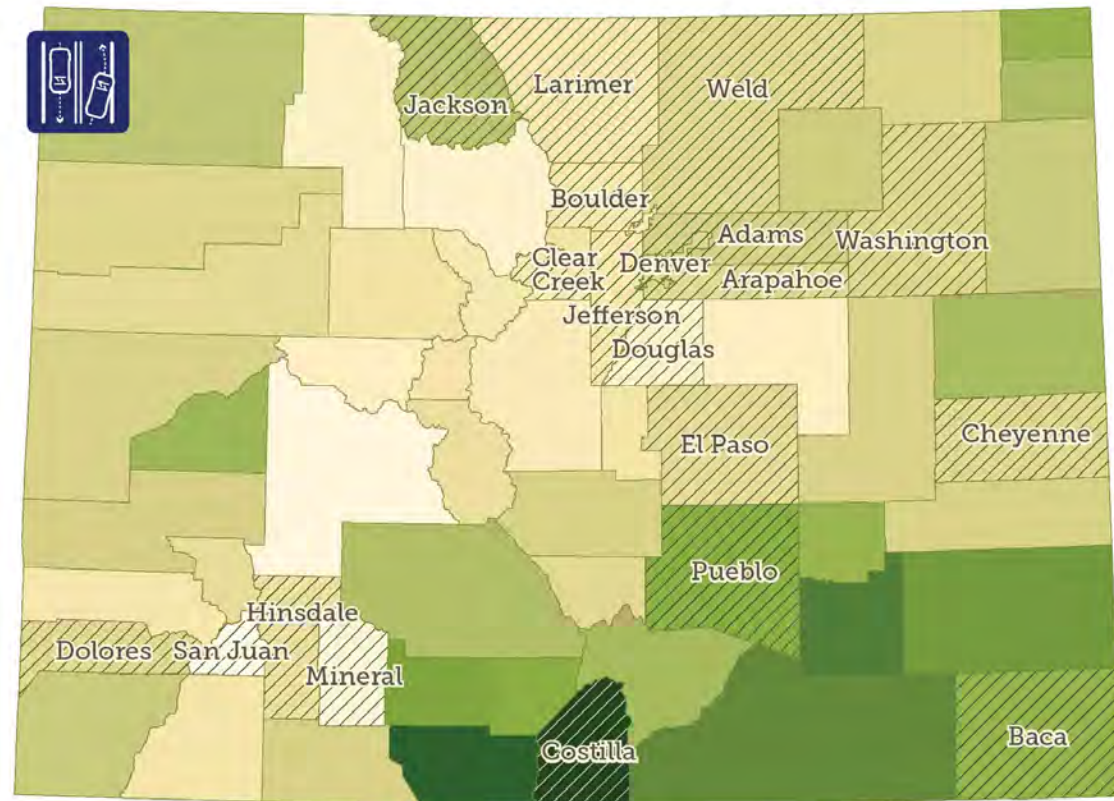
The plan analyzed crash data at the statewide and county level. Pueblo County ranks in the top ten worst for serious and fatal injuries in many of the safety outcome areas analyzed, including:

- Occupant protection
- Impairment
- Aggression
- Speed
- Distraction
- Young drivers
- Motorcyclists
- Lane departures
- Off-system (roadways not maintained by the State)
- Intersection

Pueblo County also ranks the third worst county per capita for pedestrian fatalities and serious injuries.

The plan lists Pueblo County as having a high Weighted Transportation Disadvantage Index (TDI), which identifies areas with higher transportation needs by comparing local communities to county, regional, and statewide averages. The index considers factors such as population, age, income, and other factors. In Figure 6, Darker shades represent higher TDI values, indicating greater levels of transportation need.

Figure 6: Transportation Disadvantage Index (TDI)



Rank	Top Counties Overall	Top Counties per Capita
1	El Paso	Mineral
2	Denver	San Juan
3	Adams	Jackson
4	Jefferson	Cheyenne
5	Weld	Baca
6	Larimer	Hinsdale
7	Arapahoe	Costilla
8	Douglas	Washington
9	Boulder	Clear Creek
10	Pueblo	Dolores

Map Legend

Weighted TDI Score

Low High

Diagonal Striping = Top 10 overall and/or per capita counties

This map shows the Transportation Disadvantage Index (TDI) and labels the top 10 counties for total fatalities and serious injuries, along with the top 10 counties with the highest per-capita impact among relevant demographics. The table provides rankings for both categories.

Source: Colorado Strategic Highway Safety Plan, CDOT (2025)

Public and Agency Engagement for this LRTP

This plan followed a thorough engagement and input process. Input was solicited from the general public through public meetings, pop-ups, online surveys and maps, and review of the draft plan. Additionally, public agencies were engaged through individual meetings with member agencies and CDOT to discuss financial expectations, priority projects, and plan goals. The Pueblo MPO's Transportation Advisory Commission (TAC) was engaged through interactive presentations and plan status updates.

Pueblo's Public Participation Plan

Public participation in the planning process is vital. Federal regulation requires that MPOs provide a reasonable opportunity for those with an interest, whether through employment, industry representative, or personal, in transportation to comment on the transportation plan.

Requirements for notification

The LRTP is updated every 5 years. It is developed by PACOG staff, with input from interested local and state parties, and environmental, cultural, and historic agencies.

When public meetings or LRTP draft content became available, material was posted on the PACOG Moves the Region website and found at the County Courthouse, Rawlings Library, and The Justice Center. The Plan in its entirety will be heard and adopted during a regularly scheduled MPO Board meeting, and once approved, will be available at the PACOG office and website: <https://www.pacogmovestheregion.com/>.

MPOs "...shall provide citizens with, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan." § 450.316 (a) (Metropolitan Transportation Planning & Programming)

Outreach Wave #1

The first wave of outreach focused on gaining input to help establish the vision, goals, and priorities for long-range transportation investments. This was accomplished through public meetings and pop-ups, focus groups, an online survey, and an online interactive map. The survey and interactive map provided a platform for community members to provide both visionary and specific input at their leisure. The survey was focused on broad goals and issues that the community currently experiences, while the map provided the community an opportunity to identify specific problems or investment areas.

Full summaries and copies of content for each of the outreach mechanisms and results are available in Appendix A: Public Engagement.

Online Survey

The survey, open from June to August of 2025, collected 168 responses. The survey was advertised using flyers posted around the community and on Pueblo Transit; provided to attendees of public, pop-up, and focus group meetings; advertised on social media platforms (including Instagram and Facebook); and posted to the PACOG Moves the Region 2050 website.

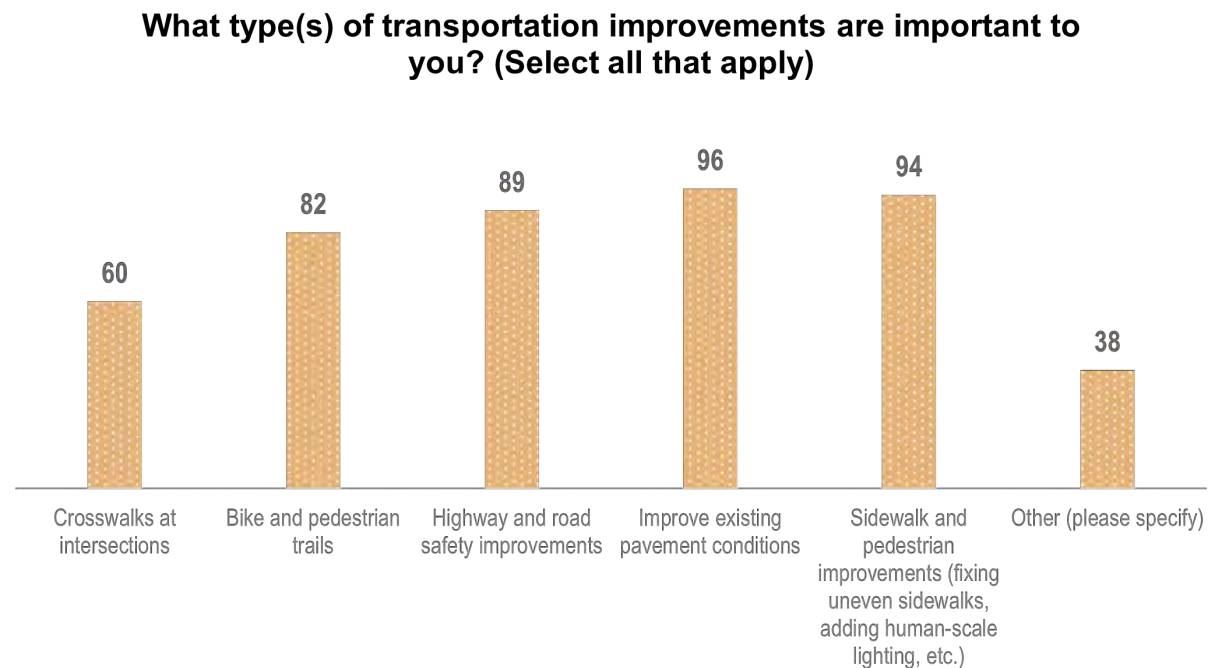
The survey gathered feedback on lived experience regarding existing conditions and priorities for future investment. Responses indicated strong community interest in safety improvements and multimodal transportation options. When prioritizing transportation investments, safety improvements and multimodal options (sidewalks, bike lanes, transit) were nearly tied as top priorities, while managing congestion ranked lowest (with 96 respondents placing it in their bottom two choices).

The highest prioritized improvements were related to pavement conditions and sidewalk/pedestrian enhancements, with additional interest in improved public transportation routes and frequency, followed by separated bike infrastructure.

Table 3: Prioritized Improvement Categories

How would you prioritize improvements to the transportation system?	Ranked 1 or 2	Ranked 4 or 5
Maintaining the existing transportation system	74	51
Safety improvements	81	43
More multimodal options (sidewalks, bike lanes, scooters, transit, etc.)	78	64
Managing congestion	31	96
Improving connectivity	62	72

Figure 7: Votes on Types of Improvement Categories

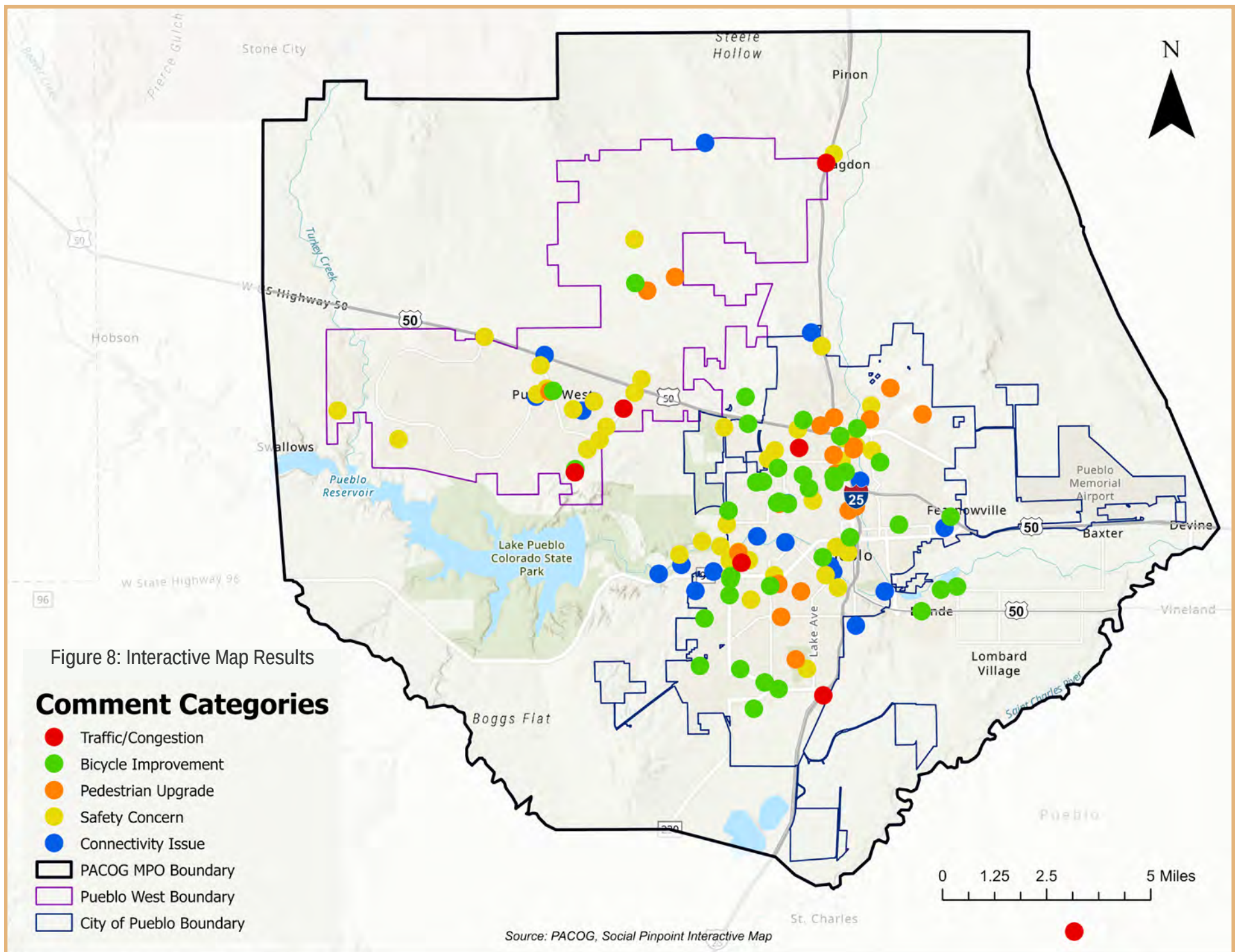




Interactive Map

The Interactive Map allowed respondents to comment on five different categories: Traffic and Congestion, Bicycle Improvement, Pedestrian Upgrade, Safety Concern, and Connectivity Issue. Maps illustrating the locations and summary of comments by comment category can be found in Appendix A.

Between June and September 2025, the interactive map gathered 132 comments from 39 participants, with most feedback submitted during summer outreach events. The top concerns included safety (33%), bicycle improvements (29%), and pedestrian upgrades (17%), followed by connectivity and congestion issues. Comments emphasized the need for safer intersections, better bicycle and pedestrian connections, improved trail and sidewalk maintenance, and enhanced community spaces. Overall, participants prioritized safety, accessibility, and maintenance as key needs for improving Pueblo's transportation network.



Public Meeting #1 (July 2025)

On July 9 2025, PACOG and the City of Pueblo hosted a Transportation Summit, in partnership with the City' and County's ongoing CSAP efforts, to gather input to help establish a vision and goals for this LRTP. The Transportation Summit was advertised on the City of Pueblo's social media and website and through flyers passed out at Bike to Work Day. Flyers were also posted in various public locations and on transit buses.

There were fourteen attendees. The event was kicked off with a short presentation, providing an overview of the LRTP planning process. In addition to being invited to participate in the online survey and interactive map, participants were then asked to give input through engagement with boards, in the form of dots and Post-it notes, as shown on Figures 9 and 10.

Participants were asked to give input on the vision and goals of the plan. To give input on the goals, participants were given six dots to use however they desired; they were allowed to add multiple dots to the same category. Overall, participants rated safety and infrastructure conditions as the top goals, followed by multimodal transportation.

To gain input on the future vision of the region, participants were given stickies and prompted: "What do you want the future transportation network to look like?" Participants identified specific roadway projects and ideal redevelopment areas, as well as indicating desires for improved and more frequent transit, improved and safer active transportation facilities, and passenger rail transportation. For full results, see Appendix A.

Table 4: Tabulated Goals Results

Goal	Votes	Percentage of Votes
Safety	16	30%
Infrastructure Condition & System Reliability	16	30%
Congestion Reduction	0	0%
Freight Movement & Economic Vitality	6	11%
Environmental Sustainability	6	11%
Multimodal Transportation	10	18%
TOTAL	54	100%

Figure 9: Dot Votes on the Region's Transportation Goals

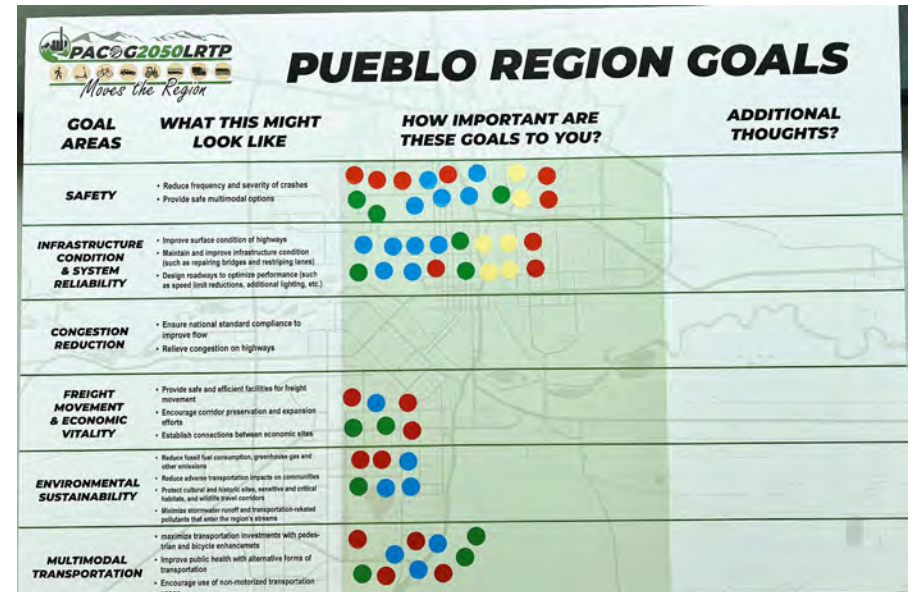
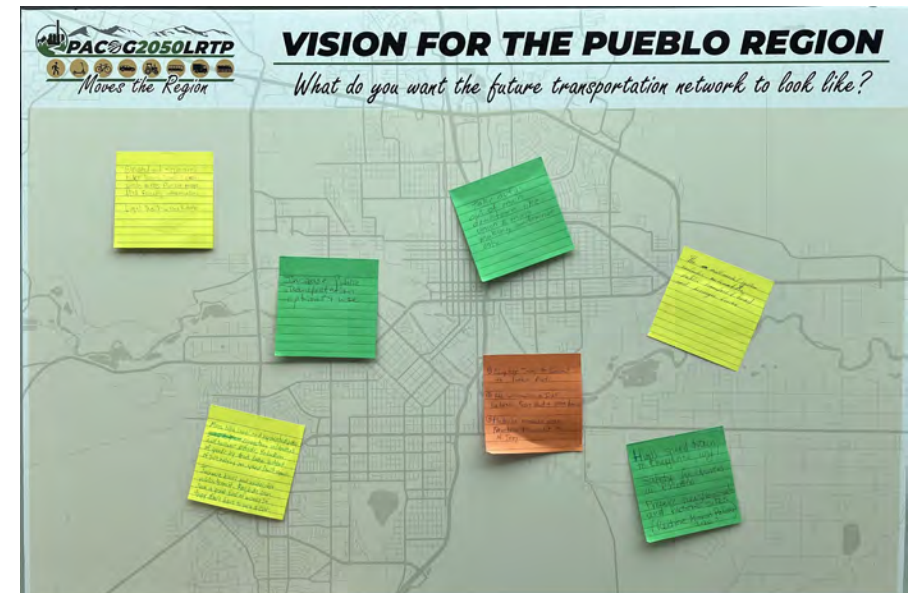


Figure 10: Sticky Notes on the Vision Board



Pueblo Pride 2025 Pop-Up

On August 17th, 2025, the project team attended Pueblo Pride 2025 to solicit public input on the goals and vision for the Plan. The event was advertised on social media and in public spaces in various ways:

- Pride-themed header images and profile pictures on social media
- Advertisement initiatives about the team's attendance at the event on social media with pride-themed flyers

Approximately 200 people visited the engagement booth at the event. Three boards were utilized to collect feedback on the event:

- An “ice breaker” board that asked attendees, “How did you get here today?” and “Why did you choose that mode?”
- A visioning board that asked attendees, “What do you want the future transportation network to look like?”
- A goals board that asked attendees to select which of the 6 goal areas and “How important are these goals to you?”

The ice breaker board served as an eye-catching board to attract Pride attendees to the booth. Attendees could select the mode of travel they took to the event and why they chose that mode. Of those who participated, 47% indicated that they traveled to the event by driving and 27% indicated that they carpooled with others. When asked about why they chose that mode, 42% of respondents selected convenience, and 26% indicated that their mode was their only option.

The visioning board received 16 different sticky notes with the comment frequent comment “Front Range Rail” and “commuter train to Denver/DIA.”

The goals board received the most interaction. Participants were given 6 sticky dots to place in the goals most important to them; not every participant used all 6 dots. As the Environmental Sustainability and Multimodal Transportation goals began to fill up, participants were hesitant to place dots in these categories. Table 5 shows the total number of votes each Goal Area received as well as the percentage of the total votes cast each Goal Area made up.

Figure 11: Pride-themed Header and Profile Picture
Used on PACOG's Facebook Page



Figure 12: Visioning Board with Responses

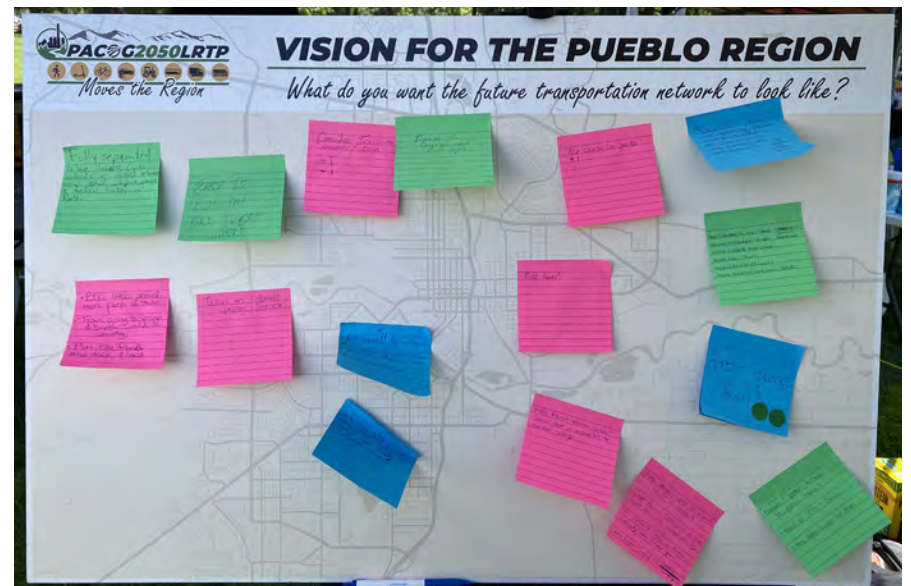


Table 5: Tabulated Goals Results

Goal	Votes	Percentage of Votes
Safety	58	18%
Infrastructure Condition & System Reliability	47	14%
Congestion Reduction	27	8%
Freight movement & Economic Vitality	28	8%
Environmental Sustainability	75	23%
Multimodal Transportation	95	29%
TOTAL	330	100%

Figure 13: Goals Board with Responses



Focus Group Meetings

Two focus group meetings were held in August 2025 centered around Active Transportation and Youth.

The two focus group meetings provided valuable insight into regional transportation challenges and potential improvements. The Active Transportation focus group was held virtually, while the Youth focus group took place in person. The project team presented an overview of the Long Range Transportation Plan—its purpose, current status, and opportunities for input—followed by an interactive session using the web app Mentimeter. Both sessions included participation from consultants and PACOG staff. Summaries of each focus group are provided below, with complete response matrices and notes available in Appendix A.

Active Transportation

The Active Transportation focus group engaged the Pueblo Active Community Environments (PACE) group who serve as key stakeholders for advisement on the active transportation portion of the LRTP. These stakeholders represented all facets of the region, from the City's core, to the rural areas of the greater region.

The focus group was attended by ten members of PACE who provided information on why they chose active transportation, challenges and opportunities faced by cyclists, pedestrians, and other active transportation considerations. Most stakeholders cycled in the region, but many mentioned that they also walked. When asked about why and when they pick active transportation, recreation, exercise, and adequate terrain for active transportation were discussed. Challenges identified included:

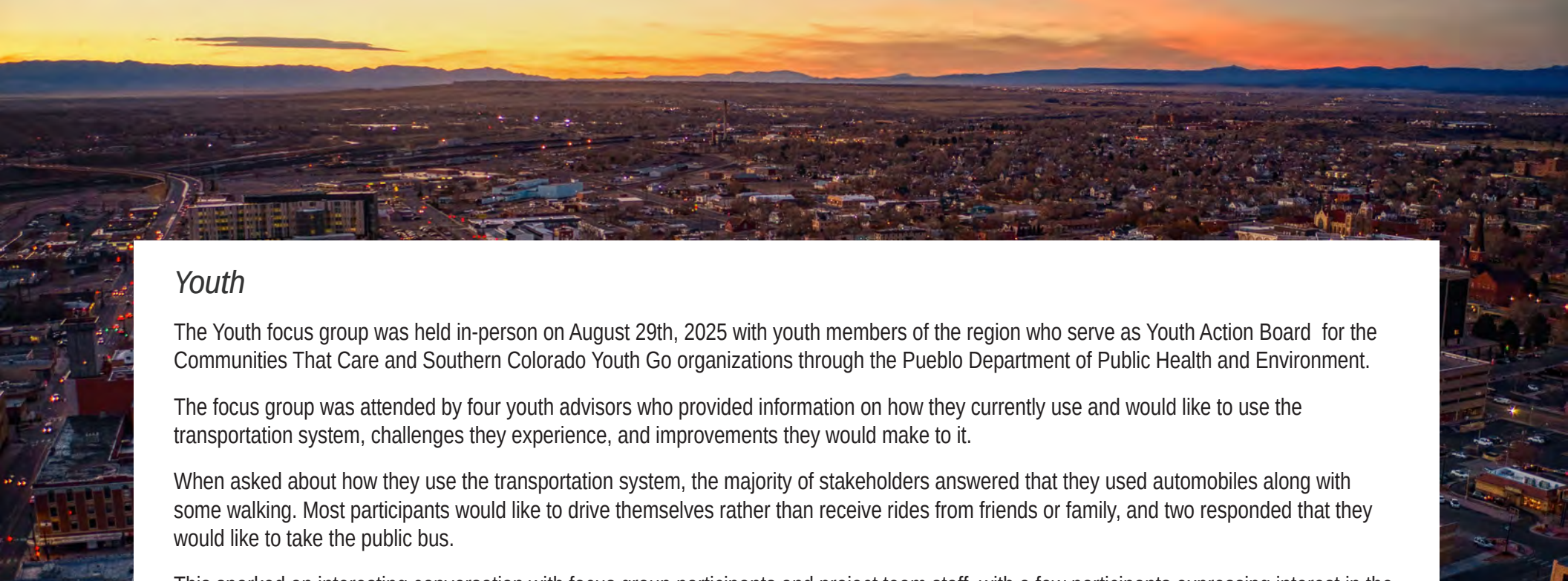
- Poor and incomplete sidewalks
- Connectivity
- Safety for both pedestrians and cyclists

When asked about potential improvements to the system, the stakeholders provided the following suggestions:

- Additional multi-use facilities
- Prioritized bicycle facilities, including on-street bike lanes
- Multimodal connectivity
- Safety countermeasures, particularly for vulnerable road users.
- Accessibility and facilities

Active transportation includes walking, biking, and rolling. This mode can take place on on-road facilities and off-road trails, and has many benefits such as economic growth, congestion reduction, and public health improvements. For more information about active transportation in the region, refer to Chapter 6.



An aerial photograph of a city at sunset. The sky is a mix of orange, yellow, and blue. The city below is illuminated by streetlights and building lights, with a river or highway visible on the left side.

Youth

The Youth focus group was held in-person on August 29th, 2025 with youth members of the region who serve as Youth Action Board for the Communities That Care and Southern Colorado Youth Go organizations through the Pueblo Department of Public Health and Environment.

The focus group was attended by four youth advisors who provided information on how they currently use and would like to use the transportation system, challenges they experience, and improvements they would make to it.

When asked about how they use the transportation system, the majority of stakeholders answered that they used automobiles along with some walking. Most participants would like to drive themselves rather than receive rides from friends or family, and two responded that they would like to take the public bus.

This sparked an interesting conversation with focus group participants and project team staff, with a few participants expressing interest in the public transportation system, yet hesitancy to use it due to perceived and real safety issues, along with unfamiliarity of how to use the system.

Safety issues that the stakeholders identified include:

- Street condition (for walking to/from destination and the bus stops)
- Presence of homeless individuals
- Fast-moving vehicles, unsafe driving behaviors, and intersections

In addition to safety, other factors such as distance to destination, lack of parking, road blockages, and road closures as impacting effectiveness of transportation in the region.

Outreach Wave #2

Using input collected during Outreach Wave #1, the project team developed a draft of this LRTP. The draft became available on pacogmovestheregion.com for public and agency review on December 17th, 2026. Public notification, including newspaper advertising, announcing the review period began on January 14, 2026, in accordance with the PACOG Public Participaion Plan. The public comment period closed on March 1, 2026. Public and agency comments were compiled, considered, and incorporated as appropriate. A full index of comments, including notes on how they were addressed in the final version of the LRTP, is included in Appendix A.

Moving Pueblo Forward

Performance Measures and Goals in a Long Range Transportation Plan (LRTP) set clear, measurable objectives for the transportation system's performance. The Goal areas have been aligned to national and state performance measures to advance the regional vision, guide decision-making for allocating funds, set parameters for evaluating project alternatives, and establish future planning activities. Collectively, these enable the MPO to track progress towards desired outcomes.

Performance Measures

The Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, have all integrated and refined the practice of Performance Management in the Federal Highway Program. The performance measures address common challenges that the transportation system faces on a national level, including:

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability

The Federal Highway Administration (FHWA) requires CDOT to establish and report on key performance measure targets. In turn, Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Offices (RTPOs) can report on local progress towards these targets. As of 2025, the Colorado Department of Transportation (CDOT) reports on the following national performance measures:

- Pavement Condition
- Bridge Condition
- Congestion Mitigation and Air Quality
- Traffic Congestion
- System reliability
- Safety

Because the PACOG region meets air quality targets, this LRTP is not required to report on congestion mitigation or traffic congestion.

CDOT and Pueblo Transit report on the following performance measures:

- State of Good Repair of Transit Assets
- Injuries Safety Events
- Fatalities
- System Reliability

The Federal Transportation Administration (FTA) requires that CDOT and local transit agencies to report on transit-related performance measures. The enactment of Moving Ahead for Progress in the 21st Century (MAP-21) assigned transit agencies the requirement to prepare a Transit Asset Management Plan. Transit asset management (TAM) is a systematic and strategic process through which an organization replaces, rehabilitates, maintains, operates, and procures transit assets to manage their performance, costs, and risks over their life cycle to provide cost-effective, reliable, and safe service to current and future customers. The Public Transportation Agency Safety Plans (PTASP) regulation (49 CFR Part 673) requires operators of public transportation systems that receive federal funds under the FTA Urbanized Area Formula Grants (Section 5307), such as PACOG, to develop an Agency Safety Plan (ASP) that includes the procedures and processes to implement a Safety Management System (SMS). SMS is a collaborative, comprehensive, and systematic approach to managing safety.

MPOs may support the state targets or establish their own regional targets. PACOG has elected to adopt the applicable Performance Measures established by CDOT. PACOG has additionally adopted a regional safety target for future years, establishing targets for fatalities and serious injuries.

Performance on CDOT Performance Measures

In 2024, CDOT set 2025 goals for their transportation system, which the Pueblo MPO has adopted. The following assessment of performance measure progress uses the best publicly available data, using CDOT Drivable Life instead of Pavement Condition Index (PCI) data and using 2024 data (the most current data available) for System Reliability.

Table 6: Pavement Condition

Pavement Condition	2045 LRTP Baseline*	2025 Target	2025 Reporting (2024 Data)
Percentage of pavements of the Interstate System in Good Condition	47.2%	47%	34.1%
Percentage of pavements of the Interstate System in Poor Condition	2%	3.5%	10.6%
Percentage of pavements of the non-Interstate NHS in Good Condition	35.7%	43%	47.3%
Percentage of pavements of the non-Interstate NHS in Poor Condition	0.9%	3.5%	0.8%

*The 2045 LRTP established baselines based on CDOT's Drivable Life data. To meet FHWA criteria, this report pulls from CDOT's 2020 Roadway Condition reporting to FHWA.

Table 7: Bridge Condition

Bridge Condition	2045 LRTP Baseline*	2025 Target	2025 Reporting (2024 Data)
Percentage of NHS Bridges by Deck Area, Classified in Good Condition	47.3%	38.5%	35%
Percentage of NHS Bridges by Deck Area, Classified in Poor Condition	8.1%	4%	4%

*The 2045 LRTP established baselines for Pueblo County. To remain consistent with boundary reporting, this report pulls from CDOT's 2020 bridge condition reporting to FHWA on the Pueblo MPO boundary.



Table 8: System Reliability

System Reliability	2045 LRTP Baseline*	2025 Target	2025 Reporting (2024 Data)
Percent of person-miles traveled on the Interstate that are Reliable	100%	79%	100%
Percent of person-miles traveled on the non-Interstate NHS that are Reliable	96.2%	94%	99%
Truck Travel Time Reliability (TTTR) Index	1.16	1.46	1.22

* The 2045 LRTP did not establish a baseline based on CDOT's System Reliability data. To meet FHWA criteria, this report pulls from CDOT's 2020 System Reliability reporting to FHWA.

Table 9: Transit Assets

Transit Assets	2045 LRTP Baseline*	2025 Target	2025 Reporting (2024 Data)
Transit Bus	22%	(% beyond SGR)	33%
Cutaway	<i>Data not available</i>	26%	21%
Automobiles	<i>Data not available</i>	0%	50%
Truck & Other Rubber Tire Vehicles	<i>Data not available</i>	15%	0%
Facilities (Administrative and Maintenance)	<i>Data not available</i>	17%	100%
Facilities (Passenger and Parking)	<i>Data not available</i>	0%	0%

NOTE: The 2045 LRTP did not establish a baseline for this performance measure and so it is not included in this report. This will establish the baseline for the next LRTP.

Regional Safety Measures

On February 27, 2025, the PACOG MPO Board adopted an independent safety performance measure target for 2025. Actual data results for 2024 are not yet available as of the development of this plan (as it takes a while to clean and package crash data at the state level), so 2023 data (the most recently available) is set as a benchmark for future years of improvement.

Table 10: Safety Performance Targets

Mode of Transit	Fatalities	Fatalities (per 100 thousand VRM)	Injuries	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	5	0.2	7	0.28	9,500
ADA / Paratransit	0	0	1	0.1	1	0.1	68,456

Table 11: Safety (County-Wide)

Safety (County-Wide)	2025 Target	2023 Actuals
Fatalities	34	40
Serious Injuries	107	126
Non-motorist Fatalities and Serious Injuries (pedestrian and bicyclists)	33	39

Source: PACOG Resolution 2025-009 (2025); Pueblo County Comprehensive Safety Action Plan (2025)

Safety Transportation Performance Measures

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make policy and investment decisions to achieve national performance goals.

Two of these measures are Fatality Rate and Serious Injury Rate. The following measures are calculated using the county DVMT of 2,871,578 (2023) and annual average of 2020-2024 crash data.

- Fatality rate: 1.232 (per 100 million VMT)
- Serious Injury rate: 4.534 (per 100 million VMT)



Goals, Objectives, and Actions

To implement the Vision of the plan, the Pueblo MPO has developed a set of Goals to help the region achieve a safe, connected, and multi-modal transportation system:

- GOAL: Improve **safety** for all transportation system users.
- GOAL: Build a multimodal system that offers safe, convenient, and accessible options for all modes.
- **GOAL:** Maintain a transportation system that encourages economic vitality and vibrancy.
- GOAL: Invest in transportation systems that promote a high quality of life and a healthy environment.

Goals are advanced by setting objectives and identifying actions for implementation. Objectives serve as the guiding principles that will help inform decisions made by the MPO and member jurisdictions to ensure progress towards the vision and performance measures. Actions are listed for each goal and contain the action items for completing one goal (although some actions may contribute to multiple goals). Achieving these goals involves strategic planning and local collaboration.

Additionally, aspirational projects submitted by member jurisdictions were classified into these goal areas.

Implementation can be coordinated with partners and integrated into the Unified Planning Work Program (UPWP), which, unlike the 2050 LRTP, is updated annually. The UPWP is used as a blueprint for the MPO's annual work, translating federal and regional priorities into actionable planning and administrative projects. Actions in the following goal sections can be integrated into future versions of the UPWP as funding is available to advance the objectives and vision of the plan.

The following subsections provide an overview of each goal and their corresponding objectives and actions. Applicable Planning Factors, as stated in 23 CFR 450.306, are referenced on page 50.

For a list of acronyms used in the following tables, visit our Acronym definitions list on Page 10.

Table 12: Safety Goals

Goal: Improve safety for all transportation system users.			
Actions	Objective A: Build safer streets.	Time Frame	Planning Factors Addressed ¹
Safety A.1	Consider a safety-first investment policy and prioritize projects that improve safety outcomes, especially for vulnerable road users.	Short	2, 3, 4, 6
Safety A.2	Develop opportunities for small grant programs for local agencies to test out innovative safety projects or quick-build solutions	Long	1, 5, 7
Safety A.3	Address high-injury intersections and roadway segments identified in the 2025 Pueblo Comprehensive Safety Action Plan through roadway or intersection redesign projects.	Mid to Long	2, 4
Safety A.4	Ensure new roadway projects are designed with proven safety countermeasures.	Continuous	2, 3, 4
Safety A.5	Apply low-cost solutions if funding is not available for larger fixes	Short to Mid	1, 7
Safety A.6	Adopt a "roundabouts-first" policy on corridor/intersection planning projects.	Short	2, 6, 7
Actions	Objective B: Protect vulnerable road users.	Time Frame	Planning Factors Addressed
Safety B.1	Integrate leading pedestrian intervals (LPIs) at key crossings with high volumes of pedestrians.	Short	2, 7
Safety B.2	Encourage bulb-outs on projects that include intersection improvements.	Continuous	2, 3, 6
Safety B.3	Ensure a complete streets approach to planning and design projects funded through the TIP.	Continuous	1, 2, 4, 5, 6, 10
Safety B.4	Encourage walk audits with ADA commission to provide better perspective and design to address vulnerable road user needs	Mid	2, 4
Actions	Objective C: Address unsafe driving behaviors through design and education.	Time Frame	Planning Factors Addressed
Safety C.1	Extend yellow and red intervals, including all-red intervals, to address broadside crashes.	Mid	2, 7
Safety C.2	Encourage projects in urban areas to narrow lane widths as a part of design.	Continuous	1, 5, 10
Safety C.3	Create a rolling safety campaign partnering with public health departments, member jurisdictions, and/or other organizations on education and awareness campaigns.	Mid	2
Safety C.4	Adopt CDOT's State Highway Safety Plan goals and strategies.	Short	2, 3
Actions	Objective D: Encourage a culture of safety.	Time Frame	Planning Factors Addressed
Safety D.1	Host targeted events and education campaigns for the general public that promote safe behaviors and increase awareness of traffic laws.	Mid to Long	2
Safety D.2	Develop a Share the Road awareness campaign to increase awareness of vulnerable road users, which could include bus wraps, billboard ads, social media campaigns, or radio and television ads.	Mid to Long	2
Safety D.3	Work with stakeholders and regional partners to develop a regional safety vision leveraging the CSAP	Mid	2, 3
Safety D.4	Develop a set of standardized tools, design guides, or modeling support to local agencies for integrating safety into planning	Long	2
Safety D.5	Support the tracking and reporting recommendations of the CSAP by helping with data analysis or hosting a digital dashboard to elevate progress	Long	2
Safety D.6	Implement a peer learning webinar series to share best practices and success stories across jurisdictions	Mid to Long	2

Table 13: Multimodal Goals

Goal: Build a multimodal system that offers safe, convenient, and accessible options for all modes.			
Actions	Objective A: Create a well-connected, safe, and smooth multimodal system.	Time Frame	Planning Factors Addressed
Multimodal A.1	Prioritize multimodal projects that fill gaps in the existing active transportation network.	Continuous	2, 4, 5, 6, 10
Multimodal A.2	Ensure new developments connect infrastructure to adjacent trails or bike networks.	Mid	2, 4, 5, 6, 10
Multimodal A.3	Identify opportunities to improve mobility and access to schools, employment and services.	Mid	2, 4, 5, 6
Multimodal A.4	Prioritize resurfacing projects on roads that include bike lanes.	Continuous	4, 5, 6, 8
Multimodal A.5	Develop a Safe Routes to School Plan.	Mid	2, 4, 5
Multimodal A.6	Encourage quick-build and demonstration projects.	Short	1, 7
Actions	Objective B: Improve walkability in the region for all users, including people with mobility challenges.	Time Frame	Planning Factors Addressed
Multimodal B.1	Address the urban heat island by including shade (structures or trees) in roadway projects.	Continuous	1, 5, 9, 10
Multimodal B.2	Continue to upgrade sidewalks and crossings to meet ADA accessibility guidelines.	Short	4, 8
Multimodal B.3	Develop or fund an ADA transition plan for the region.	Mid	4, 6
Multimodal B.4	Encourage housing development in infill areas adjacent to amenity-dense neighborhoods.	Mid to Long	1, 5, 7
Actions	Objective C: Ensure the transit system is convenient and reliable.	Time Frame	Planning Factors Addressed
Multimodal C.1	Study the effectiveness of current routes, focused on tradeoffs between frequency, coverage, and service hours.	Mid	1, 4, 5, 7
Multimodal C.2	Identify funding opportunities for bus stop upgrades focused on safety and comfort (benches, shade, sidewalk access, lighting).	Mid	4, 5, 6
Multimodal C.3	Develop a regional rider feedback program: convene a rider advisory panel or conduct a regionwide survey to identify barriers to convenience and reliability.	Short	4, 7
Multimodal C.4	Fund demonstration projects like bus-only lanes, transit signal priority, or queue jumps to reduce delays	Long	1, 7
Multimodal C.5	Prioritize sidewalks, bike lanes, and micro-transit connections to transit stops in PACOG funding programs	Mid	4, 5, 6
Multimodal C.6	Investigate the viability of establishing a regional transit authority.	Long	4, 7
Actions	Objective D: Expand alternative transportation options, including pedestrian, bicycle, and passenger rail.	Time Frame	Planning Factors Addressed
Multimodal D.1	Advocate for regional passenger rail projects such as the Front Range Passenger Rail plan.	Continuous	4, 7
Multimodal D.2	Require all new construction and reconstruction projects funded through the MPO to construct relevant bike and pedestrian plans facilities identified in adopted plans.	Mid to Long	4, 5, 6
Multimodal D.3	Adopt a regional complete streets policy/plan.	Mid to Long	1, 4, 5, 6
Multimodal D.4	Identify opportunities to establish mode share targets in future L RTPs and set measurable regional goals for increasing trips by transit, bike or walking.	Short to Mid	5
Multimodal D.5	Develop and adopt a regional multimodal plan to realize a regional connected system of trails, bike lanes, and sidewalks that cross jurisdictions.	Short	1, 4, 5, 6, 10
Multimodal D.6	Support emerging technology by exploring how autonomous shuttles, on-demand micro-transit, and mobility-as-a-service platforms can expand options.	Mid	1, 4

Table 13: Multimodal Goals (Cont.)

Goal: Build a multimodal system that offers safe, convenient, and accessible options for all modes.			
Actions	Objective E: Coordinate aviation priorities and emerging technologies.	Time Frame	Planning Factors Addressed
Multimodal E.1	Improve access to the airport via alternative modes of transportation.	Mid to Long	1, 2, 4
Multimodal E.2	Coordinate with local governments to promote compatible land uses around airports and prevent encroachment	Mid	5
Multimodal E.3	Plan for advanced air mobility (AAM) - begin exploring regional roles for drones, eVTOL, and air taxis.	Long	1, 4
Actions	Objective F: Encourage the use of alternative modes of transportation.	Time Frame	Planning Factors Addressed
Multimodal F.1	Offer bike rodeos to educate youth on rules of the road and bicycle safety.	Mid	2
Multimodal F.2	Support inclusion of bicycle safety education in school curriculum.	Mid	2
Multimodal F.3	Coordinate a "Transit to school or work" day.	Mid	4, 5
Multimodal F.4	Work with the Chamber of Commerce, bicycle advocates, and bicycle event organizers to promote bicycling in region.	Mid	4, 5, 10

Table 14: Economic Vitality Goals

Goal: Maintain a transportation system that encourages economic vitality and vibrancy.			
Actions	Objective A: Ensure ease of freight movement and delivery throughout the region.	Time Frame	Planning Factors Addressed
Economy A.1	Ensure freight routes are in a well-maintained state.	Continuous	1, 2, 4, 8
Economy A.2	Identify funding for projects that address interchanges that are difficult for freight to navigate.	Mid	1, 4, 6, 7
Economy A.3	Develop a regional freight plan.	Mid to Long	4, 5, 6, 7
Economy A.4	Build on CDOT's critical freight networks to identify specific needs to be considered in the LRTP process moving forward.	Continuous	4, 5, 6, 7
Economy A.5	Work with local governments to preserve industrial/freight-supportive land uses near highways, rail, airports, and distribution centers.	Mid	1, 4, 5, 6
Actions	Objective B: Maintain a fiscally constrained and sustainable transportation spending program.	Time Frame	Planning Factors Addressed
Economy B.1	Prioritize projects that meet the goals, objectives, and actions identified in this RTP during calls for projects and funding decisions.	Continuous	1, 7
Economy B.2	Invest in transportation improvements that support fiscally sustainable development patterns such as infill or mixed-use development.	Continuous	1, 7
Economy B.3	Develop reasonable, realistic, and conservative revenue forecasts and regularly update financial analysis based on changes of member agencies and federal funding.	Continuous	1, 7
Economy B.4	Prioritize projects that promote a state of good repair of current assets over expansion projects and new roadway projects.	Continuous	1, 7, 8

Table 14: Economic Vitality Goals (Cont.)

Goal: Maintain a transportation system that encourages economic vitality and vibrancy.			
Actions	Objective C: Coordinate land use with transportation investments.	Time Frame	Planning Factors Addressed
Economy C.1	Study the multi-modal connection needs of low-income communities and affordable housing developments.	Mid	4, 5, 6
Economy C.2	Coordinate with member agencies on platting and development decisions to ensure developers are incorporating appropriate multi-modal connections.	Continuous	5, 6
Economy C.3	Implement the findings from the Areas of Persistent Poverty Transportation study, expanding transit access to job opportunities.	Mid	1, 6
Economy C.4	Invest in first/last mile access by ensuring workers and customers can easily reach job centers via sidewalks, bike networks, and transit connections.	Mid to Long	1, 2, 4, 5, 6
Economy C.5	Align transportation with zoning and land use policies that foster vibrant, mixed-use communities	Mid	5, 10
Economy C.6	Support local projects that create walkable, bikeable, and transit-friendly business districts	Continuous	1, 10
Economy C.7	Improve access to federal lands to improve economic development and tourism opportunities	Mid to Long	1, 5, 6, 10
Economy C.8	Improve access to parks, recreation, and cultural destinations that drive visitor spending	Mid to Long	1, 6, 10
Actions	Objective D: Promote coordination and collaboration across member jurisdictions.	Time Frame	Planning Factors Addressed
Economy D.1	Integrate cross-sector agency representatives to PACOG policy or technical committees so regional efforts consider business and workforce needs	Short to Mid	1, 5
Economy D.2	Encourage collaboration with employers, developers, and institutions to co-fund infrastructure around job centers.	Continuous	1, 5, 6
Economy D.3	Develop an economic vitality roundtable that regularly brings together local governments, the transit agency, chambers of commerce, workforce boards, freight/logistics reps, and major employers to discuss how transportation investments can boost the economy.	Mid	1, 5

Table 15: Quality of Life Goals

Goal: Invest in transportation systems that promote a high quality of life and healthy environment.			
Actions	Objective A: Support CDOT's GHG reduction targets.	Time Frame	Planning Factors Addressed
QOL A.1	Encourage local governments to adopt land use and development policies that reduce vehicle miles travelled (compact growth, TOD, mixed-use zoning, etc.)	Mid to Long	5
QOL A.2	Prioritize low-GHG projects moving forward - give higher TIP scoring to projects that expand multimodal access, improve transit, support active transportation or manage travel demand.	Short / Continuous	5
QOL A.3	Limit expansion of high-VMT facilities: scrutinize roadway capacity expansion projects that require mitigation to offset GHG increases.	Continuous	5, 7
QOL A.4	Support Pueblo Transit service enhancements, regional connections, and first/last mile access improvements	Mid to Long	5, 6
QOL A.5	Build out safe walking and biking infrastructure to encourage mode shift away from short vehicle trips.	Mid to Long / Continuous	2, 4, 5, 6
QOL A.6	Support vehicle electrification by planning for regional EV charging infrastructure working with CDOT's Clean Transit Enterprise and the Colorado Energy Office.	Mid	5
QOL A.7	Coordinate with CDOT on strategies for cleaner freight corridors, truck parking electrification, and last-mile delivery pilots.	Long	5, 6
QOL A.8	Continue working closely with CDOT Region 2 to align PACOG's priorities with CDOT's 10-Year Plan to ensure projects are mutually supportive of GHG targets.	Continuous	5
QOL A.9	Invest in transit, carpooling, and non-motorized options that reduce household transportation costs.	Continuous	5, 6
Actions	Objective B: Ensure transportation projects support neighborhood character.	Time Frame	Planning Factors Addressed
QOL B.1	Participate in funding streetscape and Main Street projects.	Mid	1, 2, 6
QOL B.2	Reduce transportation-related adverse impacts to communities, neighborhoods, natural environments, and areas identified for cultural and/or historical preservation through NEPA environmental investigations.	Continuous	5, 9
QOL B.3	Conduct public engagement and outreach early and continuously to ensure project support.	Continuous	7

Table 15: Quality of Life Goals (Cont.)

Goal: Invest in transportation systems that promote a high quality of life and healthy environment.			
Actions	Objective C: Incorporate environmental and public health considerations into transportation planning decisions.	Time Frame	Planning Factors Addressed
QOL C.1	Improve infrastructure and services that allow users to choose modes that have lower emissions.	Mid to Long	5, 6
QOL C.2	Encourage sustainable practices in transportation projects such as blue and green infrastructure i.e. stormwater management, protecting wetlands, drought-resistant landscaping, and tree canopies.	Mid	5, 9
QOL C.3	Prioritize and support investments which seek to mitigate Urban Heat Islands and create a more comfortable active transportation environment	Continuous	4, 5, 9
QOL C.4	Expand active transportation alternatives to encourage public health outcomes.	Mid to Long	4, 5
QOL C.5	Protect and/or avoid both areas containing critical habitat for threatened and endangered species and wildlife travel corridors.	Continuous	5
QOL C.6	Improve the quality of life through an increase in attractive multimodal facilities accessible for pedestrians and cyclists and improve connectivity.	Mid to Long	1, 5, 10
QOL C.7	Improve programs, policies, and projects which support aging in place	Long	1, 4, 5
Actions	Objective D: Improve infrastructure conditions.	Time Frame	Planning Factors Addressed
QOL D.1	Prioritize funding for projects that improve high-volume, poor condition roads.	Continuous	8
QOL D.2	Combine condition improvements with upgrades for safety, walkability, and access to businesses	Short to Mid	2, 4, 8
QOL D.3	Encourage the use of sensors, pavement management systems, and asset tracking for predictive maintenance	Long	7, 8

Endnotes

¹ Planning Factors key, as stated in 23 CFR 450.306:

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

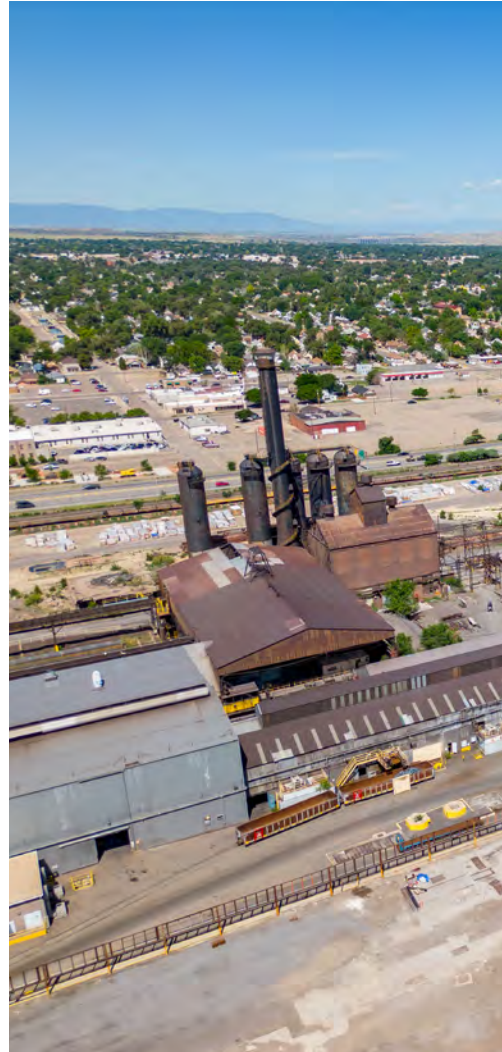


Long Range Transportation Plans (LRTPs) look ahead 20-25 years by using the best available information to predict the region's future. This Plan is updated every five years to regularly select the most viable and cost-effective transportation projects and adapt to realize the ever-evolving vision for the communities and region.

Changes in population, land use, the economy, and demographics are major drivers of transportation needs. More jobs and people may mean a greater need for transit options and commuter routes. Growth in the younger and older populations may mean a greater need for transit options and active transportation. Faster growth in one area of the region may bring the need for upgrades to that part of the region's transportation network.

Overall, Pueblo County has seen steady overall growth in employment and population for decades, these trends are expected to continue. This chapter discusses growth's impact on transportation and growth implications for transportation that could help mitigate its negative effects. At the end of this chapter, we explore emerging technologies in the Pueblo region.

Data referenced in this chapter is at the County level unless otherwise specified.



CHAPTER 4

Regional Trends



Socioeconomic Profile

This section of the LRTP provides a comprehensive snapshot of the region's demographics such as housing, population, age cohort distribution, and employment and aims to associate the potential impacts of the region's demographics on transportation needs into the future.

Population

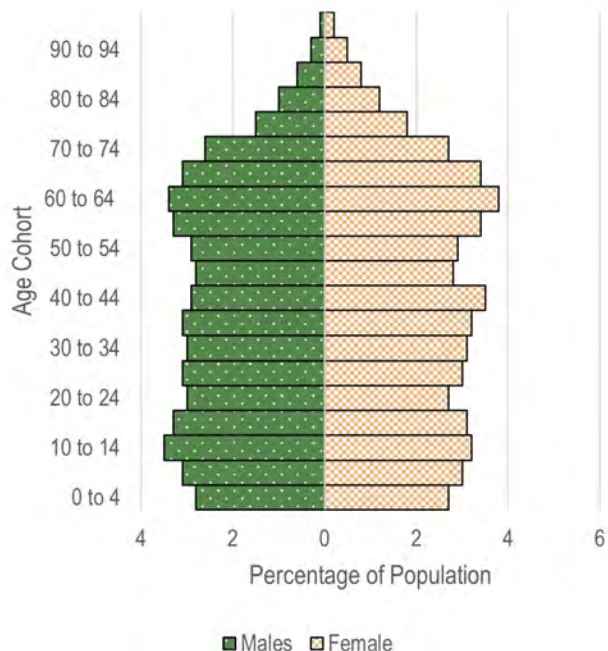
Population growth has generally slowed since the 2008 – 2009 recession but is expected to continue to grow steadily through 2050.

Table 16: Estimated and Forecasted Population of Pueblo County, 1990-2050

	Estimated			Forecasted			
Year	1990	2000	2010	2020	2030	2040	2050
Population	122,886	141,854	159,496	168,311	175,515	184,831	188,888
% Growth	-	15%	12%	6%	4%	5%	2%

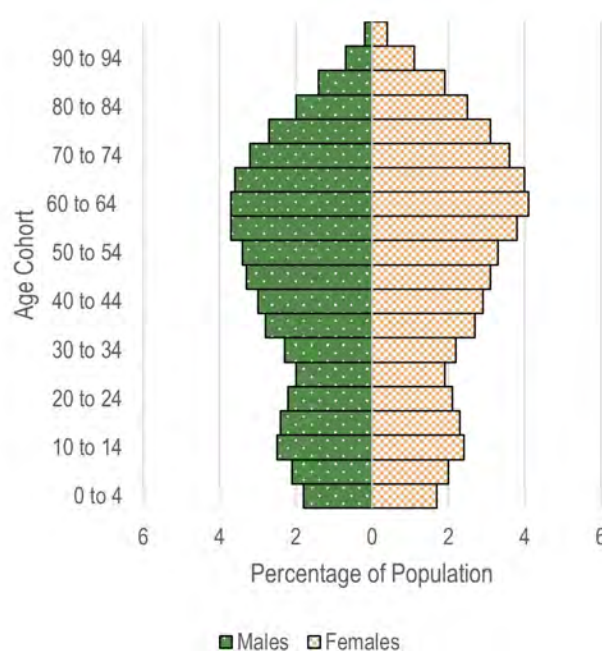
Source: Colorado State Demography Office, 2025

Figure 14: 2020 Population of Pueblo County



Source: Colorado State Demography Office, 2025

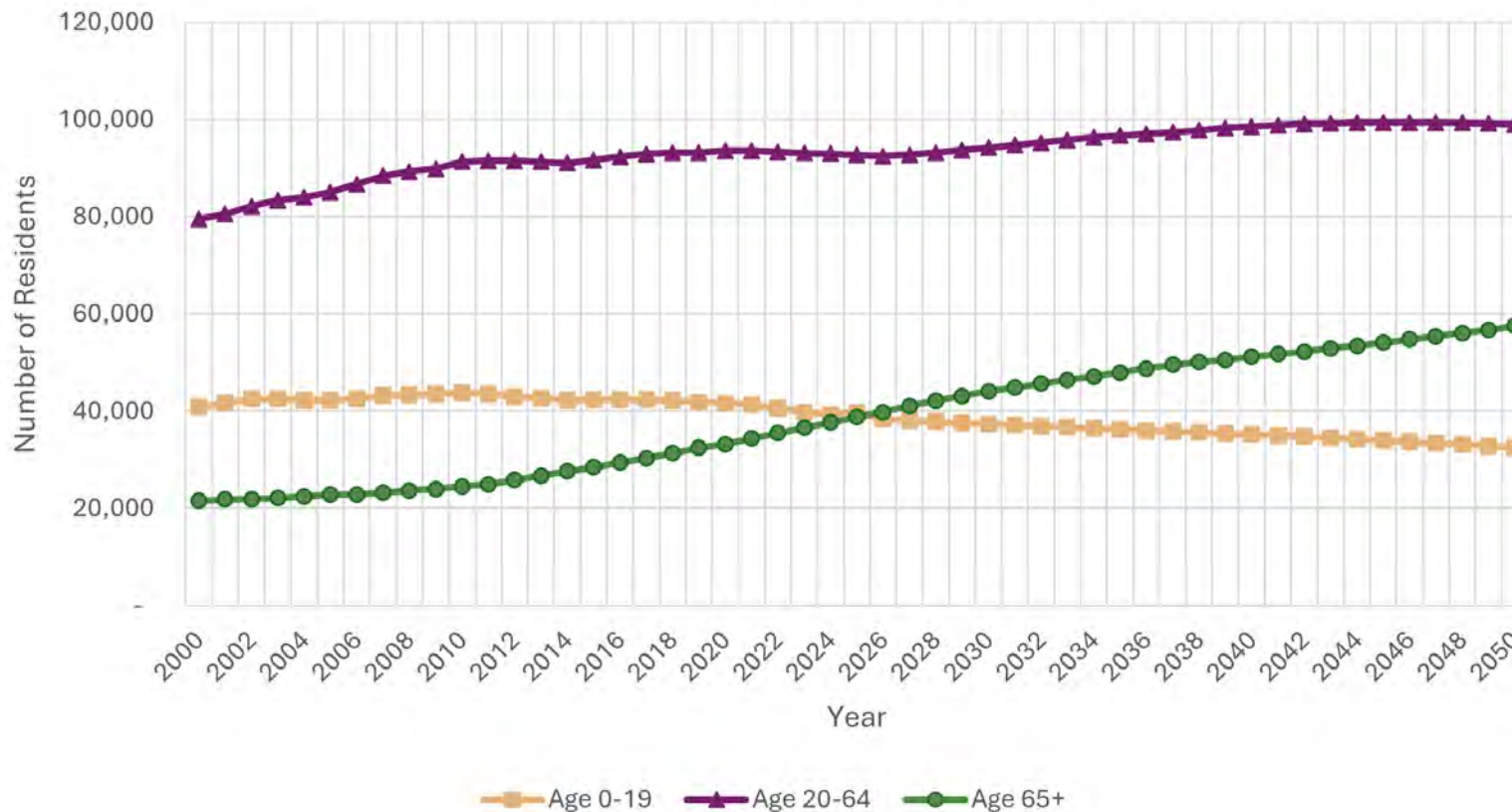
Figure 15: Forecasted 2050 Population of Pueblo County



Source: Colorado State Demography Office, 2025

Pueblo's population can expect to see fundamental changes within its age composition over the next 25 years. Over the 25-year period from 2025 to 2050, the population under the age of 20 is expected to decrease from 25% to 17%. In contrast, those aged 65 and above are expected to increase from 20% to 30%; over one in four persons are expected to be over 65 by 2050, as seen in Figures 14 and 15. The working age population, usually defined as being those between 20 and 65 years of age, is expected to shrink from 54% to 52% by 2050.

Figure 16: Estimated and Forecasted Population Growth by Age Group for Pueblo County



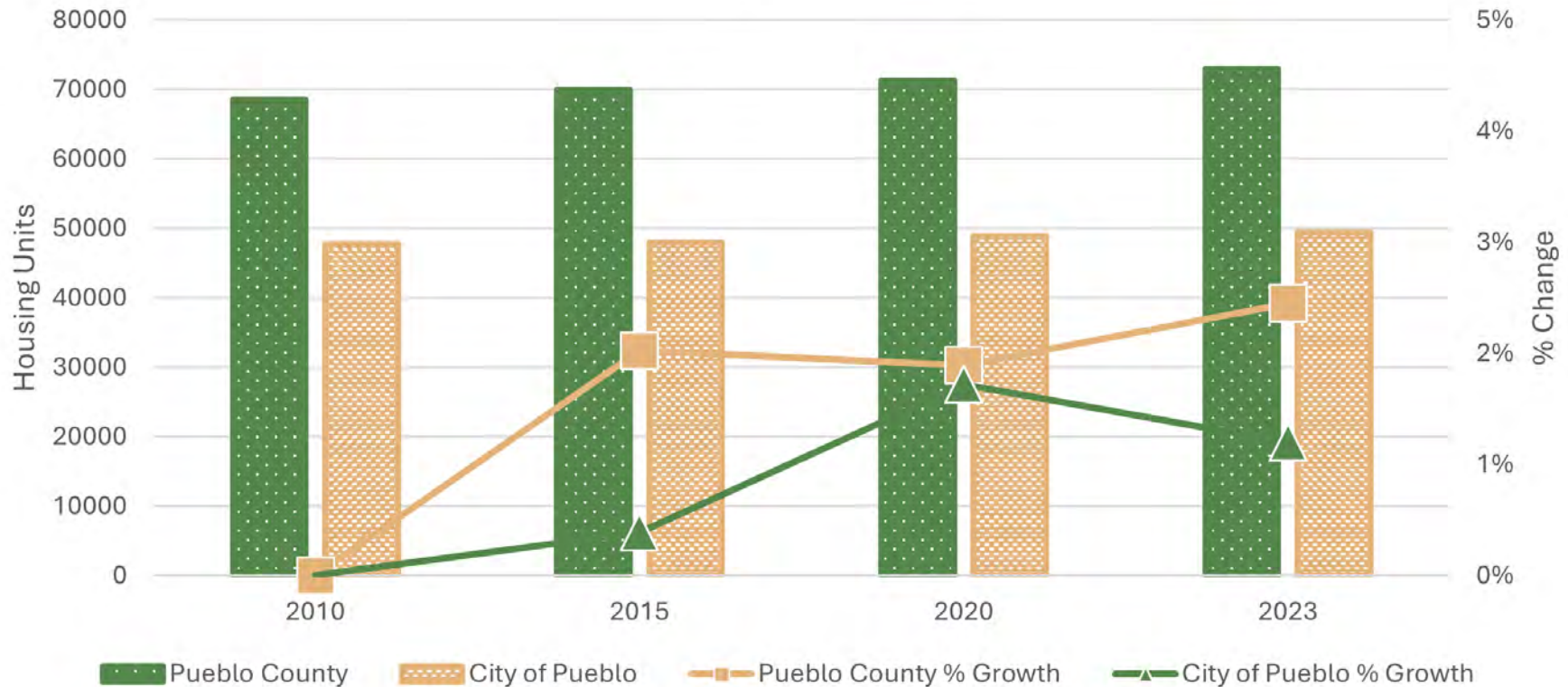
Source: Colorado State Demography Office, 2025

The figure above shows forecasted population growth for the County by age group through 2050. The number of individuals age 65 and older is projected to grow and surpass the declining number of individuals 19 years of age and younger in the year 2026, and is projected to increase steadily through 2050 as the percentage of people 19 years of age and younger continues to decline.

Transportation Shifts for An Aging Population

The presence of increasingly older age cohorts within the Pueblo community must be assessed when making changes and adding to the transportation system. Accessible transportation services are critical for allowing older adults to live independently and remain within their community. Many older adults live active lives, and are able to use public transit, and are safe drivers. The readiness of local transportation services, including public transportation and dial-a-ride services, is important when encouraging aging populations to switch to public transportation as it becomes more difficult for them to operate their own personal vehicle. Ensuring affordable fares and easy-to-understand transit information is also essential to support independence and reduce isolation among older adults.

Figure 17: Pueblo County and City Housing Unit Growth Trends



Source: ACS 2023 5-year Estimates, US Census Bureau

Housing

Housing development has increased in both Pueblo County and the City of Pueblo since 2010, as represented in Figure 17. There was a decrease in unit construction growth rate between 2010 and 2015, when compared to previous growth rates between 1990 and 2010, potentially contributable to the lingering effects of the 2009 recession.

At the beginning of 2020, Pueblo County had approximately 71,284 housing units, and the City of Pueblo had approximately 48,823 housing units. Home ownership overall declined slightly between 2000 and 2020, but began to increase slightly in 2023.

Figure 18: Pueblo County and City Housing Unit Growth Trends

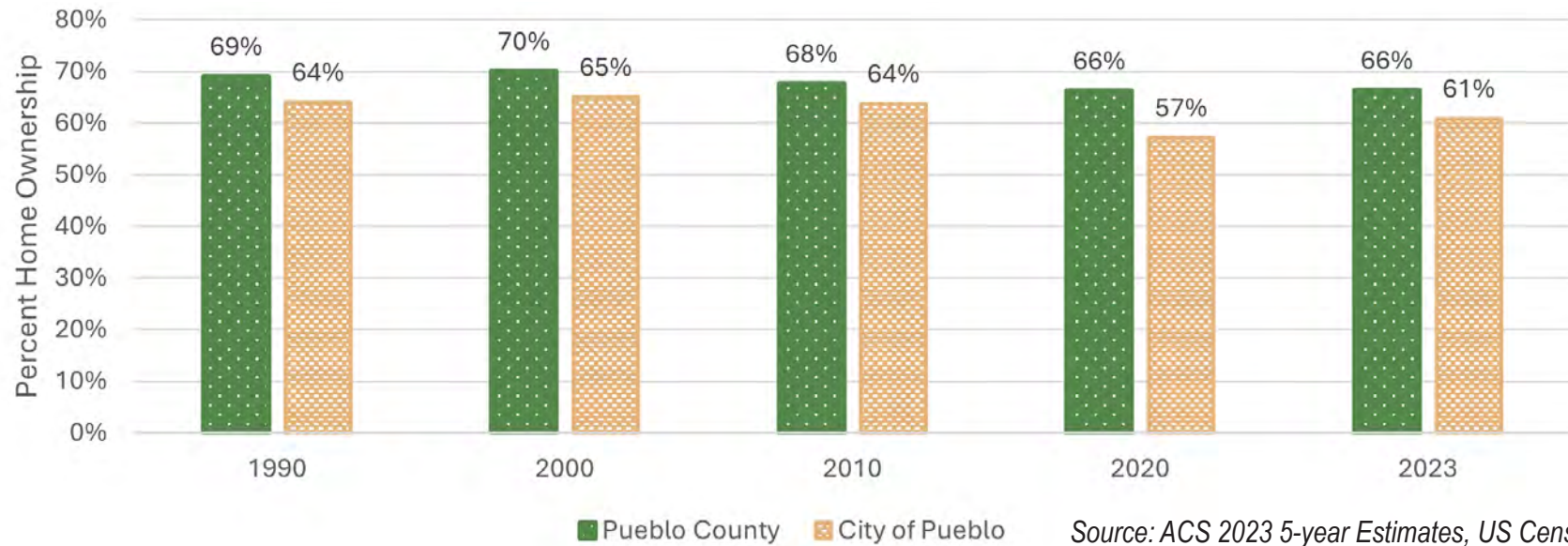
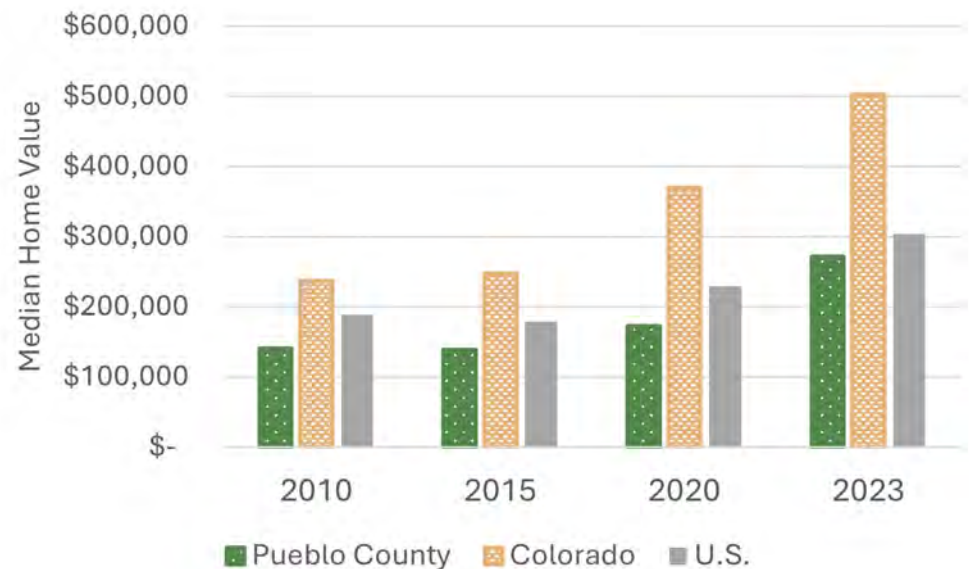
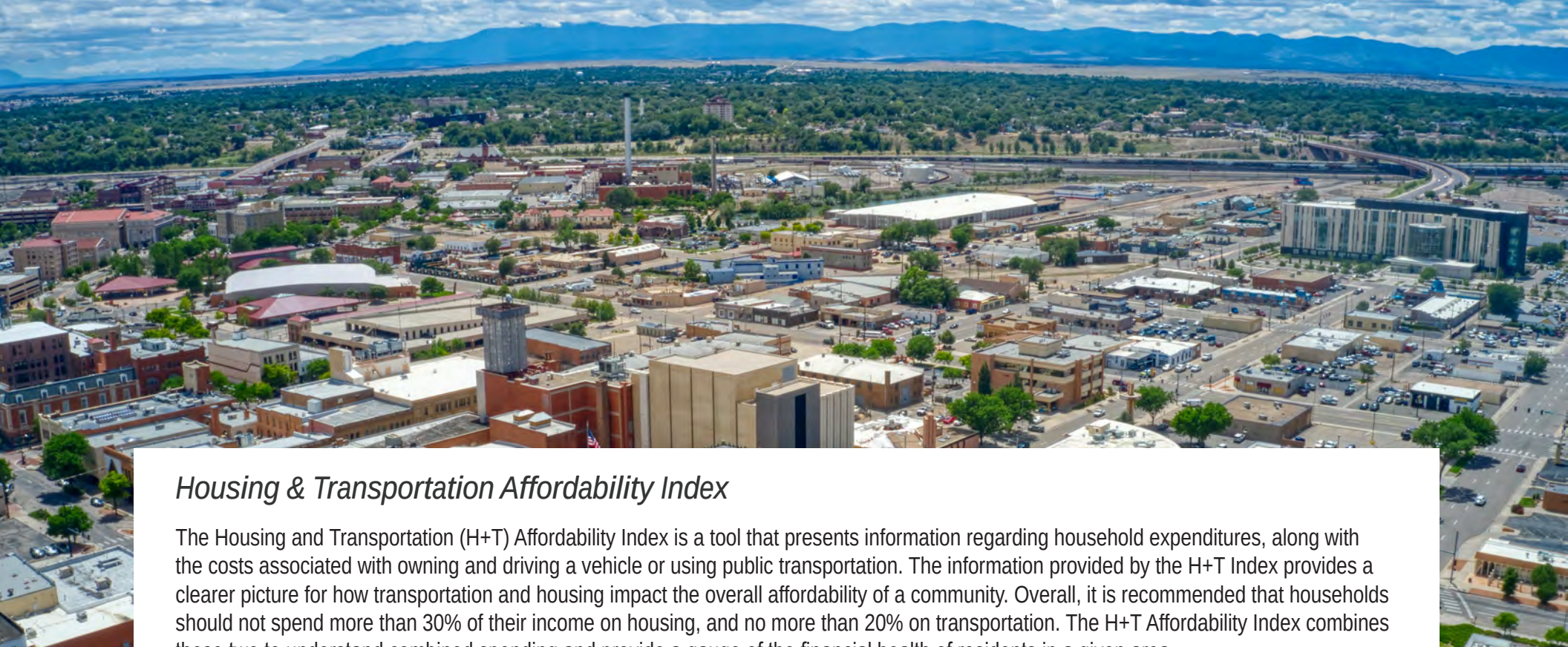


Figure 18 shows the relationships between home values in Pueblo County, Colorado, and the U.S. In rounded figures, the median home value in Pueblo is about half of the State of Colorado's home value, and about 76% of the relative U.S. amount. Between 2020 and 2023, Pueblo County experienced nearly a 58% increase in median home value, while the statewide median home value only increased approximately 36%

The Colorado Department of Public Health and Environment (CDPHE) developed the Colorado EnviroScreen that combines 35 unique indicators to calculate a score that represents a quantifiable measurement of combined environmental stressors. Stressors are categorized into five overall categories: environmental exposures and effects, climate vulnerability, sensitive populations, and demographics. These stressors can be looked at on the individual level, such as a population's percent of people of color, or grouped together and scored collectively. When looking at housing factors, the EnviroScreen tool has assigned the County of Pueblo a housing cost burdened percentile of 68.75. The housing cost-burdened percentile demonstrates the number of households spending more than 30% of their income on housing. Nearly 69% of Colorado counties have a less-burdened population than Pueblo.

Figure 19: Median Home Value in Pueblo and Select Areas





Housing & Transportation Affordability Index

The Housing and Transportation (H+T) Affordability Index is a tool that presents information regarding household expenditures, along with the costs associated with owning and driving a vehicle or using public transportation. The information provided by the H+T Index provides a clearer picture for how transportation and housing impact the overall affordability of a community. Overall, it is recommended that households should not spend more than 30% of their income on housing, and no more than 20% on transportation. The H+T Affordability Index combines these two to understand combined spending and provide a gauge of the financial health of residents in a given area.

On average, residents within Pueblo County spend 25% of their income on transportation and 25% on housing, making the combined County average 50%. The Center for Neighborhood Technology (CNT) has the benchmark for what is considered affordable at no greater than 45% of household income combined for housing and transportation costs, making the total H+T Index of Pueblo County (50%) 5% higher than what is considered affordable by the CNT. Furthermore, the U.S. Department of Housing and Urban Development sets the baseline that no more than 30% of a household's income should be spent on housing.

When looking at the PACOG MPO jurisdiction, the H+T Index is lowered by 1% to 49%, as the average transportation cost is 24% of a household's income. The Metro District of Pueblo West has a H+T Index of 61%, with an average of 33% of residents' income being spent on Housing and 28% of residents' income being spent on transportation. The City of Pueblo has a H+T Index of 45%, with housing at 22% and transportation at 23%. Figure 20 visualizes the total H+T Index for each area, as well as the associated housing and transportation costs. The Metro District of Pueblo West has the highest Index as well as the highest difference between housing and transportation costs.

Affordable housing organizations are present in the region to assist burdened community members with housing expenses. The Colorado Housing and Finance Authority (CHFA) invests in affordable housing by offering financial resources to strengthen affordable rental housing, homeownership, and businesses. The Housing Authority of The City of Pueblo functions similarly to CHFA and provides safe and decent housing for families and individuals.

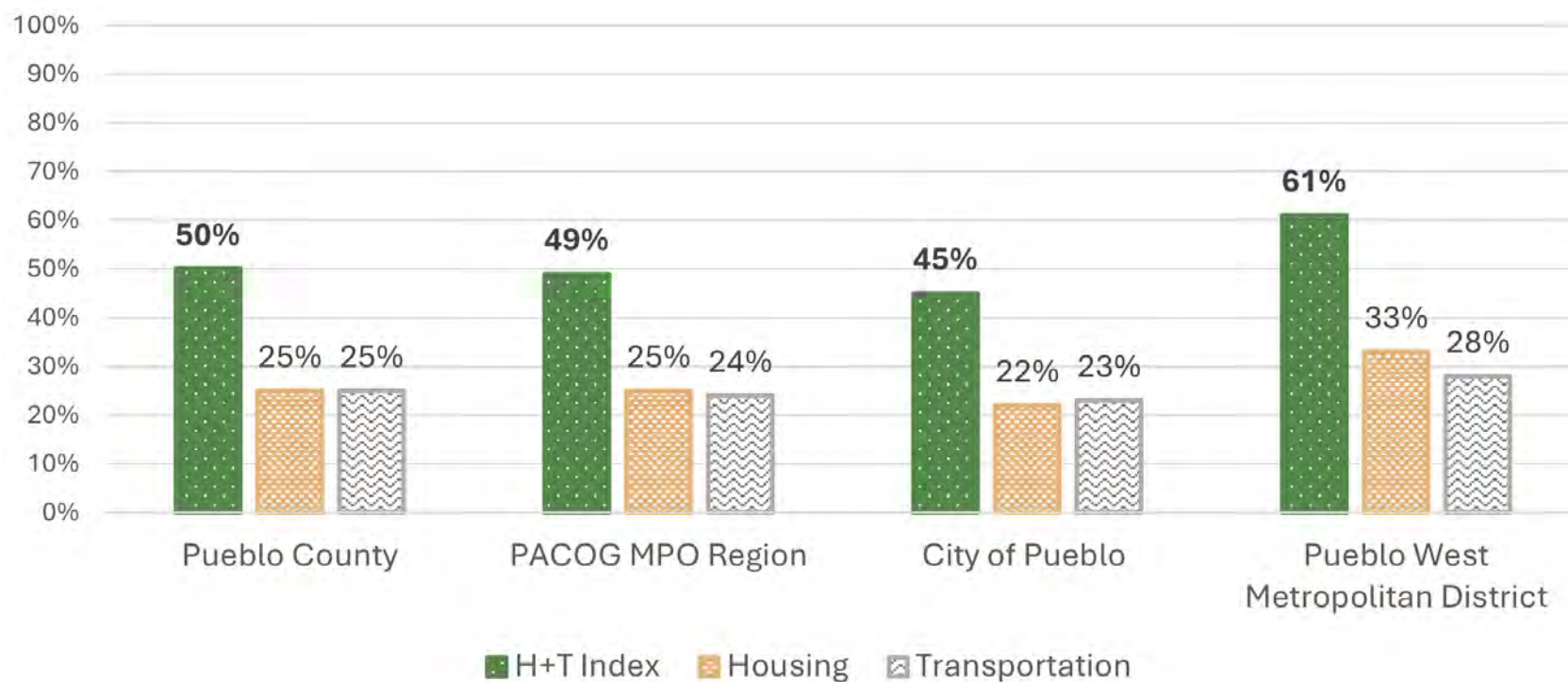
Figure 20: Housing and Transportation (H+T) Costs as a Percent of Income



Source: Center for Neighborhood Technologies, accessed June 2025



Figure 21: Average Spending on Housing & Transportation (H+T Index)



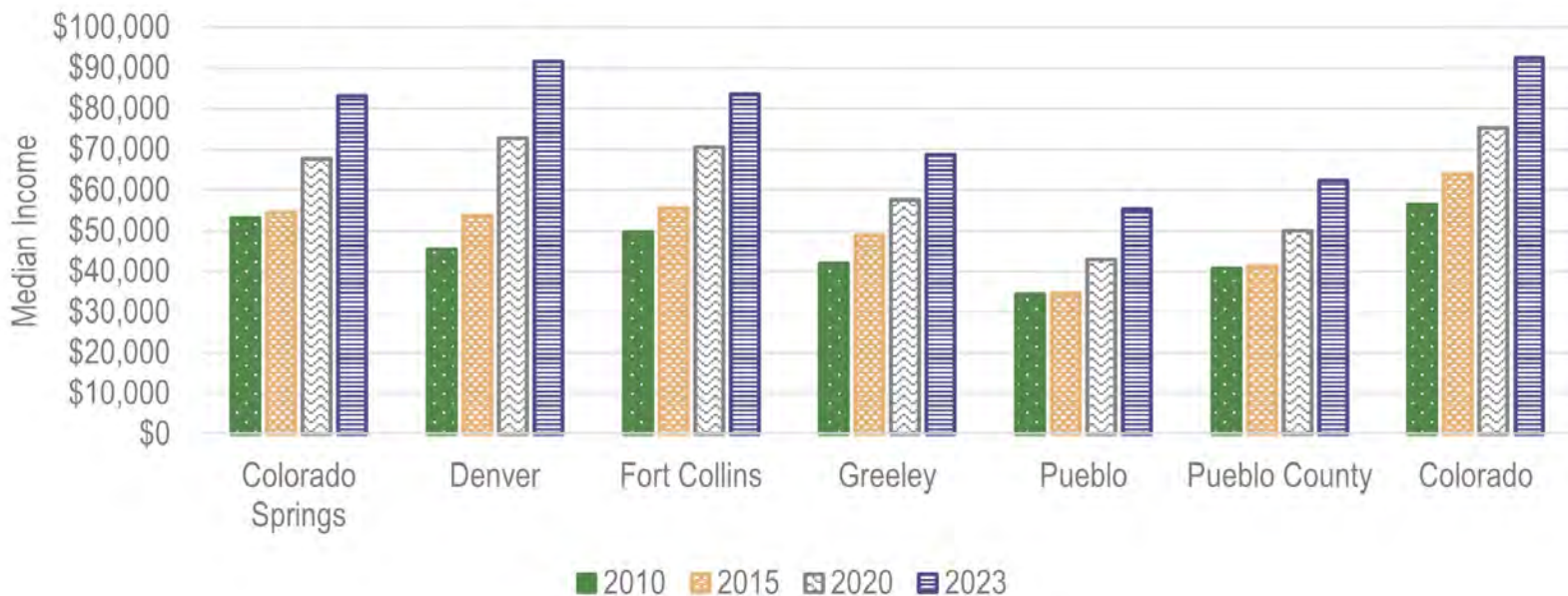
Source: Center for Neighborhood Technologies, accessed June 2025

Regional Economy

Income

Trends show that the median income for Pueblo is increasing, but remains low compared to other metropolitan areas in Colorado. In 2023, the median household income for Pueblo was \$55,305, while Colorado's median household income was \$92,470. Figure 22 below shows the median household income for other select metropolitan areas in 5-year increments since 2010.

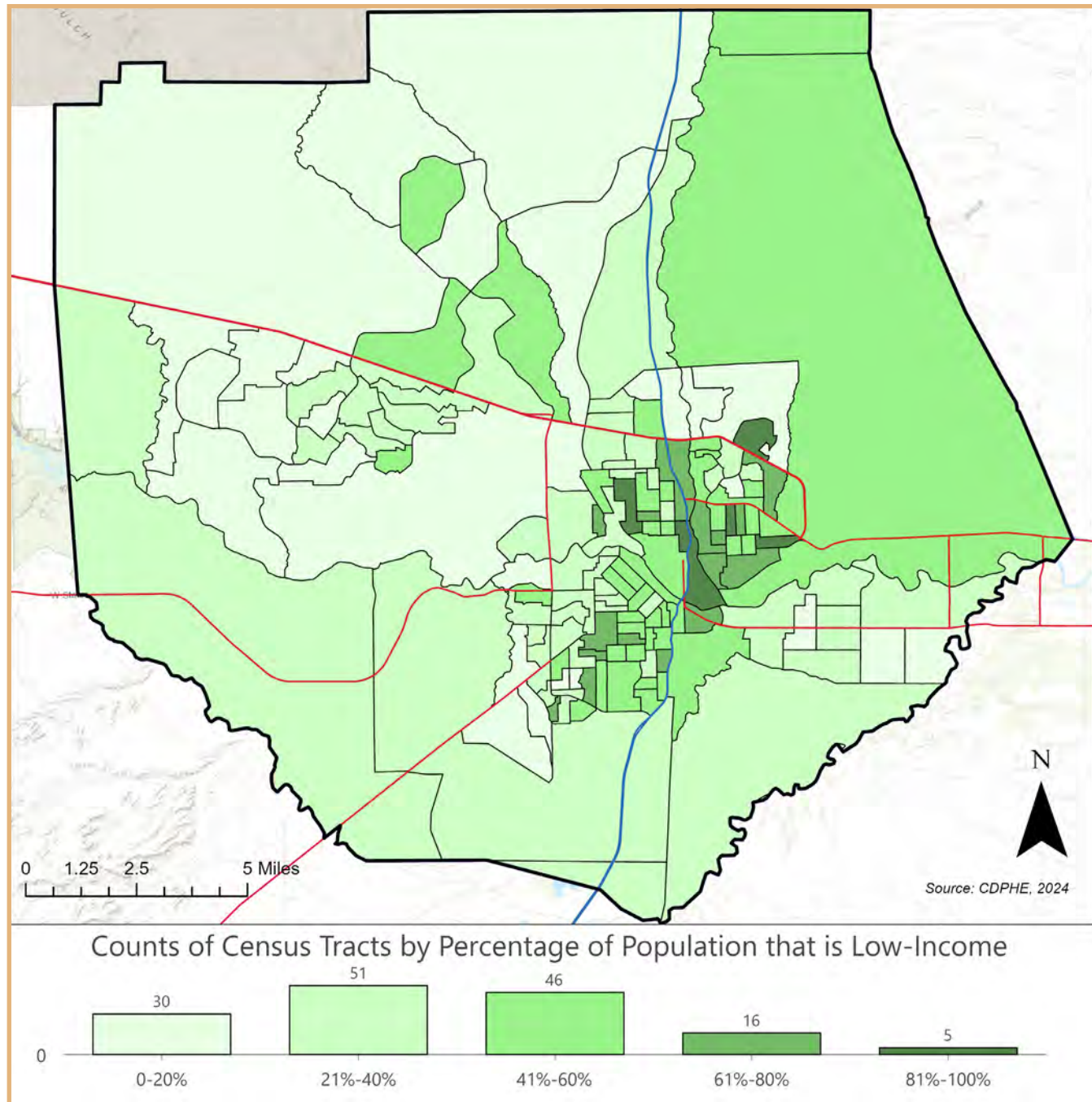
Figure 22: Median Household Income in Select Metropolitan Areas



Source: ACS 2023 5-year Estimates, US Census Bureau

The Pueblo metro area is economically diverse. Based on the 2023 American Community Survey (ACS) statistics, 15.3% of families in the County and 19% within the City of Pueblo lived with an income below the poverty level, as measured by the federal government's official poverty definitions. This compares with 9.3% statewide poverty rate. On average, areas within the City of Pueblo have higher concentrations of poverty than those outside the city. Figure 23 on the next page shows the count of census tracts by percentage of low-income households. Low income households are defined as the population earning less than 200% of the federal poverty level.

Figure 23: Count of Census Tracts by Percentage of Low-Income Households



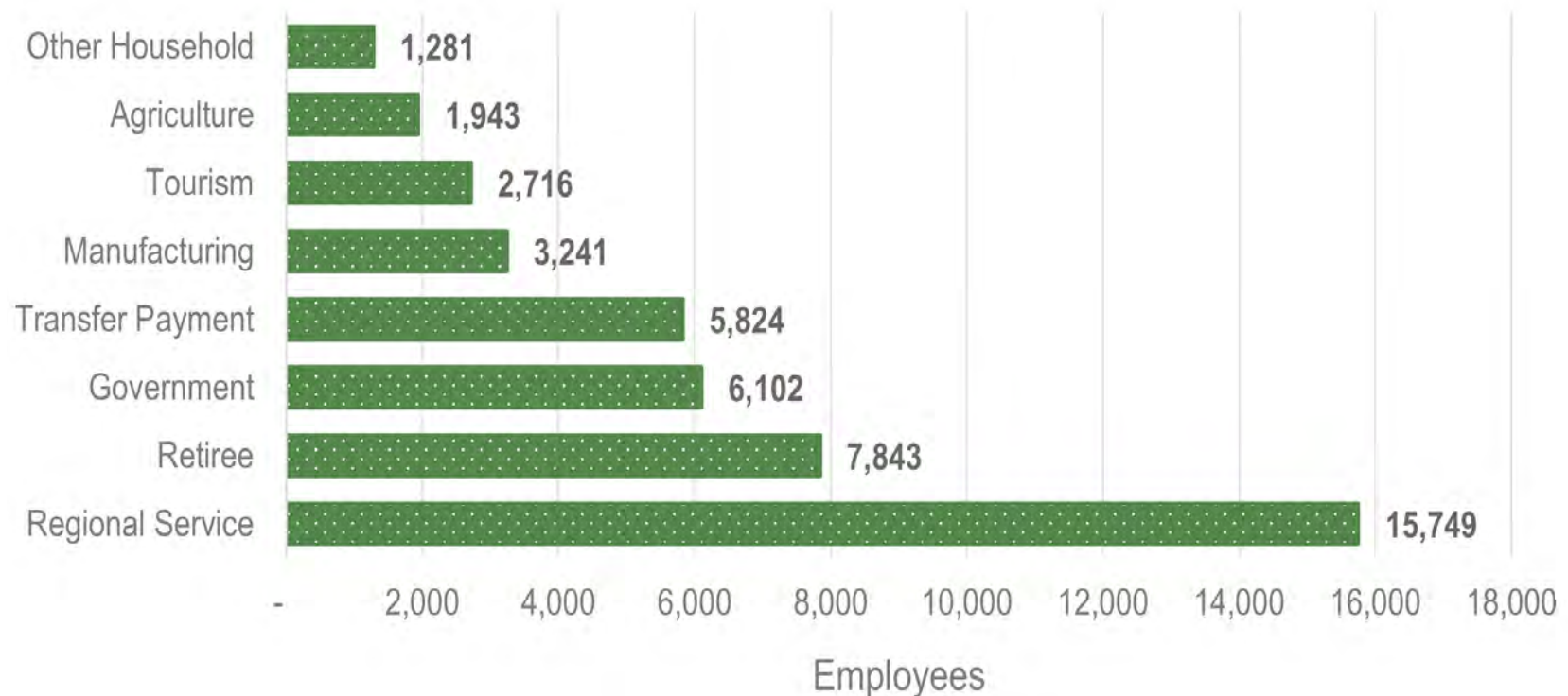
Source: CDPHE EnviroScreen

Employment

The base industries that make up the jobs located within Pueblo County are primarily jobs within Regional Service. Regional Service jobs are jobs in construction, trade and transportation, communications, finance and insurance, professional and business services, private education, and healthcare that could serve the county, region, or nation. Figure 24 below demonstrates the jobs within the County by base industry.

Within the Regional Services sector, most of the jobs within Pueblo County are within the Health Services sector. The next most prominent sector is Retail Trade, which is made of retailing merchandise and rendering services that accompany the sale of merchandise. Figure 25 shows the distribution of jobs by sector in Pueblo County.

Figure 24: Pueblo-based Industries, 2023



Source: ACS 2023 5-year Estimates, US Census Bureau

Figure 25: Jobs by Sector in Pueblo County, 2023



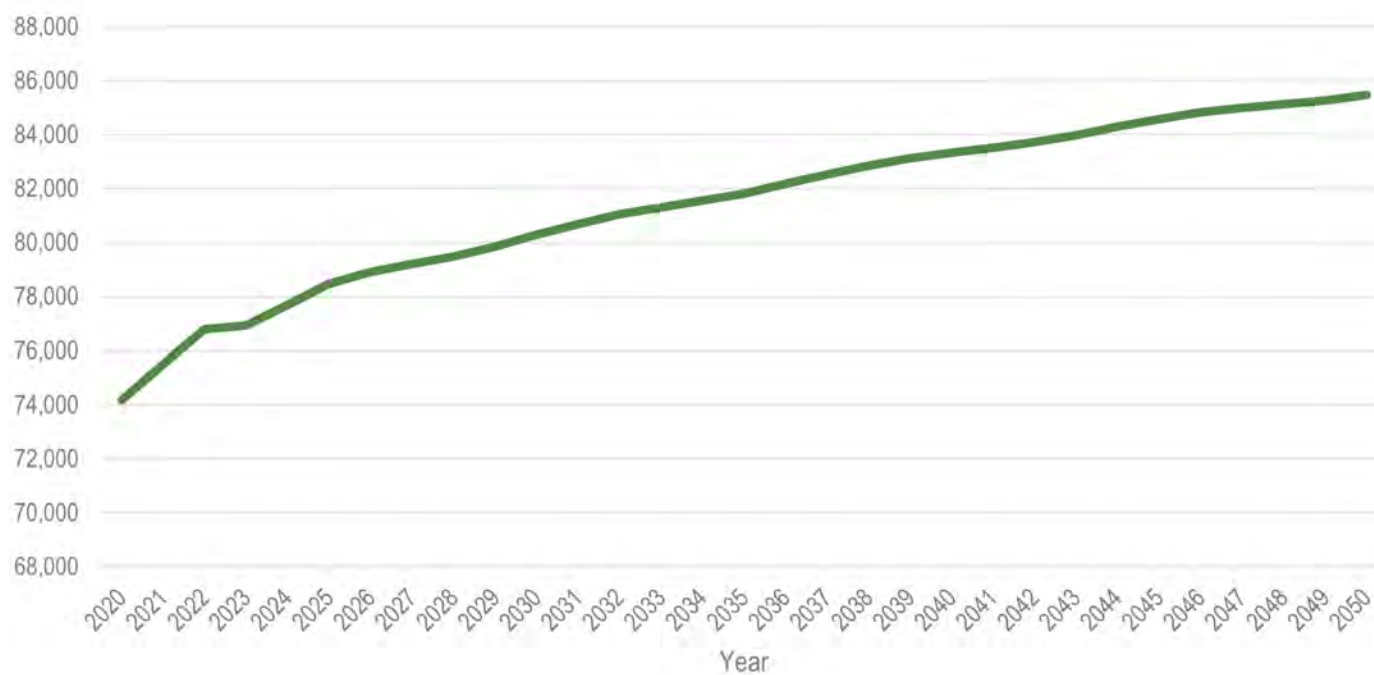
Source: Bureau of Labor Statistics and Colorado State Demography Office, 2023. Accessed July 2025.

According to the Colorado State Demography Office, the total number of jobs are expected to grow in Pueblo through 2050. As of 2023, Pueblo County has about 76,925 jobs. Figure 26 illustrates the job forecast in Pueblo County until 2050.

As shown in Table 17, the percentage of workers who live in Pueblo County has decreased between 2015 and 2022. Between 2010 and 2015, the percentage of the workforce travelling to neighboring counties for employment decreased from 33% to 30%. The majority of workers who live in Pueblo County who work in other counties primarily work in El Paso County or Denver County. The decrease in workers who both work and live in the City of Pueblo, despite job growth in the County, may indicate that existing jobs are not as desirable to residents who seek work elsewhere, and are willing to travel for it.

The impacts of the 2007-2009 and the 2020 employment crash are immediately apparent. After the recession, the Colorado economy made progress in overcoming the recession, although Pueblo's economy lagged in its job recovery. The 2020 employment loss was the largest decrease in employment, with a jobs loss rate of 10% in both Pueblo and Colorado; recovery from this event remains an ongoing concern.

Figure 26: Jobs Forecast in Pueblo County



Source: Colorado State Demography Office, 2025

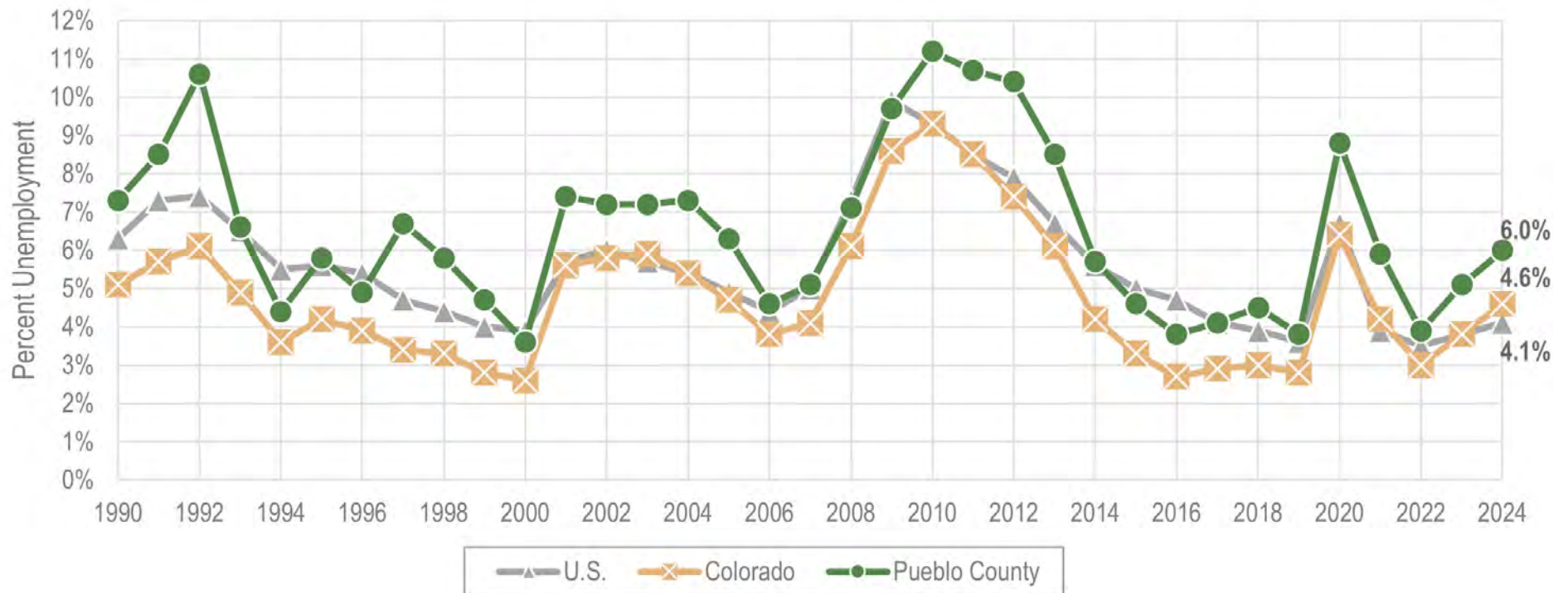
Table 17: Place of Work for Pueblo Residents in 2010, 2015, and 2022

County	2010		2015		2022	
Pueblo	38,665	67%	43,075	70%	39,649	62%
El Paso	5,766	10%	5,963	10%	8,429	13%
Denver	2,474	4%	2,267	4%	2,929	5%
Arapahoe	1,743	3%	1,588	3%	1,995	3%
Jefferson	1,296	2%	1,417	2%	1,604	3%
All other counties	7,488	13%	7,517	12%	9,075	14%

Source: ACS 2023 5-year Estimates, US Census Bureau

The rate of unemployment within Pueblo County has typically been higher than both the U.S.'s and Colorado's unemployment levels. It appears that the recovery of Pueblo's economy following the 2009 recession lagged somewhat behind that of Colorado and the country as a whole. The spike in unemployment seen across all three geographies in 2020 represents the mid-year economic impact of the COVID-19 pandemic. This value reached as high as 12% in each geographic region throughout 2020. Unemployment has increased again between 2022 – 2024.

Figure 27: Comparative Unemployment Rate Trends



Source: ACS 2023 5-year Estimates, US Census Bureau

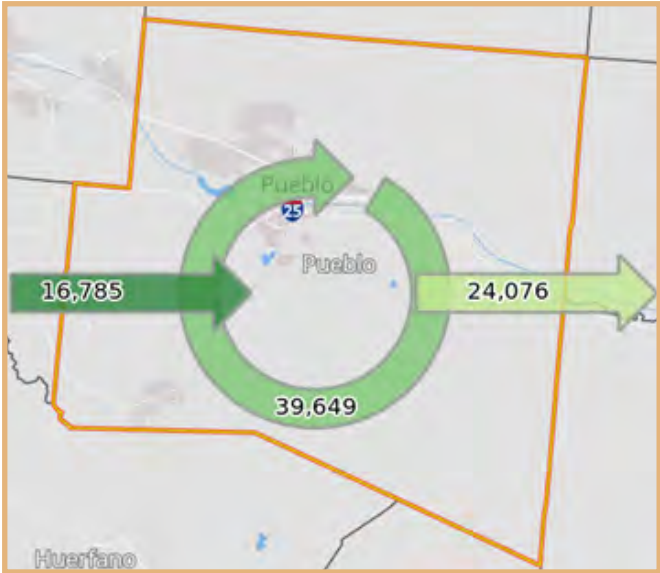


Commuting to Work

Most of the workers within the County have a work commute time between 10 and 19 minutes. Most of the workers within Pueblo County have a shorter commute time than the rest of the U.S.; in 2023, the mean one-way travel time for all workers in the U.S. was 26.8 minutes. This statistic initially represents that most workers within the County live closer to work, or there are low levels of congestion within Pueblo.

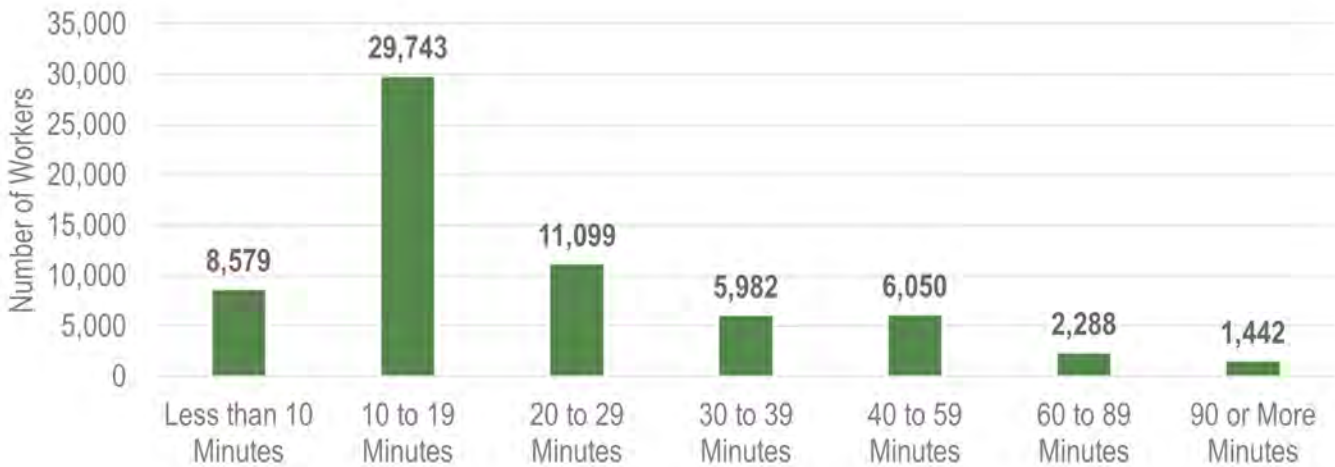
Figure 28 shows a map of Pueblo County with numbers representing the inflow, outflow, and resident work patterns of those within Pueblo County. In 2022, 16,785 workers lived elsewhere and commuted into the county for work (inflow, 21% of all workers), 39,649 workers lived and worked within the county (49% of all workers), and 24,076 workers lived within the county and commuted elsewhere for work across all job types (outflow, 30% of all workers). The majority of jobs held by commuters are within Pueblo County. The amount of workers who both live and work within Pueblo County is over twice the number of workers who commute into the County—further explaining that the majority of workers have a short travel time to work, as seen in Figure 29 below.

Figure 28: Commuting Patterns by Workers Within Pueblo County



Source: OnTheMap, Census, accessed June 2025

Figure 29: Travel Time to Work for Workers 16 Years and Over (Who Did Not Work At Home)



Source: ACS 2023 5-year Estimates, US Census Bureau



The vast majority of workers in the region rely on vehicles to get to work (88% driving alone or carpooling). A relatively strong number of workers continue to work remotely, even two years after restrictions on in-person work were lifted following the COVID-19 pandemic. (The American Community Survey includes hybrid workers who perform the majority of their work from home in this category as well.) Very few workers utilized public transportation, which may suggest that driving may be more convenient or that public transit does not get them to or from where they need to go for work.

Table 18: Mode of Commuting To Work for Workers 16 Years and Over

Commute Mode to Work	% of Workers
Drove alone	76.1%
Carpooled	11.4%
Public transportation (excluding taxicab)	0.4%
Walked	1.1%
Bicycle	0.4%
Taxicab, motorcycle, or other means	0.2%
Worked from home	10.4%

Source: ACS 2023 5-Year Estimates

Vehicle Availability

The number of vehicles available by household type in Pueblo County is illustrated in the adjacent table.

Table 19 shows the relationship between the number of vehicles available by household size. Though imperfect, since the Census data is not granular enough to determine the number of drivers in a household (for example, some may be non-driving minors), this data can be a valuable indicator of how many vehicles are available to those who may need it in a given household. The majority of households without access to a car are one-person households. Three- and four-person households with only one vehicle available may be an indicator of households where not every adult has regular access to a vehicle for work, errands, or personal use. This may indicate latent demand for alternative modes of transportation, such as public transit, cycling, walking, or other mobility devices (like e-scooters). Of the nearly 68,000 households in the county, over 7% are without access to a vehicle, while 31% have only one vehicle.

Despite nearly 7% of households without access to a car, earlier data shown in the previous section shows that most workers rely primarily on vehicles (with 88% driving alone or carpooling) to get to work, followed by working from home (10%), and walking (1%), while less than 0.5% take transit. This may indicate that households without a car do not work, pointing towards retirees as the likeliest households without a vehicle and the most likely to rely on public transportation such as buses and paratransit.

Housing Density

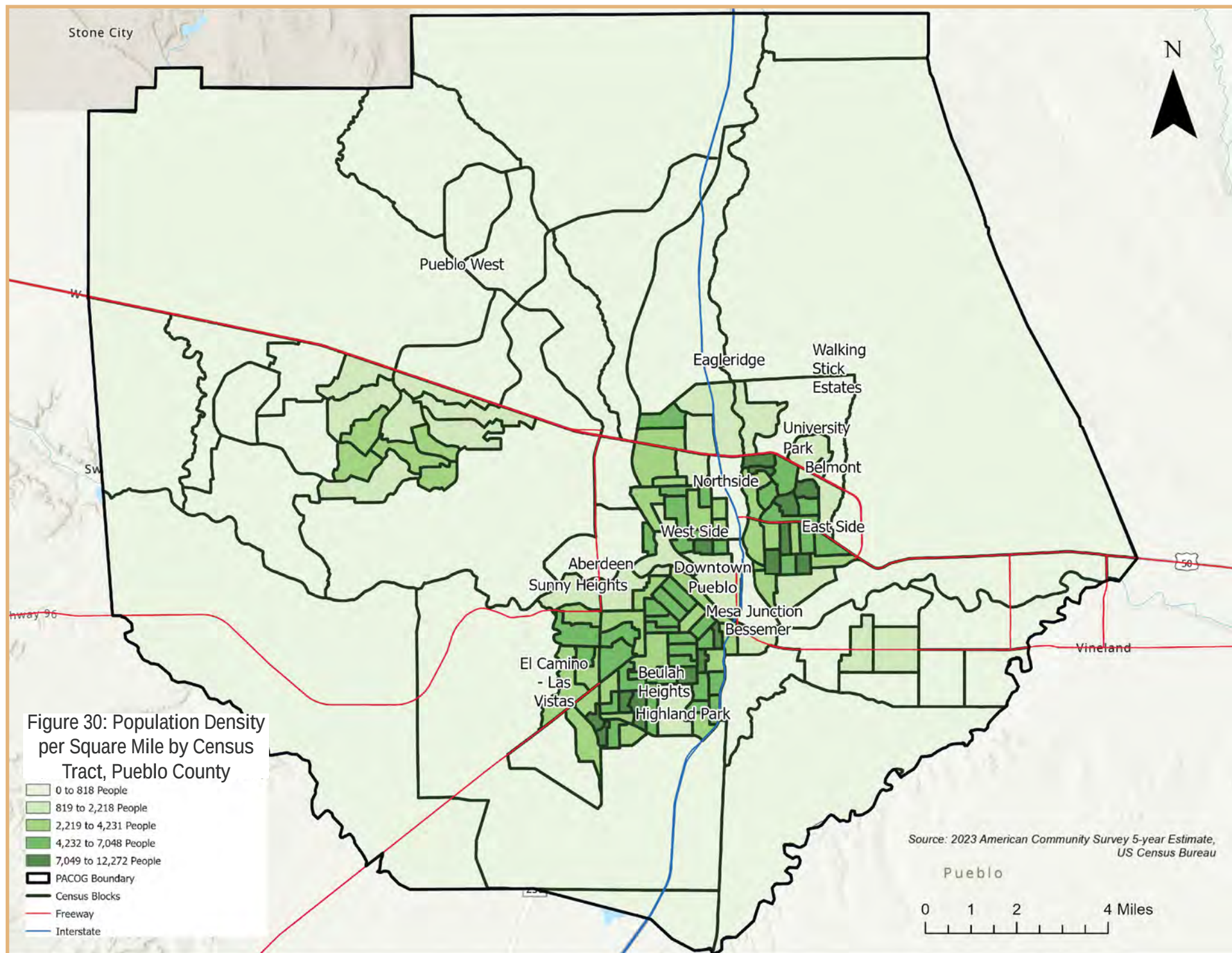
Population density is highest in the older developed areas of the County, and in the regional commercial centers of the region.

As seen in Figure 30, most of the population is located in the downtown, with the highest amount of people reaching over 12,000.

Table 19: Number of Vehicles Available by Household Size Pueblo County

Household Size by Vehicle Availability	Household Estimate	% of subgroup
Total:	67,816	-
No vehicle available	4,953	7%
1 vehicle available	21,223	31%
2 vehicles available	23,912	35%
3 vehicles available	11,406	17%
4 or more vehicles available	6,322	9%
1-person household:	21,596	-
No vehicle available	3,520	16%
1 vehicle available	12,459	58%
2 vehicles available	4,527	21%
3 vehicles available	828	4%
4 or more vehicles available	262	1%
2-person household:	22,172	-
No vehicle available	755	3%
1 vehicle available	4,960	22%
2 vehicles available	10,618	48%
3 vehicles available	4,487	20%
4 or more vehicles available	1,352	6%
3-person household:	10,235	-
No vehicle available	302	3%
1 vehicle available	1,866	18%
2 vehicles available	3,790	37%
3 vehicles available	2,719	27%
4 or more vehicles available	1,558	15%
4-or-more-person household:	13,813	-
No vehicle available	376	3%
1 vehicle available	1,938	14%
2 vehicles available	4,977	36%
3 vehicles available	3,372	24%
4 or more vehicles available	3,150	23%

Source: 2023 ACS 5-Year Estimates





Growth Implications for Transportation in the Region

Developing and planning regional transportation systems is informed by a place's socioeconomic context. Infrastructure cannot remain effective without proper operation, maintenance, and management, and economic activities cannot take place without infrastructure. When looking at trends such as demographic shifts, number of workers, and housing supply within the Pueblo region, it is important to think of the connection to the transportation system.

Population Shifts

When looking at the shift in age cohorts of Pueblo County's population between 2020 and 2050, it is apparent that the population will be primarily older, with the increase of individuals over the age of 65 projected to increase by ten percentage points. Aspects of transportation systems that serve older, independent persons may include services such as paratransit, public transportation with early morning and evening operating schedules, and vehicles and transit stops designed with easy access to all mobility types.

The presence of lower median home prices in the region often attracts residents with lower or fixed incomes, who may be more dependent on public transportation due to limited access to personal vehicles. In a County where the median house price has increased dramatically and income has not, ensuring the County's residents have access to affordable and reliable transportation to reach jobs, healthcare, education, and other daily needs is crucial. Without these transportation systems, these communities can face economic and social isolation, making improved infrastructure critical to supporting mobility and overall quality of life.

Increased Automotive Use and Greenhouse Gases

An increase in jobs means an increase in people using the transportation system, and therefore, an increase in the amount of vehicles on the road. Most households own 1 or 2 vehicles, and most workers within Pueblo County have a commute time between 10 and 19 minutes. An overall increase in employment through 2050, which is forecasted to occur, will not only place stress on the current transportation system, but may lead to an increase in greenhouse gas (GHG) emissions, placing stress on meeting Colorado's GHG reduction goals. Proper transportation planning coordinating land use decisions (such as locating housing development in closer proximity to jobs) can help mitigate the potential negative transportation-related effects of regional growth.

Colorado's GHG Transportation Planning Standard for MPOs to develop a GHG Transportation report as outlined in the Code of Colorado regulations (2CCR 601-22) is included in this Plan in Appendix B: GHG Transportation Report, and confirms that the Pueblo region is expected to stay in conformance with reduction targets.



Modal Shifts

New transportation and vehicle technologies and Intelligent Transportation Systems are important to incorporate into a transportation system's updates. Funding, community desires and needs, federal and state laws, alongside other factors influence what modal shifts occur, although general trends can be identified and forecasted for. An increase in micromobility trends such as bike and scooter share programs can be deployed easily, while Colorado's Internet of Roads network poses significantly greater difficulty.

A focus towards improving existing and integrating new, affordable modes of transportation can be supported by socioeconomic factors such as poverty level and cost of housing and transportation. With a nearly 20% poverty level within the City of Pueblo, access to affordable modes is important to the quality of life for residents. The average household within the County is spending 25% of their income on transportation. According to the Bureau of Transportation Statistics, households with lower vehicle ownership, such as one vehicle per household, spend nearly eight times as much on transportation than households without a vehicle.¹ Encouraging other modes of transportation outside of owning a vehicle can reduce the cost burden on households within Pueblo County, particularly in urban areas. Through investment, modal shifts to transit services, construction of bike lanes, and bikeshare programs can be supported and facilitated. Available funding for these shifts can be utilized in order to integrate them into the existing transportation system and all future transportation plans.

Emerging Technologies in the Pueblo Region

New advances in transportation technology will influence the transportation system of the Pueblo region both directly and indirectly. Although the pros and cons of new technologies such as electric vehicles (EVs) and Transportation Network Companies (TNCs) are debatable, they are already present within the Pueblo region and are projected to increase on a national level.

For a breakdown of national emerging technologies, refer to Appendix C: Emerging Technologies.

¹ "The Household Cost of Transportation: Is it Affordable?" Bureau of Transportation Statistics, US Department of Transportation, Tuesday, September 19, 2023. Accessed July 16, 2025.

Micromobility

Micromobility devices, such as bike-share, electric scooters, and self-balancing boards, are becoming more common throughout the U.S. These devices bring new challenges and opportunities, including the potential for shared micromobility programs in communities and increased mode share for active transportation trips.

Electric scooters, bicycles, and vehicles offer an immediate opportunity for new technology incorporation in the region. Sales of these transportation options have been steadily increasing due to their environmental benefits and growing availability. Electric scooters and bicycles offer additional electric mobility with no emissions and less wear than EVs on the transportation system. They offer alternatives to personal urban mobility and have the potential to increase multimodal options within the Pueblo region.

Micromobility can remove barriers that might otherwise prevent people from taking active forms of transportation, as well as provide new ways for people to get around their community. These devices provide an additional option for short-distance trips, especially in scenarios with competitive pricing and links to transit. In particular, first- and last-mile transit connections can strengthen the multimodal transportation network. The widespread presence of micromobility can incentivize households to go car-light or even car-free; visitors and tourists can have an increased reach to travel easily between museums, cafes, hotels, convention centers, and transit stops.

Private companies can provide both scooters and bikes—both with or without electric power—to communities to help them achieve these benefits. In the past, Pueblo has approved ordinances to allow these devices into the community, and could endeavor to bring them back to expand micromobility options in the region.

MxV Rail

MxV rail is an industry-leading rail advisory team, heading advancement in rail technology through rail research, training, consulting, and testing. Their testing site, the PuebloPlex, hosts multiple test tracks for a variety of rail applications, including speed and suspension resonance.

Railroads for National Defense

The Railroads for National Defense Program (RND) ensures the readiness capability of the national railroad network to support peacetime needs and defense deployment. Rail is a vital mode of transportation for the Department of Defense due to the size, amount, and weight of military cargo required to deploy to seaports of embarkation in a timely manner.

Transportation Systems Management

Transportation Systems Management and Operations (TSMO) are a set of integrated strategies that focus on operational improvements to help improve the performance of an existing transportation system.

TSMO strategies are designed to effectively use the existing transportation network by directly addressing both nonrecurring and recurring congestion. Nonrecurring congestion is caused by temporary disruptions like roadway construction or crashes, while recurring congestion is related to daily travel patterns. TSMO strategies include planned multi-agency coordination and operations strategies such as integrated management of work zones and arterials, incident management, and conveyance of travel information and real-time conditions. Whether they are deployed collectively or individually, these approaches contribute to reliable, smooth, and safe traffic flow on our roadways by improving network efficiency at relatively low costs.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are one of the most widely used and effective TSMO strategies. This category of TSMO approaches integrates advanced communications into infrastructure and vehicles resulting in improved transportation efficiency, operations, and reliability. ITS can be thought of as a key that allows TSMO to be “smart.” This use of smart systems has seen massive progress in recent years, driven by the ongoing integration of communication systems and advanced technologies with ITS.

Generally, ITS improves system capacity and travel throughput without new construction by monitoring roadway flow conditions, facilitating integrated coordination of data across jurisdictions, and providing real-time updates to travelers. Collecting and sharing data between agencies is complex, so ITS benefits greatly from federally-mandated Regional ITS Architecture, which ensures that ITS elements are deployed in a coordinated and robust manner.

Alternative Fuel Vehicles and EV Charging

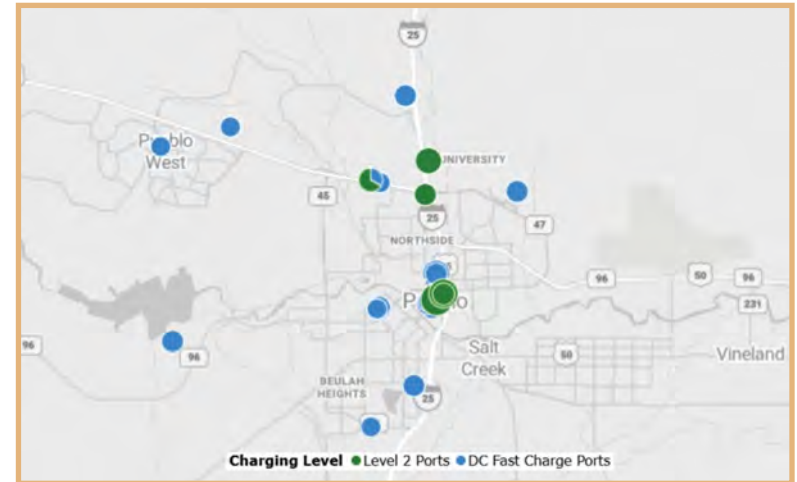
Electric vehicles are rapidly gaining market share as battery technology improves and costs decrease, with many automakers committing to all-electric lineups within the next decade. The transportation sector’s shift toward electrification offers significant potential for improving local air quality, particularly benefiting communities that have historically borne disproportionate pollution burdens from vehicle exhaust.

Hydrogen fuel cell vehicles present a promising alternative for heavy-duty transportation applications like freight trucking and transit buses, where long range and quick refueling times are critical. While the technology remains in early deployment phases with limited refueling infrastructure, hydrogen vehicles could surpass the practical and technical limitations of electric vehicles.

CDOT has been actively planning and investing in electric vehicles across the state under the National Electric Vehicle Infrastructure program (NEVI), prioritizing the infrastructure needs for a robust and connected charging network to ensure that all roadway users in electric vehicles will have reliable charging facilities available across Colorado.

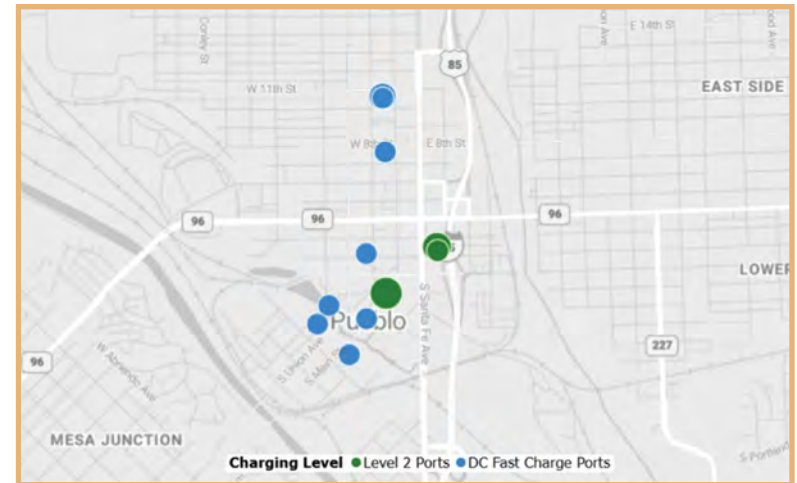
EVs are already present in the Pueblo region with over 1,200 EVs currently registered in the County. There are 53 Level 2 Ports, 39 DC Fast Charge Ports, and nine EV networks within the County. Figures 31 and 32 show the locations of these chargers in the County and in the metropolitan area. The green points are Level 2 Ports and the blue points are DC Fast Charge Ports.

Figure 31: Charging Stations by Level - PACOG Region

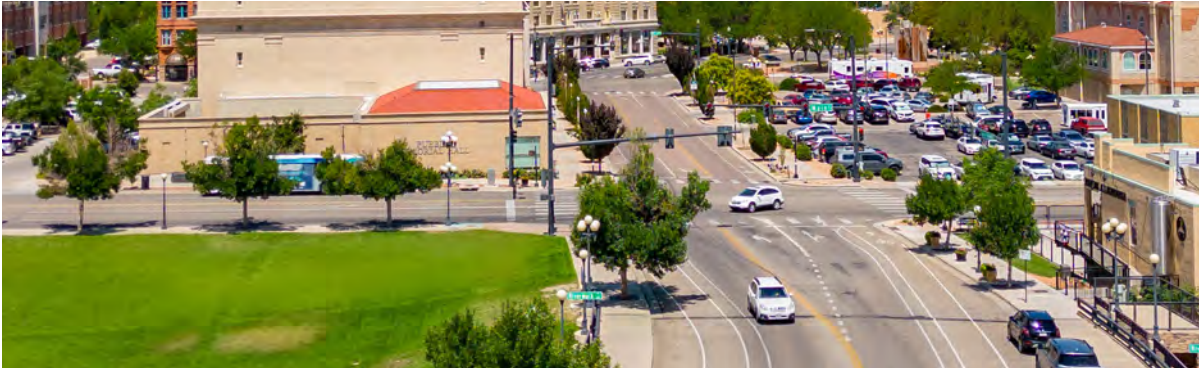


Source: EvaluateCO tool from Atlas Public Policy,
Accessed 9/25/25

Figure 32: Charging Stations by Level - Downtown Pueblo



Source: EvaluateCO tool from Atlas Public Policy,
Accessed 9/25/25



CHAPTER 5

Roadway Network

Role in the Greater Pueblo Transportation System

The vast majority of commuters in the region utilize vehicles to get to work. This means it is important to prioritize a safe, convenient, and well-maintained network for residents, who drive for both commuting and personal purposes. However, Pueblo's roads are not only used by passenger vehicles; they are also used by buses, freight trucks, cyclists, pedestrians, and other multi-modal forms of transportation. Ensuring that Pueblo's roadway network serves all user types is an important part of a holistic transportation network.

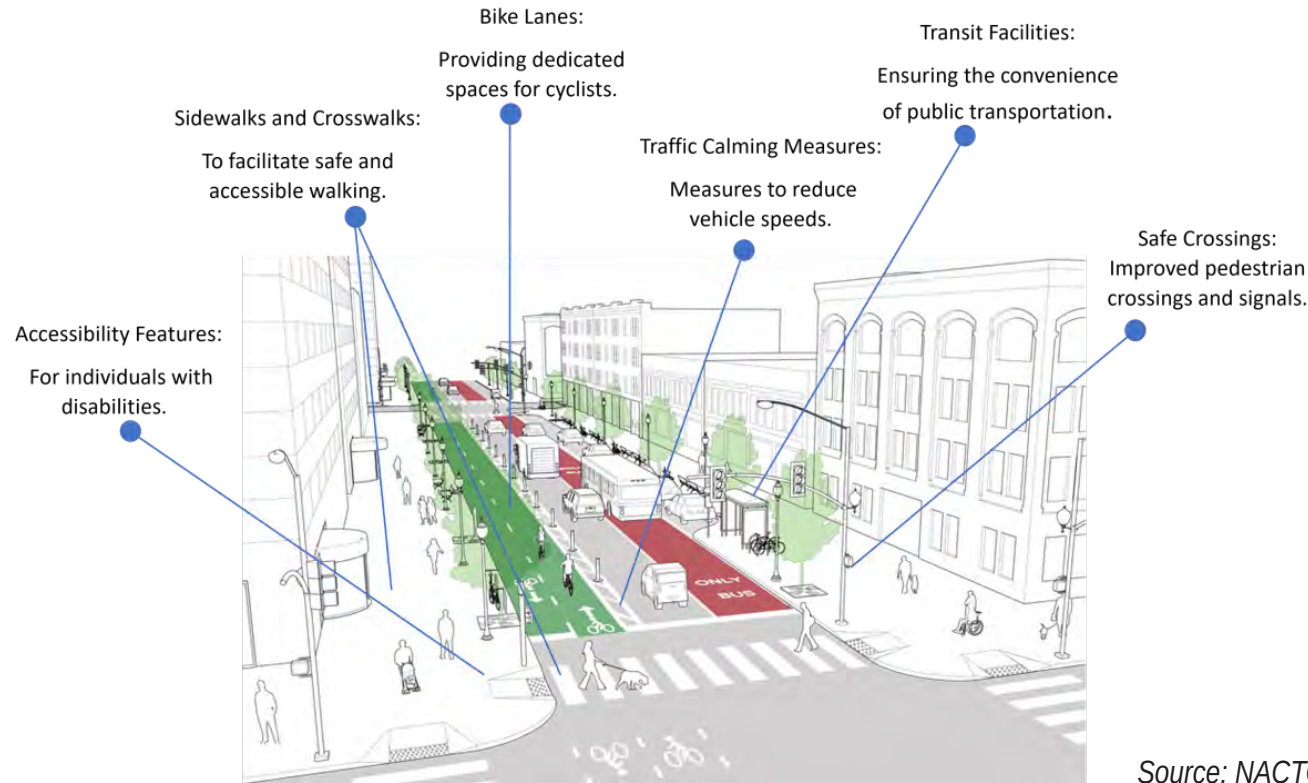
Complete Streets

Streets are often seen first as corridors for moving people and goods. But they are more than that: streets are also home to sidewalks, bicycle lanes, landscaping, utilities, and stormwater infrastructure. Altogether, streets constitute a great amount of a community's public space, and therefore, should be designed with all users in mind.

"Streets are often the most vital yet underutilized public spaces in cities. In addition to providing space for travel, streets play a big role in the public life of cities and communities and should be designed as public spaces as well as channels for movement." - NACTO



Figure 33: The Components of a Complete Street



Complete Streets is an approach to planning, designing, and building streets that holistically integrates all modes of transportation into planning and design, while prioritizing safety. Bicyclists, motorists, pedestrians, and transit riders of all ages and abilities are considered when designing a Complete Street. This approach also emphasizes the needs of those whose needs have not been met through traditional transportation planning and design, such as people with disabilities and people who do not have access to personal vehicles. There is not one singular design prescription for Complete Streets as each one responds to its community context and is therefore unique.

A Complete Street may include bicycle lanes, sidewalks, accessible public transportation stops, median islands, safe and frequent crosswalks, roundabouts, and curb extensions. The context and needs of users vary between suburban, urban, and rural contexts, which are particularly important considerations in a regional context like Pueblo, which is home to a range of community types. Street context and needs are different across neighborhoods and may even change along segments of the same street. As a result, each street will look and operate differently, even when using a Complete Streets approach.

Though many of the projects identified for funding later in Chapter 10: Fiscally Constrained Plan & Aspirational Projects are categorized as roadway projects, these projects can, should, and often do include complete streets components including sidewalks, landscaping, or bicycle lanes.



Integration and Relationship with Land Use & Housing

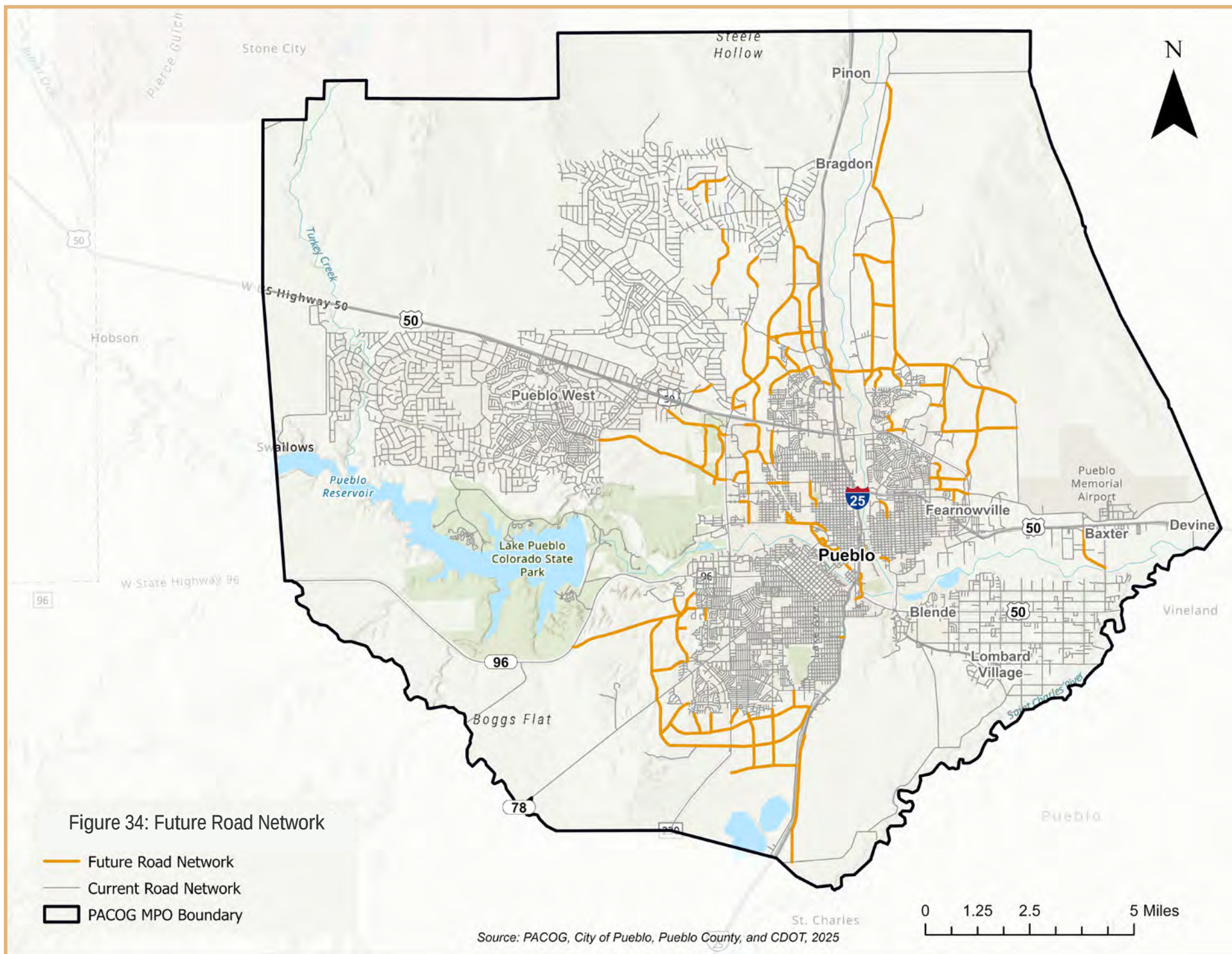
Roads serve people and goods who are seeking to travel between places. This includes connecting where people live to where they work, study, eat, shop, socialize, and play. The location, or co-location, of these activities impacts how far people must travel to arrive at their daily needs.

When land use and zoning decisions are made in the context of the transportation network, it can lessen the burdens of traffic, congestion, and travel distance between places of home and work. For much of the 20th century, planning trends across America attempted to remove housing from areas with a concentration of commercial uses (such as retail, restaurants, office, medical, warehousing, and industrial), encouraging housing development at the edges of a town, known as suburbanization. This trend has removed people from the places where they frequent, requiring longer travel distances for groceries, socialization, or work. When paired with home delivery model services that reduce the need for shopping trips, can negatively impact the economy of a place's commercial core by reducing trips to local businesses.

Shifts in planning practices in the 21st century have acknowledged the benefit of encouraging housing development at infill sites of a community, collocating housing near amenities like grocery stores, schools, and retail. Infill housing development can have the benefit of making trips shorter and more possible by other means (like walking or biking), decreasing household transportation costs, while encouraging vibrant and economically strong centers. It can also provide accessible housing alternatives to those who cannot afford to own a car, and rely on public transportation, walking, or biking to work or access goods and services.

Potential Future Network

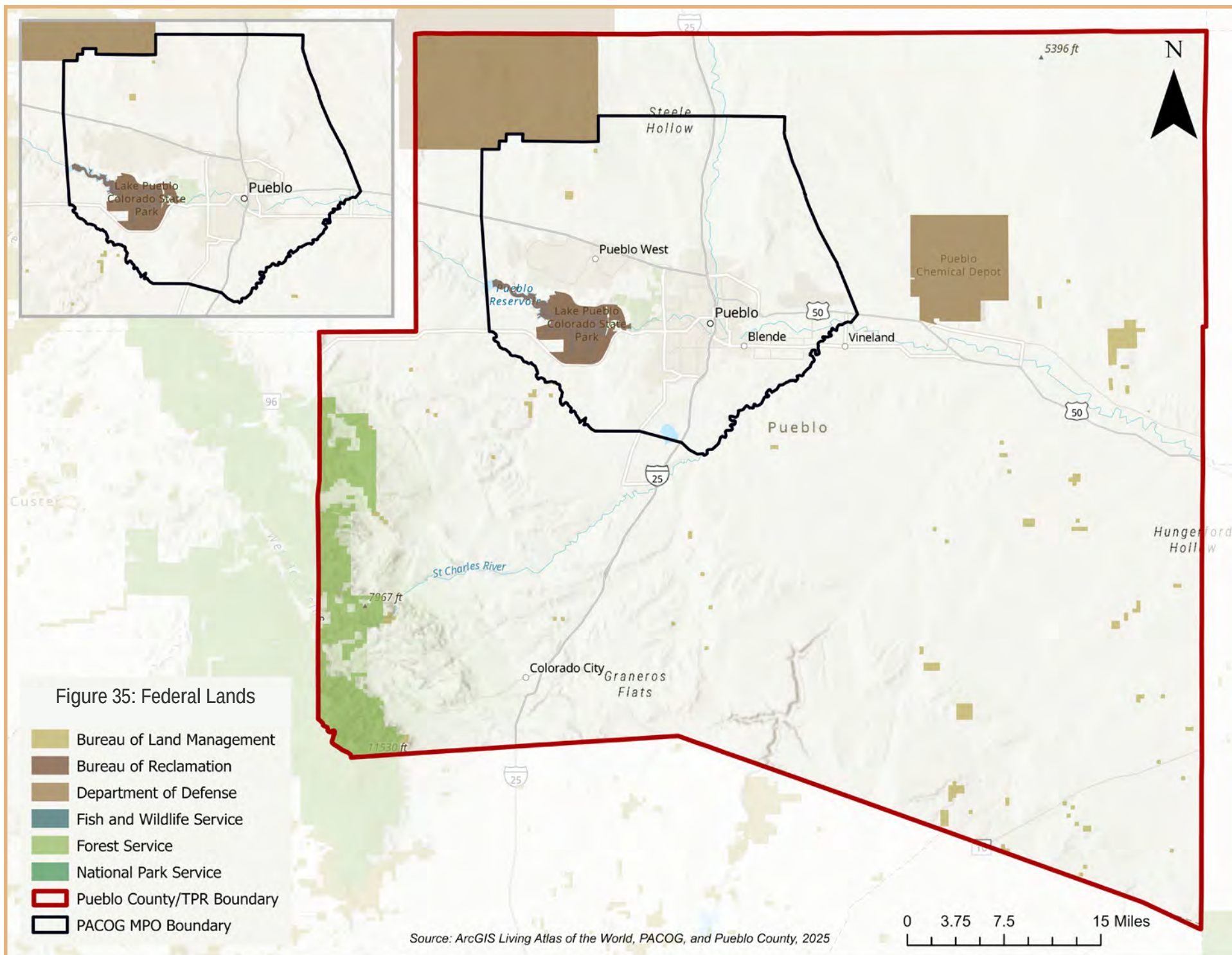
Based on growth and development trends, the Pueblo Metropolitan Planning Organization (MPO) and the City of Pueblo have developed a potential future network, which identifies where roads might connect to the existing network. This map is for illustrative purposes only. Many of the roads on the "Future Road Network" are neither fiscally constrained nor prioritized by member agencies. It is included in this chapter to help member agencies in their long-range planning, and to support conversations with developers who may be responsible for developing some of these roads. This static map also does not show potential functional classification, and is subject to change. The Potential Future Network is a living map that can be updated to adapt to growth and change in the region.





Access to Federal Lands

Several federal agencies play an important role in managing transportation access to public lands throughout Pueblo County. Within the PACOG region, the Bureau of Reclamation (BOR) maintains jurisdiction over specific roads and supports a network of bicycle and pedestrian trails that either lie within BOR property or connect to larger trail systems throughout the City of Pueblo and the surrounding region. Additionally, the Department of Defense (DOD), Bureau of Land Management (BLM), and U.S. Forest Service (USFS) oversee other roadway corridors and trail network segments across Pueblo County. Ensuring safe and efficient roadway and trail connections to these federal lands is vital for recreation, tourism, and local access. These connections help residents and visitors reach natural, cultural, and recreational destinations while supporting economic activity and regional mobility. Further information regarding these roads can be found in Appendix D: Access to Federal Lands in the PACOG Region.



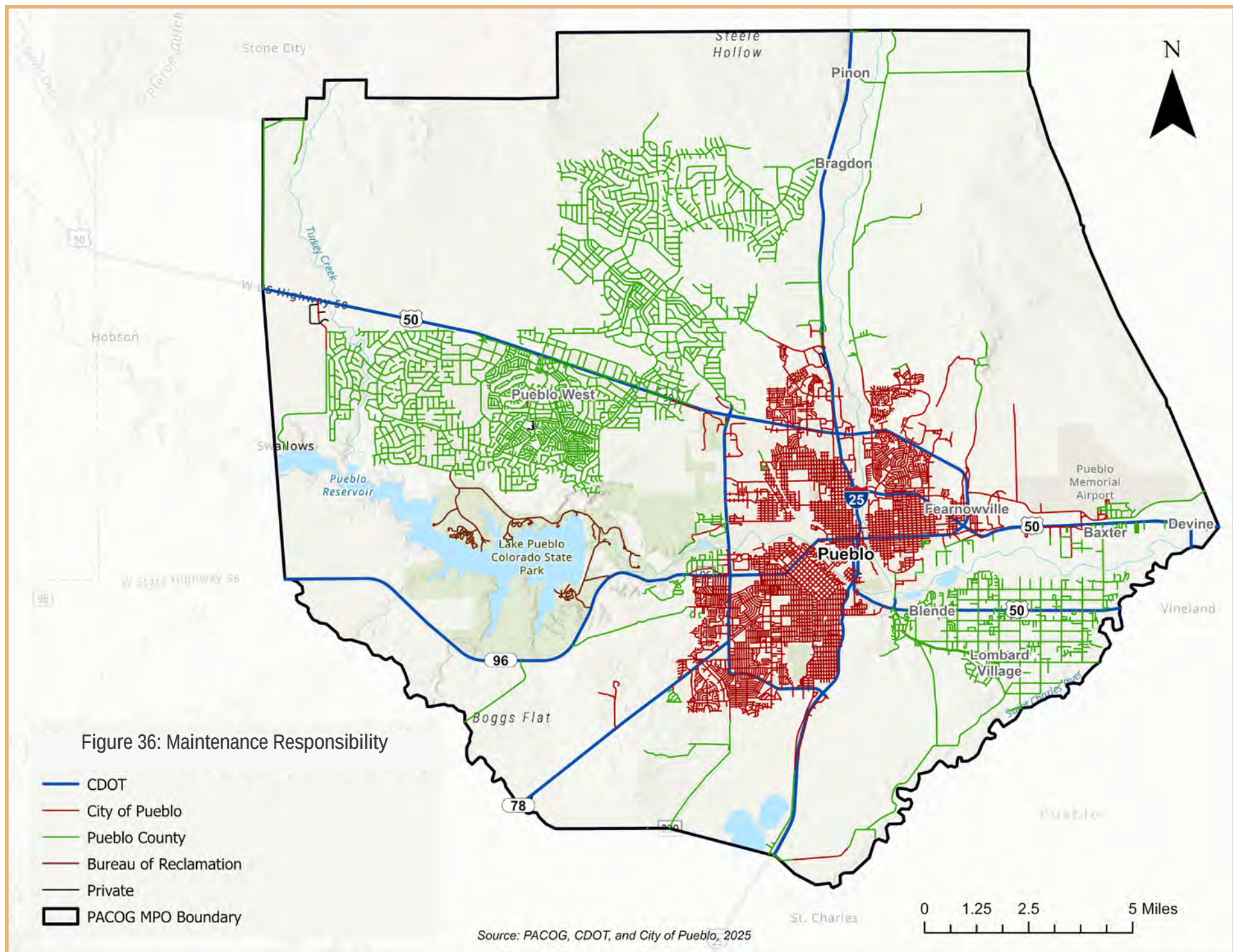


Existing System

Pueblo's roadway system consists of nearly 1,280 centerline miles of public roadways, of which nearly 21 miles are interstates and 132 miles are classified as major roadways (minor arterials and above). These major roadways serve to transport people and goods to destinations in the region as quickly and safely as possible across and throughout the region. Other roads, like collectors and local roads, are more geared towards localized travel, providing access from places of living to places like jobs, stores, and education centers.

The development and maintenance of the region's roadway networks is dispersed across several jurisdictional authorities. The MPO does not maintain or perform maintenance oversight of the roads; instead, it coordinates the disbursement of state and federal funding to regionally significant projects that ensure the continued smooth, safe, and efficient movement of the region.

Pueblo County is responsible for maintenance of over 600 centerline miles of roadways, including those in Pueblo West. The City of Pueblo is responsible for maintaining nearly 550 centerline miles of roadway within its City limits. The Colorado Department of Transportation (CDOT) is responsible for maintaining all State Highways and National Highway System (NHS) highways in the MPO boundaries, including I-25, US-50, US-47, US-45, CO-231, CO-227, and CO-78.

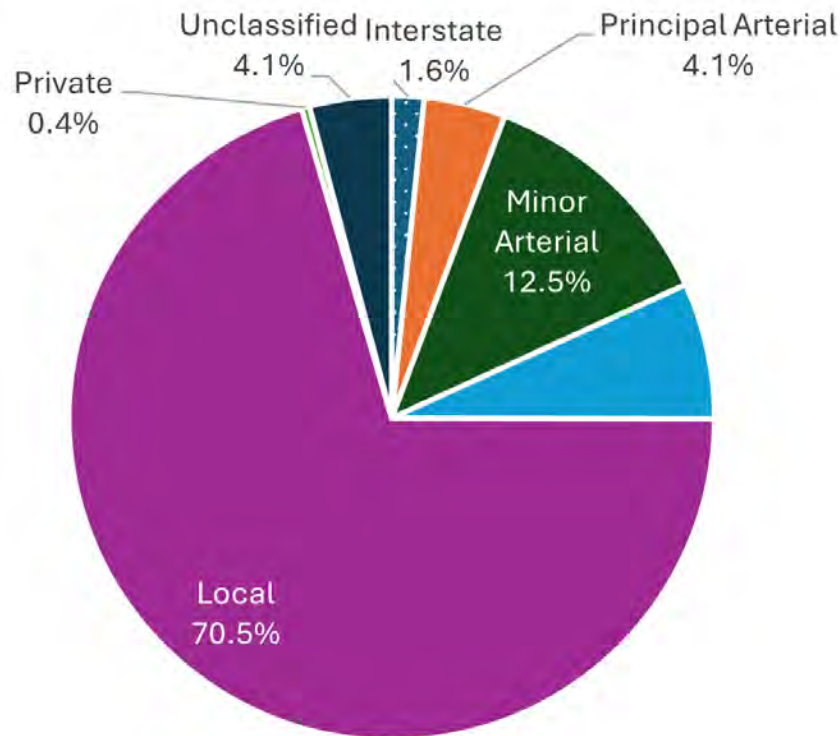


Functional Classification

Mobility and accessibility is important when assigning a Functional Classification to a road. The functional classification system groups roadways into logical series of decisions based upon the character of travel service they provide.

Pueblo County maintains the greatest amount of roads at 617.1 miles. The majority of these miles are classified as Local. Most roads in Pueblo County and the City of Pueblo are classified as local roads (484 and 418 miles, respectively) and make up the majority of centerline miles in the region.

Figure 37: Functional Classification of Roads in the Pueblo Region



Source: PACOG, CDOT, and City of Pueblo, 2025

Functional Classification is a system used to categorize roadways based on their intended purpose. Functional classification helps determine road design standards (for example, lane width and speed limits), traffic flow characteristics, and roadway connectivity. Functional classification is determined and maintained by CDOT for all municipalities. The primary classifications include:

- **Interstate Highways** are designed for high-speed, high-capacity travel over long distances, forming the backbone of the national transportation network.
- **Arterials** provide high mobility and connect major urban areas. They facilitate longer trips and carry substantial traffic volumes. Arterials include some state and local highways, as well as primary urban routes.
- **Collectors** serve as a link between arterial roads and local streets. They balance the need for mobility and access by channeling traffic from local roads to arterial roads.
- **Local Roads** provide access to individual properties and support lower-speed, short-distance travel within neighborhoods and smaller communities.

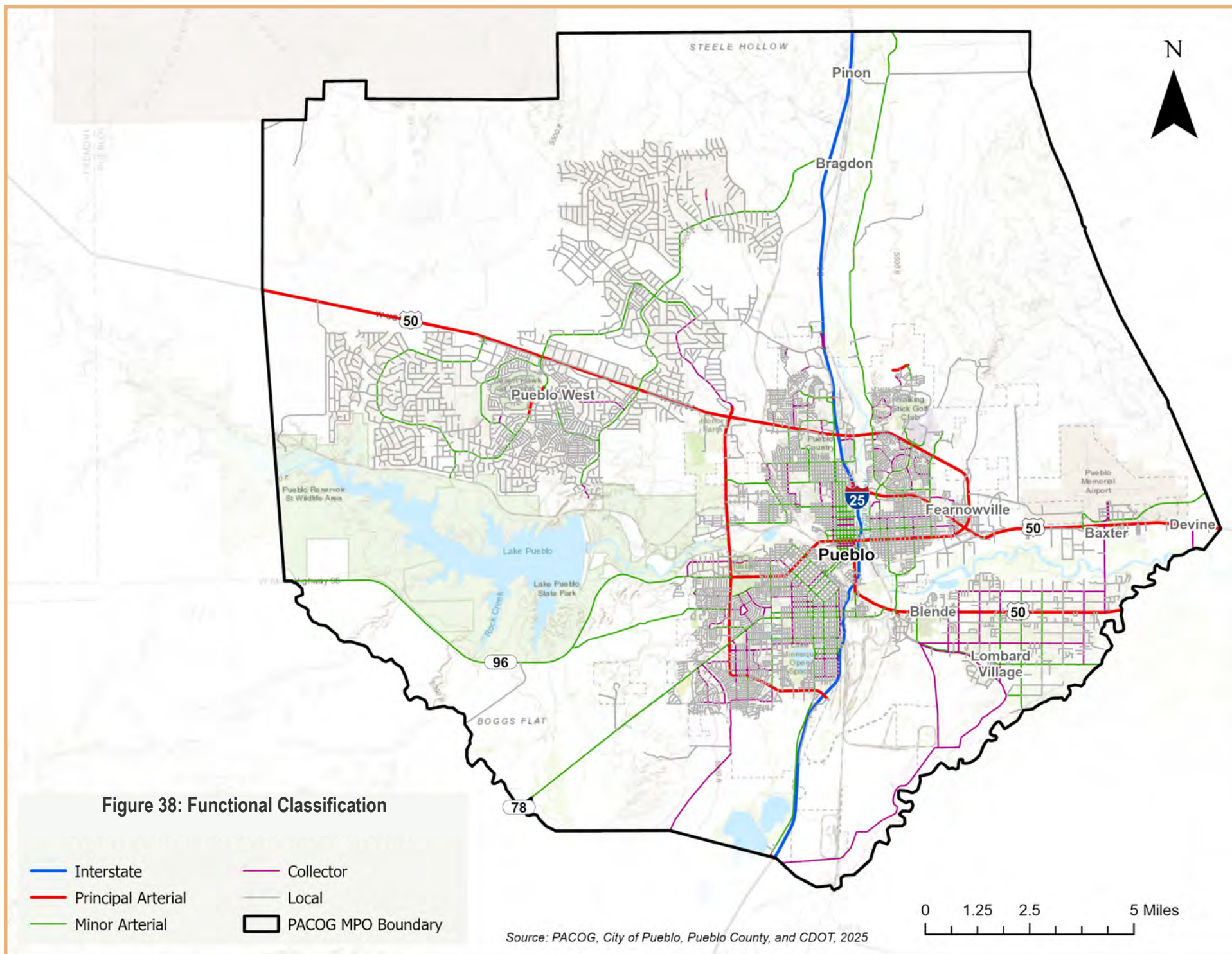




Table 20: Total Mileage by Functional Classification in the Pueblo MPO Area

Functional Class	Miles
Interstate	21
Principal Arterial	52
Minor Arterial	160
Collector	87
Local	902
Private	5
Unclassified	53
Total	1,280

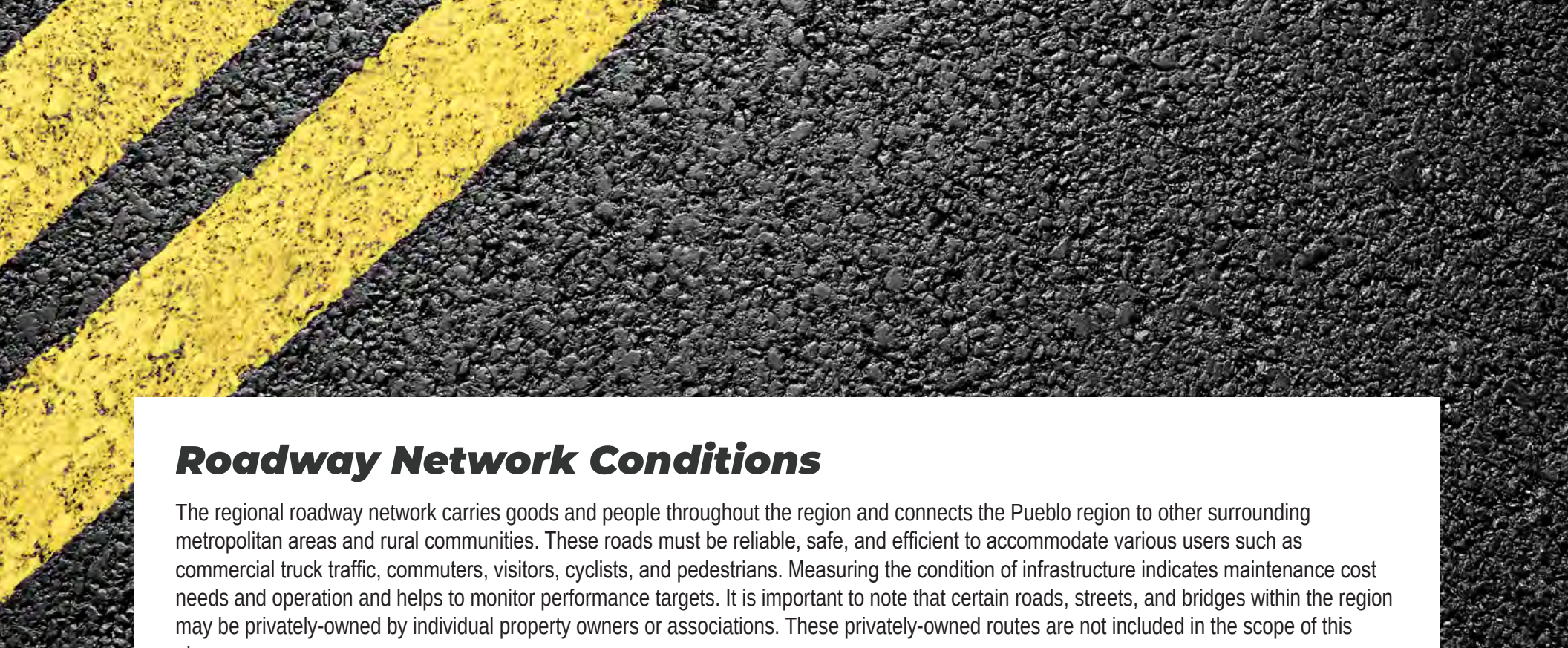
Source: PACOG, CDOT, and City of Pueblo, 2025

Table 20 shows the overall total miles of each Functional Classification within the MPO boundary. Of the 1,280 miles of roads in the region, the majority are Local roads.

Higher volume roads such as Interstates, highways, and arterials need frequent maintenance due to more wear-and-tear caused by large amounts of vehicular movement. Although this presents an increased cost burden on the maintenance owners, monies generated by the roadways such as freight movement and taxes can benefit the regional economy.

Table 21: Roadway Mileage by Functional Classification by Ownership

Organization	Functional Classification	Total Miles (Rounded)
 COLORADO Department of Transportation CDOT	Interstate	21
	Principal Arterial	51
	Minor Arterial	19
	Collector	1
	Total	92
 City of Pueblo	Minor Arterial	81
	Collector	47
	Local	418
	Total	546
 Pueblo County	Principal Arterial	1
	Minor Arterial	61
	Collector	39
	Local	484
	Unclassified	32
	Total	617



Roadway Network Conditions

The regional roadway network carries goods and people throughout the region and connects the Pueblo region to other surrounding metropolitan areas and rural communities. These roads must be reliable, safe, and efficient to accommodate various users such as commercial truck traffic, commuters, visitors, cyclists, and pedestrians. Measuring the condition of infrastructure indicates maintenance cost needs and operation and helps to monitor performance targets. It is important to note that certain roads, streets, and bridges within the region may be privately-owned by individual property owners or associations. These privately-owned routes are not included in the scope of this plan.

Pavement conditions are important to track for several reasons. Roadways need to be safe, reliable, and function well; pavement conditions play a key part in this. The cost of maintaining and improving pavement condition can be lower than the cost of significant repairs or replacement and can lower costs for drivers who have to make more frequent repairs due to the extra wear-and-tear that poor roadway conditions contribute to personal vehicles. By keeping up with maintenance, the service life of the pavement can be extended, reduce damage to vehicles, and help the region save money. External factors such as hazardous weather conditions can amplify the risks to drivers on substandard pavement conditions and increase the risk of serious injuries and fatalities in accidents.

The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill established federal regulations that require the development of a Transportation Asset Management Plan (TAMP) and the implementation of National Performance Measures and Transportation Performance Management. MAP-21 requires that all state departments of transportation (DOTs) use nationally defined performance measures for assessing pavement condition on Interstates and the National Highway System (NHS). The Pueblo MPO is required to report on pavement conditions in the region for Interstates and NHS highways.

Member agencies responsible for their own local roadway maintenance (Pueblo County and the City of Pueblo) have recently completed pavement condition assessments between 2023 and 2025 and are also included in this analysis.

Methods for Evaluating Pavement Conditions

FHWA recommends that a comprehensive and balanced pavement condition rating system should be utilized when examining pavement health and should be based on the two types of pavement conditions: structural and functional. CDOT’s Pavement Condition Index (PCI) fulfills the structural analysis as it examines the general health of the pavement. CDOT’s Drivability Life (DL) fulfills the functional analysis as it examines structural factors like rutting, transverse and longitudinal cracking, internal roughness, and other factors.

A trend analysis is performed to forecast the time at which any one of these distresses surpasses a predefined threshold; this then defines the DL of that segment. The DL is then grouped into three categories

- High Drivability Life: more than 10 years
- Moderate Drivability Life: 3 -10 years
- Low Drivability Life: Fewer than 3 years

Table 22: Drivability Life

High	Moderate	Low
>10 Years	3 – 10 Years	<3 Years

Source: CDOT, 2025

Pueblo County and the City of Pueblo have assessed the condition of paved roads using the Pavement Condition Index (PCI), which primarily evaluates the quality of pavement surfaces using a visual survey of pavement distress, such as cracking, potholes, and surface wear. Unpaved and private roads were not assessed. Roads that show signs of distress receive a “deducted” value, subtracting from a total numerical value beginning at 100 and lowering down to 1. Scores above 85 PCI are generally considered to be in “good” condition, while values below 55 are in “poor” condition.

Table 23: PCI Ranges

High	Moderate	Low
> 85 PCI	55-85 PCI	< 55 PCI

Source: CDOT, 2025

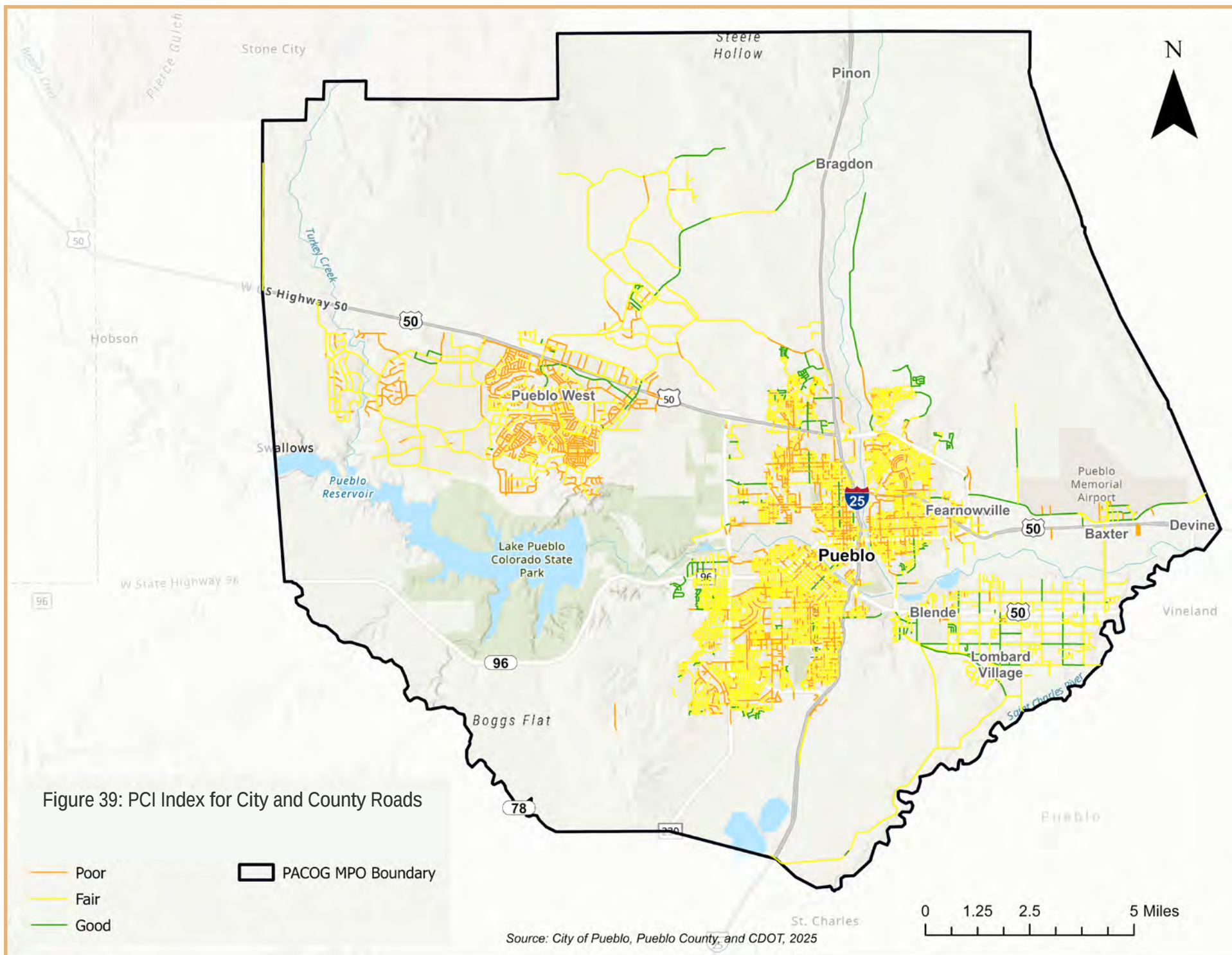
Regional Pueblo Pavement Condition

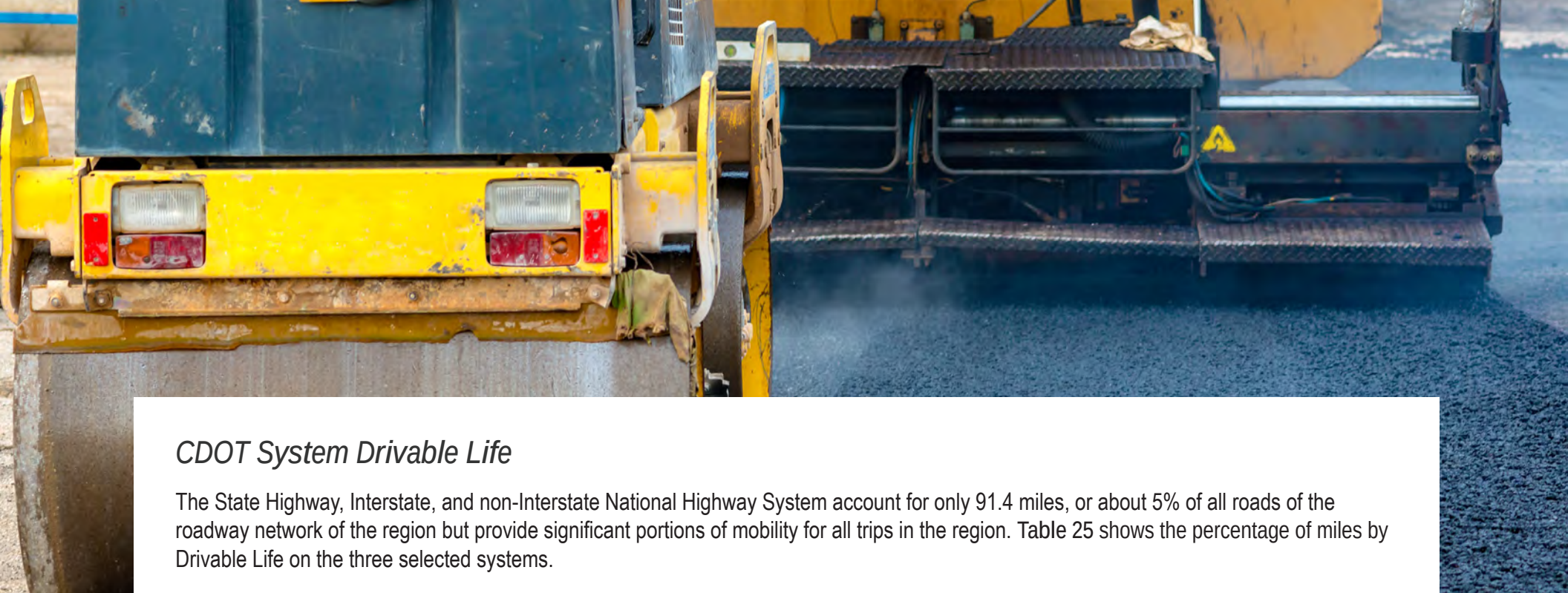
Over 850 miles of county and municipal roads were indexed and categorized into Good, Fair, and Poor. Table 4 shows the miles of non-CDOT roads by condition by maintenance owner. Overall, most centerline miles are in the Fair category, though over 200 miles of road are in Poor condition.

Table 24: Miles of Road by PCI by Maintenance Owner (of roads inventoried)

	Good		Fair		Poor		Total Miles
	Number of Miles	Percentage	Number of Miles	Percentage	Number of Miles	Percentage	
Pueblo County	44	12%	213	61%	96	27%	353
City of Pueblo	28	6%	351	70%	122	24%	500

Source: PACOG, Pueblo County (PCI collected 2023 and 2024), and City of Pueblo (PCI collected 2023).
Note: Pueblo West Metropolitan District’s roads are managed by Pueblo County and thus included in those totals. Roads that were not inspected are not included in this data.





CDOT System Drivable Life

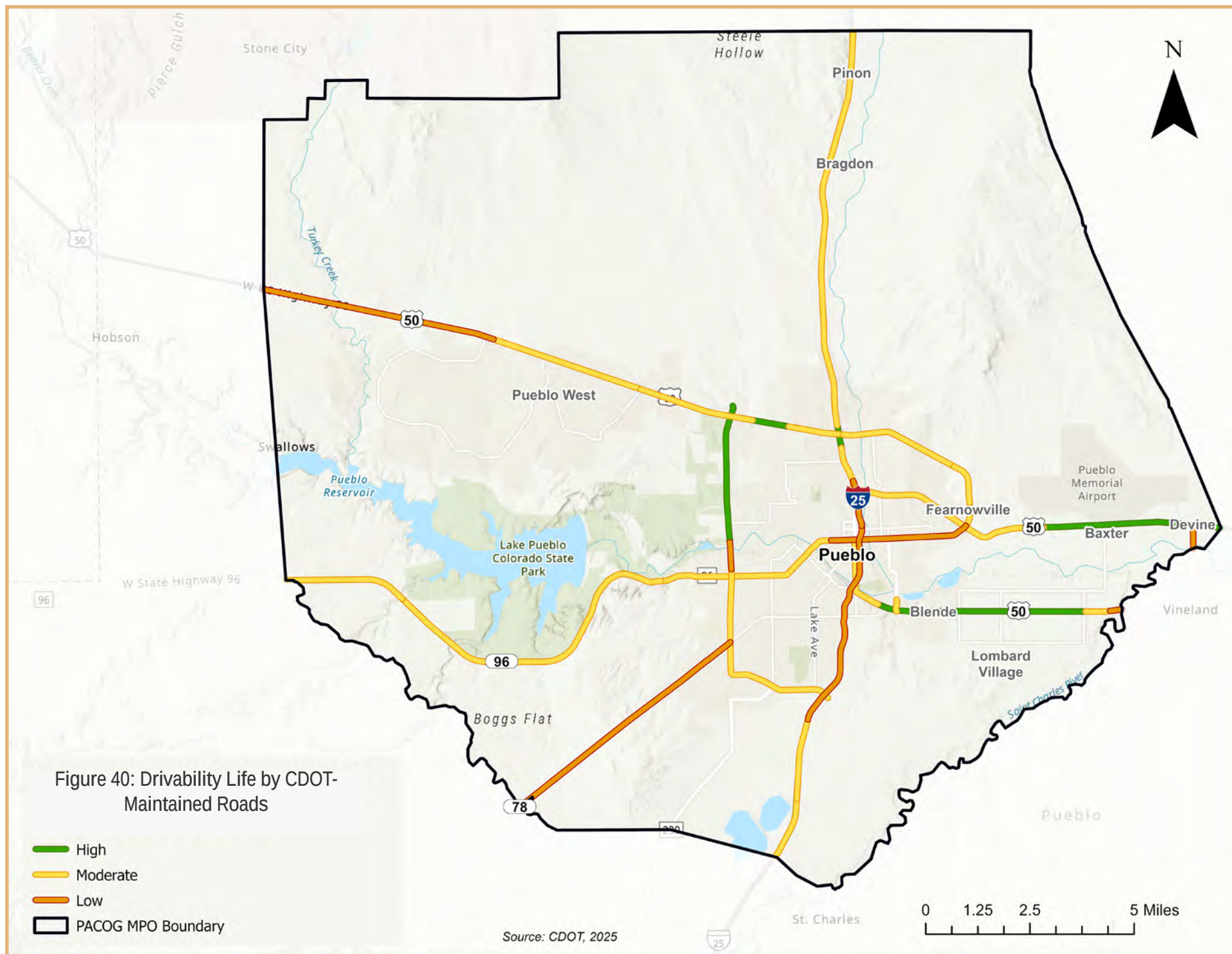
The State Highway, Interstate, and non-Interstate National Highway System account for only 91.4 miles, or about 5% of all roads of the roadway network of the region but provide significant portions of mobility for all trips in the region. Table 25 shows the percentage of miles by Drivable Life on the three selected systems.

Table 25: Percent of Miles by Drivable Life on Selected Systems

Roadway System	High	Moderate	Low	Total Miles
State Highway	13%	60%	27%	38.8
Interstate	3%	68%	30%	20.6
National Highway System	26%	54%	20%	32.1

Source: CDOT, 2025

As shown in Figure 40, the majority of all CDOT-maintained roads fall into the “Moderate” category. The non-Interstate National Highway System has both the highest percentage of Good and Poor roads; the Interstate system has the fewest centerline miles with a long drivable life, and the highest rate of Low drivable life (less than 3 years). This highlights the need for investment in road resurfacing projects along the interstate within the Pueblo MPO boundaries.



CDOT, in collaboration with FHWA, has set 2025 targets for pavement condition on pavements located on the Interstate and non-Interstate National Highway System for both the Good (High drivable life) and Poor (Low drivable life) conditions. The National Highway Performance Program provides support for performance and condition of the national highway System to ensure that the investments of federal-aid funds are directed to support achieving such performance targets.

Table 26 shows the percent-mile goals from the CDOT 2050 Statewide Transportation Plan.

Figure 41 shows the Interstate and non-Interstate National Highway System's percentage of roads within the Good and Poor categories, with lines that show the target-percent goals.

Table 26: Pavement Condition Goals for 2025 (CY), CDOT 2050 Statewide Transportation Plan Goals

Pavement Condition	2025 Target (CY)
Percentage of pavements of the Interstate System in Good Condition	47%
Percentage of pavements of the Interstate System in Poor Condition	3.5%
Percentage of pavements of the non-Interstate National Highway System in Poor condition	43%
Percentage of pavements of the non-Interstate National Highway System in Good condition	3.5%

Figure 41: Percent of Miles by Condition on Select Systems

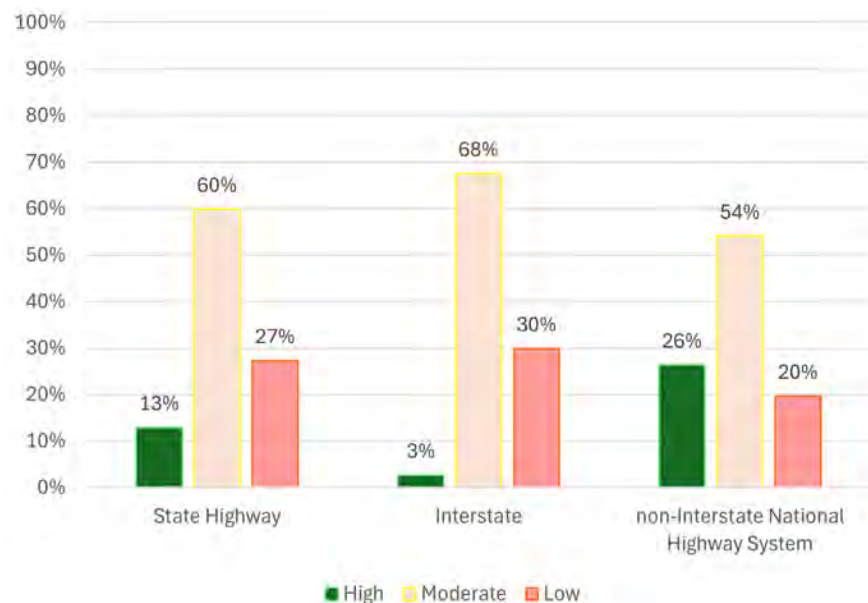


Figure 42: Current Pavement Condition and Target Pavement Condition for Select Systems, CDOT, 2025





Conditions on the Interstate and National Highway System in the Pueblo MPO boundaries fall very short of both Good and Poor targets. The percentage of roads in poor condition (30% and 20%, respectively) far exceeds the target goal of 3%. Similarly, only 3% of the interstate system in the Pueblo MPO are rated as in Good Condition (having a high drivable life) while the target is 47%.

Although these goals are for all of Colorado’s NHS and Interstate System (not just the Pueblo region), progress towards bringing conditions of CDOT-maintained roads should be a focus of spending in the region.

CDOT Bridges

As a part of the roadway analysis, 96 bridges located on the National Highway System, Interstate, and State Highways were analyzed. State DOTs are required to set targets for the percentage of NHS and Interstate structures classified as either Good and Poor conditions; they must be inspected at least once every two years. Bridges are inspected and assigned a condition based on the National Bridge Inspection Standards (NBIS). If there is a rating of four or below for the culvert or any of the three bridge components (deck, superstructure, and substructure), the structure is classified as Poor.

When looking at the overall condition of bridges along the National Highway System, Interstate, and State Highways, the majority fall into the Fair category, with Good being the next-highest.

Table 27: Condition of All Bridges Along Selected Roads in The Pueblo Region

Good	Fair	Poor	Total Bridges
32%	63%	5%	96

Source: CDOT, 2025

Table 28: Statewide Goals and Pueblo Region Bridge Condition

	2025 Target (CY), CDOT 2050 Statewide Transportation Plan Goals		Pueblo Region Bridges on National Highway System	
	Good	Poor	Good	Poor
Percentage of National Highway System Bridges	38.5%	4%	35%	4%

Source: CDOT, 2025

The CDOT 2050 Statewide Transportation Plan's goals have set the 2025 target for bridges located along the National Highway System to be at least 38.5% Good and 4% Poor. The Pueblo region's bridges along these corridors are rated 35% Good and 4% Poor. Although the Poor target has been met, the Good target has not. When looking at the 26 bridges located on the NHS in the Pueblo region, 62% of them are in Fair condition.

If one bridge was repaired from Fair to Good quality, the region would hit the goal of 38.5% of its NHS bridges being in Good condition. There are 48 bridges located on I-25 in Good or Fair condition. There are no bridges in Poor condition along the Interstate.

The 22 bridges located on various state highways in the Pueblo region have the highest percentage of Poor bridges between the three road types.

Benefit of Preventive Maintenance

Preventive maintenance can improve and expand the lifespan of a system, preventing the need for costly repairs or even replacements. Preventive maintenance is far less expensive than rehabilitation and replacement. In the long term, regularly performing such maintenance can lower already expensive costs of transportation investments, freeing up funding for other priority transportation investments in the region.

Table 29: Bridge Condition - National Highway System

Good	Fair	Poor	Total Bridges
35%	62%	4%	26

Source: CDOT, 2025

Table 30: Bridge Condition - Interstate

Good	Fair	Poor	Total Bridges
29%	71%	-	48

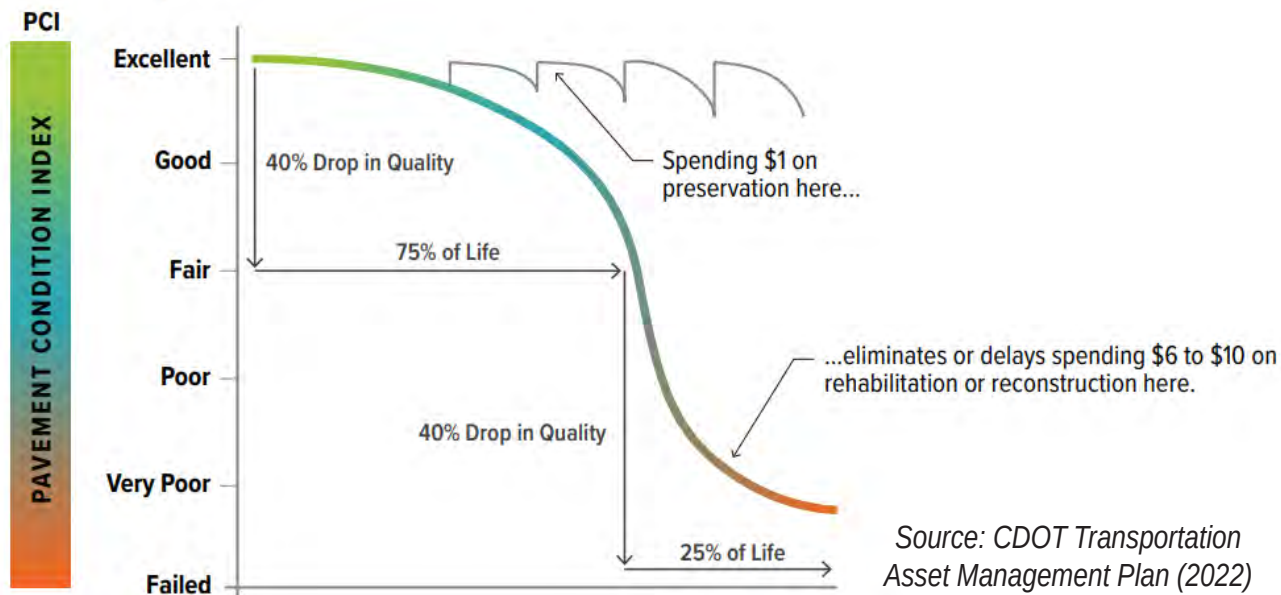
Source: CDOT, 2025

Table 31: Bridge Condition - State Highway

Good	Fair	Poor	Total Bridges
36%	45%	18%	22

Source: CDOT, 2025

Figure 43: Benefit of Pavement Preservation



Source: CDOT Transportation Asset Management Plan (2022)



Safety

Road safety exists on a spectrum. Since crashes can occur on any road, no road can be considered completely safe. However, proper design can make roads safer. When making decisions about road safety improvements, safety interventions should be maximized in areas deemed unsafe.

Misallocated resources may result in missed opportunities to prevent more injuries, crashes, and deaths elsewhere. Areas such as those with higher-than-expected severities, frequencies, or abnormal patterns of crashes are likely to continue having problems when corrective interventions are not implemented. Therefore, identifying and correcting less-safe locations will aid in forming a successful crash reduction and prevention program.

Crash Types and Severity

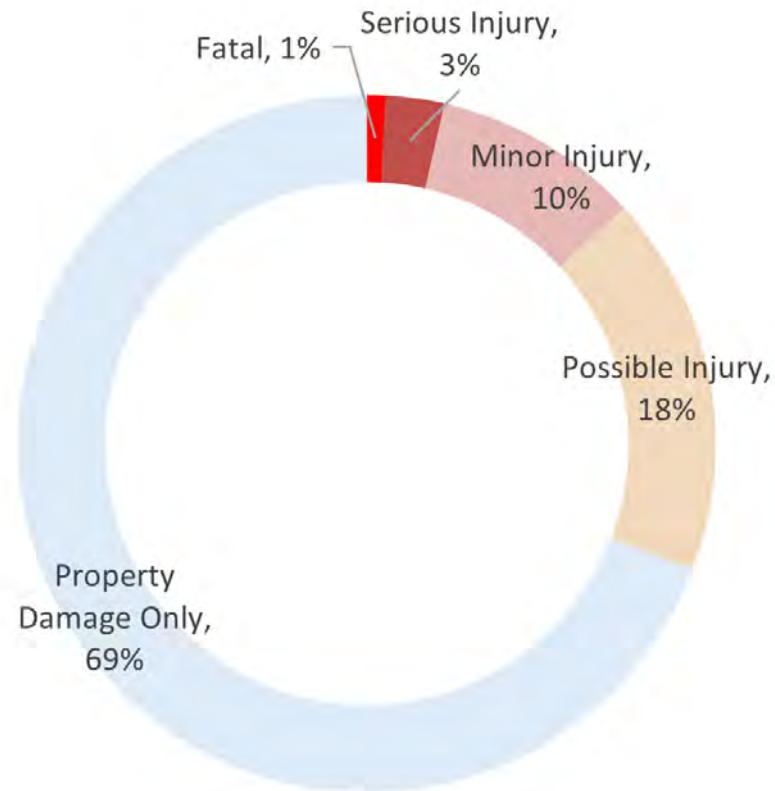
Crashes are classified into types and by severity. Crash types are determined by points of impact, user-actions during the crash, relative travel direction prior to collision, and other descriptive information. Crash severity is classified by the most severe level of injury experienced by any of the people involved in the crash. The five KABCO severity levels are:

- **Fatal (K):** an injury resulting in death within 30 days of the crash.
- **Suspected Serious Injury (A):** injuries such as severe burns, broken bones, cuts resulting in significant blood loss, paralysis, head or abdominal trauma, or unconsciousness when taken from the crash scene. These injuries typically require hospitalization.
- **Suspected Minor Injury (B):** injuries such as bruises and minor cuts.
- **Possible Injury (C):** any injury not considered minor, serious, or fatal and not obvious to observers such as limping or complaints of pain.
- **No Apparent Injury/Property Damage Only (O):** crashes with no claimed or observed injuries.

These crash classifications are standardized in Colorado state law.

When looking at the crashes by type within the County, most of the crashes across the five-year period from 2018 to 2023 resulted in property damage only. These types of crashes are legally distinct from crashes where individuals sustain physical damage. Property damage crashes can range from minor fender benders and collisions in parking lots, to vehicles departing the roadway and striking landscaping or fencing.

Figure 44: Crash by Type, 5-Year Total, (2018-2023)



Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

Crash Reporting

In Colorado, when a crash occurs, an officer will investigate and fill out a crash form, which is then sent to the Department of Revenue (DOR). DOR will process the records and enter them into a database called DRIVES where the official, legal record is maintained. CDOT then received the data from the DRIVES system for all crashes. Some crashes may go unreported, where there are no injuries and no police called to the scene, or self-reported on the Colorado Department of Revenue's new online Report a Crash filing system.

CDOT has a process that enhances the data from DOR so that it can be used efficiently for research and engineering purposes. The enhancement process adds an additional field for crash type, updates the location information where available, corrects common errors, and normalizes the data. This process creates a working database that CDOT then uses for safety analysis and evaluation.

Pueblo County Crashes and Fatalities

Pueblo County has the 10th largest population of Colorado's 64 counties with over 168,000 residents. Per the Comprehensive Safety Action Plan (CSAP), of the 11 most populous counties within Colorado, Pueblo County has experienced the highest number of fatalities for all crashes and pedestrian crashes per 100,000 population per capita between 2018 and 2023 (Table 32).

Table 32: Annual Crashes per 100,000 Population (2018-2023)

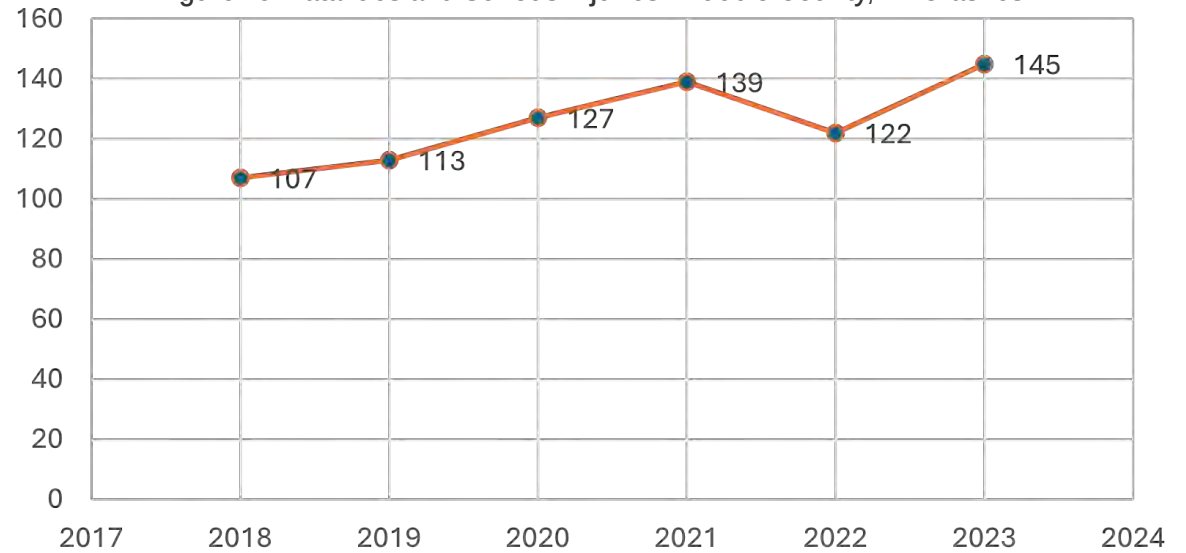
County	Population (2020)	All Crashes - Total	All Crashes - Fatal	Pedestrian - Total	Pedestrian - Fatal	Bicycle - Total	Bicycle - Fatal
Pueblo	169,823	2074.51	17.96	27.68	3.63	12.56	0.10
Weld	333,893	1723.01	14.28	14.38	1	10.43	0.15
Mesa	155,603	1585.66	11.78	21.64	1.5	26.46	0.43
Adams	519,883	2069.66	11.32	25.39	2.56	12.28	0.19
El Paso	728,310	1481.97	10.27	21.58	1.74	11.17	0.43
Denver	735,538	2391.67	8.57	56.1	2.74	31.07	0.36
Larimer	360,428	1827.92	8.46	19.28	0.97	32.79	0.37
Jefferson	583,283	1517.22	7.63	21.52	1.57	19.14	0.26
Boulder	327,171	1488.01	7.44	21.7	1.02	38.16	0.66
Arapahoe	657,452	1590.18	7.4	28.49	1.77	16.17	0.25
Douglas	360,750	1449.76	5.59	8.78	0.46	9.89	0.09
Statewide	5,773,714	-	10.74	24.54	1.66	18.38	0.3
Nationwide	-	-	13	-	2.07	-	0.29

Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

When looking at all of Pueblo County's crashes by year (Figure 45), it is observed that the number of fatal, serious injury, and minor injury crashes are all relatively increasing, although some dips in each category are present in multiple years. This may be due to reduced vehicle miles traveled experienced during the COVID-19 pandemic. Despite fewer cars on the road, the fatal and serious injury types across all crashes between 2018 - 2023 are overall steadily increasing more than the minor and possible injury categories (Figure 46). While the overall percentage of crash fatalities may appear lower, on a per capita basis, the percentage of fatalities is quite high in comparison to other counties within Colorado; most of which have a significantly higher population than Pueblo.

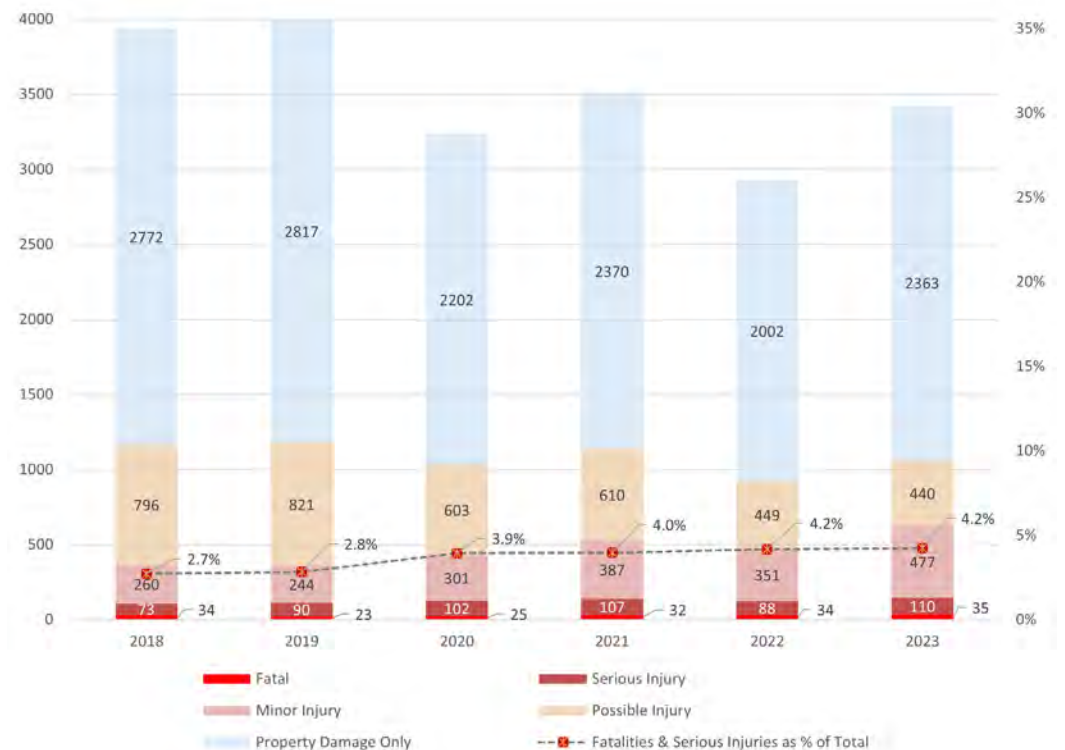
Notably, fatal bicycle crashes occurred at the second-lowest rate of the most populous counties and were significantly lower than both state and national trends for the same time period. This could be due to a variety of factors, including relatively lower rates of bicycling in Pueblo when compared to other municipalities with more cycling infrastructure (such as Ft. Collins, Denver, or Boulder, all of which have a much higher cyclist crash rate per 100,000 residents).

Figure 45: Fatalities and Serious Injuries - Pueblo County, All Crashes

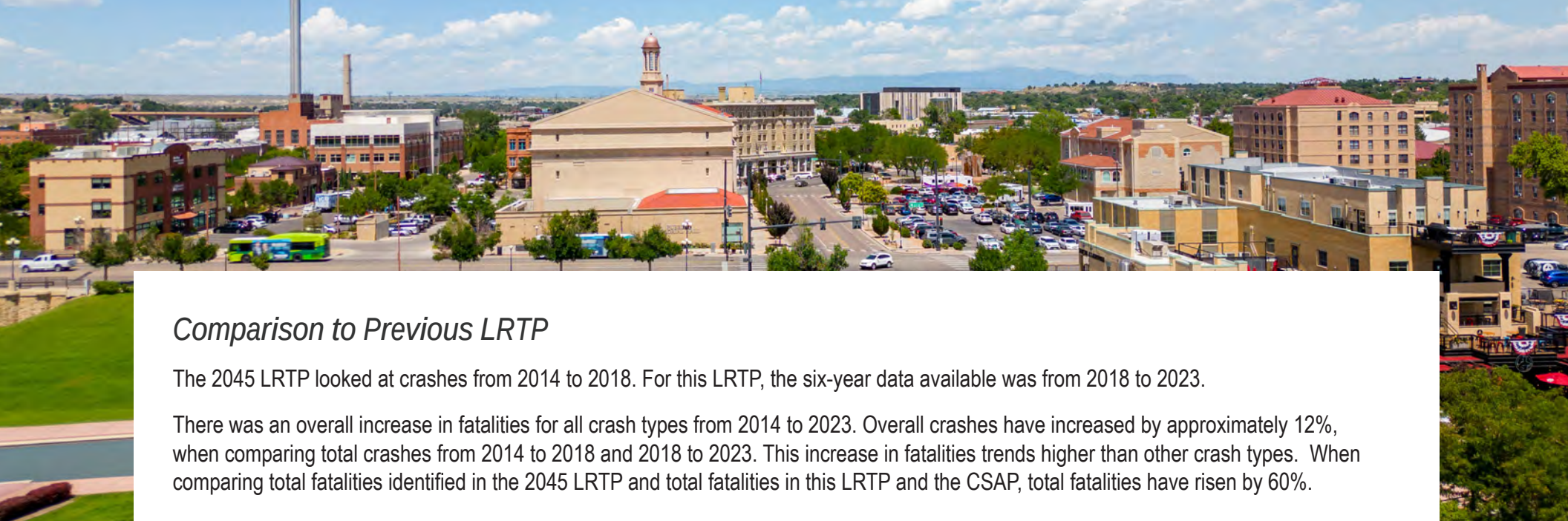


Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

Figure 46: Crashes by Severity - All Crashes - Pueblo County, 2018-2023



Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025



Comparison to Previous L RTP

The 2045 L RTP looked at crashes from 2014 to 2018. For this L RTP, the six-year data available was from 2018 to 2023.

There was an overall increase in fatalities for all crash types from 2014 to 2023. Overall crashes have increased by approximately 12%, when comparing total crashes from 2014 to 2018 and 2018 to 2023. This increase in fatalities trends higher than other crash types. When comparing total fatalities identified in the 2045 L RTP and total fatalities in this L RTP and the CSAP, total fatalities have risen by 60%.

National trends help to explain some of the trends shown in Figure 47. Behavioral issues such as not wearing seat belts, speeding, and driving while impaired are the three most persistent and frequent factors. Recent research¹ indicates behavioral issues have been major contributing factors to the increase in fatalities during the COVID-19 public health crisis. Demographic shifts such as increases in older drivers inform the types of efforts implemented and how safety is communicated.

New vehicle purchases across the nation are trending towards larger vehicles such as taller and wider pickup trucks, crossovers, and sport utility vehicles. While these heavier vehicles offer more protection to drivers inside the vehicle, they tend to cause more serious injuries than passenger cars when involved in pedestrian collisions due to their front-end height and center of gravity.² Advanced Driver Assistance Systems (ADAS) technologies such as emergency braking and lane departure warnings are known to help mitigate or prevent the impact of crashes.

1 National Roadway Safety Strategy, US Department of Transportation (2022).

2 "A modern injury risk curve for pedestrian injury in the United States: the combined effects of impact speed and vehicle front-end height." Monfort, Samuel S. / Mueller, Becky C., Journal of Safety Research, September 2025.

Figure 47: Likelihood of Severe Injuries Based on Collision Type and Speed

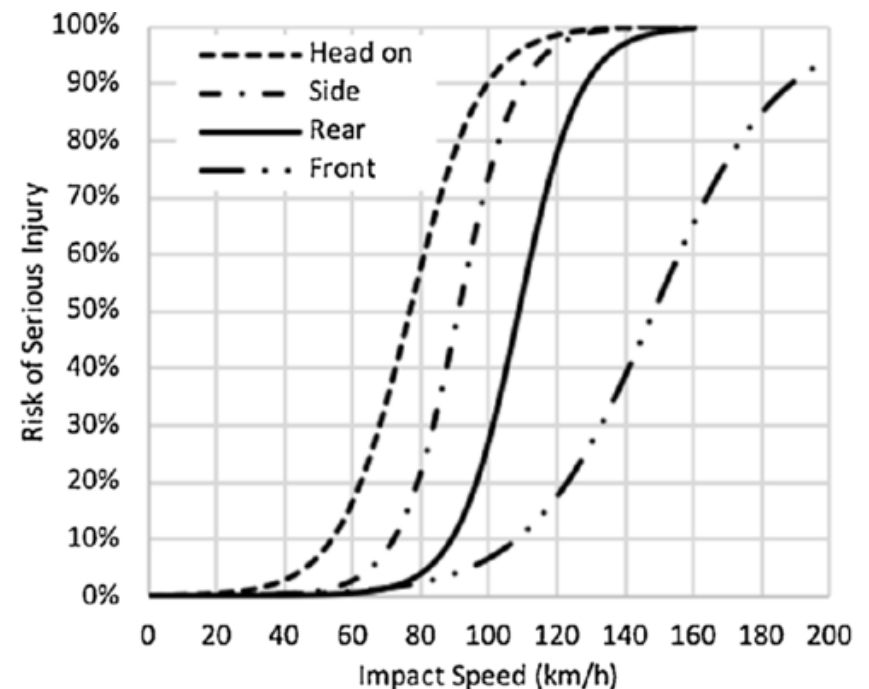
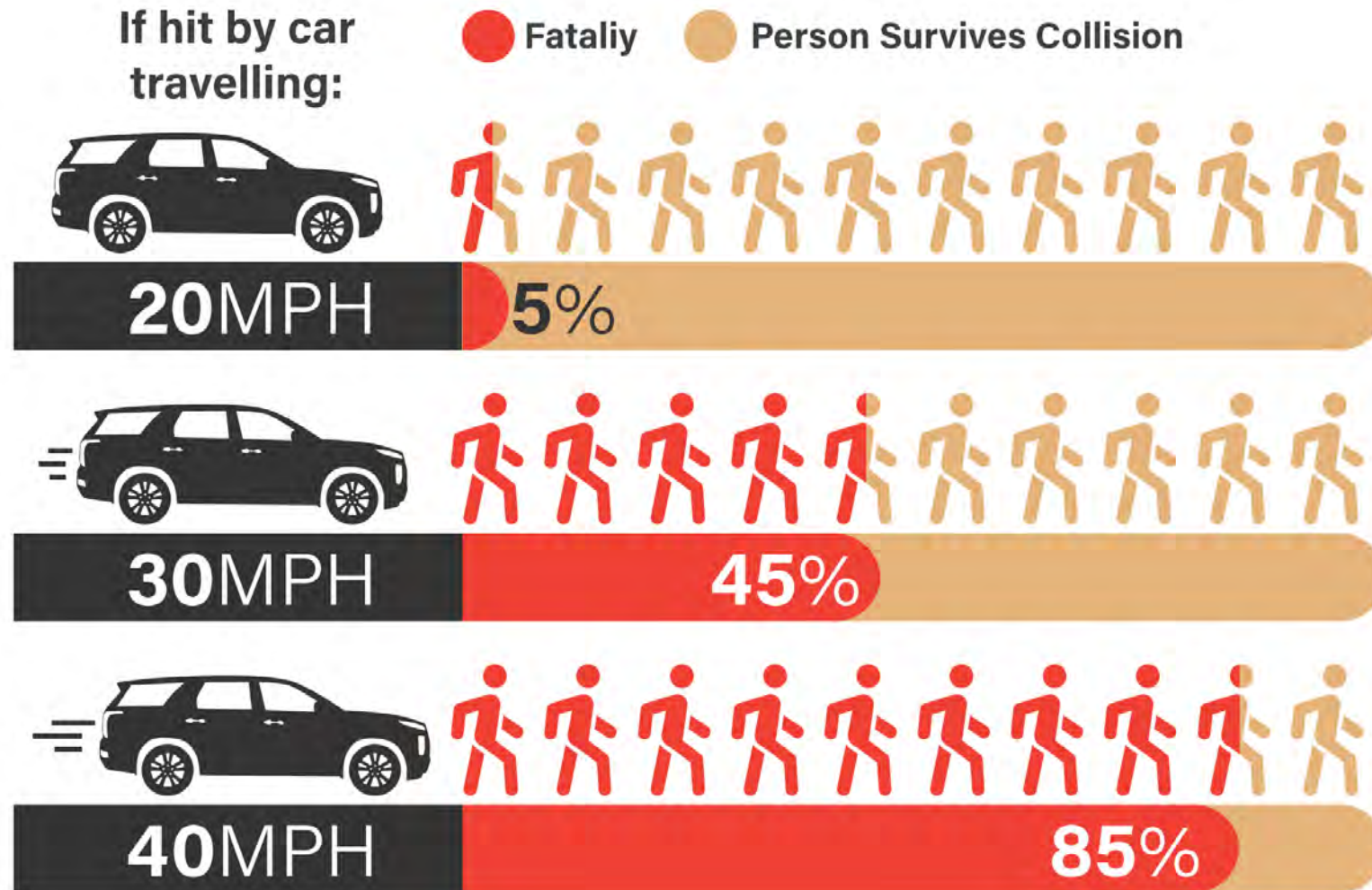
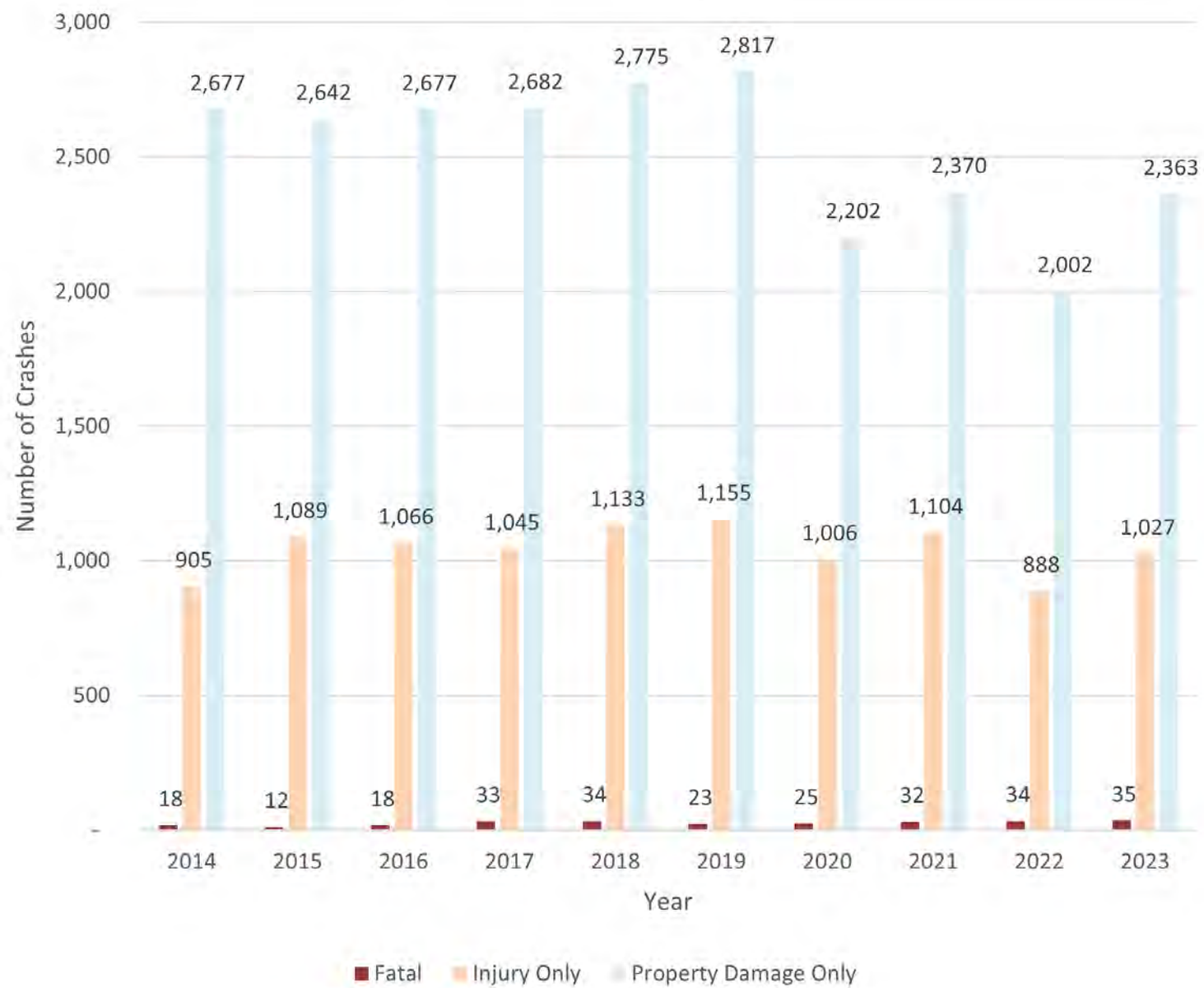


Figure 48: Likelihood of Pedestrian Fatalities Based on Vehicle Speed



Source: National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles.

Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>



Individual and Collective Costs and Benefits

As with most public infrastructure, roadway networks pose both individual and community benefits and costs.

Individual benefits may include:

- Access to jobs, services, and other daily needs
- Time savings with reduced travel time
- Personal convenience for flexibility around travel times, routes, and mode of travel (as compared to transit networks, which are often fixed-route and schedule-bound)
- Increases to land or property values associated with some road or streetscape improvements

Individual costs may include:

- Vehicle costs, including maintenance and gas
- Health impacts associated with exposure to emissions, reduced active mobility (especially in car-dependent areas), and stress from traffic
- Risk of injury and death due to crashes
- State and local taxes levied to support the road network

Collective benefits may include:

- Economic opportunity and commerce enabled by easy access for jobs and freight movement
- Emergency access for first responders, including emergency medical services and fire fighters
- A well-connected community for easy access between homes, jobs, school, goods, and services

Collective costs may include:

- Taxes required to develop and maintain local roads
- Cost required for traffic enforcement
- Fatalities and serious injuries incurred during crashes
- Inequities in access to travel, when funds are prioritized to roadways instead of more affordable, alternative modes of transportation
- Health impacts associated with reduced active mobility seen in suburban sprawl
- Environmental impacts, including air and noise pollution from emissions
- Loss of natural habitat or impairments to natural animal crossings through development of new roadways
- More paved roads can decrease the ability for groundwater recharge during storms, heighten the risk of flooding, and induce an urban heat island effect.

Goals & Objectives

The following goals will help support the improvement of roadway conditions in the Pueblo region. These are an excerpt of relevant goals and objectives from Chapter 3, which delves further into associated actions and strategies the MPO can pursue over the next five years.

Relevant Goals and Objectives from this Plan
Goal 1: Improve safety for all transportation system users.
Objective A: Build safer streets.
Objective C: Address dangerous roadway behavior through design and education.
Objective D: Encourage a culture of safety.
Goal 2: Build a multimodal system that offers safe, convenient, and accessible options for all modes.
Objective A: Create a well-connected, safe, and smooth multimodal system.
Objective C: Ensure the transit system is convenient and reliable.
Goal 3: Maintain a transportation system that encourages economic vitality and vibrancy.
Objective B: Maintain a fiscally constrained and sustainable transportation spending program.
Objective C: Coordinate land use with transportation investments.
Objective D: Promote coordination and collaboration across member jurisdictions.
Goal 4: Invest in transportation systems that promote a high quality of life and a healthy environment.
Objective A: Support CDOT's GHG reduction targets.
Objective B: Ensure transportation projects support neighborhood character.
Objective C: Incorporate environmental and public health considerations into transportation planning decisions.
Objective D: Improve infrastructure conditions.

Active Transportation

Active transportation is any human-scale, and typically human-powered, mode of transportation such as walking, running, bicycling, rollerblading, or using an electric bicycle, kick scooter or electric scooter, skateboard, wheelchair, or other personal assistive mobility device. Together, these are often referred to as “walking or rolling” as a mode of transportation. Safe and convenient active transportation infrastructure can provide many benefits for the Pueblo region, including reduced traffic congestion, user cost savings, road and parking facility savings, economic development, better air quality, and health benefits to the community by encouraging regular physical activity.

Role in the Greater Pueblo Transportation System

The vast majority of commuters in the region utilize vehicles to get to work. This means it is important to prioritize a safe, convenient, and well-maintained network for residents, who drive for both commuting and personal purposes. However, Pueblo’s roads are not only used by passenger vehicles; they are also used by buses, freight trucks, cyclists, pedestrians, and other multi-modal forms of transportation. Ensuring that Pueblo’s roadway network serves all user types is an important part of a holistic transportation network.

Walking and rolling are unique in the transportation system, as they can be both a method of transportation from one place to another, but also as a recreation activity, where a particular destination is not the primary purpose of a trip. Infrastructure for walking and rolling serves dual purposes in a regional transportation system: for utilitarian purposes (getting to work, school, or daily needs) and for recreation purposes (which can also be an economic development tactic to attract recreational tourism). Not all routes can always serve both purposes, but it is beneficial when they can. Therefore, active transportation routes, trails, and sidewalks should be carefully planned to encourage a range of user types along a well-connected system.

Because most active transportation is human-powered, it has a lower impact on air quality when compared to vehicle travel. Investments in active transportation can encourage health, both environmentally and individually. Providing high-quality active transportation infrastructure will allow residents and visitors to Pueblo to make the choice between a car and active transportation. Additionally, active transportation is often the “first and last-mile” connection between transit services like buses, the distance people must walk or roll to, or from a bus stop relative to their origin or destination. A well-designed active transportation system can support a healthy bus transit system.

Over the past 20 years, the Pueblo region has made efforts to improve the active transportation network, including constructing and improving sidewalks, trails, and a wide range of bicycle and walking facilities. For bicycling and walking to become truly convenient transportation options in the Pueblo region, the region must provide infrastructure which addresses the factors that support the users' safety and connect them to useful places. Active transportation must become fully integrated into land use and city-wide planning decisions: how new roadways or improvement designs will be built (street design standards), which destinations and population centers would most benefit from improved connectivity (planning and funding decisions), and even down to site development standards, which might require the upgrade or installation of new sidewalks, or connectivity to adjacent active transportation networks (zoning and development standards).

Factors that Influence Mode Choice

A person's choice of transportation for any given trip is complex, dependent on available mobility options, cost, speed, safety, convenience, weather, and other personal factors. The Pueblo area has a relatively mild climate, which makes travel by walking and rolling an enjoyable experience throughout most of the year. When weather and topography are not a factor, the choice to utilize active transportation is primarily made based on convenience, connectivity, and safety. If a walker or bicyclist feels unsafe when navigating from their origin to their destination, or there is a gap in the network where active transportation facilities are not available, the user is much less likely to make the trip.

This is especially true for cyclists. Well-connected, high-comfort facilities are more likely to attract a higher volume and more diverse range of cyclists. The level of stress on a facility can be influenced by the volume and speed of adjacent traffic, the separation or protection from the traffic (or lack thereof), and the width of a facility. Figures 51 and 52 show examples of low to high comfort facilities, and levels of traffic stress factors that influence the comfort level of a bike facility.

Figure 50: Emissions by Mode of Transportation
(Passenger - Local Travel)

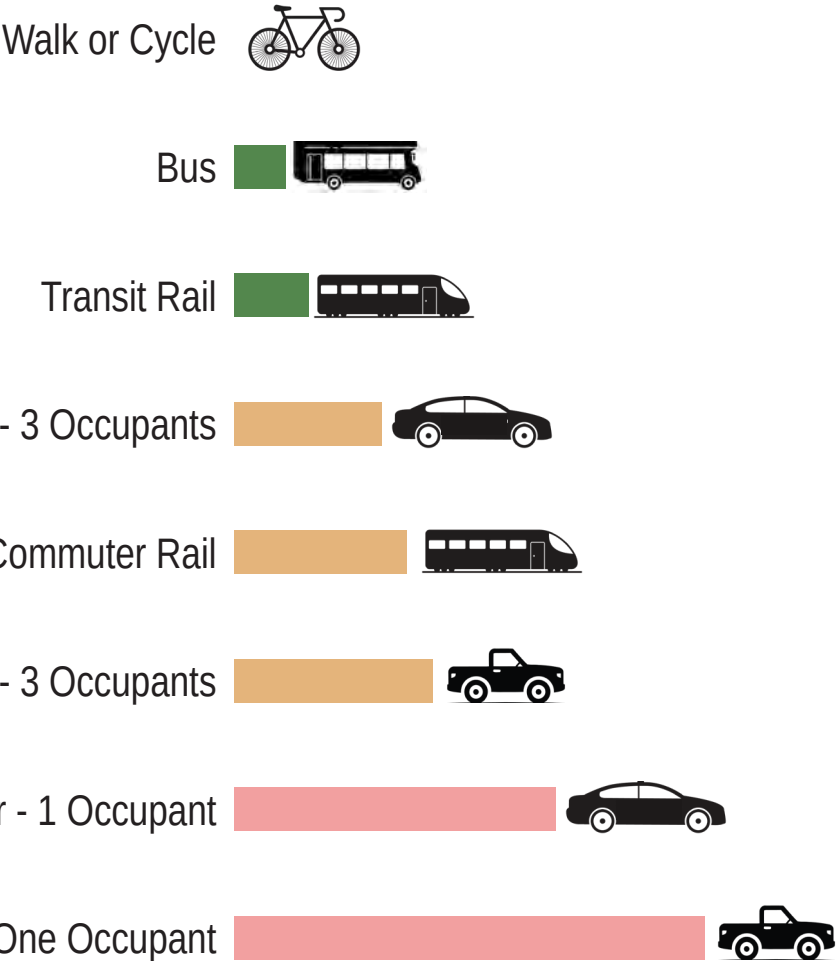


Figure 51: Bicycle Facilities by Comfort Level

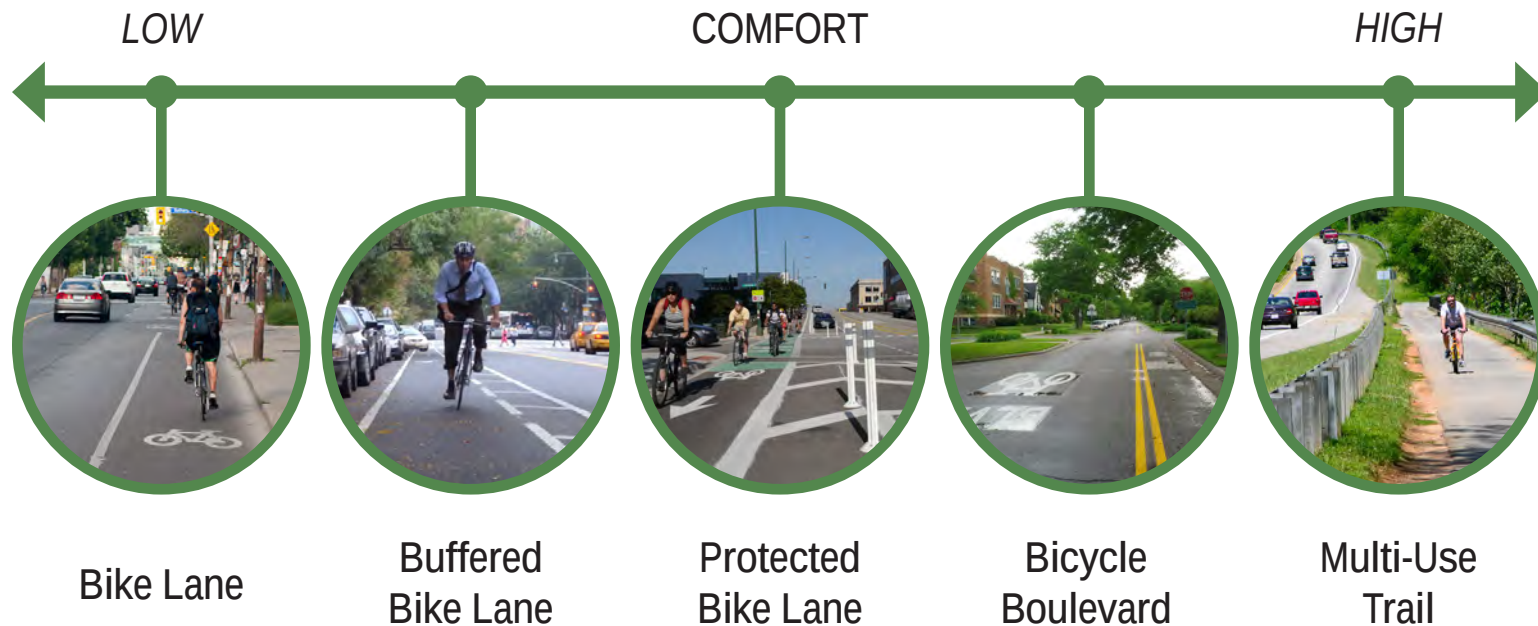


Figure 52: Bicycle Rider Types

The four types of bicyclist's typology is a useful tool for understanding different comfort-levels for biking. Across the U.S., individuals typically fall into one of these four categories based on their attitudes and comfort levels for bicycling:

- **Strong and fearless:** will ride regardless of challenging traffic conditions
- **Enthusied and confident:** will ride in most traffic conditions but prefer dedicated bicycle facilities
- **Interested but concerned:** will ride only if there are comfortable bicycle facilities available
- **No way no how:** will never ride for personal or physical reasons



Strong and Fearless



Enthusied and Confident



Interested but Concerned



No Way, No How

Intersections are major conflict points between active transportation users and vehicles, often marking the highest stress point of a walk or roll. Designing safe and navigable intersections for walkers and rollers can markedly improve the accessibility of active transportation infrastructure, not just to users with disabilities, but to users of all age and ability ranges.

ADA Transition Plans can be an asset to Pueblo region communities to identify sidewalk obstructions, deficient sidewalk widths, and non-compliant curb ramps or crossings.

City of Pueblo ADA Curb Ramp Program

To comply with standards established by the Americans with Disabilities Act (ADA), the City of Pueblo has a Curb Ramp Program by which it identifies non-compliant areas, and installs, repairs, and maintains compliant accessibility levels for sidewalks and curb ramps. Funding for this program comes from a variety of sources and includes Community Development Block Grants (CDBG) from the U.S. Department of Housing & Urban Development.

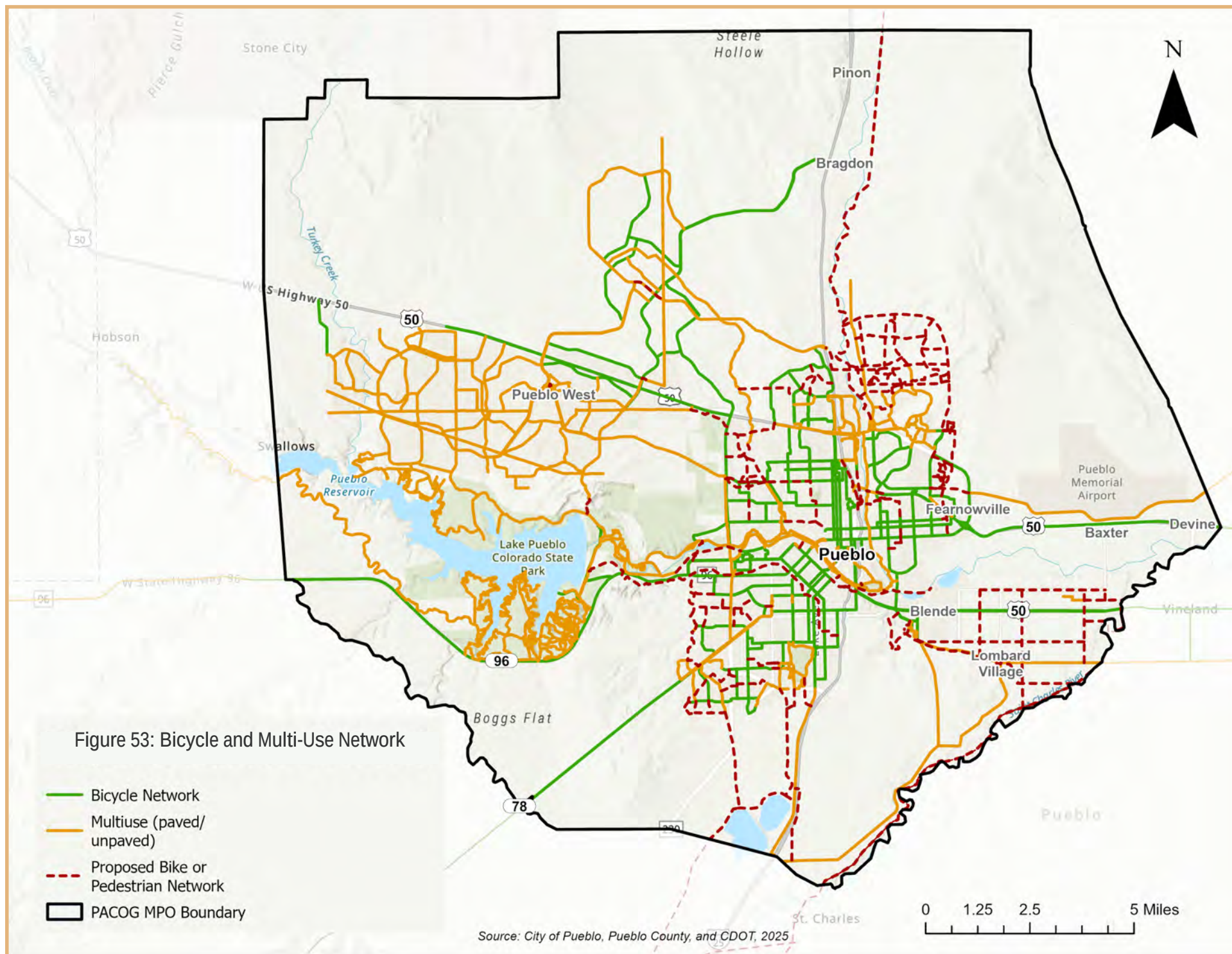
Citizens or family members may also request improvements directly from the City of Pueblo Public Works Department.

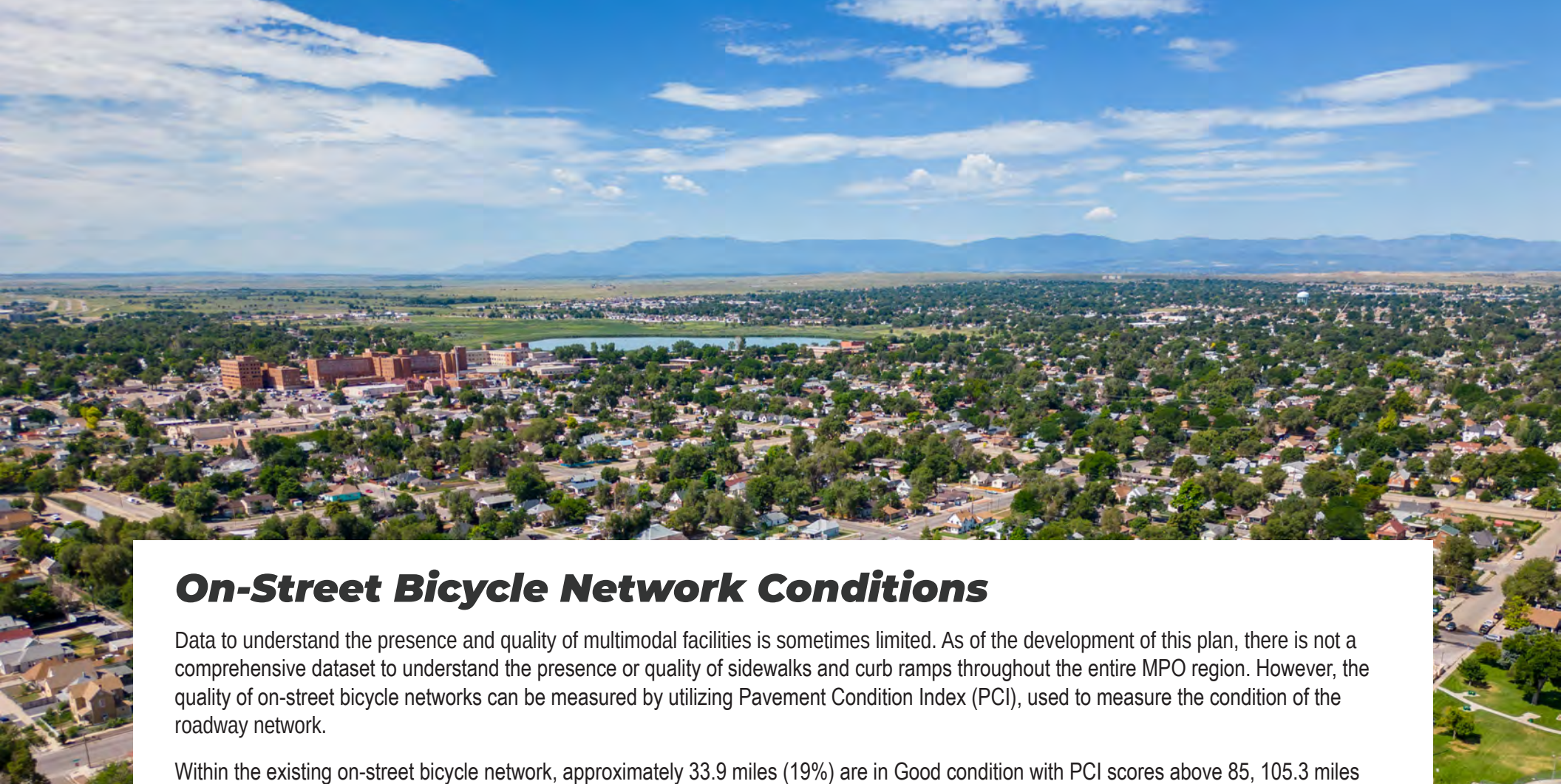
Existing System

Today, the Pueblo MPO has about 219 miles of bicycle infrastructure (including bicycle routes, bicycle lanes, and buffered bicycle lanes) and about 303 miles of multiuse trails (including paved and unpaved on-street and off-street trails). The map below illustrates the on- and off-street network, along with proposed future networks as proposed in the PACOG Bicycle and Pedestrian Master Plan (2020).

For a detailed interactive map of the bicycle network, visit the PACOG website.







On-Street Bicycle Network Conditions

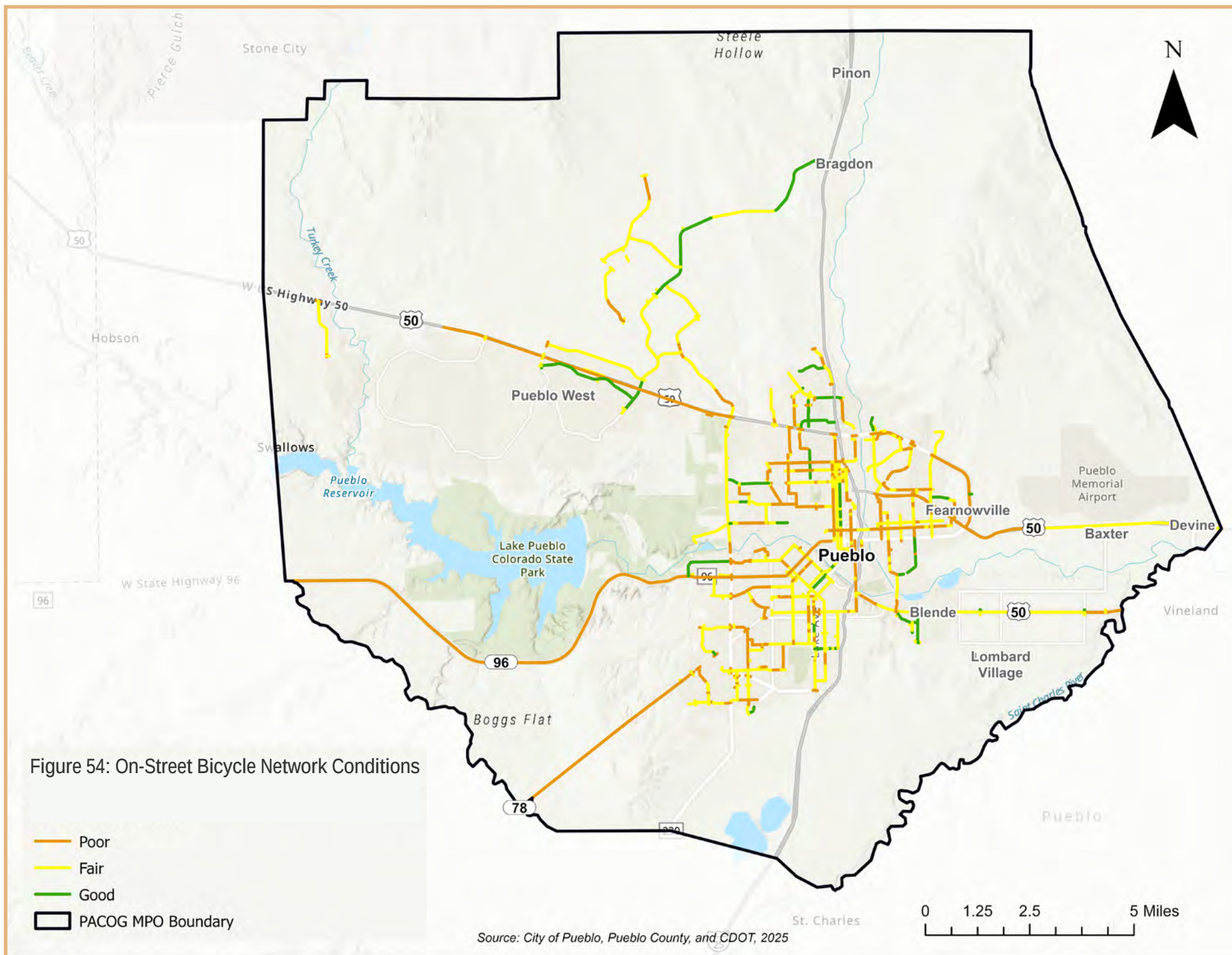
Data to understand the presence and quality of multimodal facilities is sometimes limited. As of the development of this plan, there is not a comprehensive dataset to understand the presence or quality of sidewalks and curb ramps throughout the entire MPO region. However, the quality of on-street bicycle networks can be measured by utilizing Pavement Condition Index (PCI), used to measure the condition of the roadway network.

Within the existing on-street bicycle network, approximately 33.9 miles (19%) are in Good condition with PCI scores above 85, 105.3 miles (58%) are in Fair condition with PCI scores between 55 and 85, and 42.3 miles (23%) are in Poor condition with PCI scores below 55.

Member agencies can utilize this information to prioritize repaving projects of roadways in poor condition, where improving pavement condition can benefit both drivers and cyclists.

Table 33: Miles of Road by PCI - On-Street Bicycle Network

Good (>85 PCI)	Fair (55-85 PCI)	Poor (<55 PCI)
33.9 Bike Network Miles	105.3 Bike Network Miles	42.3 Bike Network Miles



Safety

Between 2018 and 2023, there were over 38,000 crashes in Pueblo County. Of all incidents, crashes involving pedestrians represented 1.1%, while bicycles represented 0.3%. This is a lower rate than the rest of Colorado (1.5% and 0.6%, respectively), which could be attributed to lower rates of walking and biking in Pueblo than in other larger, more populated metro areas like Denver.

Of all crashes, 3.4% resulted in fatalities or serious injuries (KSI). This is significantly lower than the statewide rate of 19.5%. Pedestrians are disproportionately represented in fatalities and serious injuries at 7.6% of all KSIs, while cyclists are at 1.6%. Pedestrian and cyclists are both considered vulnerable road users, at a higher risk of injury or death on the road due to their lack of protection compared to vehicle occupants. Cyclists tend to have more protection, as they are more likely to be wearing a helmet when hit by a moving car. The risk of serious injury and death for pedestrians increases with the speed of the moving vehicle.

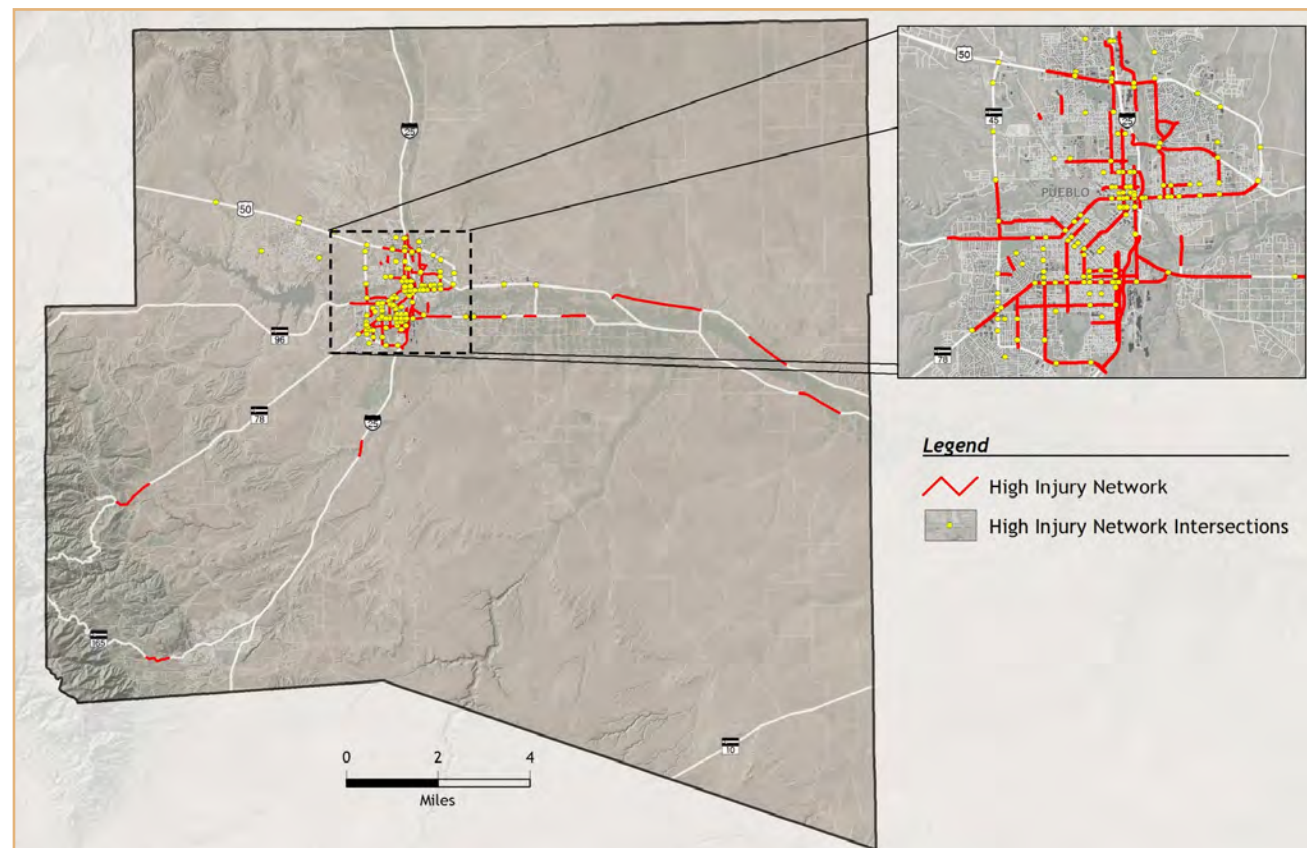
Crash Types and Severity in Active Transportation

Crashes are recorded through law enforcement, classified into types and by severity.

According to Colorado's Injury Classification System, a serious injury crash is defined as having evident incapacitating injuries. This is any injury other than a fatal injury that prevents the injured person from driving, walking, or normally continuing activities they were able to participate in prior to the crash.

The map below shows the intersections and roadways with the highest rates of deaths and serious injuries for all types.

Figure 55: A Map of Pueblo County High Injury Network



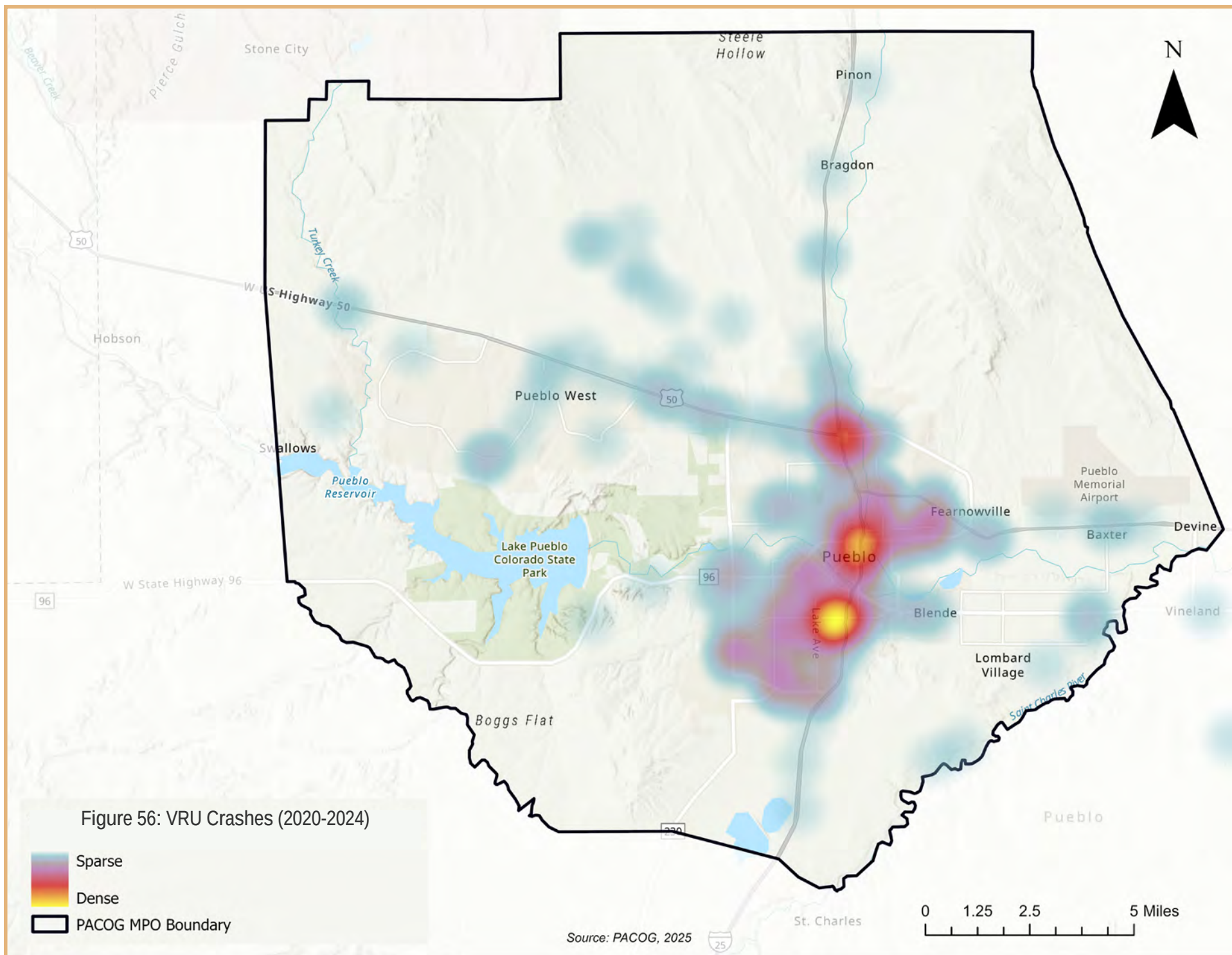
Source: Pueblo Area Comprehensive Safety Action Plan, 2025



Vulnerable Road Users (VRUs)

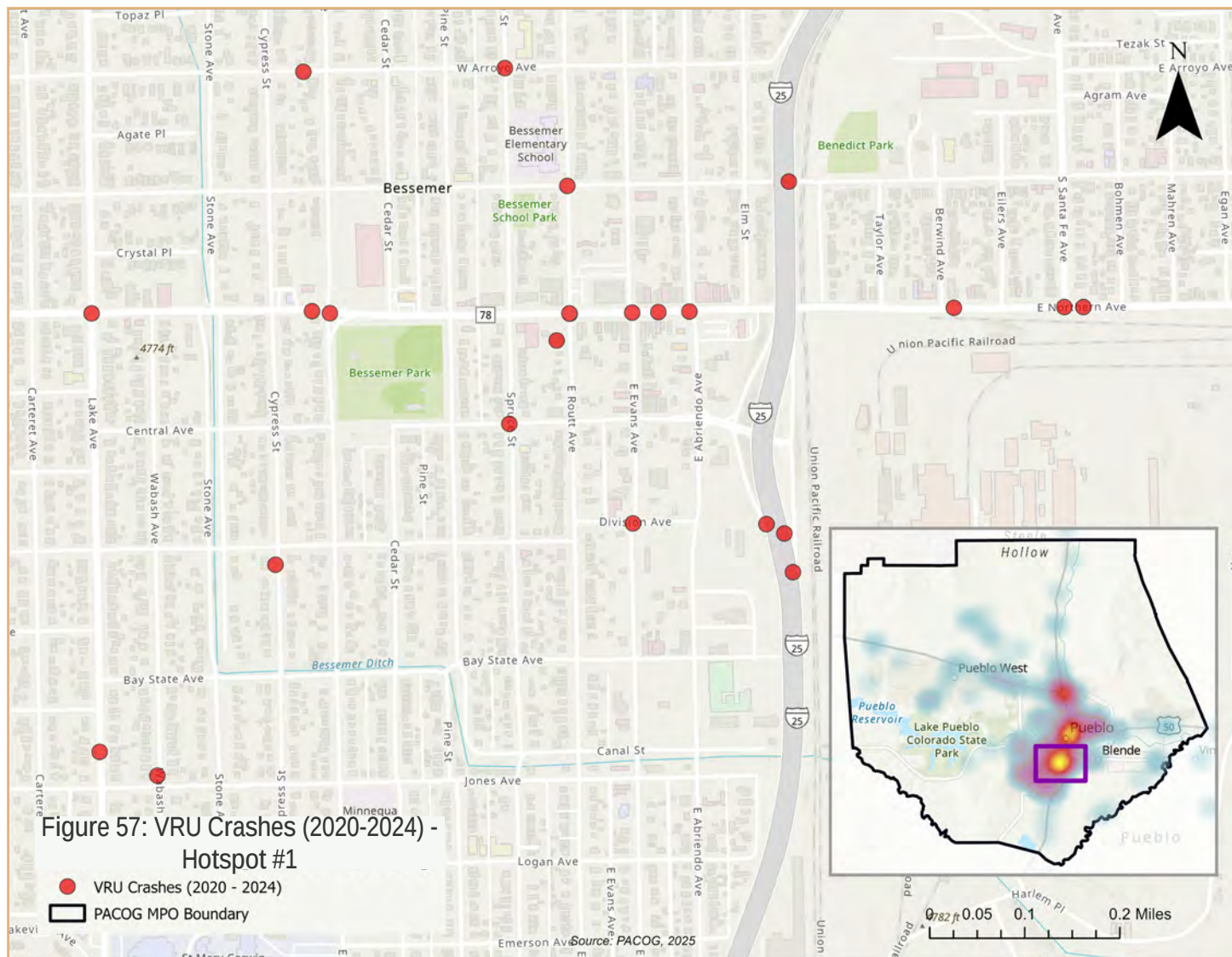
Vulnerable Road Users (VRUs) are people who are at a greater risk of injury or death in traffic crashes because they are not protected by a vehicle structure. This typically included pedestrians, bicyclists, and motorcyclists (as well as scooter riders, wheelchair users, and any others using non-motorized or micromobility devices). Analyzing crashes involving VRUs helps to identify safety concerns in areas where roadway design, vehicle speed, or lack of facilities increase the risk of severe outcomes for these users.

Figure 56 shows the spatial distribution of VRU crashes within the PACOG region between 2020 and 2024. Areas shown in yellow represent higher concentrations of crashes, indicating hotspots of VRU incidents; primarily centered in and around the City of Pueblo. Cooler blue areas show lower crash densities, with sparse occurrences elsewhere in the region, but mostly along interstates and highways and in higher-density neighborhoods. This pattern suggests that most VRU crashes occur in urbanized, higher-traffic areas where pedestrian, bicycle, and motorcycle activities are more frequent and could also point to a lack of adequate multimodal facilities.



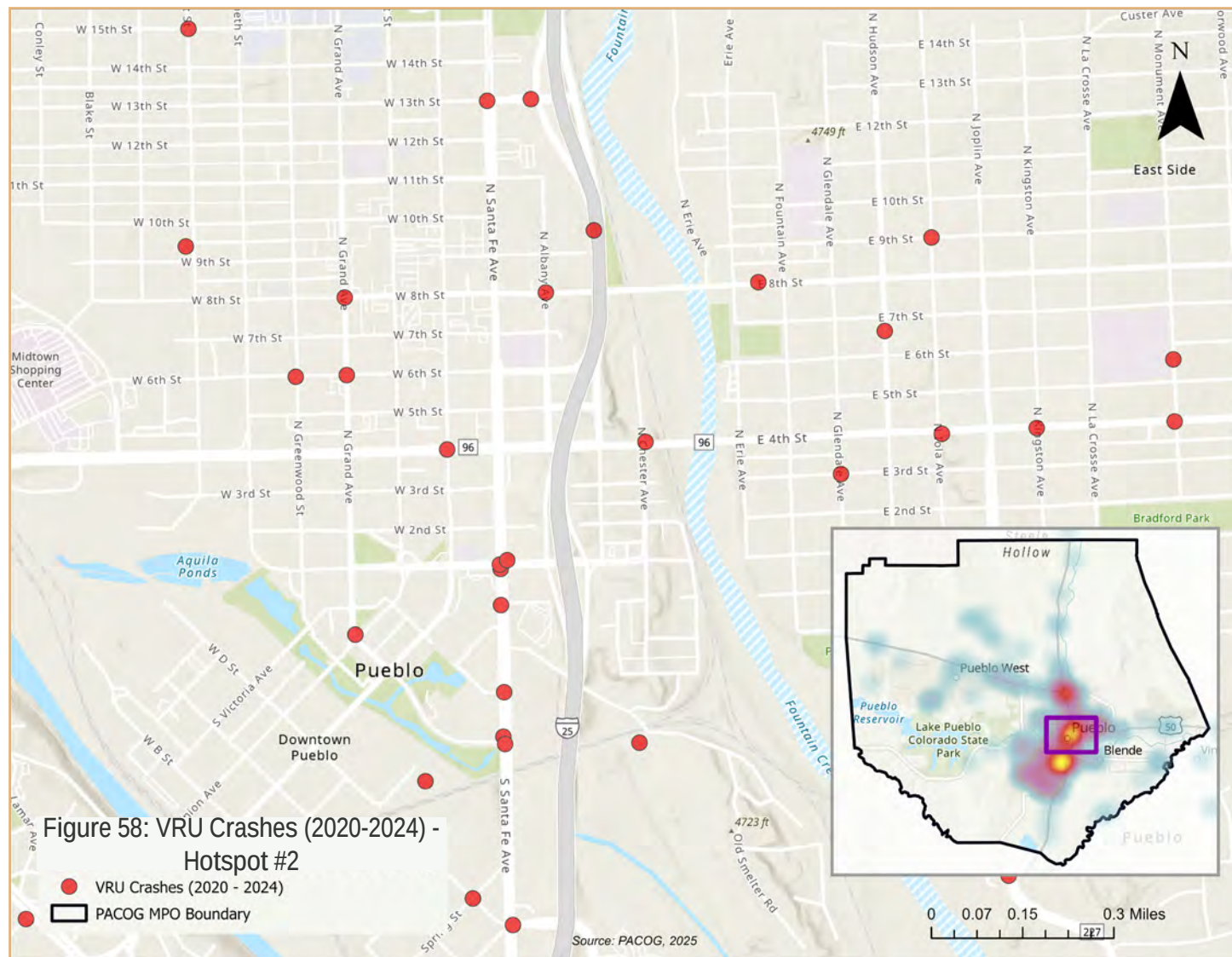
VRU Hotspot #1

In Figure 57, the inset heat map shows that the Bessemer neighborhood, located south of downtown Pueblo, has the highest density of VRU crashes in the PACOG region. The larger map zooms into this hotspot, illustrating the specific crash locations with red dots primarily clustered along major corridors such as Northern Avenue, Elm Street, and Abriendo Avenue. The concentration of incidents near schools, parks, and residential areas suggests higher exposure of pedestrians and cyclists, emphasizing the need for targeted safety improvements and infrastructure enhancements to protect these vulnerable users.



VRU Hotspot #2

Figure 58 highlights the second highest concentrated hotspot of VRU crashes within the PACOG region from 2020 to 2024. The inset heat map shows that this cluster is centered in and around Pueblo's Downtown and East Side neighborhoods. The detailed map of each crash location in the hotspot shows a strong concentration along major corridors such as Santa Fe Avenue, Grand Avenue, and 4th through 9th Streets. The proximity of these crashes to downtown activity centers, commercial areas, and key roadways suggests high pedestrian and cyclist activity in a dense traffic environment. This area's mix of residential, business, and transportation uses indicates a need for focused safety measures such as improved crosswalks, lighting, and traffic calming to reduce conflicts and enhance safety for VRUs.



VRU Hotspot #3

Figure 59 highlights the third-most condense hotspot of VRU crashes in the PACOG region. A large cluster of crashes is concentrated along U.S. Highway 50 near the interchange with Interstate 25. This corridor includes major commercial destinations, high-speed roadways, and high-traffic roadways, which likely contribute to elevated crash occurrences involving pedestrians, bicyclists, and other VRUs. The inset map shows the hotspot's relative intensity within the broader PACOG area, indicating that this location represents one of the most significant concentrations of VRU incidents outside of the downtown Pueblo core.

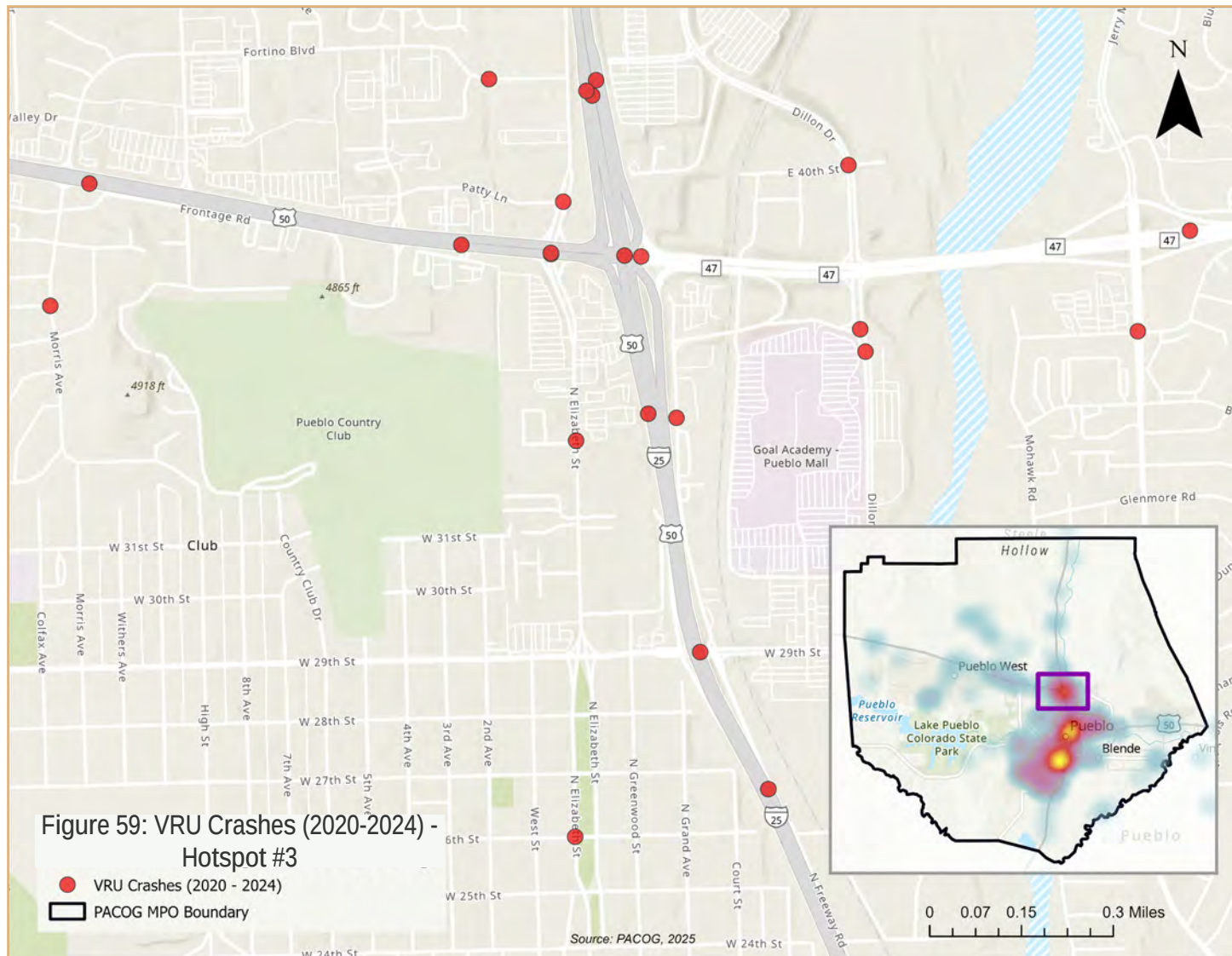
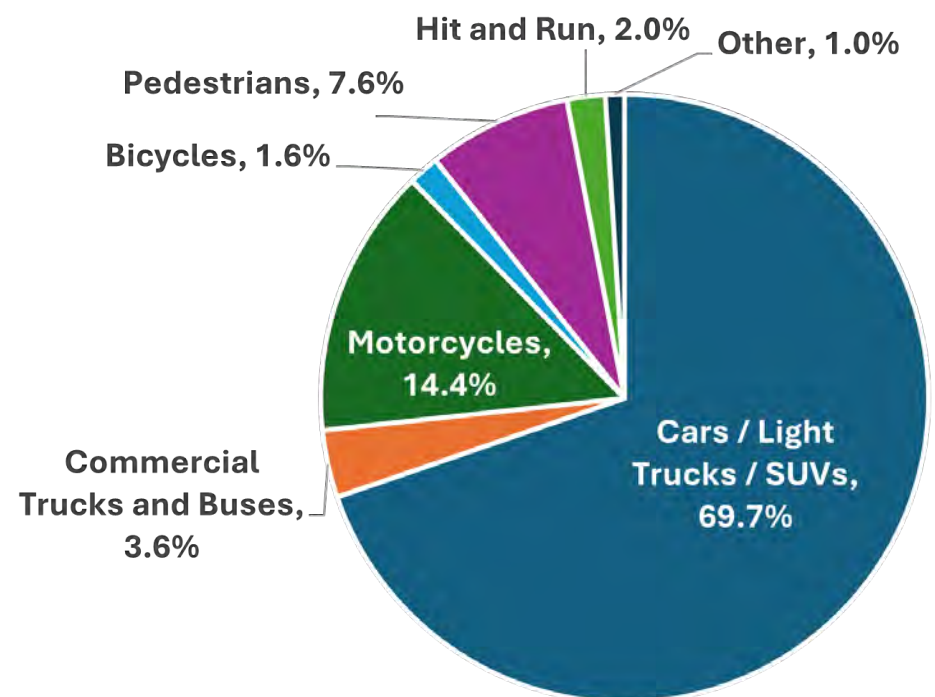




Figure 60: Fatal and Serious Injury Crashes by Vehicle Type, 2018-2023, Pueblo County



Fatal and Serious Injury Crashes

In the years 2018 through 2023, the fatal and serious injury (KSI) crashes in Pueblo County mostly involved cars, light trucks, and SUVs. These crashes made up 69.7% of all KSI crashes within the County. The next most common vehicle type involved motorcycles at 14.4%. Motorcycle and bicycle users and pedestrians represent the vulnerable road user group. Together, these groups account for 23.6% of KSI crashes.

Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

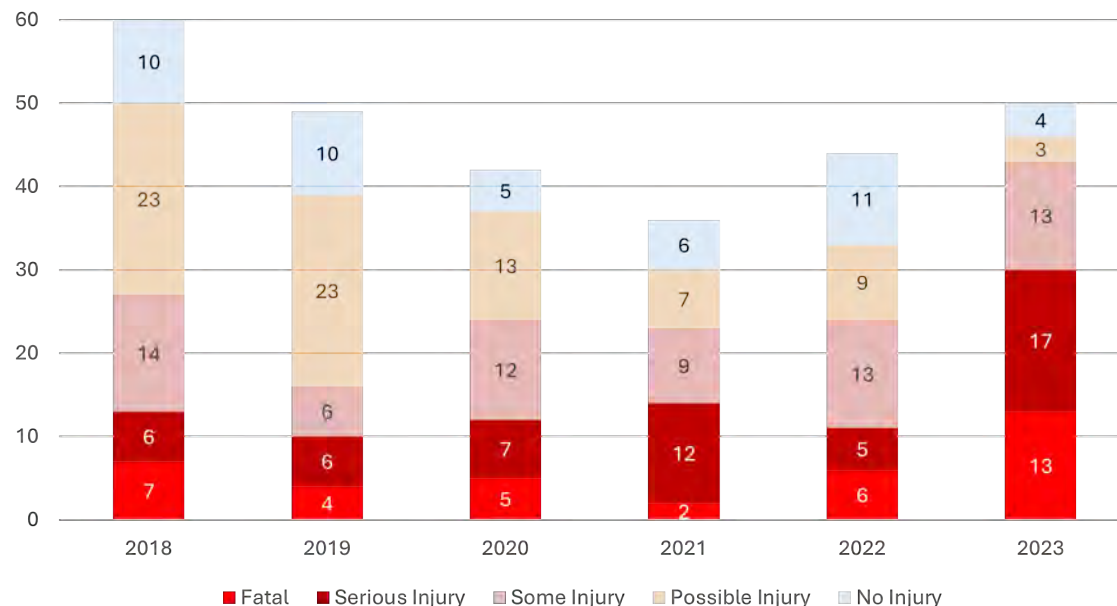
Pedestrian Crashes

Out of the 6 study years, the total number of pedestrian crashes were at an all-time high in 2018 with 60 total crashes. 2021 had the least number of pedestrian crashes with 36 crashes (a general decrease in vehicle miles traveled during the pandemic may have contributed to this). 2022 and 2023 saw an upwards trend in pedestrian crashes with 44 and 50 crashes, respectively.

There were 281 pedestrian crashes within the Pueblo region in 2018 to 2023, of which 90 pedestrians were killed or seriously injured (Figure 61). While these crashes only account for 7.6% of all fatal or serious injury crashes within the County, they make up approximately 32% of all pedestrian crashes. As more people are expected to use active transportation modes within the approaching years, pedestrian trips are expected to increase.

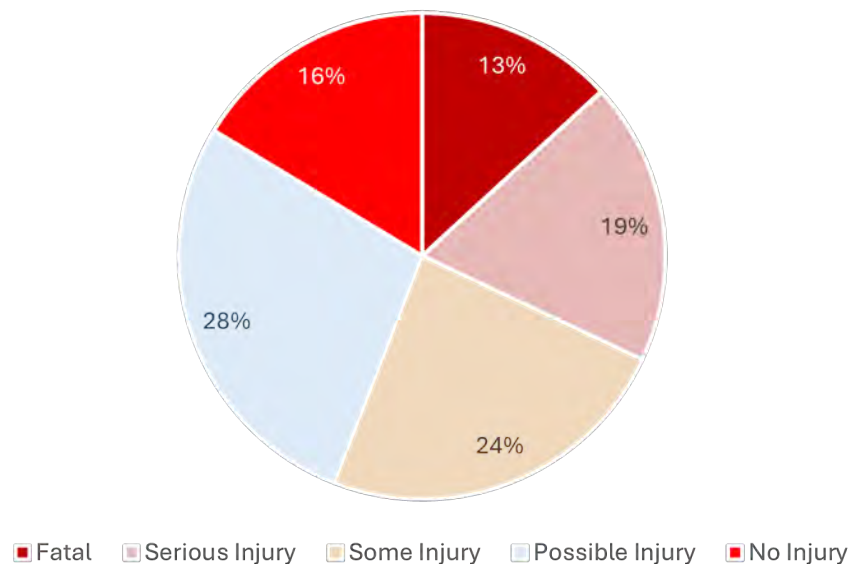
When looking at the overall distribution of pedestrian crashes across the study years, the Possible Injury and Some Injury categories make up over half of all pedestrian crashes at 28% and 24%, respectively. These crashes include Non-incapacitating Injuries and Complaint of Injuries from the crash. The fatal and serious injury crashes account for over a quarter of all crashes at 13% and 19%, respectively. Although this number seems small, it still accounts for 7.6% of all KSI crashes within Pueblo County.

Figure 61: Pedestrian Injuries and Fatalities



Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

Figure 62: Percentage of Crash Type - Pedestrians, 2018-2023



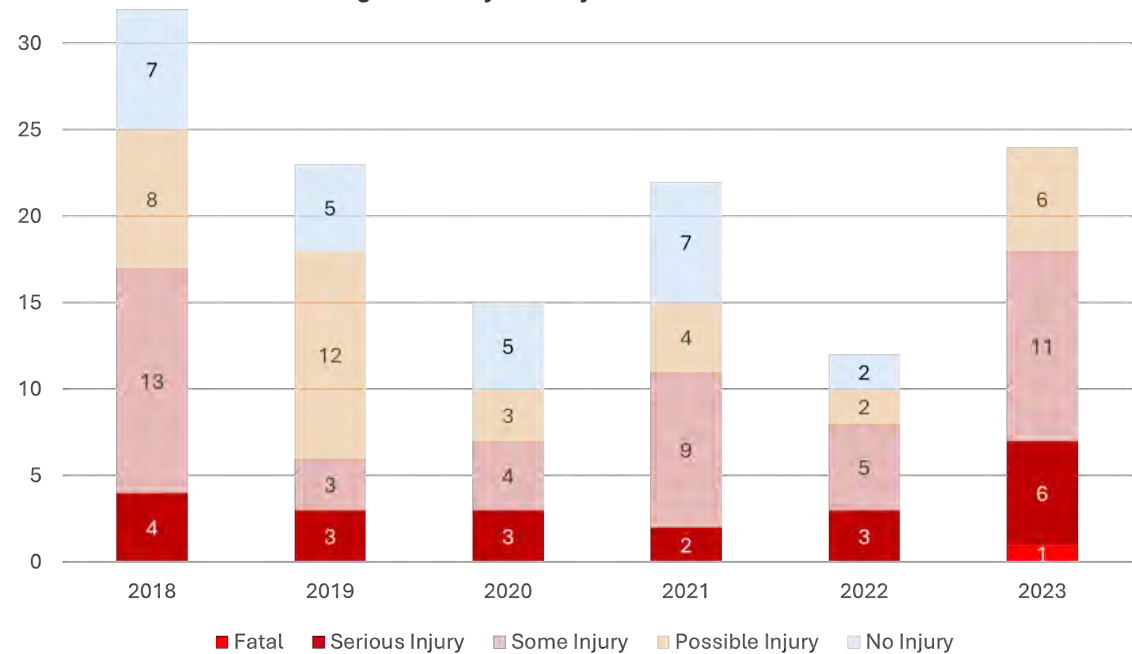
Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

Cyclist Crashes

Similar to pedestrian crashes, cyclist crashes also saw a steady decrease between 2018 and 2020. No fatal crashes occurred in years 2018 through 2022, and one fatal crash occurred in 2023.

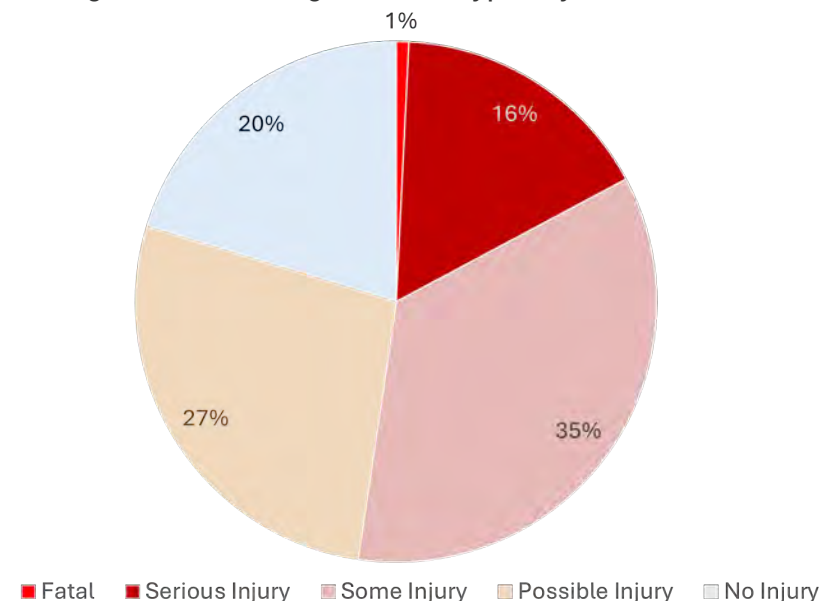
Although there are low KSI crash rates compared to other crashes within the County (17% of all cyclist crashes), there are significantly more “some injury” and “possible injury” crashes. “Some injury” crashes make up 35% and “possible injury” crashes make up 27% of all cyclist crashes within the County. Together, these crashes account for over half of all cyclist crashes. Finally, no injury crashes account for 20% of crashes. Together, these crashes only account for 1.6% of all serious and fatal crashes within Pueblo County.

Figure 63: Cyclist Injuries and Fatalities



Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

Figure 64: Percentage of Crash Type - Cyclists, 2018-2023



Source: Pueblo Area Comprehensive Safety Action Plan Report, 2025

Pueblo Area Comprehensive Safety Action Plan (2025)

The Comprehensive Safety Action Plan (CSAP) for the Pueblo area was developed to guide efforts to reduce fatal and serious injury crashes through data-driven and evidence-based strategies. The plan identifies and prioritizes a coordinated program of projects aimed at improving roadway safety outcomes. It also strengthens the ability of the City of Pueblo and Pueblo County to compete for federal and state infrastructure funding, while ensuring that considerations of fairness and community values are reflected in the project selection process.

When Pueblo's fatal crash statistics are compared to those of other similarly sized cities in Colorado—using the number of fatal crashes normalized per 100,000 population—Pueblo reports the highest fatality rate in the state. This holds true for all crash types as well as for pedestrian crashes alone. While concerning, this metric also highlights the presence of significant opportunities for safety improvement across the city's transportation network.

The CSAP identified the highest-risk intersections and road segments, then utilized a screening criteria (which included a cost-benefit ratio, presence of under-resourced populations, and the opportunity to coordinate with planned improvements) to prioritize projects. This process resulted in 47 intersection and 6 corridor projects, which represent a combined estimated construction cost of \$112,000,000 and \$532,00,000 in estimated safety benefits.

To ensure consistent data reporting, this LRTP utilized safety data from the CSAP project team. This LRTP illustrates longer-term, regional trends and concerns in safety data to help benchmark against future trends, while the CSAP report identifies actions and specific projects that can help improve safety in Pueblo today.

Table 34: Example of Project Cost, Benefit, and Ranking in the CSAP

Category	Project Description	Cost	B/C	Benefit	B/C Rank	Total Score Rank
Pedestrian Crossings	PHB or RRFB - 4th and Monument	\$400,000	3.58	\$1,432,000	37	43
Roadside	Guardrail	\$145,000	39.21	\$5,685,450	6	6
	Clear Zone Improvements - Pueblo Blvd	\$1,835,140	1.00	\$1,835,140	66	65
Sidewalk	Sidewalk New Sidewalk - St Clair Ave	\$1,200,000	1.79	\$2,148,000	59	62
Signal Timing	Corridor Signal Timing - Northern	\$50,000	16.18	\$660,500	13	10
	Corridor Signal Timing - Prairie	\$50,000	5.45	\$272,500	27	25
	Signal Timing Adjustments (City)	\$74,000	103.59	\$7,665,390	2	8
	Corridor Signal Timing - Pueblo Blvd	\$50,000	13.98	\$699,000	15	23
	Corridor Signal Timing - US 50A	\$65,000	46.74	\$1,402,200	5	22
	Adaptive Signal System - US 50A	\$600,000	4.93	\$2,958,000	29	44
	Signal Timing Adjustments (CDOT)	\$75,000	401.50	\$30,112,480	1	5
	Corridor Signal Timing - 4th St	\$50,000	4.79	\$239,500	31	30
Signings and Markings	Various Signing and Pavement Markings (City)	\$169,000	13.95	\$2,357,405	16	15
	Various Signing and Pavement Markings (CDOT)	\$220,500	8.89	\$1,960,990	19	18

Individual & Collective Costs and Benefits

Individual and collective costs and benefits are an integral consideration in the planning process. Often, funding availability guides what decisions are made for rehabilitation of existing and construction of new infrastructure. Detailed analysis of these items can guide city and county staff, planners and engineers, and key decision makers through the cost process.

The benefits of walking and cycling are difficult to quantify, as they are often associated with improved environment, health, and quality of life, which are notoriously difficult to measure quantitatively on a collective regional scale. However, some benefits can be quantified (such as savings on vehicle travel such as gas and car maintenance). Costs are mostly related to the upfront cost of maintaining and upgrading multimodal facilities.

Individual Benefits may include:

- Reduced vehicular transportation costs (insurance, fuel, parking, maintenance) when electing to walk or bicycle instead of drive
- Sense of independence and mobility, particularly for youth, older adults, and those without vehicles
- Increased connection with community and surroundings
- More predictable travel times
- Improved personal health

Individual Costs may include:

- Purchase and maintenance of equipment, such as bicycles, and helmets
- Personal time investment (may take longer than driving)
- Safety risks due to vulnerable road user status
- Exposure to weather
- Limited carrying capacity compared to a vehicle



Collective Benefits may include:

- Reduced traffic congestion and demand for roadway construction or widening
- Quieter, livable, and safer communities
- Increased community accessibility
- Improved air quality
- Enhanced community cohesion and street life
- Stronger local economies, as people traveling on bicycle or foot tend to spend more at local businesses
- Reduced wear on road infrastructure compared to motor vehicles
- Reduced social cost of healthcare

Collective Costs may include:

- Ongoing maintenance of facilities such as resurfacing paths, lighting, signage, and landscaping
- Opportunity-cost of reallocating road space or funding from car-centric infrastructure
- Cost of supportive policies (such as subsidies and bike-share programs)
- Public investment in sidewalks, bicycle lanes, crossings, trails, and landscaping



Goals & Objectives

The following goals will help support the improvement of active transportation conditions in the Pueblo region. These are an excerpt of relevant goals and objectives from Chapter 3, which delves further into associated actions and strategies the MPO can pursue over the next five years.

Relevant Goals and Objectives from this Plan
Goal 1: Improve safety for all transportation system users.
Objective A: Build safer streets.
Objective B: Protect vulnerable road users.
Objective C: Address dangerous roadway behavior through design and education.
Objective D: Encourage a culture of safety.
Goal 2: Build a multimodal system that offers safe, convenient, and accessible options for all modes.
Objective A: Create a well-connected, safe, and smooth multimodal system.
Objective B: Improve walkability in the region for all users, including people with mobility challenges.
Objective D: Expand alternative transportation options, including pedestrian, bicycle, and passenger rail.
Objective F: Encourage the use of alternative modes of transportation.
Goal 3: Maintain a transportation system that encourages economic vitality and vibrancy.
Objective C: Coordinate land use with transportation investments.
Goal 4: Invest in transportation systems that promote a high quality of life and a healthy environment.
Objective A: Support CDOT's GHG reduction targets.
Objective C: Incorporate environmental and public health considerations into transportation planning decisions.
Objective D: Improve infrastructure conditions.

Transit

Understanding the current state of Pueblo Transit is an essential step in shaping the region's long-range transportation plan. The assessment of routes, facilities, ridership trends, and financial performance provides a baseline for evaluating how well the system meets today's needs and where improvements are most urgent. In the long term, this information will guide analysis and recommendations that address both operational efficiency and community priorities, whether that means enhancing reliability, expanding transit coverage, or strengthening connections to regional services.

Transit's Role in the Greater Pueblo Transportation System

Transit plays a vital role in a regional transportation system by providing alternative mobility options that connect people to jobs, services, education, and recreational opportunities. When planned and operating efficiently, a transit system can help reduce roadway congestion by moving large numbers of people in fewer vehicles; support economic development by improving access to key destinations; and expand transportation choices and accessibility by offering affordable travel choices for those without a car. Buses and trains can improve sustainability by reducing reliance on single-occupancy vehicles, making it a critical component of a balanced and resilient regional transportation network.

Pueblo Transit is the primary public transportation provider in Pueblo, Colorado, operating as a division of the City of Pueblo and providing fixed-route bus services. Additional providers of public transit in the region includes the Bustang Outrider and Greyhound, which provide mass transportation options outside of the region. These services are also located the Pueblo Transit Center in Downtown Pueblo.

In addition to fixed-route bus services, the City of Pueblo provides complimentary paratransit service, branded as Citi-Lift, to individuals who are unable to use fixed-route bus service due to physical or mental disability. Pueblo's Senior Resource Development Agency (SRDA) transportation service promotes mobility and independence by providing quality transportation to individuals who cannot access or afford other transportation alternatives.

Figure 65: Pueblo Transit System Map

Existing Transit System

Pueblo Transit operates 13 fixed routes as shown in Figure 1. All 13 routes originate and terminate at the Pueblo Transit Center (123 Court Street), radiating out to serve different areas of the community. Routes operate on 1-hour headways, generally running from approximately 6:00 a.m. to 7:00 p.m., Monday through Friday. On Saturdays, all routes except Route 5 and Route 13 provide hourly service starting around 8:00 a.m.

The Pueblo Transit system provides a network of fixed routes that connect residents and visitors to many of the community's most important destinations, including schools, colleges, parks, medical facilities, shopping areas, and civic institutions. Each route operates on a 60-minute frequency and is designed to serve both neighborhood-level travel and regional connections across the city. Table 35 highlights the key destinations along each route, illustrating how Pueblo Transit links people to education, employment, healthcare, recreation, and essential services throughout the community.

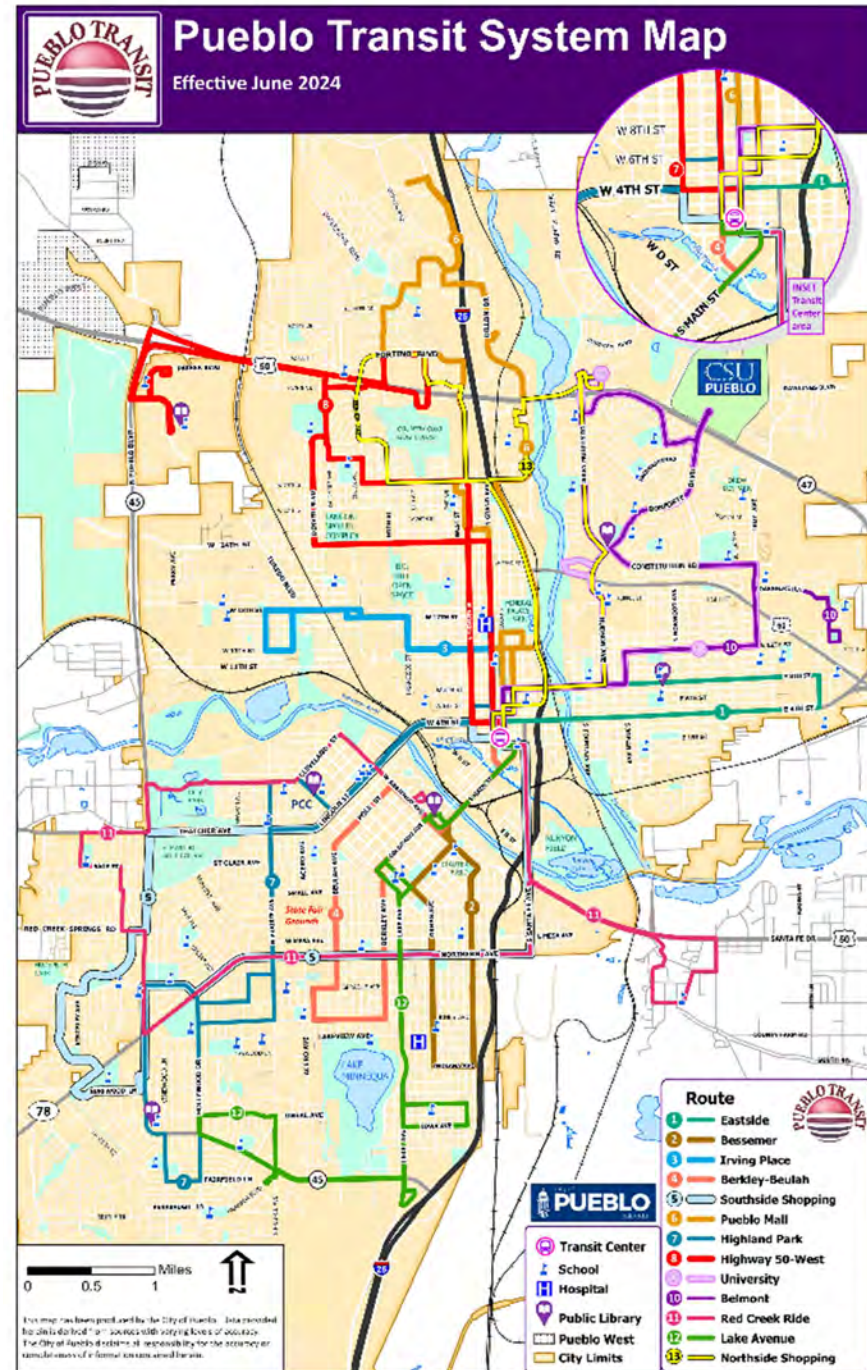


Table 35: Pueblo Transit Routes and Key Destinations

Route	Key Destinations
Route 1/Eastside	Fountain Creek, Risley Middle School, Saint Leander Catholic Church, and the Pueblo Federal Building
Route 2/Bessemer	McClelland School, Hankel Park, Stauter Field, Saint Mary Corwin Medical Center, Minnequa Elementary School, Bessemer Park, Bessemer Elementary School, and Central High School
Route 3/Irving Place	Pete Jimenez Park, Hyde Park Community Center, San Carlos Correctional Facility, and the Colorado Mental Health Institute
Route 4/Berkley Beulah	Colorado State Fair Grounds, Mountain View Cemetery, Columbia Park, and Keating Junior High School
Route 5/South Shopping	Pueblo Community College, Elmwood Golf Course, Lehigh Park, the Pueblo Academy of Art, and Mountain View Cemetery
Route 6/Pueblo Mall	Mineral Palace Park, Rosemont Museum, Parkview Medical Center, Vietnam War Memorial, Pueblo Country Club, and Fountain Creek
Route 7/Highland Park	Colorado State Fair Grounds, Pueblo Community College, Mountain View Cemetery, Pueblo South High School, Vinewood Park, Highland Park Elementary School, Lea Gonzales Park, and the Pueblo Academy of Arts
Route 8/ Highway 50 West	Langoni Sports Complex, the Colorado Department of Human Services, Centennial High School, Pueblo Country Club, and Park West Medical Complex
Route 9/University	Fountain Creek, Heaton Middle School, Colorado State University (Pueblo), East High School, and Mitchell Park
Route 10/Belmont	Route 10 connects to destinations including Colorado State University Pueblo, East High School, East Wood School, Belmont Park, and Heaton Middle School
Route 11/Red Creek Ride	City Park, Edwood Golf Course, Mountain View Cemetery, Roselawn Cemetery, Pueblo Zoo, and Pueblo Community College
Route 12/ Lake Avenue	Lake Minnequa and Saint Mary Corwin Medical Center
Route 13/North Shopping	Fountain Elementary School, Mineral Palace Park, and Pueblo Country Club



Pueblo Transit Facilities and Fleet

The Pueblo Transit Center serves as the primary hub and transfer point for public transportation in Pueblo. All local fixed-route services originate and terminate at this location, and it also accommodates interregional connections with Bustang Outrider and Greyhound. The facility features 10 bus bays, an indoor passenger waiting area with customer service, and access to parking at the adjacent Fred E. Weisbrod Parking Facility (227 Court St, Pueblo, CO 81003). While numerous bus stops are distributed throughout the fixed-route system, some equipped with shelters and rider amenities, many are marked solely by signage.

The fleet data (Table 36) shows a total of 27 vehicles, of which 17 are currently in service and 10 have been retired or disposed of. The active fleet is dominated by Gillig Low Floor Buses, which make up the majority of units still operating. These vehicles span model years from 2003 to 2023, reflecting both older assets still in use and recent investments in new vehicles. Notably, the agency added two 2023 Gillig buses, while the oldest vehicle still in service is a 2003 Gillig bus. The most common active model year is 2010, with six Gillig buses from that year still in operation. By contrast, all cutaway vans and high-floor buses in the fleet have been retired. Four Startrans cutaway vans from 2010 and three high-floor buses, including Millennium RTS and NOVA models, have been fully disposed of. This trend underscores the agency's move toward standardizing around low-floor vehicles, which provide easier boarding and accessibility.

Table 36: Service Fleet Overview (2024)

Unit #	Make	Model Year	Type
101	Gillig	2010	Low Floor Bus
106	Millennium RTS	2006	R80 High Floor
107	CHA - Chance Manufacturing Company	2007	Low Floor Bus
108	NAB - North American Bus Industries Inc.	2009	Low Floor Bus
181	Gillig	2003	Low Floor Bus
182	Gillig	2003	Low Floor Bus
185	Gillig	2018	Low Floor Bus
191	Gillig	2006	Low Floor Bus
192	Gillig	2006	Low Floor Bus
196	Gillig	2019	Low Floor Bus
200	NOVA Bus	2003	R80 High Floor
206	Millennium RTS	2006	R80 High Floor
208	NAB - North American Bus Industries Inc.	2009	Low Floor Bus
211	Gillig	2021	Low Floor Bus
230	Gillig	2023	Low Floor Bus
231	Gillig	2023	Low Floor Bus
310	Gillig	2010	Low Floor Bus
410	Gillig	2010	Low Floor Bus
610	Gillig	2010	Low Floor Bus
710	Gillig	2010	Low Floor Bus
810	Gillig	2010	Low Floor Bus
910	Gillig	2010	Low Floor Bus
23	SPC - Startrans (Supreme Corporation)	2010	Cutaway Van
24	SPC - Startrans (Supreme Corporation)	2010	Cutaway Van
26	SPC - Startrans (Supreme Corporation)	2010	Cutaway Van
27	SPC - Startrans (Supreme Corporation)	2010	Cutaway Van

Ridership

In 2024, Pueblo Transit had a total fixed-route ridership of 559,814 and total paratransit (Citi-Lift) ridership of 46,999. Figure 66 shows the breakdown in ridership by month – monthly ridership across both services was relatively consistent throughout the year with the exception of a sharp uptick in fixed-route ridership in August. This increase may be attributed to the Colorado State Fair, which takes place in August. Pueblo Transit operates a courtesy shuttle between the City’s Main Street Parking Garage (110 S. Main St., downtown Pueblo) and State Fair Gate 5 on Prairie Ave. The shuttle runs every 15 to 30 minutes, and both parking in the garage and the shuttle service are free, which may incentivize attendance among local residents and visitors.

As shown in Figure 67, annual fixed-route ridership dropped substantially in 2020 and 2021 during the COVID-19 pandemic, saw a gradual recovery in the following years, but plateaued between 2023 and 2024. Annual fixed-route ridership in 2024 was approximately 72 percent of the 2019 ridership. Citi-Lift ridership in 2024 was approximately 83 percent of the 2019 ridership.

Figure 66: 2024 Pueblo Transit Ridership by Month

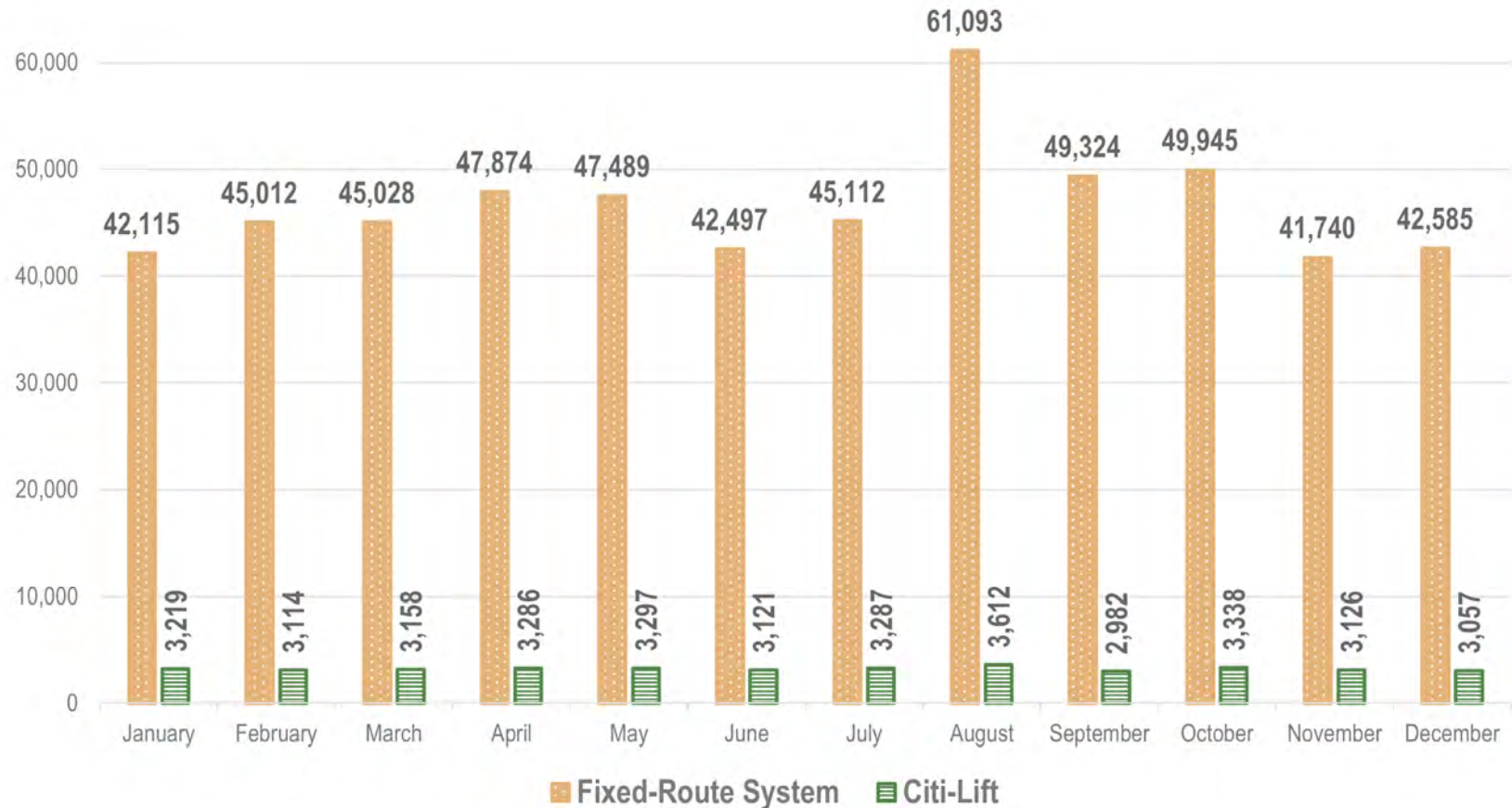


Figure 67: Pueblo Transit Annual Fixed-Route Ridership, 2019-2024

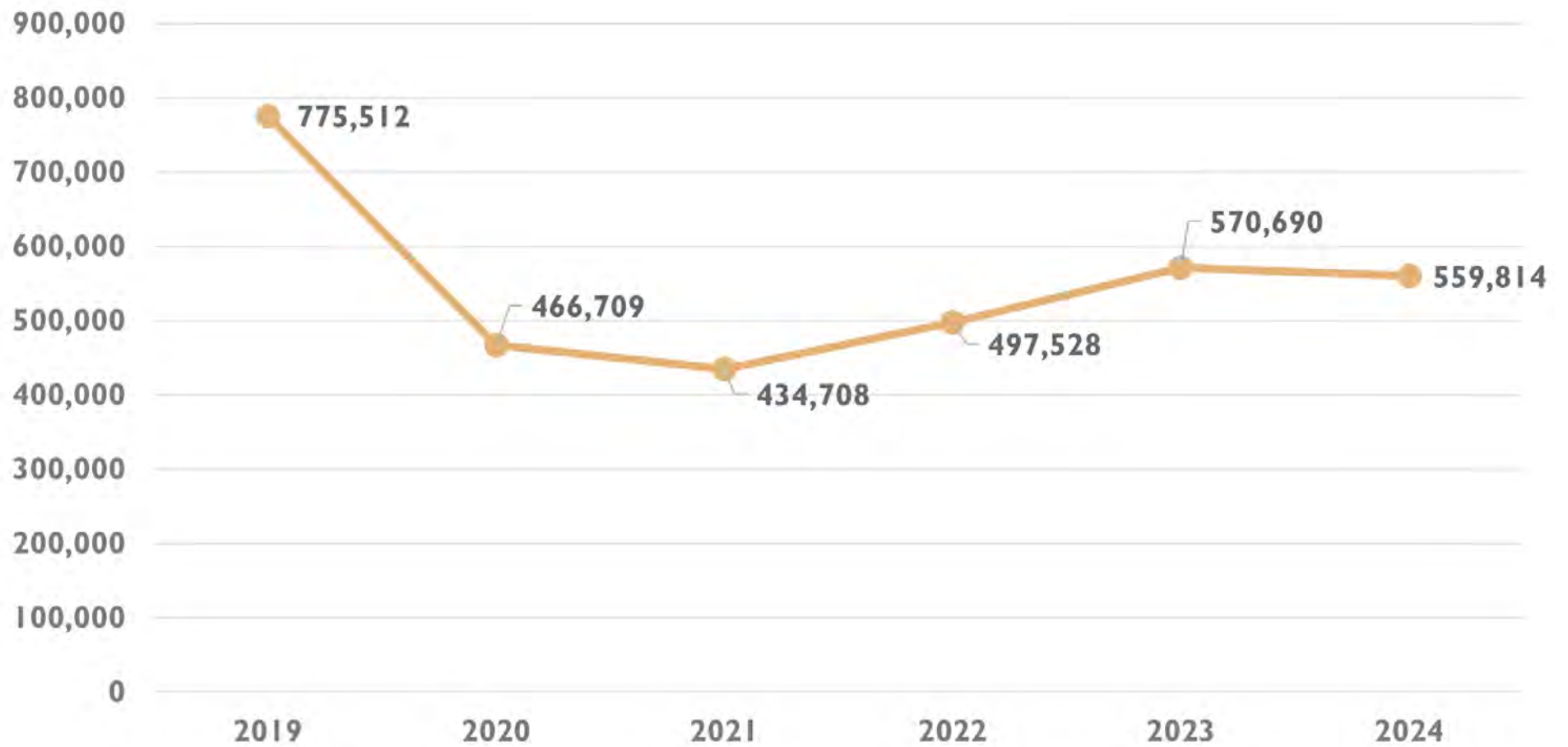
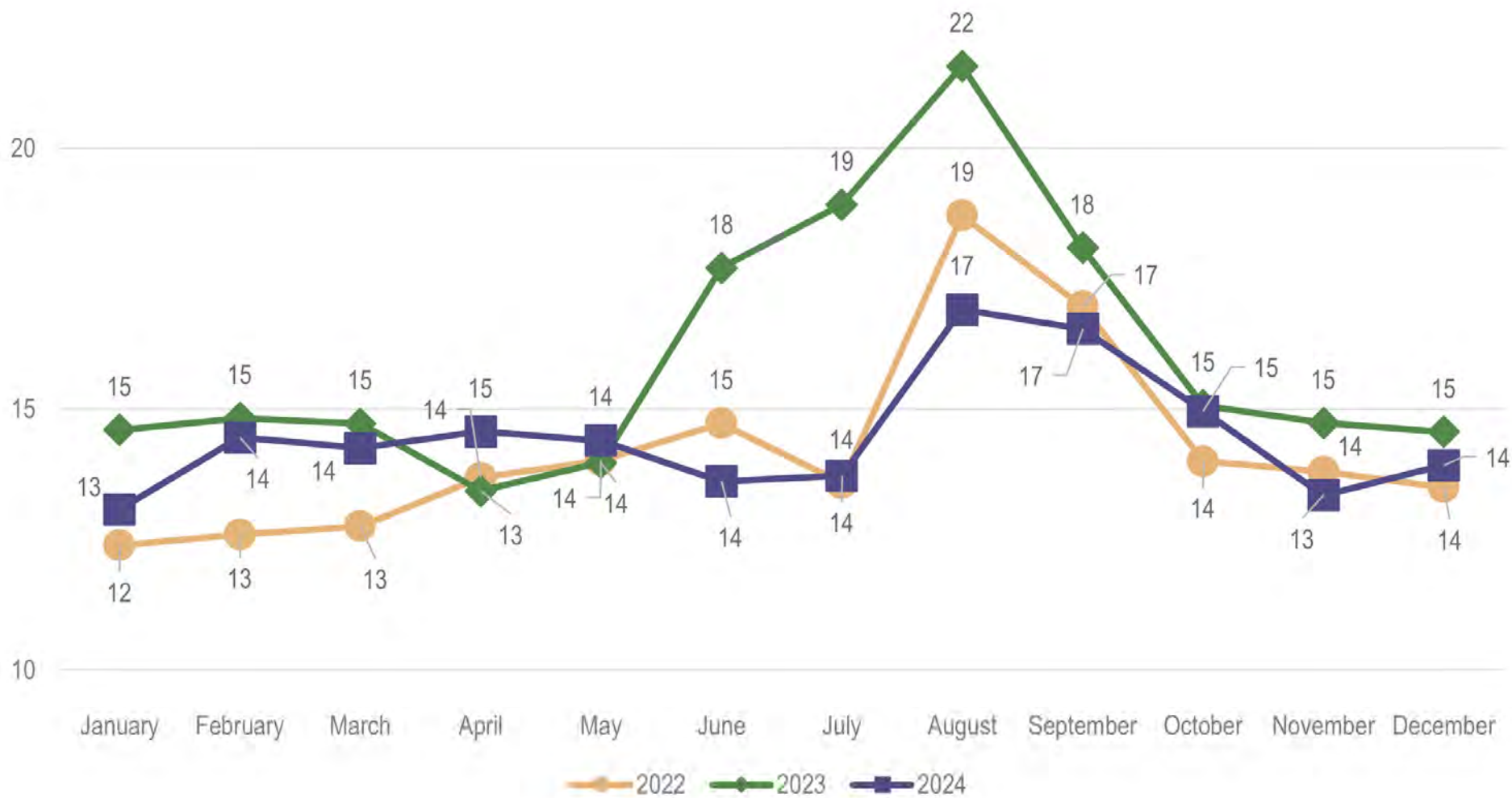


Figure 68 shows the seasonality of fixed-route system productivity by month for 2022 through 2024. Productivity spiked in the summer of 2023, likely a result of the temporary free fare program, but aside from that productivity by month has been steady over the past three years. Paratransit (Citi-Lift) productivity was generally between 3 and 4 riders per revenue hour through 2022 and 2023 but dipped to between 2 and 3 riders per revenue hour in 2024.

Figure 68: Fixed-Route Passengers per Revenue Hour, 2022-2024





Ridership Comparison

When comparing Pueblo Transit's passengers per revenue hour with peer agencies serving communities of similar size, the data provides important context for evaluating system performance relative to other parts of Colorado. To ensure a meaningful comparison, passenger productivity figures were collected for Loveland, Greeley, Fort Collins, and Colorado Springs. While Loveland represents a smaller population base and Colorado Springs a significantly larger one, their inclusion helps illustrate the full spectrum of service environments across the state.

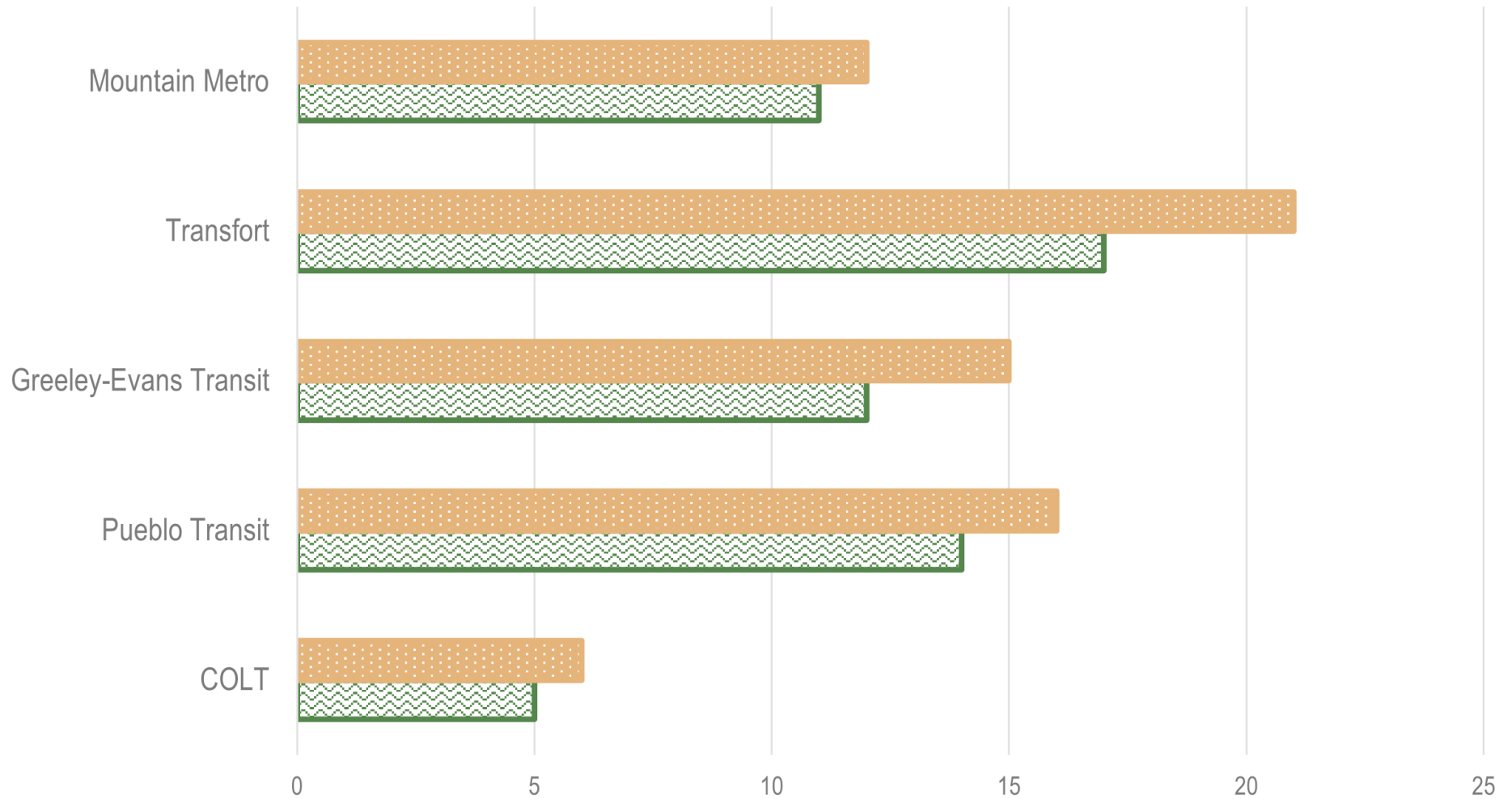
Table 37: Population Comparison of Areas Served by Peer Agencies

City	Population
City of Loveland	79,607
City of Pueblo	112,367
City of Greeley	112,462
City of Fort Collins	171,343
City of Colorado Springs	488,164

Source: Colorado State Demography Office, July 2023

Looking at the most recent National Transit Database data available (2022 and 2023), shown in Figure 69, Pueblo Transit demonstrates consistently stronger performance in passengers per revenue hour than its peers. The only exception is Transfort (Fort Collins), which records higher averages but also serves a larger population with more extensive service levels. This comparison underscores that, despite Pueblo's moderate population size, Pueblo Transit is performing at or above the level of larger urban agencies.

Figure 69: Passengers per Revenue Hour Comparison



	COLT	Pueblo Transit	Greeley-Evans Transit	Transfort	Mountain Metro
2023	6	16	15	21	12
2022	5	14	12	17	11

2023 2022



ADA, Alternative, and Special Needs Transit Providers

Pueblo Transit operates the Citi-Lift Program as a paratransit service to people with qualifying disabilities that prevent them from being able to use the fix-route service. Citi-Lift supplements the larger public transit system and provides individualized rides without fixed routes or timetables. This does not include disabilities that only make the use of accessible transit service difficult or inconvenient. City-Lift operates Monday through Saturday between 6:00 a.m. and 6:30 p.m. and requires users to schedule rides at least one day in advance by calling and denoting origin, destination, pick-up time, and return time.

Several other transportation providers in Pueblo offer essential mobility services for individuals with specialized needs, particularly those served by Pueblo County Human Services or enrolled in Medicaid. These providers play a vital role in ensuring equitable access to healthcare, daily necessities, and social services.

- IntelliRide serves as the State of Colorado's Non-Emergent Medical Transportation (NEMT) broker, providing rides to Health First Colorado (Medicaid) appointments when no other transportation is available. This service ensures that eligible individuals can receive critical medical care when needed.
- Senior Resource Development Agency (SRDA) partners with the Pueblo Area Agency on Aging to offer a curb-to-curb transportation program for seniors and individuals with mobility needs in both Pueblo City and County. Trips may include medical visits, grocery shopping, legal appointments, and other essential errands.
- Golden Gate Transportation offers both NEMT and Non-Medical Transportation (NMT) services for Medicaid recipients and residents of affiliated facilities. Their fleet includes over 40 vehicles, many of which are wheelchair-accessible, enabling inclusive and reliable transportation for a broad range of needs.
- TMZ Medical Transportation provides NEMT services for Medicaid clients and private-pay individuals. They also maintain accessible vehicles to accommodate passengers with mobility challenges.
- Pueblo City Cab offers non-medical transportation for Department of Human Services (DHS)-registered clients. Services include essential errands within city limits for eligible Medicaid recipients.

Together, these providers form a critical safety net for human services transportation in the Pueblo region, ensuring that vulnerable populations have access to care and daily necessities.

Pueblo Transit Programs

Pueblo Transit has launched several programs to encourage the use and accessibility of mass transit in the region.

Commute with Enterprise

To complement its fixed-route and paratransit services, Pueblo Transit has introduced a new vanpool program in partnership with Commute with Enterprise. This service offers a flexible commuting option for Pueblo-area workers, particularly those traveling to employment hubs such as the Airport Industrial Park. Supported by funding from the Colorado Department of Transportation's Multimodal Options Fund, the vanpool program will operate through December 2026, helping to reduce transportation costs for participants. Riders share a qualifying vehicle, ranging from crossovers and SUVs to large passenger vans, and split the monthly cost, which covers gas, insurance, maintenance, repairs, and 24-hour roadside assistance.

Travel Training

Pueblo Transit offers a free Travel Training Program to help community members gain confidence and skills to independently use the fixed-route bus system. Open to all, including older adults, students, new residents, people with disabilities, and paratransit riders, the program supports greater mobility and fosters independence. One-on-one and group training sessions are customized to meet participant needs and cover topics such as trip planning, using mobility aids, pedestrian safety, bus etiquette, and navigating the system. Sessions are offered Mondays through Wednesdays from 1:30 p.m. to 4:00 p.m., starting at the Transit Center with flexibility for accommodations when needed.

Group Transit Training is also available for agencies and organizations, allowing staff and clients to experience the bus system firsthand. Topics include service options, how to read maps and schedules, and safety tips. Groups are limited to 10 people per session to ensure personalized support. Pueblo Transit also supports an Individual Trainer Program, where agency staff can receive a trainer badge to accompany clients on training rides. Once trained, these individuals may ride free with trainees to provide ongoing support. Individual Trainer Programs are hosted Monday through Wednesday from 1:30 p.m. to 4:00 p.m.

For Citi-Lift Paratransit riders, similar training is offered with sessions on Thursdays and Fridays beginning at 1:30 p.m. at the Pueblo Transit building. These sessions help users understand and navigate paratransit services effectively. Pueblo Transit staff are also available to attend community events and resource fairs to share information about training programs and access to transit services. To sign up or request participation in any of the Travel Training programs, community members can complete an online request form or contact Pueblo Transit directly.

Youth Ride Free & Transit to Pueblo Schools

Pueblo Transit offers free rides for all youth under the age of 18. To support student access, the Pueblo Transit website provides route information for all 18 elementary schools, 6 middle schools, academies, various specialized learning centers, and 4 high schools, making it easier for families to plan safe and convenient trips to and from school.

Regional Mobility

Intercity transit service in the Pueblo region is provided by CDOT, through Bustang Outrider, Greyhound, Omnibus, and Los Limousines. Greyhound offers daily service connecting Pueblo to Denver and other destinations, primarily using Denver as a central hub. Additionally, three Bustang Outrider routes serve Pueblo, enhancing regional connectivity, as listed below:

- Trinidad – Pueblo: Two daily northbound and southbound trips Monday through Friday
- Lamar – Colorado Springs: One daily westbound and eastbound trip every day
- Alamosa – Pueblo: One daily northbound and southbound trip every day

Freight and Passenger Rail

In the *Colorado Freight and Passenger Rail Plan*, the City of Pueblo is highlighted as both a key passenger rail stop and an important freight rail location. Pueblo is positioned along significant north–south and east–west freight lines, making it a strategic hub for rail connectivity and economic activity. The plan identifies Pueblo as a major station in proposed passenger rail corridors, particularly within the Front Range Passenger Rail initiative, which envisions service connecting Pueblo to Colorado Springs, Denver, Fort Collins, and potentially extending north into Wyoming and south to Trinidad and New Mexico. These passenger and freight rail improvements are expected to strengthen Pueblo's role as a regional center, expand mobility options for residents, and support freight-dependent industries, thereby contributing to the city's economic development.

The *Pueblo Strategic Action Plan* (PSAP) builds on this vision by focusing on economic growth, quality of life improvements, and strengthening Pueblo's position as a competitive regional hub. It outlines targeted investments in infrastructure, workforce development, business attraction and retention, and revitalization of key corridors and neighborhoods. By enhancing connectivity, particularly through improved rail infrastructure, the PSAP aligns closely with the goals of the freight and passenger rail plan. Together, these initiatives position Pueblo to leverage its strategic location, attract new investment, and connect residents to regional job centers.

The Colorado Department of Transportation (CDOT) and the Front Range Passenger Rail District are also developing the *Front Range Passenger Rail Service Development Plan* (SDP), the first major federal planning phase for the project and a critical step toward securing federal funding. The SDP outlines the full-build vision for passenger rail along the Front Range, including route, station markets, service frequency, onboard amenities, fare structure, infrastructure needs, costs, and implementation. The Alternatives Analysis evaluated multiple service scenarios, varying in speed and frequency. While higher speeds (90 mph) offered small travel time savings and modest ridership gains, increased frequency had the largest impact on ridership. Alternative 3, ten daily round trips at 79 mph, was selected for refinement in the final SDP. This option allows service to start with fewer trips and scale up over time. Pueblo departures occur at 4:30 a.m., 6:00 a.m., 7:30 a.m., 9:00 a.m., 10:30 a.m., 1:30 p.m., 3:00 p.m., 4:30 p.m., 6:00 p.m., and 7:30 p.m. The next phase will include operational modeling, coordination with host railroads, and detailed analysis of stations, travel demand, and costs. The SDP is expected to be completed before the end of 2025.

For the City of Pueblo, the Front Range Passenger Rail system represents an opportunity to drive growth, spur economic development, and sustain long-term vitality. Enhanced passenger rail service would strengthen Pueblo's position as a southern anchor in the Front Range corridor, attracting new businesses, tourism, and investment. Improved connectivity to Denver, Colorado Springs, Fort Collins, and beyond would expand access to regional job markets, and support local workforce mobility. In the long-term, the rail system could help shape the community by encouraging new development near stations, improving neighborhoods, and making Pueblo a stronger hub for business, culture, and travel in southern Colorado.



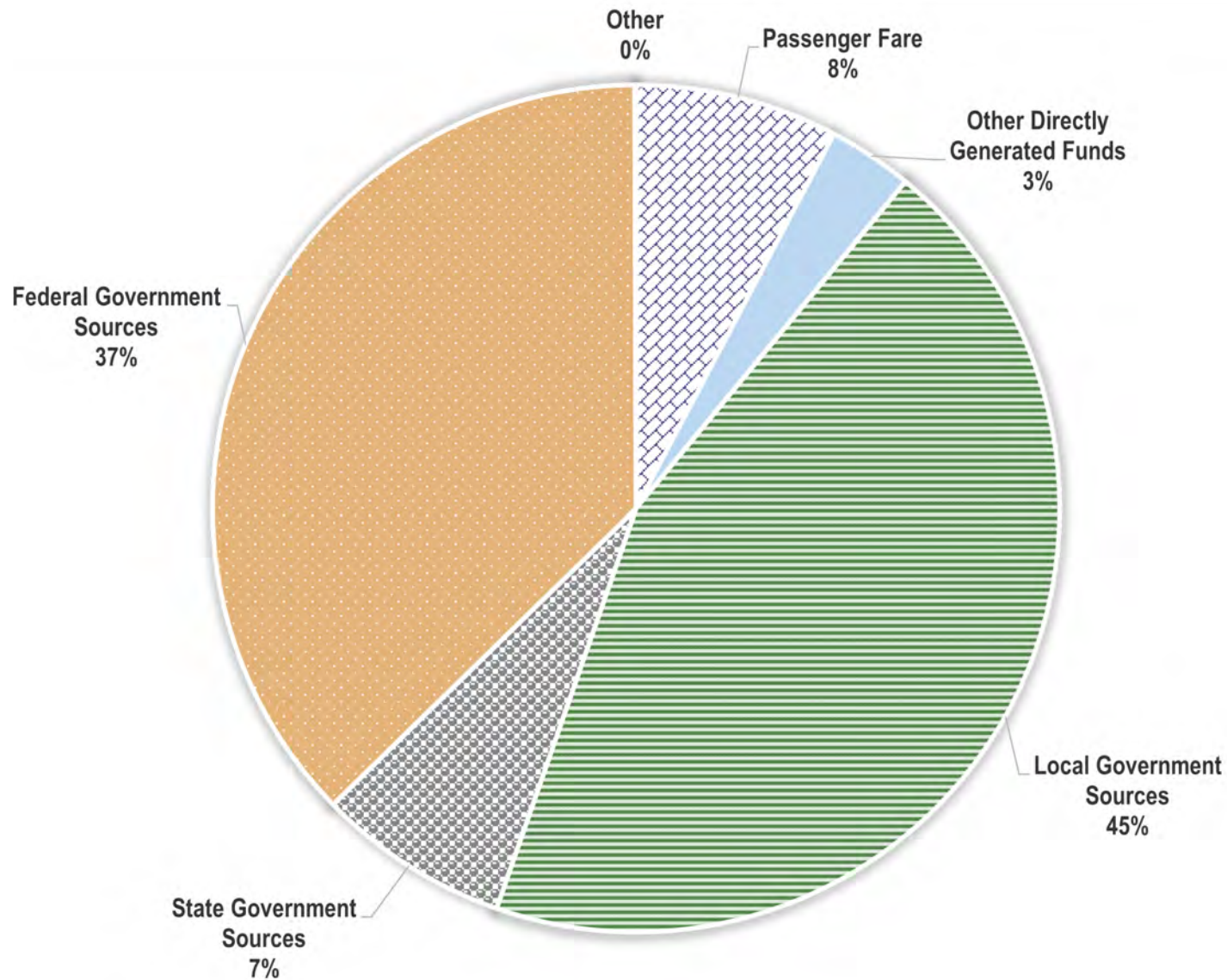
Individual & Collective Costs and Benefits

Costs and Revenue

In 2024, Pueblo Transit had a total revenue of \$6.294 million and total operating expenses of \$6.287 million. Capital expenditures for the year totaled another \$193,082. Figure 70 and Figure 71 present the breakdown of revenue sources and operating cost categories, respectively.

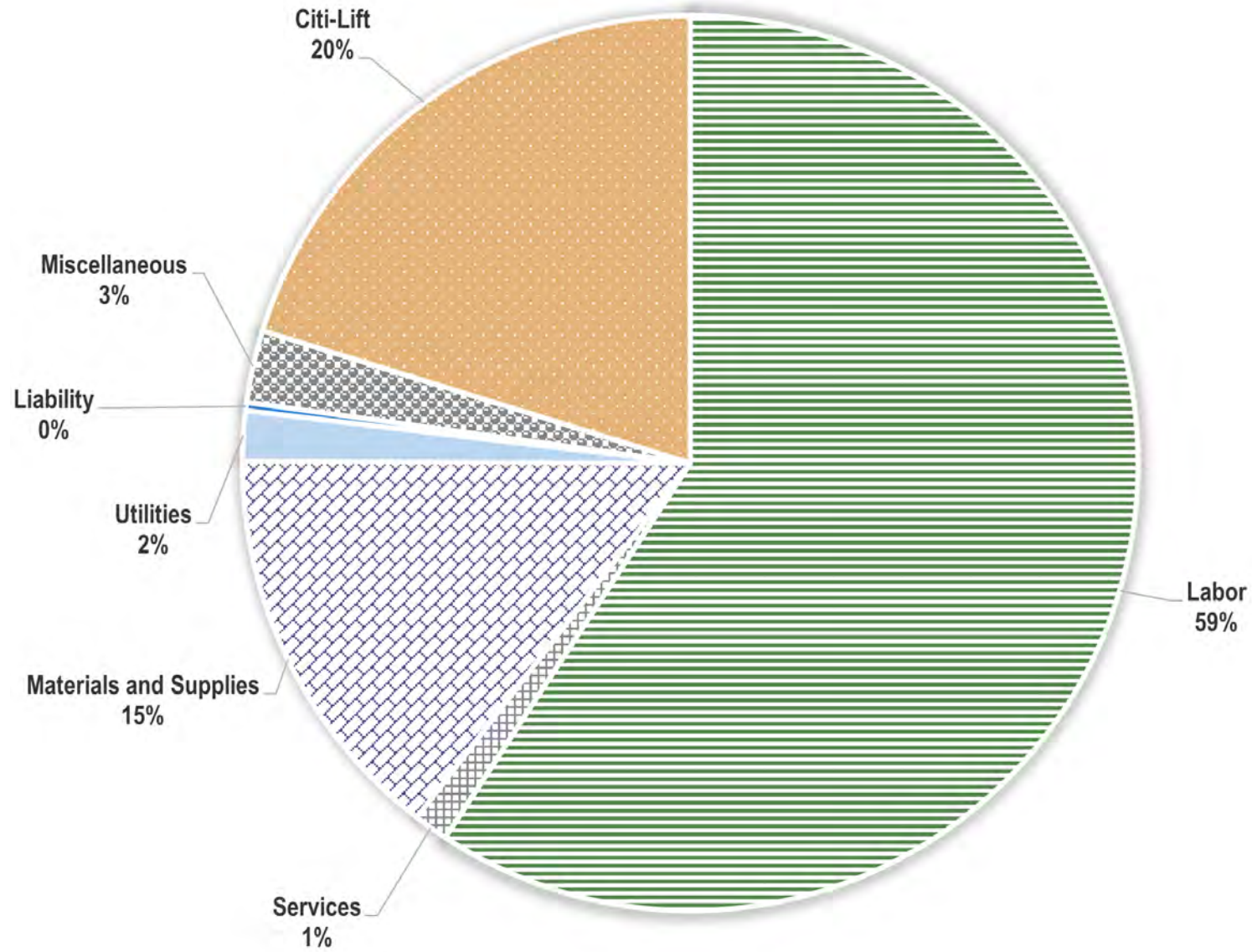
Passenger fare comprises approximately 8 percent of Pueblo Transit's annual revenue. For fixed-route service, a single-use fare is \$1.25 and a day pass is \$3.75. There are also options to buy unlimited 35-day passes and packets of 22 passes. Older adults, people with disabilities, and college students qualify for reduced fares; K-12 students ride free. Paratransit (Citi-Lift) fares are \$1.50 for a single ride or \$50 for a monthly pass. Local, State, and Federal government sources comprise nearly 90 percent of Pueblo Transit's revenue.

Figure 70: Pueblo Transit 2024 Revenue Sources



In Figure 70, all cost categories aside from the paratransit service (Citi-Lift) are associated specifically with the fixed-route system. Fixed-route labor costs make up the majority (59 percent) of Pueblo Transit's annual operating expenses. The paratransit (Citi-Lift) program overall comprises about 1/5 of the agency's annual operating expenses.

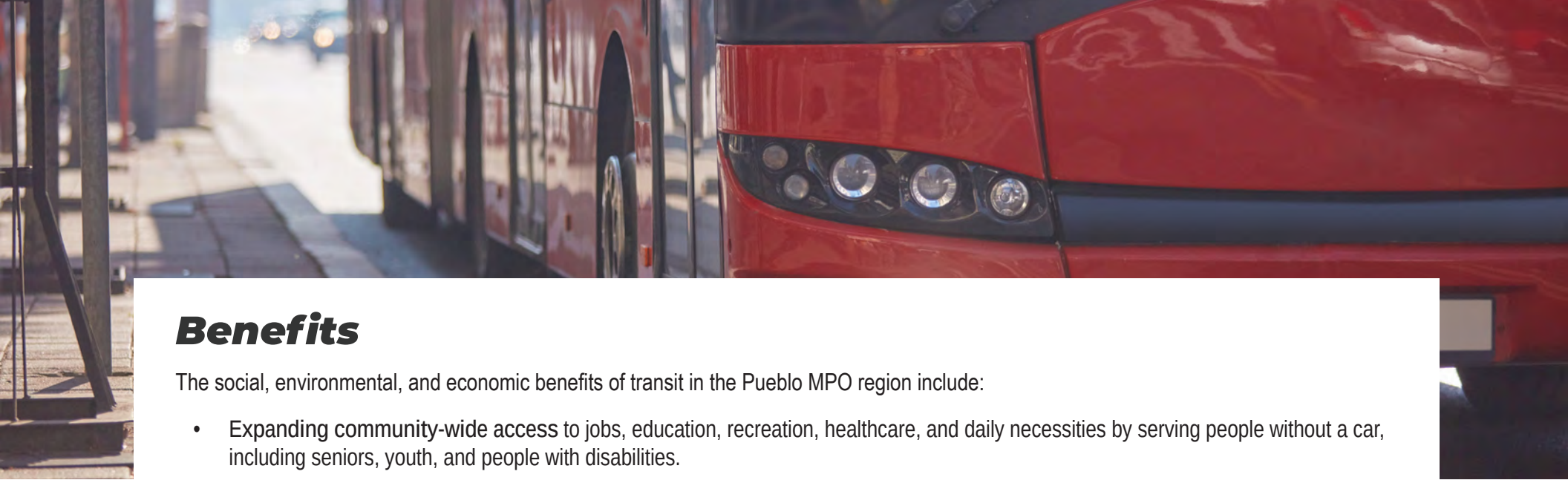
Figure 71: Pueblo Transit 2024 Operating Expenses



As shown in Figure 72, cost per passenger trip for fixed-route service rose sharply in 2020 and 2021 during the pandemic (attributable to fewer riders, which increases total cost per rider). There has been some recovery since, but the cost per passenger trip in 2024 remained over \$3 higher than the cost per passenger trip in 2019. The 2024 cost per passenger trip for the paratransit (Citi-Link) program (\$27.04) was similarly substantially higher than the 2019 cost per passenger trip (\$15.55).

Figure 72: Fixed-Route Cost Per Passenger Trip, 2019-2024



A photograph of a red bus at a transit stop. The bus is red with a black stripe along the side. The front of the bus is visible, showing the headlights and grille. The background is slightly blurred, showing a sidewalk and some greenery.

Benefits

The social, environmental, and economic benefits of transit in the Pueblo MPO region include:

- Expanding community-wide access to jobs, education, recreation, healthcare, and daily necessities by serving people without a car, including seniors, youth, and people with disabilities.
- Lowering energy consumption per passenger trip compared to driving alone.
- Supporting regional economic growth by connecting workers to employment centers.
- Lowers regional infrastructure costs by reducing wear and demand on roadways.

When communities widely adopt transit use, and municipalities are able to expand transit frequency and reliability, additional benefits can include:

- Improving roadway safety by reducing car trips and lowering crash risks.
- Attracting businesses and talent by improving overall regional accessibility.
- Conserving land by supporting compact, transit-oriented development rather than sprawling car-dependent growth.
- Spurring development and investment near transit corridors and stations.
- Reducing congestion and improving travel time by eliminating instances of single-occupancy vehicles on roadways.
- Lowering rates of drunk driving, if transit services are offered during key evening hours.
- **Significantly lowering household spending on transportation**, when a transit system is reliable and broad enough to enable living without car ownership.

The individual and collective benefits of public transit often outweighs much of the costs, especially when revenue from ridership is balanced to match the cost of operating the system.

Goals & Objectives

The following goals will help support the improvement of transit conditions in the Pueblo region. These are an excerpt of relevant goals and objectives from Chapter 3, which delves further into associated actions and strategies the MPO can pursue over the next five years.

Relevant Goals and Objectives from this Plan
Goal 1: Improve safety for all transportation system users.
Objective A: Build safer streets.
Objective D: Encourage a culture of safety.
Goal 2: Build a multimodal system that offers safe, convenient, and accessible options for all modes.
Objective A: Create a well-connected, safe, and smooth multimodal system.
Objective B: Improve walkability in the region for all users, including people with mobility challenges.
Objective C: Ensure the transit system is convenient and reliable.
Objective D: Expand alternative transportation options, including pedestrian, bicycle, and passenger rail.
Objective F: Encourage the use of alternative modes of transportation.
Goal 3: Maintain a transportation system that encourages economic vitality and vibrancy.
Objective B: Maintain a fiscally constrained and sustainable transportation spending program.
Objective C: Coordinate land use with transportation investments.
Objective D: Promote coordination and collaboration across member jurisdictions.
Goal 4: Invest in transportation systems that promote a high quality of life and a healthy environment.
Objective A: Support CDOT's GHG reduction targets.
Objective C: Incorporate environmental and public health considerations into transportation planning decisions.

Introduction

Designing and planning for freight transport has become increasingly critical to ensure the timely delivery of goods and services. This chapter will discuss freight transport in the Pueblo region while considering National and State-wide goals. Three main transportation modes have been considered: Freight Truck, Freight Rail, and Freight Air. These modes continue to grow and function as key components in the transportation network across the country to facilitate timely delivery, with each requiring different considerations to ensure safe and efficient transport. Topics of discussion in this chapter include considerations for ensuring efficient mobility along freight truck routes (i.e., monitoring pavement conditions, rest area accessibility, risk management), management of safety and efficiency concerns along crucial links in the rail network (i.e., at-grade crossings, timely deliveries), and integration of freight modes. These considerations will help identify opportunities for future projects where the Pueblo Area Council of Governments (PACOG) can build upon internal, State, and National goals. Opportunities will be discussed in the context of the overall transportation network as well as improved coordination across freight modes.

Statewide Overview

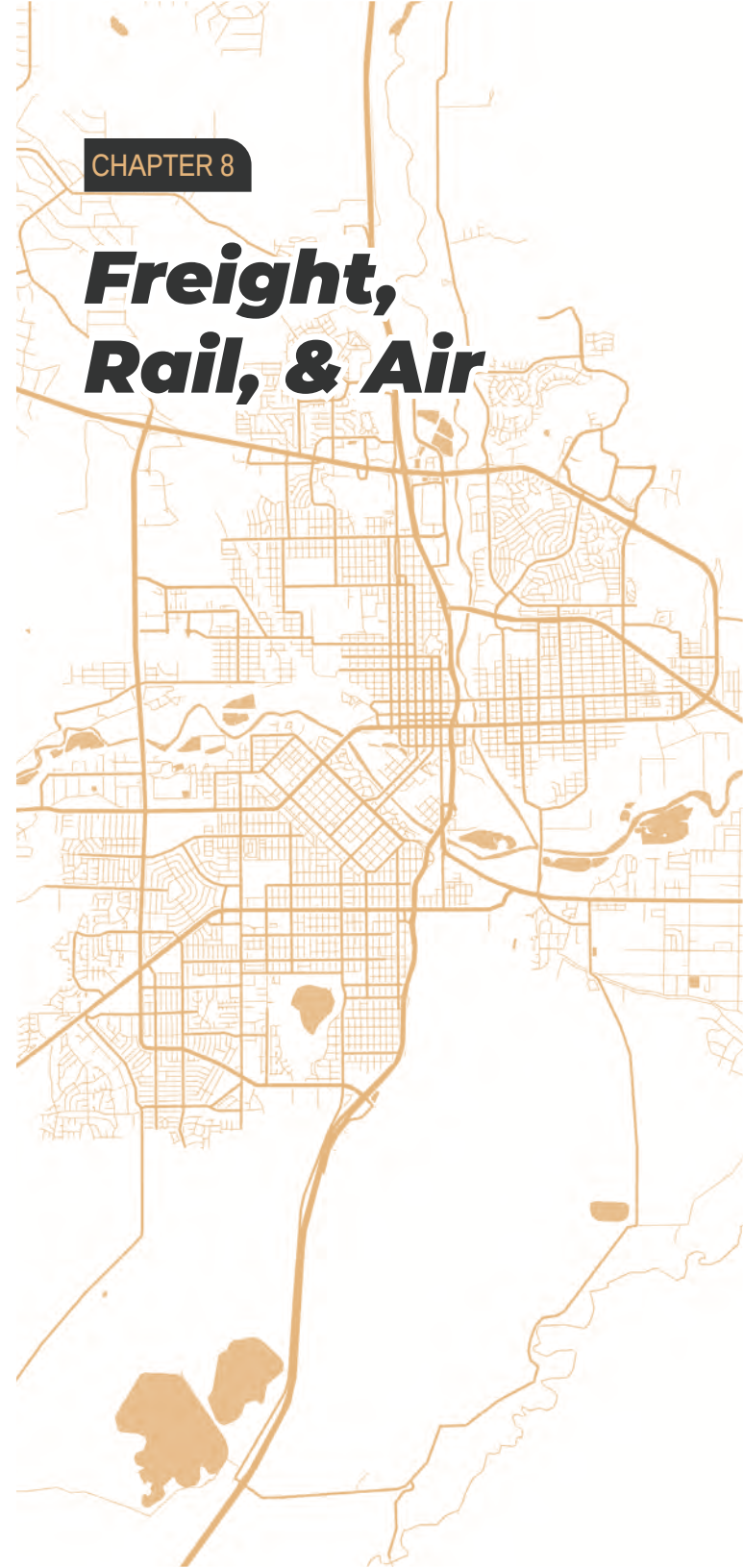
Freight truck and freight rail networks in Colorado have extensive reach across the state and play an important role in helping to achieve regional and national success. Proper coordination between these modes is necessary to develop a system that functions smoothly.

PACOG has considered statewide freight transportation plans prepared by the Colorado Department of Transportation (CDOT), as well as regional plans prepared by the Denver Regional Council of Governments (DRCOG) and Pikes Peak Area Council of Governments (PPACG). Highway and rail networks connect these regions to Pueblo, with I-25 being an example of a heavily travelled freight truck corridor between the three. This chapter considers:

- The impact of freight in Pueblo and the overall transportation system including economic and safety impacts;
- Existing freight network Safety and Operational assessments;
- Emerging considerations, external influence, and future development;
- Individual costs within the network and system-wide benefits; and
- Goals and strategies moving forward.

CHAPTER 8

Freight, Rail, & Air



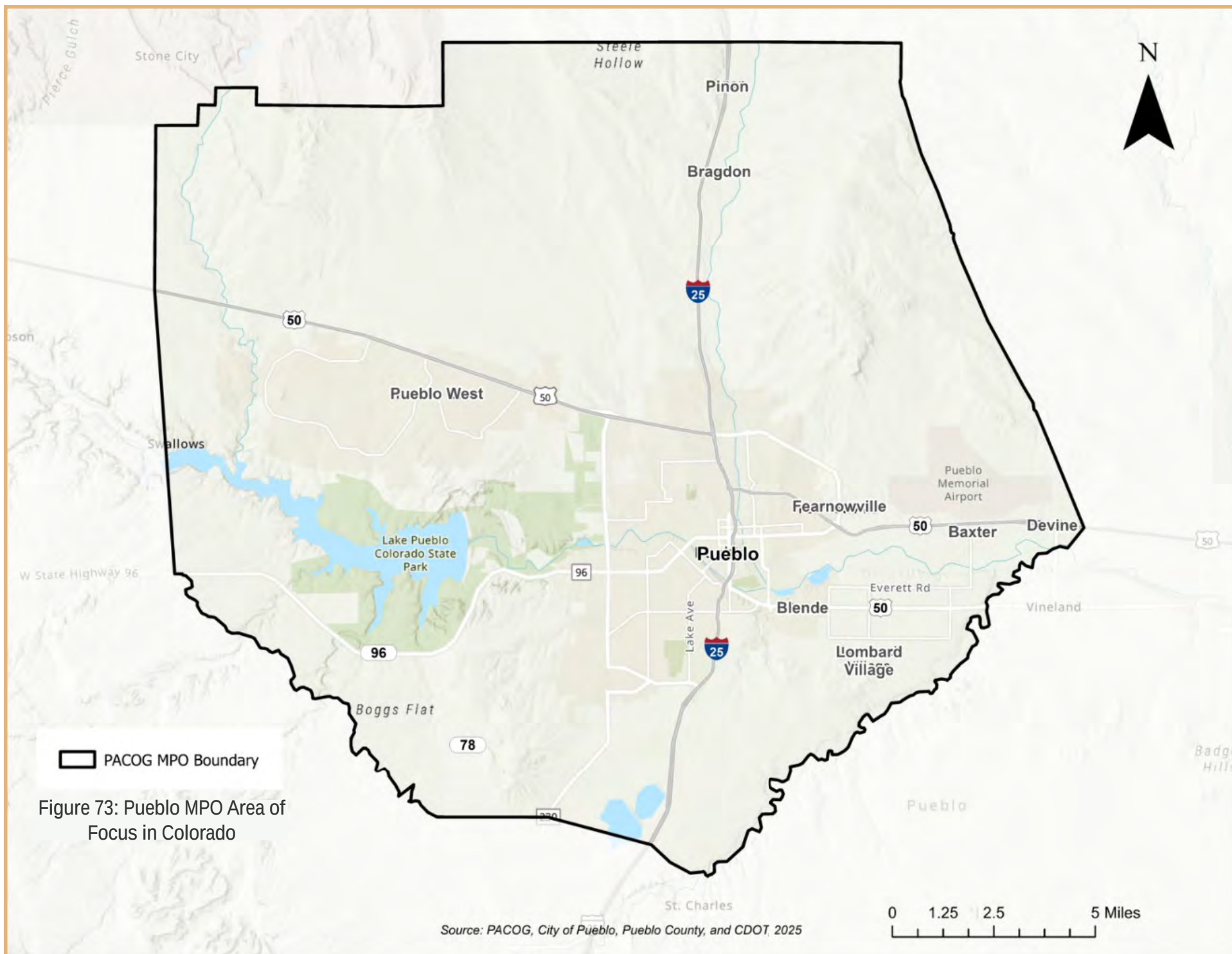


Figure 73: Pueblo MPO Area of Focus in Colorado

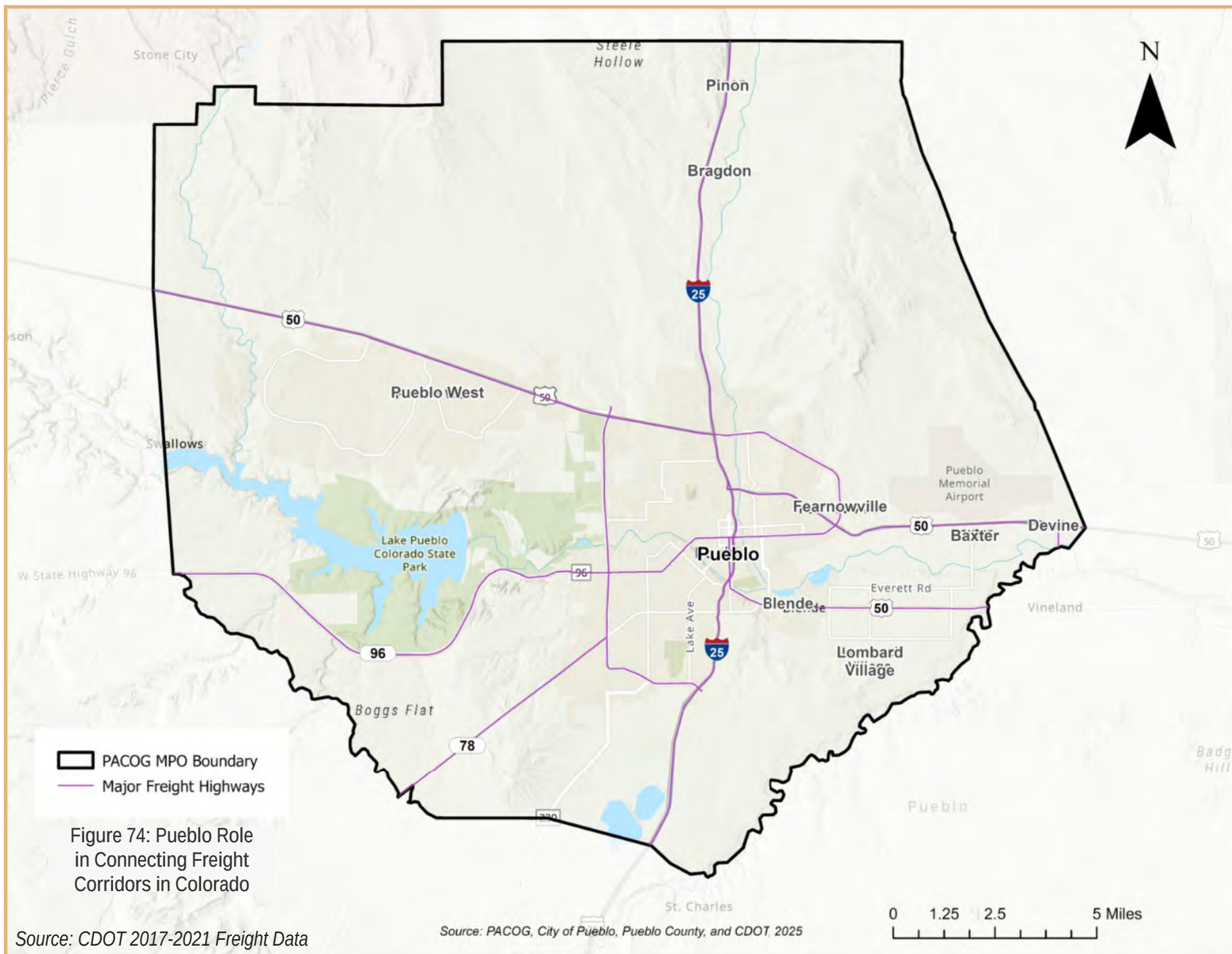


Role of Pueblo in the Overall Transportation System

The Statewide vision outlined in the Colorado Freight and Passenger Rail Plan (2024) focuses on aspects that promote a robust and safe network for passengers and freight. CDOT's vision for freight is to "Build a robust and safe rail network for passengers and freight that is an integral element of Colorado's multimodal transportation system and supports access to sustainable mobility for all people, goods, and service." The emphasis on sustainability and multimodal integration is also presented by the Pikes Peak Area Council of Governments (PPACG) and Denver Regional Council of Governments (DRCOG) in their long-range plans. One way in which PACOG is helping to support these efforts is through the development of long-range plans, consideration of freight movements throughout the region, and pinpointing opportunities where careful and intentional planning efforts can lead to improvements in the system. In support of these efforts, PACOG is also incorporating statewide freight goals into their regional transportation plans as a means to provide more avenues to improve safety and efficiency in the overall system.

The Pueblo Region is part of a much larger state and national freight network that provides key connections across the country. These connections run directly through the City of Pueblo and facilitate freight throughout to the East-West and North-South via Highway 50 and I-25, respectively. The maps shown in Figure 74 display the key corridors in the region and illustrate how they connect with other areas of Colorado to further emphasize the importance of truck freight transport. Freight rail movements through Pueblo are also responsible for the continuing nationwide transport of goods.

Figure 75 shows the freight rail network with an emphasis on the various lines that connect the North-South and East-West facilities. Major rail lines are owned by the Class 1 railroads BNSF Railway Company (BNSF) or the Union Pacific Railroad (UP). Railroad "classes" are designated by the Interstate commerce Commission based on revenue thresholds and the Class 1 threshold exceeded \$1B in 2024.



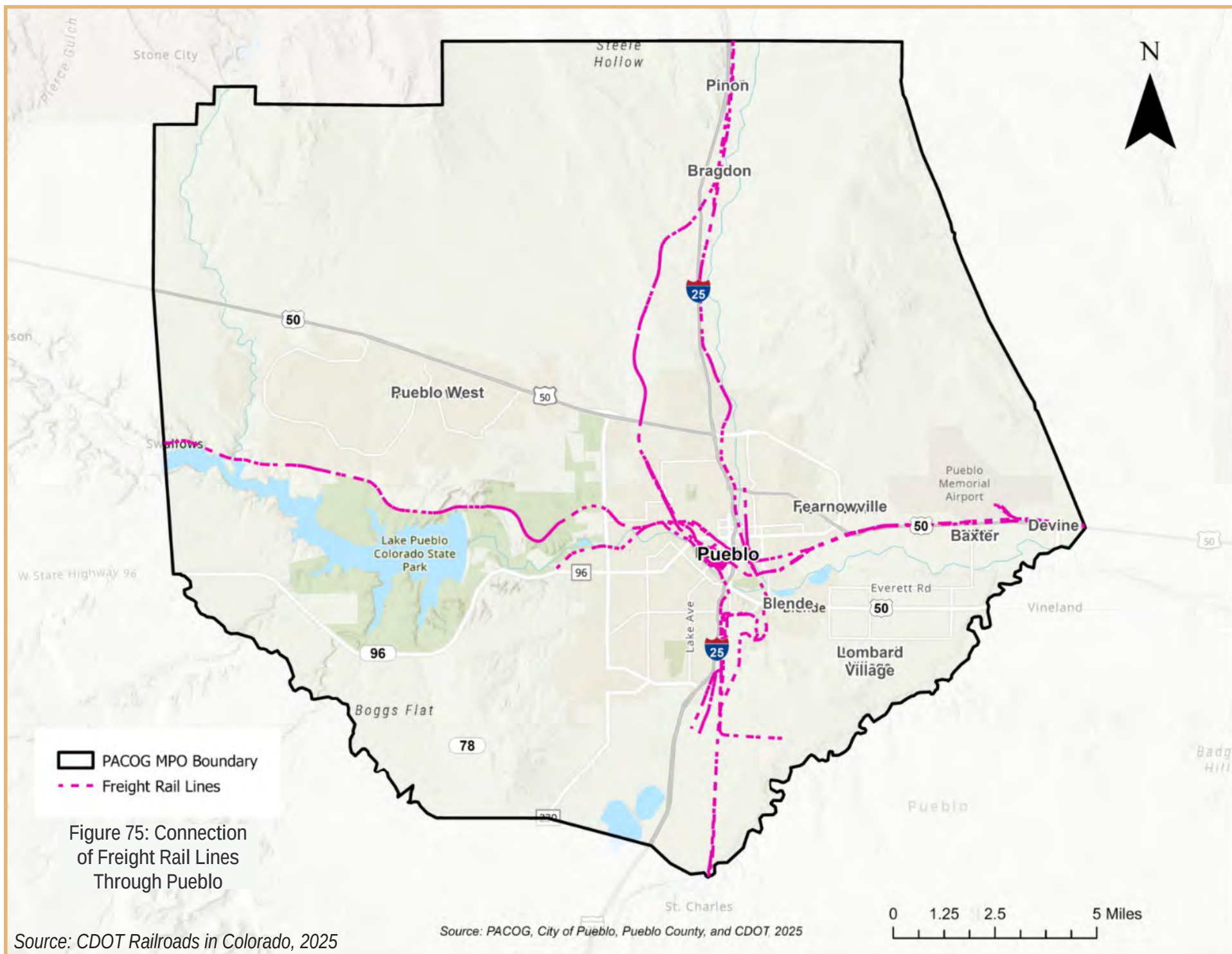


Figure 75: Connection of Freight Rail Lines Through Pueblo

Source: CDOT Railroads in Colorado, 2025

Source: PACOG, City of Pueblo, Pueblo County, and CDOT, 2025

There is a branch of Burlington Northern and Santa Fe rail lines that connect directly to the Pueblo Memorial Airport East of downtown Pueblo. Providing and maintaining the routes into this area is one method for promoting an inter-connected system. This allows coordination between travel modes and helps address an important point emphasized in the Colorado Freight and Passenger Rail Plan regarding coordinating and planning shipments across modes. This airport contributes 775 jobs and \$55.21 million in value-added impacts according to the Colorado Aviation Economic Impact Study.

The Pueblo Memorial Airport does not highlight expansion as a present focus in their recently updated master plan (2022) due to results of a capacity analysis. Regardless, the Pueblo Airport does have rehabilitation projects and construction improvements planned that are expected to improve the flow of inbound/outbound trips. The Airport Capital Improvement Program identified a three phase planning procedure for improvements. Some examples, not all, of the improvements in each phase include:

- Phase 1: 0 to 5 years
 - ◇ Snow removal equipment
 - ◇ Runway, apron, and parking lot rehabilitations
 - ◇ Taxiway extension
- Phase 2: 6 to 10 years
 - ◇ Taxiway extension and/or realignment
 - ◇ Construction of Five-Unit T-Hangar and Two Box Hangars
 - ◇ Construct wildlife perimeter fence at boundary
 - ◇ Rehabilitation of taxiways and ramps
- Phase 3: 11 to 20 years
 - ◇ Design and construction of Runway 8L/26R
 - ◇ Construction of various buildings (Snow Removal Equipment, Five-Unit T-Hangar, Three Box Hangars, 10-unit T-Hangar)
 - ◇ Realignment of taxiway A
 - ◇ Rehabilitation of apron

These are a few of the improvement projects planned at the Pueblo Memorial Airport, which are expected to help continue to contribute economic impact to the State.

State and National Trends

Freight planning has continuously evolved to accommodate an increasing amount of goods and services transported by freight modes. The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established funding support for large-scale freight related projects. These two Acts helped identify and advance freight related projects in pursuit of achieving national goals. Goals include those from the National Highway Freight program and include:

1. Invest in infrastructure improvements and to implement operational improvements on the highways of the United States;
2. Improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
3. Improve the state of good repair of the National Highway Freight Network;
4. Use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network;
5. Improve the efficiency and productivity of the National Highway Freight Network
6. Improve the flexibility of States to support multi-state corridor planning and the creation of multi-state organizations to increase the ability of States to address highway freight connectivity; and
7. Reduce the environmental impacts of freight movement on the National Highway Freight Network.

The Infrastructure Investment and Jobs Act (IIJA) has established funding for infrastructure related projects and multiple grant programs since its enactment in 2021. This includes but is not limited to those encompassing road/bridges, airports and administration, passenger and freight rail, commercial motor vehicle safety, resilience, freight rail safety, and electric vehicle preparation. The Railroad Crossing Elimination (RCE) and Nationally Significant Freight and Highway Projects (INFRA) Grants will be highlighted in a later section of this Chapter indicating funding opportunities to consider in the future.



A large semi-truck is shown from a rear three-quarter view, traveling on a multi-lane highway. The truck has a silver or light-colored trailer and a dark cab. The background shows a clear blue sky and some distant trees and buildings. The foreground is a grassy shoulder.

Network Assessment

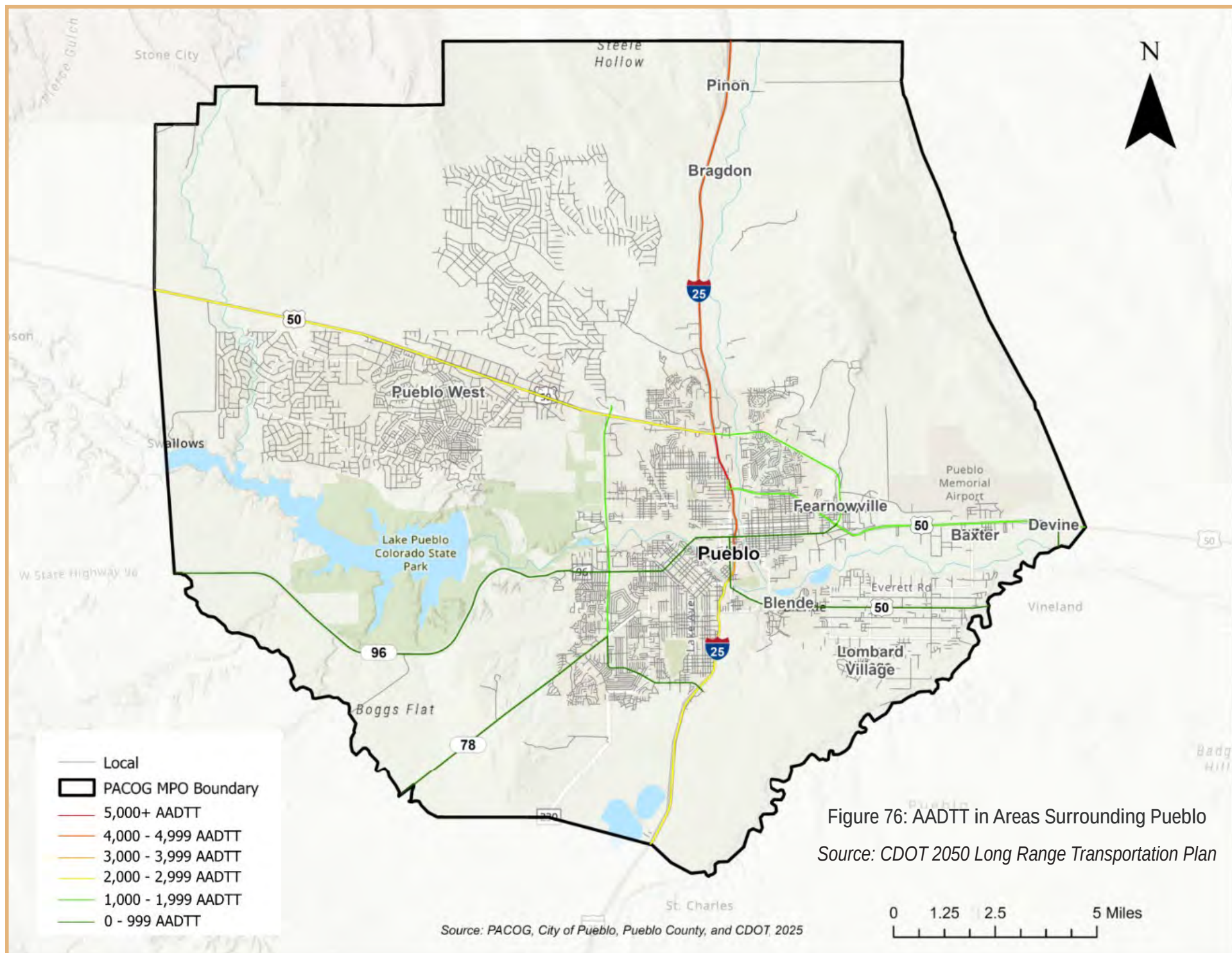
Understanding existing network conditions is the first step towards planning for future freight-related needs, addressing current gaps, and coordinating amongst stakeholders. This section describes the existing freight network through the Pueblo Region while considering operational patterns, roadway environment, and safety considerations. Data used for this analysis includes 2017-2021 freight data provided by CDOT.

Existing System

Freight Truck Network

The existing network in the PACOG MPO boundary is composed of over 1,200 centerline miles of paved roadway and receives approximately 250,000 daily vehicle miles of use from freight trucks alone, according to CDOT's local road statistics. The majority of freight truck trips are concentrated on the I-25 corridor, but also have a large presence on principle and minor arterials running North/South and East/West. As mentioned, Pueblo's connection plays a critical role in the overall State and national freight network, with I-25 and Highway 50 responsible for carrying a large portion of traffic. The AADTT along these segments were approximately 5,000 and 2,500 AADTT respectively, and a visualization in comparison to other segments is shown in Figure 76. The overall percentage of truck volume loading is 10.4% along I-25, and between 5% to 7% on the arterials (Highway 50, Highway 47, and Highway 96). This is large considering a typical expectation of truck volume loading tends to range from 2-3%, further emphasizing the importance of the interstate and arterials in the freight planning process.

Even with the larger AADTT on certain segments, overall traffic volumes did not indicate congestion as a serious impediment to freight movements. There may be decreased mobility within the urban area of the City of Pueblo, but the major highways illustrated in Figure 74 are not seen as experiencing drastic issues.





Freight trucks carry heavier loads than other vehicles on the roadway, and the larger size and weight could contribute to increased cracking and deterioration of pavement along the freight roadway network. Pavements in poor conditions present safety concerns, increased vehicle emissions, and increase wear-and-tear on personal vehicles. Proactively identifying and repairing roadway segments prone to deterioration helps ensure ideal operating conditions for all users.

Roadway conditions on the freight network are measured by CDOT’s Drivable Life measure examines structural factors like rutting, transverse and longitudinal cracking, internal roughness, and other factors. Drivable Life is grouped into three categories:

- High Drivability Life: more than 10 years
- Moderate Drivability Life: 3 -10 years
- Low Drivability Life: Fewer than 3 years

There are 91.5 miles of freight network within the Pueblo MPO boundary.

The majority of the freight network is in the “Moderate” drivable life category, though a significant percentage (25%) is in the “Low” category. Poor and worsening roadway conditions are not ideal for the safe and efficient flow of freight movement in, out, within, and through the region. These trends highlight the need for investment in road resurfacing projects along the interstate within the Pueblo MPO boundaries.

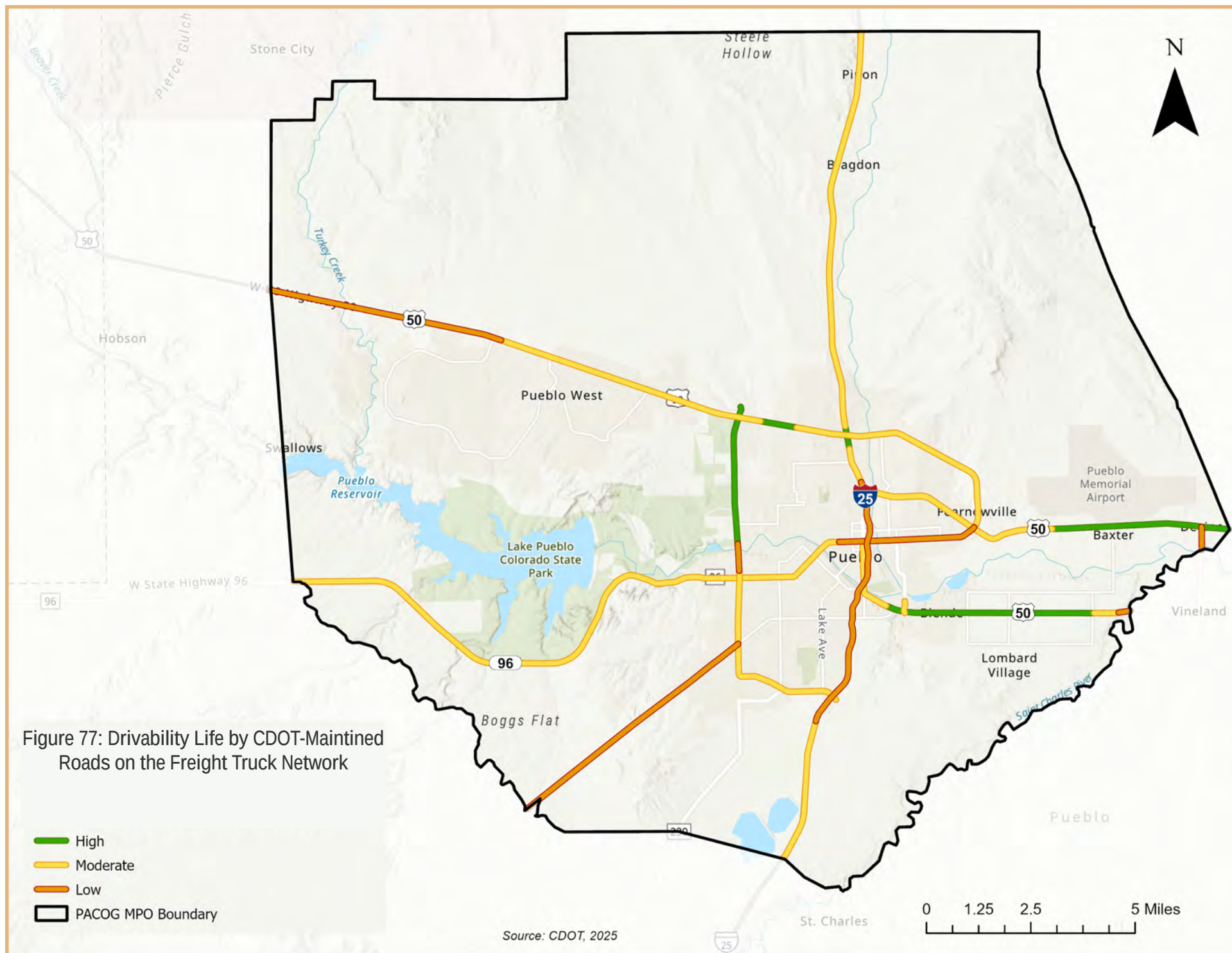
Table 38: CDOT Drivable Life Measure

High	Moderate	Low
>10 Years	3 – 10 Years	<3 Years

Table 39: Percent of Miles by Drivable Life on the Freight Network

-	High	Moderate	Low
Freight Network Drivable Life (miles)	14	23	54.5
Freight Network Drivable Life (percent)	15%	60%	25%

Source: CDOT, 2025





Other considerations for providing long-term accommodations to advance freight movements are parking availability and rest-stop accessibility. Accessible overnight and longer-term freight truck parking is important for the safety of truck drivers and performance of interstate commerce. Presently, there are few select locations listed in the truck parking inventory documented in the data. These locations are all along the I-25 corridor, with three locations North of Pueblo and two locations to the South, all of which are within a 50-mile radius of downtown. Table 40 documents the locations within this radius and associated existing parking spaces at these sites. Figure 78 provides a visual emphasizing that there is only one site within the Pueblo MPO boundaries, as well as a lack of truck parking, especially along the East-West routes. In addition to these sites, CDOT also plans to construct a new interchange and rest stop at I-25 Exit 108 (funded in the Transportation Improvement Program (TIP)), and there are planned projects outlined in the South Central Regional Plan that highlight future rest areas with available truck parking South of Pueblo.

The necessity of truck parking along highways and heavily traveled freight routes has a different necessity than truck parking availability in dense urban environments or on industrial streets. In the latter scenario, increases to truck parking can help facilitate last-mile deliveries, improve safety, and reduce stress due to negotiations with other road users. Improvements in truck parking availability along highways as well as in urban areas is one way that PACOG can facilitate freight movements in Pueblo, specifically for last-mile delivery.

Table 40: Truck Parking Availability Surrounding Pueblo

Point	Reference Name	Parking Spaces
1	Transwest Truck Trailer RV	30
2	Tomahawk Auto & Truck Plaza	125
3	Love's Travel Stop	70
4	TA Express Walsenburg	35
5	Love's Travel Stop	46

Source: Pueblo County Comprehensive Safety Action Plan, 2025

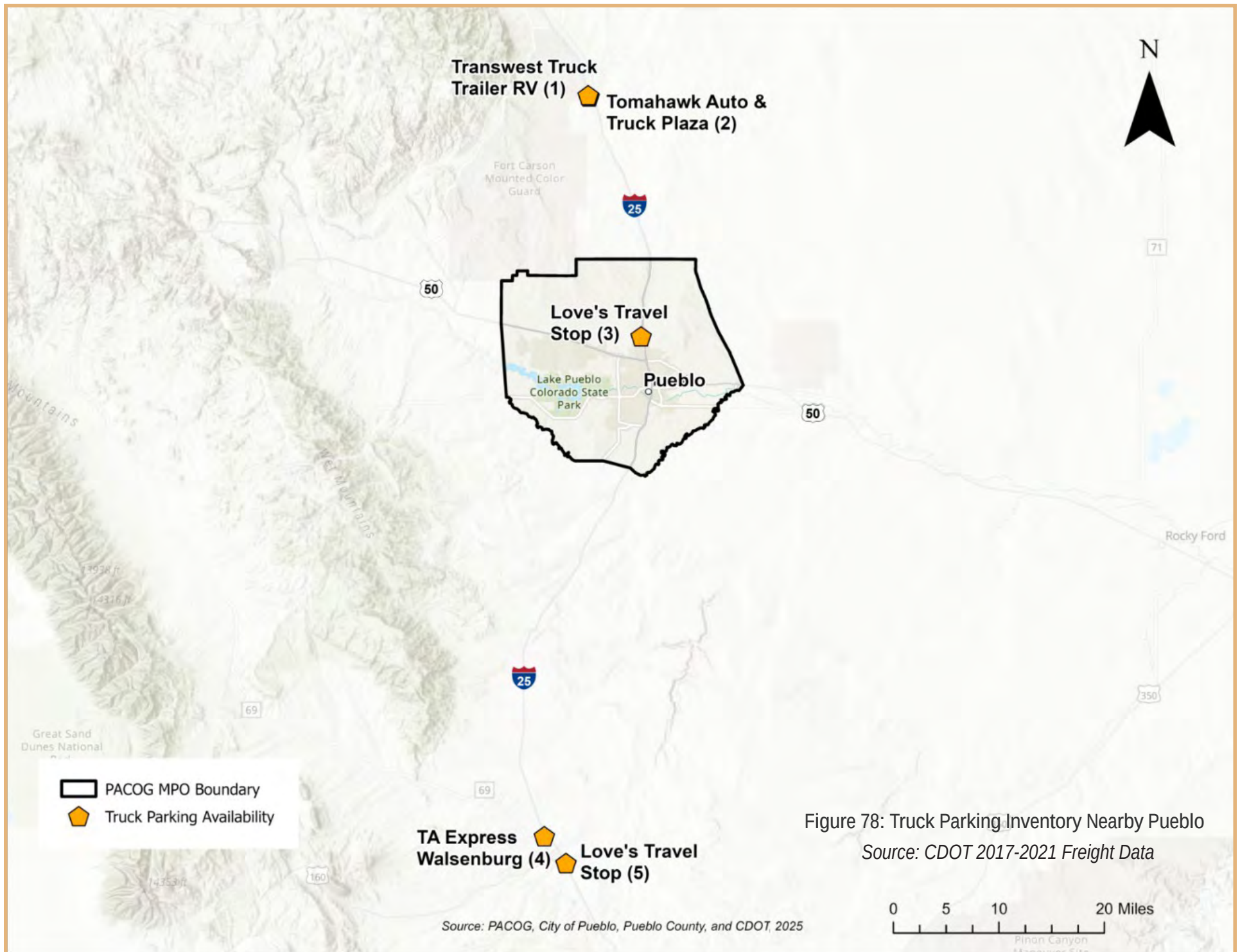


Figure 78: Truck Parking Inventory Nearby Pueblo
Source: CDOT 2017-2021 Freight Data

Freight Rail Network

Multiple freight rail lines run North-South and East-West across the State. These connect major cities throughout the nation and permit transport for large quantities of goods. The inbound/outbound freight rail lines in Colorado alone carried approximately 33.5 million tons of resources in 2024. A majority of the freight rail lines are owned and operated by Union Pacific (UP) and Burlington Northern Santa Fe (BNSF). There are also a variety of short line railroads present. Developed by the Association of American Railroads, Figure 79 shows the freight rail lines in Colorado. One notable short line in the Pueblo region is the Colorado Pacific (CPR) which begins about 27 miles East of Pueblo and runs into Western Kansas. The benefit of this 122-mile rail line is the availability of grain transport at a lower cost to nearby farmlands.



Figure 79: Map of Freight Rail Lines Through Colorado

Source: Association of American Railroads 2023

According to the Association of American Railroads, the most prominent commodity that is transported via freight rail through Colorado is coal, which made up nearly 1/3 of the total weight in tons for inbound and outbound trips in 2022. The Freight Analysis Framework (FAF) database reports that the monetary value of coal exports in 2050 will be \$94 million across the State. Table 2 provides a breakdown of the commodities that are transported via freight rail and whether they are included in the outbound and/or inbound trips across Colorado, taken from the FAF 5.7.1 database. Cement is the third most transported commodity originating from Colorado, and although the amount in tons is only 20% of that of coal, a large portion originates from Pueblo. The 2024 Colorado Freight Plan describes Pueblo County as one of the originators of Portland cement, concrete products, or broken stone and riprap which totaled 0.95 million tons.

Table 41: Commodities Shipped Via Freight Rail in Colorado

FAF Numeric Label	Commodity	Outbound?	Inbound?
01	Live animals/fish	--	--
02	Cereal Grains	Yes	Yes
03	Agriculture Products	Yes	Yes
04	Animal feed	--	Yes
05	Meat/seafood	--	Yes
06	Milled grain prods.	Yes	Yes
07	Other food products	Yes	Yes
08	Alcoholic beverages	Yes	Yes
09	Tobacco prods.	--	--
10	Building stone	--	Yes
11	Natural sands	--	Yes
12	Gravel	Yes	Yes
13	Nonmetallic minerals	Yes	Yes
14	Metallic ores	Yes	Yes
15	Coal	Yes	Yes
16	Crude petroleum	Yes	Yes
17	Gasoline	Yes	Yes
18	Fuel oils	--	Yes
19	Natural gas/fossil products	--	Yes
20	Basic chemicals	--	Yes
21	Pharmaceuticals	--	Yes

FAF Numeric Label	Commodity	Outbound?	Inbound?
22	Fertilizers	--	Yes
23	Chemical products	--	Yes
24	Plastics/rubber	--	Yes
25	Logs	Yes	Yes
26	Wood prods.	--	Yes
27	Newsprint/paper	--	Yes
28	Paper articles	--	Yes
29	Printed prods.	--	Yes
30	Textiles/leather	--	Yes
31	Nonmetal mineral products	Yes	Yes
32	Base metals	--	Yes
33	Articles-base metal	Yes	Yes
34	Machinery	Yes	--
35	Electronics	--	Yes
36	Motorized vehicles	--	Yes
37	Transport equip.	Yes	--
38	Precision instruments	--	--
39	Furniture	--	--
40	Misc. mfg. prods.	--	Yes
41	Waste/scrap	Yes	Yes
43	Mixed freight	--	--

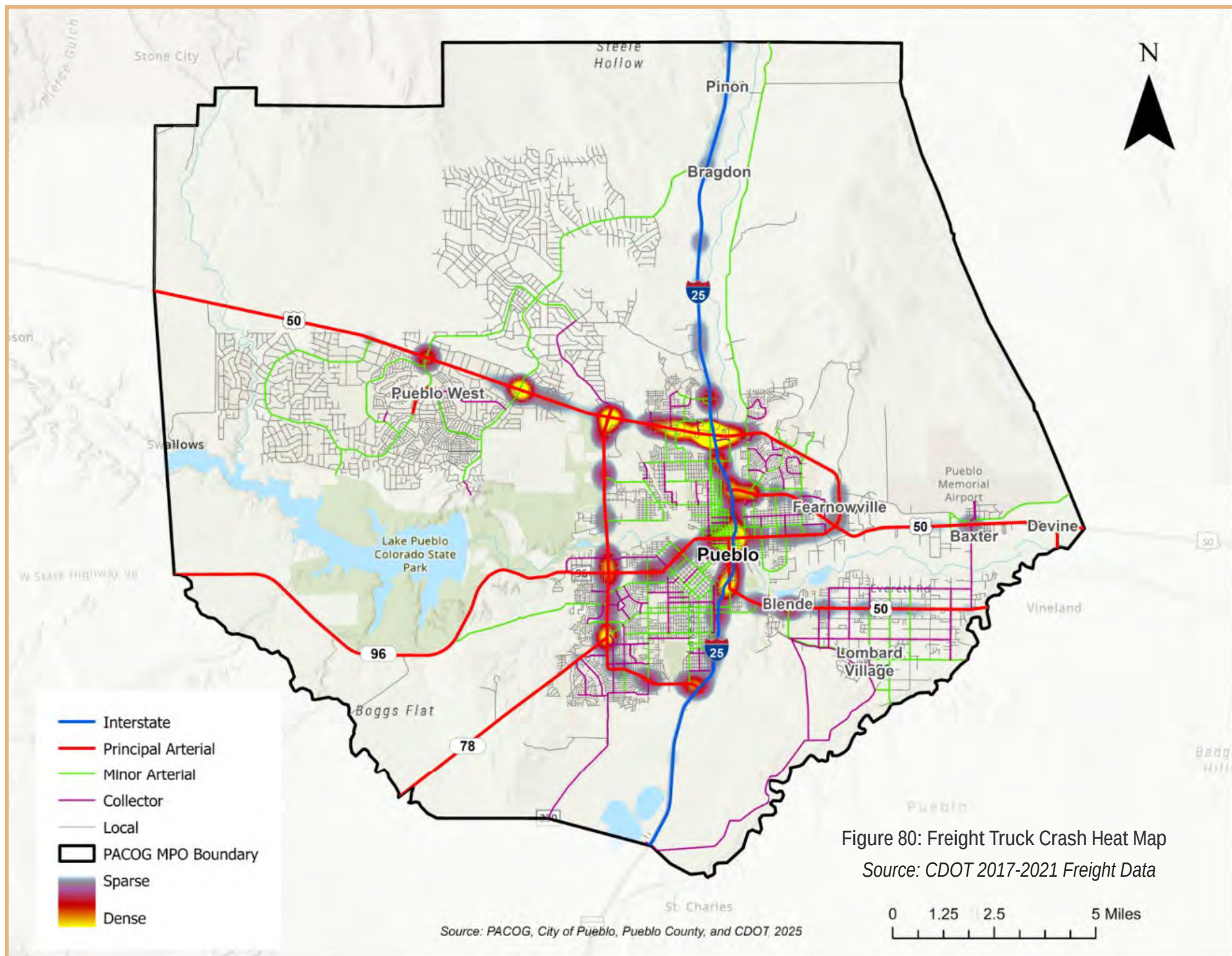
Source: FAF 5.7.1 database 2024



Safety Considerations

Freight Truck Safety

Accommodating for freight transport includes both operational and safety considerations. The size and weight of larger freight modes can increase the risk of serious or fatal injuries in the unfortunate event of a crash, while the more restrictive maneuverability may make them more susceptible to collisions. Figure 80 plots crash frequency considering all heavy vehicle crashes that occurred within the Pueblo MPO boundary. Given the higher AADTT along I-25, it would be expected that more crashes occur along this segment, but this Figure also shows that crash hot-spots tend to cluster around interchanges. The interchange between Highway 50 and I-25 shows the highest density of crashes, while the Highway 50 and Highway 45 interchange also shows increased crash occurrences. *Driver fault is not included in the crash data used. Freight involvement does not indicate fault.*



Analysis of these crashes revealed that a large portion (48.5%) occurred at speeds of greater than 55 mph. Crashes specific to Pueblo County were further assessed to better understand freight involved crashes in this region. An emphasis was placed on KSI (Killed or Seriously Injured) crashes but also looked into freight truck crashes with pedestrians and bicyclists. As freight presence and AADTT on the roadway continues to increase, improving the safety for users operating around these larger vehicles is an important consideration moving forward.

This analysis revealed that there were 805 total crashes between the years 2018-2023 where a commercial truck or bus was involved. Of this 805, 46 were found to be KSI crashes, which made up 3.6% of all KSI crashes in the region. Figure 81 separates by vehicle types to describe the percent breakdown of KSI crashes in Pueblo between 2018-2023.

Crash evaluation includes identifying how the transportation network can be improved to reduce the frequency and severity of future crashes. An assessment of the crash type/causality was plotted to highlight which countermeasures may fit well in the existing system. Figure 82 shows that the most common crash type involving trucks was the sideswipe collision, rear end, and collision with a fixed object. There were also 20 overturning incidents, which may present additional safety concerns for surrounding traffic.

A spatial analysis of locations where overturning crashes occurred is shown in Figure 83. Vehicle overturns that were not associated with additional weather or lighting concerns are colored red, while those that occurred in the presence of external impacts have been isolated. This figure indicates that there are certain locations where overturning risks for freight trucks may be more problematic and could be due to a variety of other factors (high speed, topography, lack of warning signs etc.). Importantly, it was found that there is a high density of crashes around the South Pueblo region and I-25 as well as near Colorado City, highlighting how this area may be prone to overturn risks and presents the potential for future improvements to reduce these chances. Freight trucks

Figure 81: KSI Crashes by Travel Mode in Pueblo

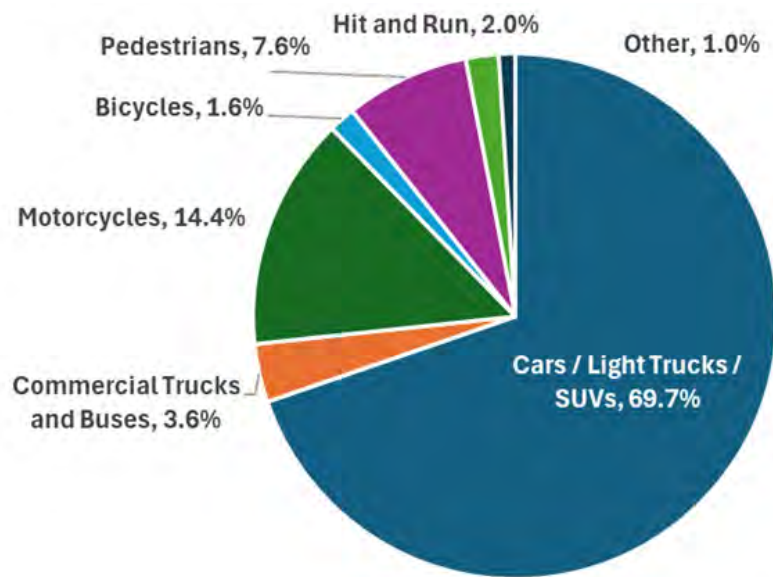
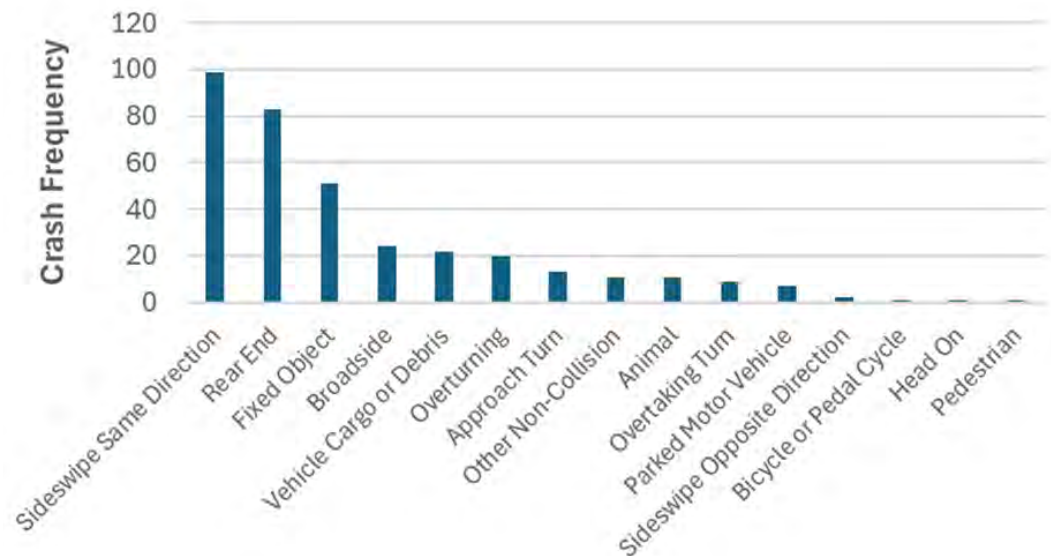
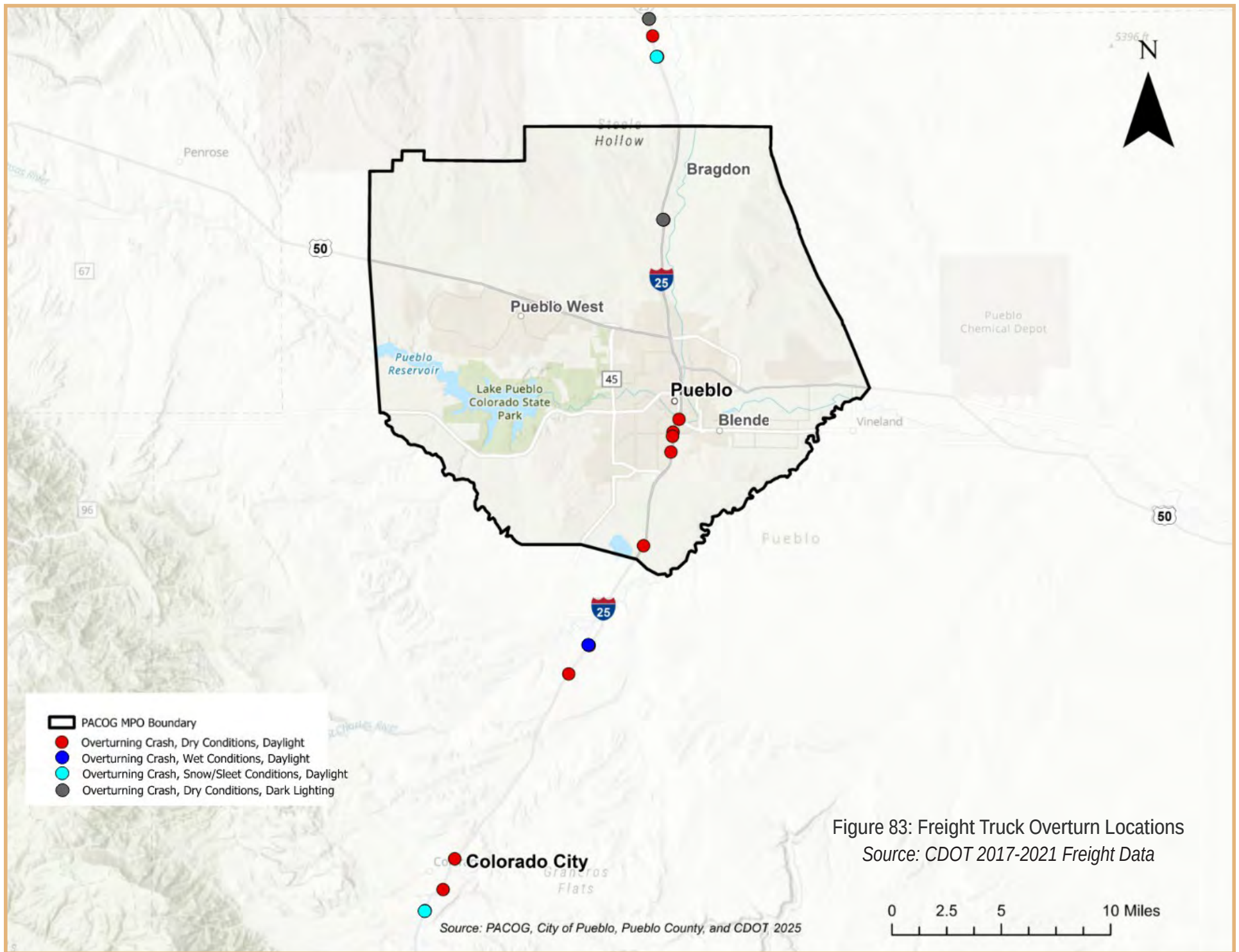


Figure 82: Crash Causality for Truck and Bus Crashes in Pueblo 2017-2021



Source: Pueblo County Comprehensive Safety Action Plan, 2025

Source: CDOT 2017-2021 Freight Data

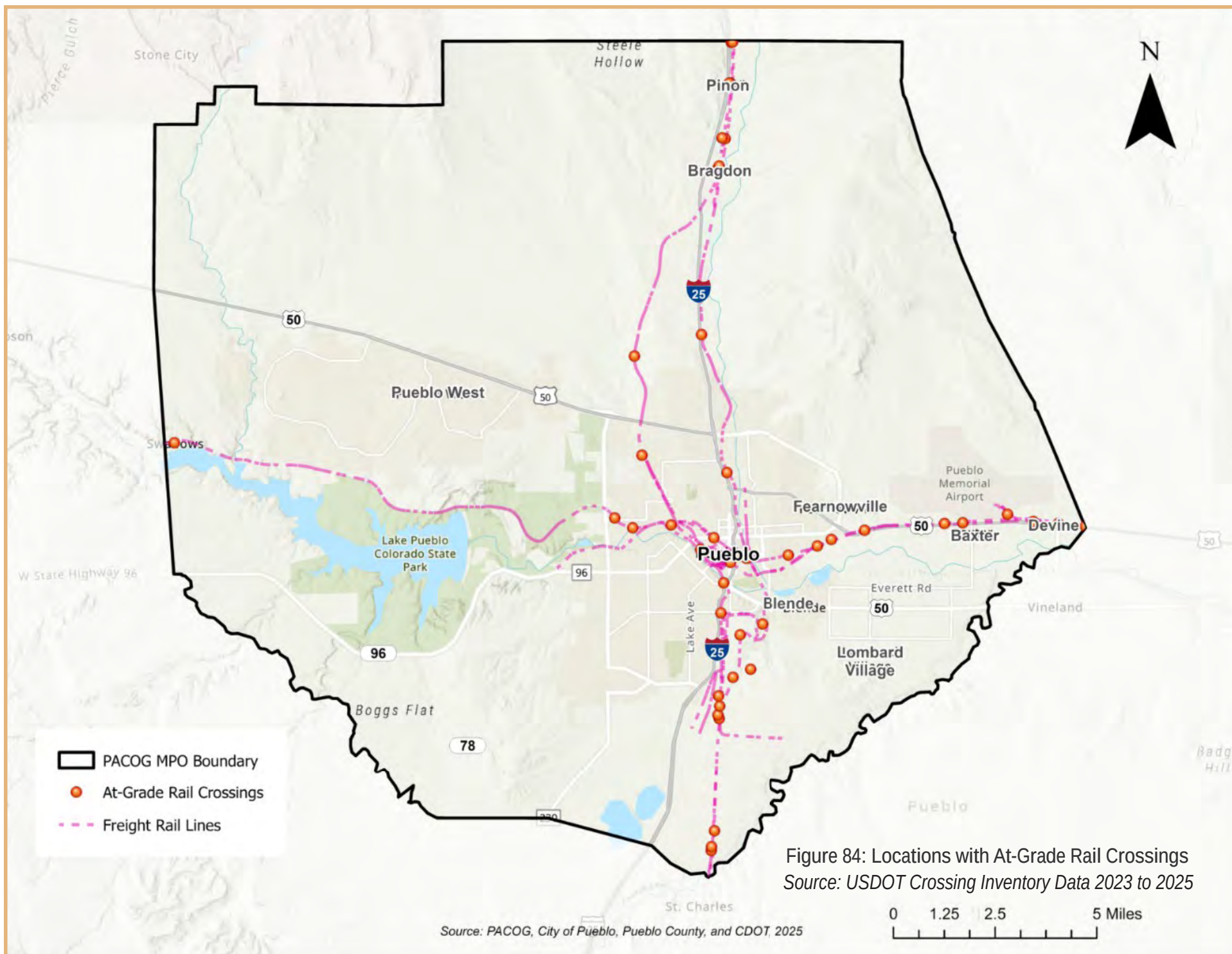




Freight Rail Safety

Safety considerations for freight rail include the risk of at-grade crossings. At these sites, inattention can lead to consequences for both vehicles and pedestrians. At-grade crossings within the Pueblo MPO are shown in Figure 12 to highlight locations where safety concerns may be present. In this figure, the northwest of Downtown Pueblo is preliminarily noted as locations that might raise concern, as their proximity to neighborhoods may create safety risks for pedestrians and commuters. These locations will be discussed more thoroughly when considering future improvements.

Safety concerns can arise, especially when coordination between larger transportation modes is necessary. The Federal railroad Administration reports that at-grade crossings are the second leading cause of rail-related fatalities in the United States, totaling over 200 casualties and over 2,000 incidents per year. The Railroad Crossing Elimination (RCE) Grant Program was initiated to remove/reduce at-grade crossings. This grant is discussed further in the Future Advancement portion of this Chapter to understand if it can be applied to any at-grade crossing locations in the Pueblo region. Eliminating at-grade crossings will help, but safety should still be a top priority even where separation is present. The train derailment that collapsed an elevated crossing of I-25 in 2023 resulted in catastrophic outcomes and is one example of why a continuous effort should be made to incorporate travel modes with the highest level of safety precautions. This will be discussed in more detail later in this chapter and in Chapter 9: The Built & Natural Environment.



Evaluation

Existing conditions for the freight network in Pueblo have been evaluated to better understand locational concerns in this region. A comprehensive understanding of the freight network through Pueblo is described in the following section and may be used as a reference in future considerations.

External Influences

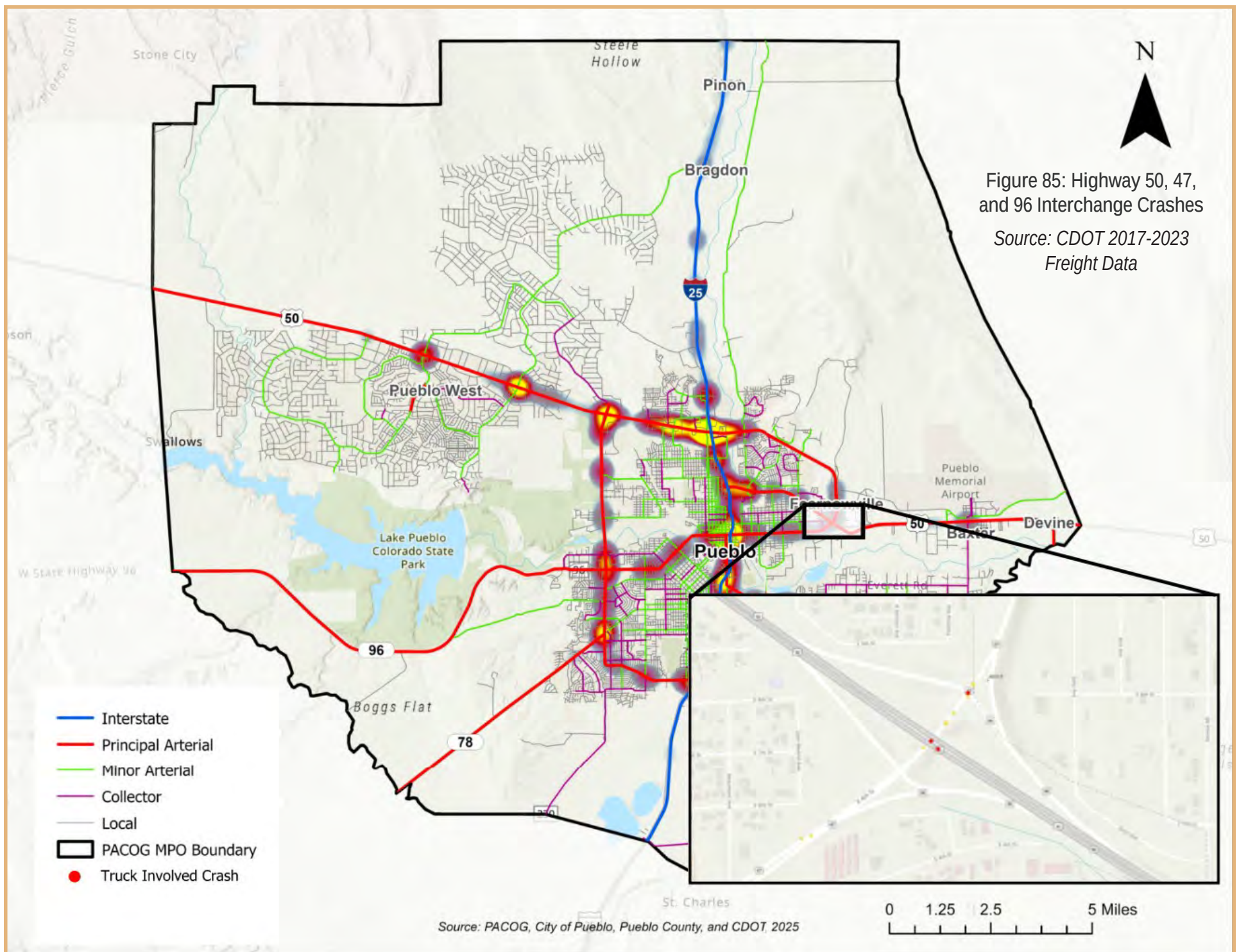
Factors such as increases in population, large-scale developments, or accommodation of various travel modes can have significant impacts on freight maneuverability through the built environment. In this evolving system, the impact of new developments on the freight network may be overlooked. External influence is discussed in this Section to support considerations on how aspects of the built environment may negatively impact freight movements in the Pueblo region, and to prompt discussions about how to account for these impacts and find a balance between implementation while minimizing strain on the system.

Regional Influences on Freight Truck

Tight Corridors

Freight trucks are susceptible to constraints due to reduced vehicular operational characteristics and the transport of heavier loads. Restrictions in maneuverability can cause delays, increased stress, and negative environmental impacts. One example of a location is the interchange between Highway 50, Highway 47, and Highway 96. A second example is the I-25 and Highway 50 Bypass interchange. These are critical links in the truck freight network through Pueblo, but may also present maneuverability concerns. The latter is receiving improvements, including a diverging diamond interchange design that is expected to improve access and safety; Meanwhile the Highway 50/47/96 interchange features narrow lane widths, restrictive sight distance, and differences in grade. These are likely contributing factors to the maneuverability concerns at this location and may be associated with the 11 crashes observed in a four-year span, three of which included crashes with a freight truck. Figure 85 shows the location of the crashes around this interchange.





One crash that occurred along Highway 50 was caused by a collision with the low-clearance bridge, which stands as an example of how geometric constraints such as horizontal and vertical clearance must be considered along the freight network. The freight rail bridge that crosses over Highway 50 East of this interchange also raises concern as the bridge sits at a low clearance height of 15'-08." This is below the preferred threshold set within the CDOT Roadway Design Guide from 2023 which promotes a vertical clearance of 16.5 feet within the right of way along arterials. Collisions with low-clearance bridges can disturb the structural integrity at these facilities and pose a significant risk for both rail and highway users. Considerations should be made when establishing the necessary frequency and complexity of bridge inspections as well as potential prioritization for those at high-risk locations. The importance of this foresight and the detrimental impacts of system failure are discussed further in the Resilience Planning section of this chapter.

Raised Pavement

Other external influences that must be considered are roundabouts and facilities with raised pavement as these may present issues for freight traffic or larger vehicles. Consideration of the installation of new roundabouts, how they may impede freight traffic, and alternative route selection should be considered. There are six locations that will receive a new roundabout in the coming years outlined in the 2024 Year End Summary and Updates by PACOG/MPO. One of these roundabouts is located at the intersection of Eagleridge Boulevard and Dillon Drive, which is adjacent to I-25 and receives heavy flows of freight vehicles. For this reason, PACOG/MPO continues to monitor the intersection operations to ensure the roundabout design is feasible and functional for current and future growth.

Future Freight Fleets

The Colorado 2050 Statewide Transportation Plan discusses the preparation for electric, autonomous, and connected freight movements in the State of Colorado. This preparation includes accommodation for advanced driver assistance systems, the addition of in-motion weigh stations, and laying the groundwork for connected vehicle (CV) infrastructure. The addition of charging infrastructure will ensure key freight corridors are prepared for the growth of electric freight fleets in the region. CDOT notes that priority locations for these improvements will be corridors experiencing high congestion and crash rates. Taking AADTT and crashes into account, if these improvements were expanded throughout the Pueblo region, implementation would be likely be most effective along the I-25 corridor, the West side of Highway 50, and Highway 96 through the downtown environment.

In addition to electric vehicle fleets, Colorado has also been building resilience in the pursuit of hydrogen fuel stations. Research into hydrogen fuel by Colorado State University Pueblo is moving forward via a \$11.7 million grant. Most relevant to the City of Pueblo is the proposed hydrogen fuel station in the City, which is only one of three that is being planned at the moment. The other proposed locations are Denver and Fort Collins.

Regional Influences on Freight Rail

External influence impacting freight rail to be considered when planning for future readiness should include significant trends in freight movements or significant planned investments in freight rail facilities. The following items were identified in this analysis as significant.

Southern Colorado Rail Park

The planned 3,000-acre Southern Colorado Rail Park North of Pueblo, discussed in a 2019 Feasibility Study commissioned jointly by El Paso County, the City of Fountain, the City of Colorado Springs, and the Colorado Springs Chamber of Commerce, by will serve both UP and BNSF lines while providing increased resilience for Fort Carson transport and operations. The exact impacts of this development are unpredictable, but it is expected to increase freight rail usage and may divert certain commodity flows away from trucks and carried by rail instead. This presents unique challenges in the planning process, as more rail traffic can increase conflicts at at-grade crossings, while reduction of freight truck presence on the interstates and arterials has different transportation impacts. Although this development is North of Pueblo in El Paso County, there will likely be impacts to adjacent cities and municipalities such as the City of Pueblo that are not discreetly discussed. This development has not started construction, but annexation approvals by the neighboring city of Colorado Springs were approved early in 2025. Recognizing this external influence, and the potential increase in freight rail in the region is necessary to plan for future expansions and accommodations.

Declining Coal Shipments

Between 2025 and 2031, six more coal-fired power plants in Colorado are scheduled to be shut down or converted to another energy source, such as natural gas. This includes Xcel Energy's Comanche Plant near Pueblo. This may impact the usage of rail freight (coal represents one third of rail commodity flows in Colorado).

While the current federal administration has significantly cut funding for renewable energy, and Pueblo area organized labor is opposing the change at the Comanche Plant, coal shipments nationally have been in decline. Freight Rail in the region may evolve as Railroads seek new customers.

CS Wind Turbine Tower Plant Expansion

While the funding picture for renewable energy sources has changed with the current administration, the CS Tower Plant remains a significant manufacturing concern in the region. This plant is the largest wind tower manufacturing facility in the world and requires access to both rail and truck freight. This site has recently undergone Phase 1 of a significant expansion project with a goal of doubling capacity. The movement of oversized wind turbine materials via freight requires complex route planning related to roadway weight restrictions, widths, and terrain. The opportunity to expand rail spurs is one option for improving the movement of these commodities but evaluation would be necessary to understand the most economically viable alternatives. This is one way to fully leverage this mode of transportation.

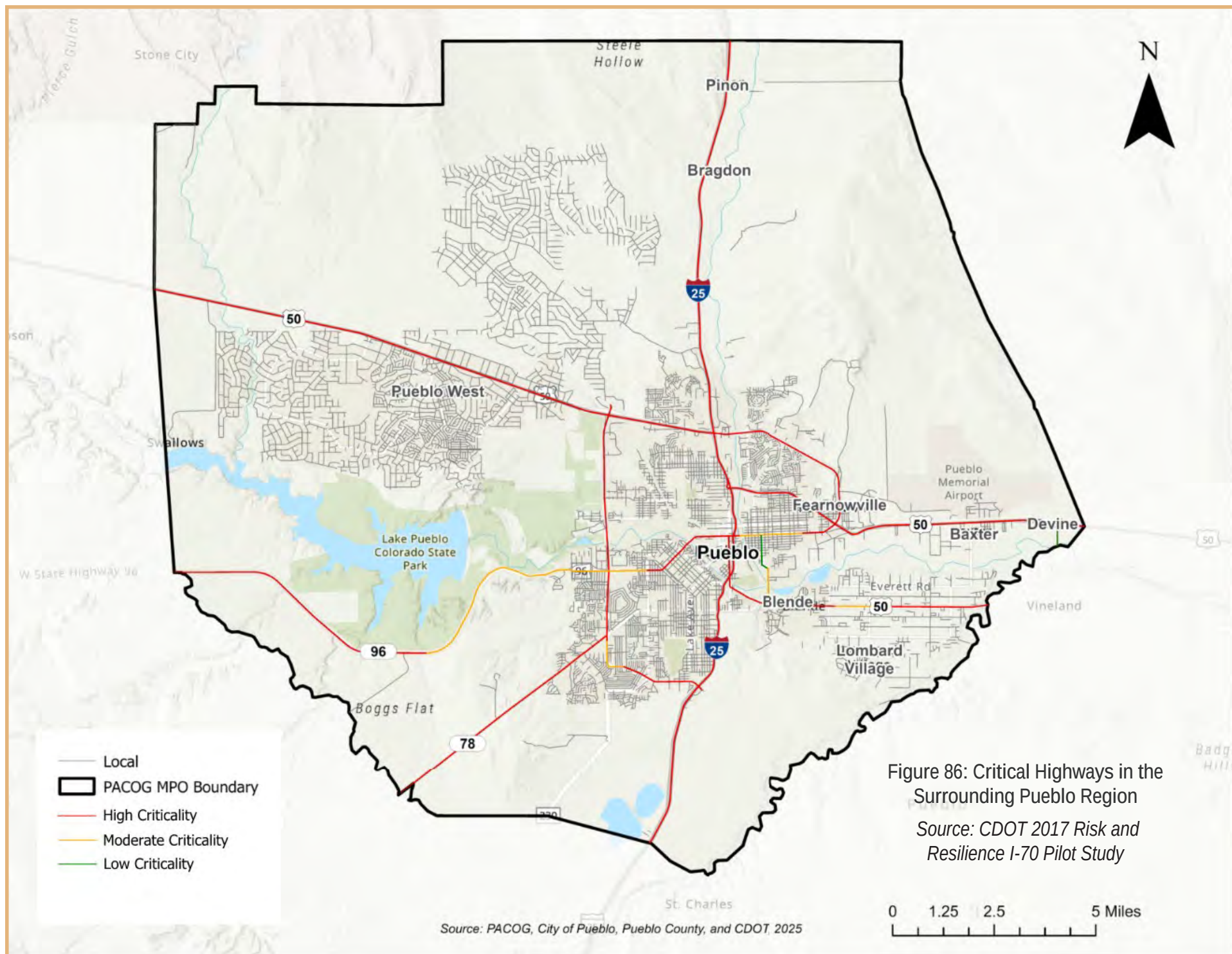


Resilience Planning

Critical Highways

CDOT has noted the importance of resilience for communities to rebound and recover after unforeseen circumstances. In their 2024 Risk and Resilience Program, CDOT discusses building resilience by identifying risks and threats to better implement mitigation strategies and reduce the risk on the transportation system in advance. This preparation can improve safety, minimize disruptions, and reduce costs in the event of a disaster. Part of CDOT's efforts to improve resilience was the I-70 Risk and Resilience Pilot Study, which evaluated the I-70 corridor to identify potential barriers in an emergency. The findings of this pilot study include an interactive map visualization plotting eight different assets that were geocoded throughout the corridor.

A similar assessment can be beneficial to document alternative routes or areas of high concern near the city of Pueblo. Critical highways spanning North-South can benefit from more redundancies in the system for alternative routes. Figure 86 shows the lack of alternative routes that run parallel to the critical highways surrounding Pueblo, specifically to the North and South.





Opportunities for Resiliency Improvements

Events such as the 2023 train derailment and resulting collapse of the railroad bridge between exit 106 and 108 along I-25 is one example where alternative route options can help improve resiliency of the system for unplanned and very unfortunate events. Although this event had irreplaceable impacts, devoting funds to mitigate the impact of similar occurrences is important to a resilient freight network. Funding programs such as the Infrastructure Investment and Jobs Act (IIJA) and the Off-System Bridge Program have associated grant opportunities that may be applicable to specific improvements identified throughout this Chapter. The Off-System Bridge Program states that structural integrity information is required for bridges of high concern and emphasizes the importance of inspection and documentation. A few of the pertinent pieces of information that are required when evaluating whether this funding opportunity is applicable include: Bridge location, Region, ADT, ADTT, Status, Condition, Functionality and many others. Similarly, consistent inspection of high-risk locations may be a cost-effective alternative in the process of building resiliency. CDOT recently completed a roadway resurfacing project along I-25 through Pueblo between mile markers 92 to mile 102, which provides additional lifespan to the highway, a smoother travel surface, and improved drivability. Continuing to maintain these highways and add alternative routes is one way to build resiliency into the system.

Considerations

Freight necessity highlights the need for future planning and network evaluation. Continuous advancements in safety and operational accommodation are necessary to ensure freight movements maintain timely and safe deliveries while minimizing bottlenecks. This section evaluates future considerations that can improve the freight network through Pueblo. Some considerations discussed include cost, commodity flows, local improvements, trends over time, and goals/strategies moving forward.

Individual Costs & Collective Benefits

Delays on roadways create both emotional and economic stress for drivers. Planning for increasing freight movement ensures deliveries are made, crashes are limited, and coordination between modes is feasible. This section evaluates the perceived costs associated with freight transport, specifically considerations with commodity flows and shipments as well as the potential impact with future advancements and projects to enhance the system.

Freight rail systems can transport a considerably larger volume of commodities compared to trucks, and expansion of the Class 1 Railroads or the Short Line Railroads can help prepare for an increase in shipments if necessary. That being said, both modes excel at transporting certain commodities, where the majority of meat is shipped via freight truck while rail lines are ideal for transporting materials such as coal. According to the Association of American Railroads, outbound shipments via rail lines in Colorado accounted for 14.1 million tons of products in 2024, while the inbound shipments accounted for 28.0 million tons, with the reported total monetary value upwards of \$1.9 billion. Another consideration is that freight trucks on the highways can lead to deterioration and worsening roadway conditions for other drivers. In the Keeping Colorado Mobile report (2025), TRIP—a national transportation research nonprofit—reported that undesirable roadway conditions brought on by deteriorations of the pavement were said to result in costs upwards of \$11.4 billion. This estimate is the accumulation of vehicle operating costs, safety issues, and the environmental impacts of congestion. In Pueblo alone, the total estimated cost was \$2.4 million due to deterioration. To ensure economic development remains in a manageable place, highway, freight rail line, and bridge deterioration must be continuously mitigated.



Commodity Flows

Evaluation of commodity flows highlights the vast number of materials shipped via rail and truck through the region. Two data sources were identified that provide evaluations of flows including: Commodity Flow Survey (CFS) data provided by the U.S Census Bureau, and the FAF 5.7.1 dataset prepared by the Bureau of Transportation Statistics. Both datasets provide commodity flow information, but benefits and shortcomings were noted upon review. The benefits of these two datasets include:

- Weight and value of shipments: Both provide the monetary value and weight of the shipments, as well as future projections.
- Origin and destination: Both datasets allow for sorting to evaluate inbound/outbound flows by the origin and destination of commodities.
- County level assessment: The CFS dataset parses commodity flows on a county level, which strengthens the ability to analyze data specific to the Pueblo region.
- Statewide assessment: The FAF database provides commodity flows across all States and allows for efficient assessment of total flows to- and from-specific locations.
- Evaluation of specific flows: Both datasets segment the type of commodities being shipped. The FAF provides more detailed information, separating each individual commodity while the CFS dataset provides bins and groupings of commodities.

The challenges that were experienced when assessing these data sources include:

- Potential misalignment of information: Evaluation of 2022 data found that the total outbound shipment in tons from Pueblo accounted for a large portion of the total outbound shipments in the State described within the FAF database. This percentage may not be concerning if the majority of shipments in Colorado move South through the Pueblo region but should be kept in mind when evaluating commodity flows in the region.
- Isolation of certain commodities at a county level: The CFS database uses standard classifications of transported goods to group commodity types into bins of transport, providing less specificity than the FAF database at a county level.

These datasets help to understand the commodity that flows through and within the state, as the FAF 5.7.1 database provides a robust evaluation of travel modes (truck, rail, air, etc.) and associated commodities but does not isolate Pueblo County specifically. Meanwhile, the CFS dataset provides county level assessment but presents limitations when performing assessment.

Though the commodity type from the CFS dataset is not regionally precise, but assessment was still made for the bins of commodity flowing isolated to the Pueblo region specifically. Evaluation of shipments inbound/outbound through Pueblo revealed that the most common shipment types (by tons) were commodities, followed by materials.

Future Advancement

Advancing Freight Truck

Considering the crash risk evaluation, needs for heavy travelled freight segments, and tight corridors in Pueblo, there are select opportunities outlined below where the data revealed further investigation may improve freight truck operations. Steps that PACOG is taking to improve freight operations, such as planned observations or in-progress projects in the region are also included:

- The Highway 50/40/96 interchange showed multiple crashes and difficult negotiations among drivers. Collisions with the low clearance bridges in this area have raised concern, especially given that the bridge at mile-marker 319 along Highway 50 carries an in-service freight rail line owned by BNSF.
- Careful inspection of the at-risk bridges, and analysis of potential improvements can help build resilience in this region of Pueblo to ensure major freight truck and freight rail operations continue without closures.
- PACOG is monitoring the roundabout installation at the intersection of Eagleridge Blvd and Dillon Dr to understand operational improvements and safety advancements for this newly installed site.
- Evaluating, documenting, and maintaining the roadway surface along major freight truck routes to avoid large-scale, costly failures and reduce the risk of additional safety concerns.
- CDOT began efforts to improve access and safety in Pueblo with the I-25/US 50B Interchange Reconstruction Project which features a planned completion of Summer, 2027. This interchange construction will install a diverging diamond interchange at the intersection of I-25 and US 50B in an effort to improve drivability and safer conditions. This will likely also improve accessibility for freight trucks operating in this segment.
- Allocating resources to investigate the overturning crashes between mile-markers 96 and 97 along I-25 is one option for providing additional safety improvements for freight truck movements. Vehicle overturning, especially when no other external environmental variables are involved (i.e., weather conditions, lighting) can present operational challenges and safety concerns.
 - ◇ Examples of some countermeasures that may help reduce the overturning risk include geometric redesign, additional signage/warnings, and reduced speed. Three overturning crashes reported in a similar area just South of Pueblo with no notable causes from initial inspection.
 - ◇ Understanding whether geometric redesign, speed reduction, or additional warning signs can help reduce this crash type may lead to safety improvements in the region.
- I-25 was found to have a much larger AADTT than other major highways assessed and was unsurprisingly associated with more crashes. This major freight section is a primary contender for advanced driver assistance systems, the addition of in-motion weigh stations, and laying the groundwork for CV/EV infrastructure as outlined in the Colorado Statewide Transportation Plan. The resurfacing of this interstate conducted in 2025 can help improve operating conditions, but continuing efforts to enhance the drivability of this segment is pertinent. Alternative routes should also be considered as one way to build resiliency and reduce the safety and cost impacts associated with unpredictable events. These improvements, as well as more rest stops along the I-25 corridor can enhance freight truck accommodation in this region.
- The US 50 Safety/Operational Highway Improvements for Freight Travel (SHIFT) project was started October, 2025 and will implement 12 individual passing lanes across five different segments of the US 50 freight corridor. Implementation of these passing lanes will be installed between Pueblo and the Kansas state line as a means for providing safer opportunities for passing.



Advancing Freight Rail

Accounting for future expansions North of Pueblo, including the freight rail park and wind turbine expansion, is necessary in planning for 2050 freight rail accommodations. The monetary expense of these expansions may present opportunities to increase the inbound and outbound freight rail trips of various commodities, especially with the expected decline in coal production due to declining shipments and power plant shutdowns.

Safety considerations must also be made, 29th St on the West side of Pueblo interacts with the at-grade rail crossing. This crossing receives a high influx of traffic diverted from 24th Street because it is the nearest route that allows access across the rail line. As mentioned previously, at-grade crossings present high-risk safety concerns. With these considerations, one proposed advancement is continuing W 24th Street to connect the East and West ends via a raised crossing over the conflicting rail line. Pueblo received funding through the RAISE Program to implement multiple improvements to the West side of the City, one of which is the inclusion of a 24th St bridge to address physical barriers (i.e., railroad) and provide better connectivity to the downtown area. Other components of the West side improvements include rehabilitation and improvements for almost 70 bus stops to increase accessibility and meet ADA compliance. These are expected to be completed by the end of 2027.

Goals and Strategies

The strategies outlined in this chapter were designed based on the analysis of freight data through Pueblo to consider opportunities for improvement. These future advancements will help achieve the safety and efficiency goals outlined in the long-range plan by focusing efforts towards promoting safer roadway conditions, easing negotiations across travel modes, monitoring operations at various sites, and promoting redundancies in the overall system. This can help facilitate efficient operations while ensuring commodity flows are uninterrupted.

PACOG is taking steps to address the goals of improving freight movement, accessibility, and safety for users. These strategies include geometric designs that improve the movements of vehicles or reduce at-risk scenarios. Some key examples include addressing low clearance bridges, redesigning highway interchanges to better accommodate traffic demands, reducing at-grade rail crossings through implementation of raised crossings, or evaluating high-risk crash locations using crash data.

Additionally, PACOG regularly evaluates future site plans in nearby regions to ensure potential increases in the freight rail and freight truck demand can be accommodated. This includes considerations around future rail spurs, building resiliency through alternative routes, and documenting roadway/pavement conditions. These steps, as well as pursuing funding for improvement projects are the strategies being taken by PACOG in the Pueblo Region to further advance freight throughput and improve coordination with these necessary travel modes.

The following goals will help support the improvement of freight conditions in the Pueblo region. These are an excerpt of relevant goals and objectives from Chapter 3, which delves further into associated actions and strategies the MPO can pursue over the next five years.

Relevant Goals and Objectives from the Plan
Goal 1: Improve safety for all transportation system users.
Objective A: Build safer streets.
Objective C: Address dangerous roadway behavior through design and education.
Objective D: Encourage a culture of safety.
Goal 3: Maintain a transportation system that encourages economic vitality and vibrancy.
Objective A: Ensure ease of freight movement and delivery throughout the region.
Objective C: Coordinate land use with transportation investments.
Goal 4: Invest in transportation systems that promote a high quality of life and a healthy environment.
Objective C: Incorporate environmental and public health considerations into transportation planning decisions.
Objective D: Improve infrastructure conditions.

The Built & Natural Environment

Our roads, rails, and trails travel through and across the many environments, both built and natural. This chapter explores the interconnectedness between transportation and its surrounding environment. This analysis can help with long-range planning efforts to minimize the effects that hazard events (both natural or human-caused) may have on transportation systems, or which require transportation systems to be activated to respond to emergency events. It can also help ensure that the development and use of our transportation system has a minimal impact on the natural environment.

Transportation Security

A consideration in the long-range transportation planning process includes understanding potential threats to the transportation system. Threats to the transportation system can be broad, and include anything from poor bridge conditions (which present the potential hazard of a bridge failure) to extreme natural disaster.

§ 450.306 (a)(3): The metropolitan transportation [plan] shall... provide for consideration and implementation of projects, strategies, and services that ... increase the security of the transportation system for motorized and non-motorized users.

The focus of PACOG's efforts to improve transportation security is to understand and minimize the direct or indirect disruptions caused either by natural or human actions. These disruptions can occur in any season of the year and may be present in a particular spot (such as roads prone to flooding during regular storm events) or a wide-ranging area in the Pueblo MPO region (such as tornadoes). Threats to the region may include:

- Severe weather which may cause floods or tornadoes
- Wildfires
- Hazardous materials spills (may be caused by truck crashes or freight derailment)
- Subsidence (natural or as a result of human activity)
- Terrorism (domestic or non-domestic)

There are three major roadways that are designated hazardous materials routes: I-25 (which is both a hazardous materials and nuclear materials route), US-50, and CO-47.



Transportation is also an integral part of emergency responses, making the security of the system that much more vital. Uses of the transportation system in an emergency may include:

- Evacuation routes for residents fleeing before or during an emergency event
- Routes for first responders to respond to emergency events or incidents
- Routes to deploy emergency support or disaster recovery following a security event

Per the Colorado State Emergency Operations Plan, there are several emergency support functions (ESF) involving the regional transportation system and the Colorado Department of Transportation during a security incident. These are the relevant Emergency Support Functions in the Plan:

- **ESF 1: Transportation - Department of Transportation.** ESF 1 is designed to provide transportation support to assist in domestic incident management. Activities within the scope of ESF 1 functions include: processing and coordinating requests for State, local, and civil transportation support as directed under the State Emergency Operations Plan (SEOP); reporting damage to transportation infrastructure as a result of the incident; coordinating alternate transportation services (air, maritime, surface, and rail); coordinating the restoration and recovery of the transportation infrastructure; and coordinating and supporting prevention, preparedness, mitigation among transportation infrastructure stakeholders at the state and local levels.
- **ESF 3: Public Works & Engineering - Department of Transportation.** ESF 3 is structured to provide public works and engineering-related support for the changing requirements of domestic incident management to include preparedness, prevention, response, recovery, and mitigation actions. Activities within the scope of this function include conducting pre and post-incident assessments of public works and infrastructure; executing emergency contract support for life-saving and life-sustaining services; providing technical assistance to include engineering expertise, construction management, and contracting and real estate services; providing emergency repair of damaged infrastructure and critical facilities; and other recovery programs.
- **ESF 7: Resource Support - Division of Emergency Management.** ESF 7 resources support to local, and tribal governments consists of emergency relief supplies, facility space, office equipment, office supplies contracting services, transportation services (in coordination with ESF 1 – Transportation), security services, and personnel required to support immediate response activities. ESF 7 provides support for requirements not specifically identified in other ESFs, including excess and surplus property. Resource support may continue until the disposition of excess and surplus property, if any, is completed.

It is the responsibility of the region to monitor, or coordinate the monitoring of, the security and condition of Pueblo's transportation system, and report any major damage that may impact emergency preparedness or the ability to respond to security or hazard events.

The Public Works Departments of the City of Pueblo and of Pueblo County are important partners in the PACOG security planning process. Specific roles and responsibilities of the regional leadership include:

- Inspection of bridges, roads, signs, lighting, airports, and sidewalks for damage
- Coordination and repair of damaged transportation structures, including roads, traffic control systems, and signage
- Maintaining rights-of-way for emergency vehicles
- Assisting in traffic management during incidents

Pueblo, located in the South Region of Colorado's Division of Homeland Security & Emergency Management, was part of the 2024 Colorado Emergency Preparedness Assessment Annual Report update. The main priority for transportation preparedness and response in the South region were debris removal and emergency response.

Table 42: Federal Emergency Management (EMA) Emergency Preparedness Goals

Prior to Hazard Events	Preparedness: Planning and activities to increase the understanding of security risks. Examples include understanding potential hazard risks to the region, identifying emergency routes, or preparing hazard mitigation plans.
	Protection: Activities taken to preemptively protect people and infrastructure from the effects of a potential threatening event. An example of a protective activity is adding netting to a rockfall-prone cliff adjacent to a major road, or adding signage to roads that are prone to flooding instructing people to "Turn Around, Don't Drown."
	Mitigation: Capabilities and activities that can reduce loss of life and property by lessening the impact of disasters by reducing or eliminating the likeliness or severity of such an event occurring. Mitigation efforts may include public education on how to prepare for an emergency event, or increasing the capacity of infrastructure to absorb or channel water during severe rain events.
During & After Hazard Events	Response: Capabilities necessary to save lives, protect property and the environment, and meet basic human needs during and after an incident has occurred. The use and condition of the transportation system should be adequate to enable rapid and safe response for critical transportation needs.
	Recovery: Activities and capabilities to recover from a hazard event. This might include human services to provide direct aid; repairing damage to infrastructure or private property incurred during the hazardous event; restoring operations and services to the community to a normal routine; and encouraging economic recovery.

Stormwater & Transportation

Stormwater can be a hazard to transportation users during high rain events. Conversely, vehicle-source pollutants on roadways (such as oil, hydrocarbons, tire particles and debris, or heavy metals) also pose a hazard to the natural environment.

Runoff & Local Water Quality

The vast majority of transportation infrastructure within the Pueblo MPO boundary is constructed of asphalt and concrete, which are generally impervious to water infiltration. This means that rainwater, when falling onto the infrastructure, flows off the road and either must be carried off through storm drains to be eventually discharged into a nearby stream or river. Alternatively, designing infrastructure with natural processes in mind can give stormwater the opportunity to infiltrate into soil and back to recharge the water table. When designed well, green stormwater infrastructure can also treat the water, removing harmful pollutants before reaching the water table or aquifer.

The local Arkansas River is identified as a potential future Managed Aquifer Recharge project.

MS4 Permit Requirements

Most of the Pueblo area operates under a separate storm sewer system (MS4), where sewage and stormwater are collected and discharged through different infrastructure means. Pueblo does not treat stormwater collected before it is discharged into the local river system. Without proper management, runoff from storms can cause erosion of arroyos and local river systems, all while carrying pollution into the rivers that can negatively impact ecological systems, including plant, bug, bird, and mammal life cycles.

In the State of Colorado, municipal separate storm sewer system (MS4) permits are issued for discharges of urban stormwater into streams, rivers, and lakes. Pueblo County is governed by an MS4 permit issued by the Colorado Department of Public Health and Environment (CDPHE) Water Quality Control Division.

Pueblo County Ordinance 2020-28 adopted an update to their local plan to comply with the MS4 permit. The plan seeks to minimize the increase of pollutants from urban stormwater runoff into the local riparian system. The ordinance governs Pueblo's roadway system by requiring transportation projects to apply for Pueblo County Stormwater Construction Permits, when construction activities within the MS4 Boundary result in a land disturbance of 1 acre or more. Construction activities include highway and street construction as well as bridge, tunnel, and elevated highway construction. (CDOT construction activities within their own right-of-way is covered by a separate CDOT construction program.)

The Pueblo County Stormwater Construction Permit requires such projects to develop a Stormwater Management Plan. The plan must include methods for managing potentially polluted runoff both during and after construction. Post-construction, control measures should be identified to provide treatment and infiltration of stormwater.

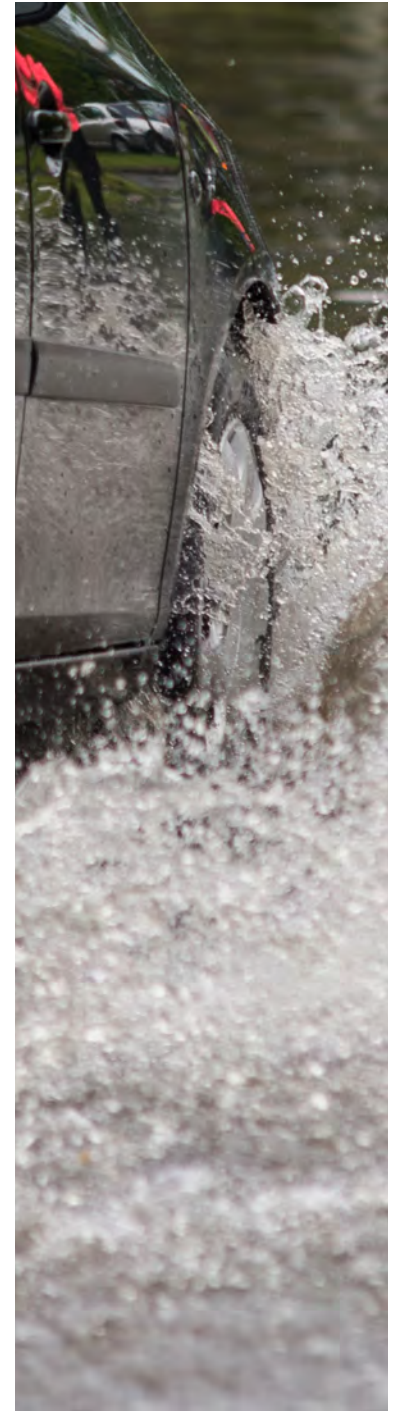


Figure 87: Example of a Bioswale

Green Stormwater Infrastructure

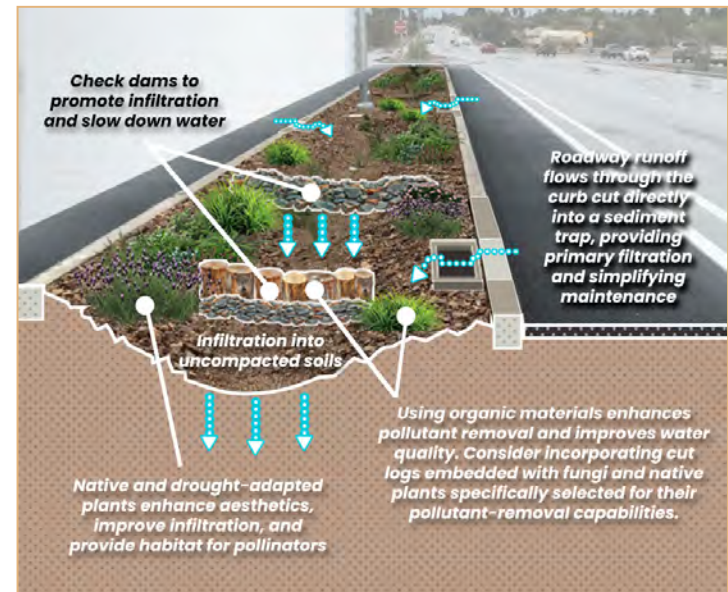
When developed in tandem with green storm water infrastructure (GSI), new or improved roadways can limit or even reduce stormwater runoff from the transportation system, preventing the introduction of additional pollutants into the local riparian ecosystem.

GSI practices mimic natural processes to manage street drainage, capturing stormwater before it enters drains, promotes infiltration and evapotranspiration, and protects water quality. GSI leverages plants, soils, and nature itself to manage runoff and create healthier urban environments. GSI practices can reduce the size of or need for costly “gray” drainage infrastructure - such as pipes, storage facilities, and treatment systems - by utilizing plants and soils to soak up and store the runoff, thereby decreasing reliance on gray infrastructure. GSI systems offer multiple environmental, aesthetic, and social benefits that traditional conveyance methods do not provide. Centralized (gray) drainage infrastructure can then function as a backstop for the system when unprecedented storm events occur. Pairing the development of GSI with gray infrastructure provides redundancy and creates a more resilient system.

Bioretention basins are depressed areas that are designed to capture, slow, and infiltrate runoff. Bioretention basins improve water quality by allowing pollutants to settle out and promoting infiltration. Bioretention basins utilize a variety of native plants, including grasses and flowers, which improve aesthetics, promote infiltration, and provide a habitat for various types of wildlife. These basins provide versatile, attractive features that can be installed in almost any unpaved space. They are also referred to as rain gardens, infiltration basins, and stormwater harvesting basins. A bioswale is a specific type of bioretention basin that is used for conveyance of runoff. Figures 87 and 88 show various graphics and images of bioretention basins, including potential locations and applications in street drainage design.



Figure 88: Center Median Runoff Capture and Infiltration



Flood Zones

The ability for a particular area to drain (or fail to drain) properly can be impacted by the amount of impervious surface area, which includes roads. Issues of flooding can be exacerbated in storm sensitive areas such as Flood Zones.

Flood Zones are designations based on the hydraulic and geographical likeliness of flooding, as identified by FEMA (the Federal Emergency Management Agency). In Flood Zones, where natural or constructed geography prevents the natural flow of water away from the road, ponding can occur, which can cause serious hazards to roadway users. Emergency response and evacuation routes can be compromised when key roadways become impassable, posing life-safety concerns for nearby communities. Standing water can cause hydroplaning, obscure roadway hazards, and trap vehicles, putting motorists at risk during storm events. Often, motorists cannot tell the depth or speed of stormwater on roadways. In the most extreme cases, vehicles can be carried away by fast-running stormwater, exposing the drivers and passengers to extreme injury or death.

Poor drainage in flood-prone areas can lead to frequent closures, traffic delays, and detours, disrupting regional mobility and commerce. Prolonged inundation accelerates pavement deterioration, increasing maintenance and repair costs for transportation agencies. These impacts make resilience and flood mitigation essential considerations in roadway design and maintenance.

Identifying roadways that could pose life safety hazards during severe rain events can help transportation planners identify where mitigation efforts may be needed, such as improved culverts, the installation of bridges, adding green stormwater infrastructure, or additional signage to warn drivers to be cautious during flooding.

The following map identifies roads that are located in floodplains, categorized by high risk and moderate risk of flooding, according to FEMA. “High Risk” includes all FEMA “A” zones, and “Moderate Risks” includes “B” and “X (shaded)” zones. Many of the high-risk areas are adjacent to the Arkansas river, Pueblo Reservoir, and regional creeks.

Figure 89:Flooded Road in Pueblo County.



Courtesy of Pueblo County Sheriff's Office (2023)

Figure 90: Turn Around Don't Drown Road Sign



Statewide Resilience Improvement Plan

Resilient infrastructure has the ability to avoid, anticipate, adapt to, minimize, or rapidly recover from disasters or hazards. Improving the resilience of transportation systems can include measures such as widening culverts to accommodate flood and debris flow; adding rockfall netting to cliff faces prone to falling rocks; or adding redundant routes to allow for evacuation in high fire risk areas when other routes become impassible. These investments can minimize risk to both people and systems, preventing damage to roadways, improving safety, or minimizing interruptions to the safe and efficient movement of people and goods.

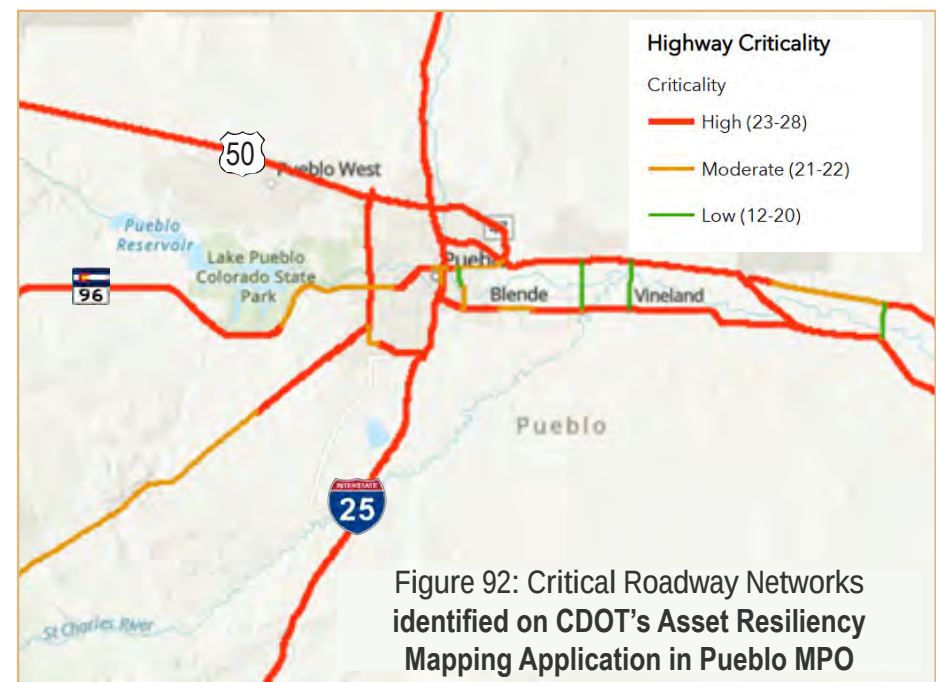
In January of 2025, CDOT adopted the Statewide Resilience Improvement Plan. In conjunction, they have published the CDOT Asset Resiliency Mapping Application to help localities identify natural hazards that could threaten the region's transportation system. The Pueblo MPO appears to be a relatively low-risk region for drought, rockfall, and fire. Areas outside of the MPO boundary, near the borders of west and north Pueblo county (near Booth Mountain and the Wet Mountains), are at a higher risk of fire.

The following projects, which are a part of the State's 10-year Vision Plan, are considered eligible for resilience funds:

- Project 2559: CO 96 West of Pueblo
- Project 2607: US 50 between Penrose and the Fremont/Pueblo County Line

Another project on the 10-year Project List, but not currently deemed eligible for resilience funds, is the Highway 50-C and 36th Lane drainage improvements. These improvements are intended to help resolve regular flooding issues.

Several of Pueblo's roads are highly critical to the statewide transportation system, with few convenient alternative routes to serve freight and commuters should a section of the roadway be damaged by natural disaster or other hazard. Investing in resilient systems through disaster and hazardous event planning will benefit not only the Pueblo region, but also the state.



Recent Train Derailment on I-25

In 2023, a train derailed as it crossed a bridge over I-25 north of Pueblo. The associated railroad bridge collapsed onto I-25 highlighted the criticality of the I-25 roadway network. I-25 north of Pueblo was closed for several days in both directions during the cleanup and removal of railway cars and coal spilled onto the road during the derailment. Vehicles were diverted onto US-50 and CO-115 to avoid the area between Pueblo and Colorado Springs, which was an approximately 20-mile detour for commuters and commerce. CDOT noted that had work been completed on I-25 Exit 108, traffic management could have been better managed and relieved during the shutdown.

A report on the incident to the National Transportation Safety Board identified the cost to repair the damage at about \$15.6M. This total is not inclusive of externalized costs, which are more difficult to measure (such as shipping and congestion delays, the cost of out-of-direction travel by commuters and freight, or lost economic productivity for the railroad while the bridge was impassible).



Photo Source: Colorado State Patrol



Photo Source: Colorado State Patrol

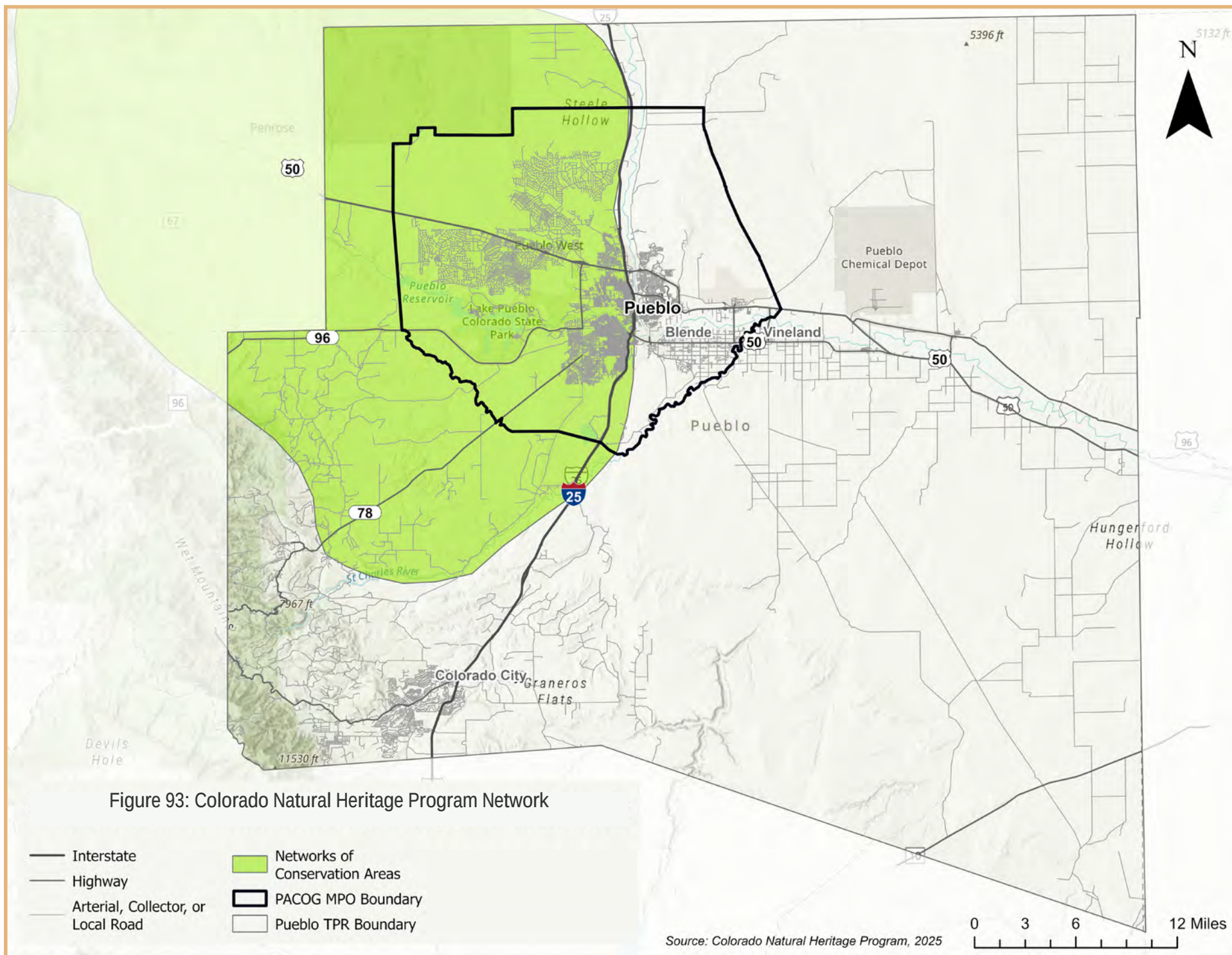


Natural Resources

Pueblo County is home to the Arkansas Valley Barrens, which is partially located within the MPO boundary around the Pueblo West area. It is considered a conservation area by the Colorado Natural Heritage Program at Colorado State University (but is not designated officially by the State or Federal government).

The Colorado Natural Heritage Program considers Arkansas Valley Barrens a threatened shale barren ecological ecosystem. It's home to several rare plant species that can be threatened by new roadway development, off-road motorized recreation, and sometimes roadway maintenance activities.¹ Plants of particular significance include round-leaf four-o'clock, golden blazing star, and Pueblo goldenweed, as well as selected occurrences of the Brandegee Wild Buckwheat.

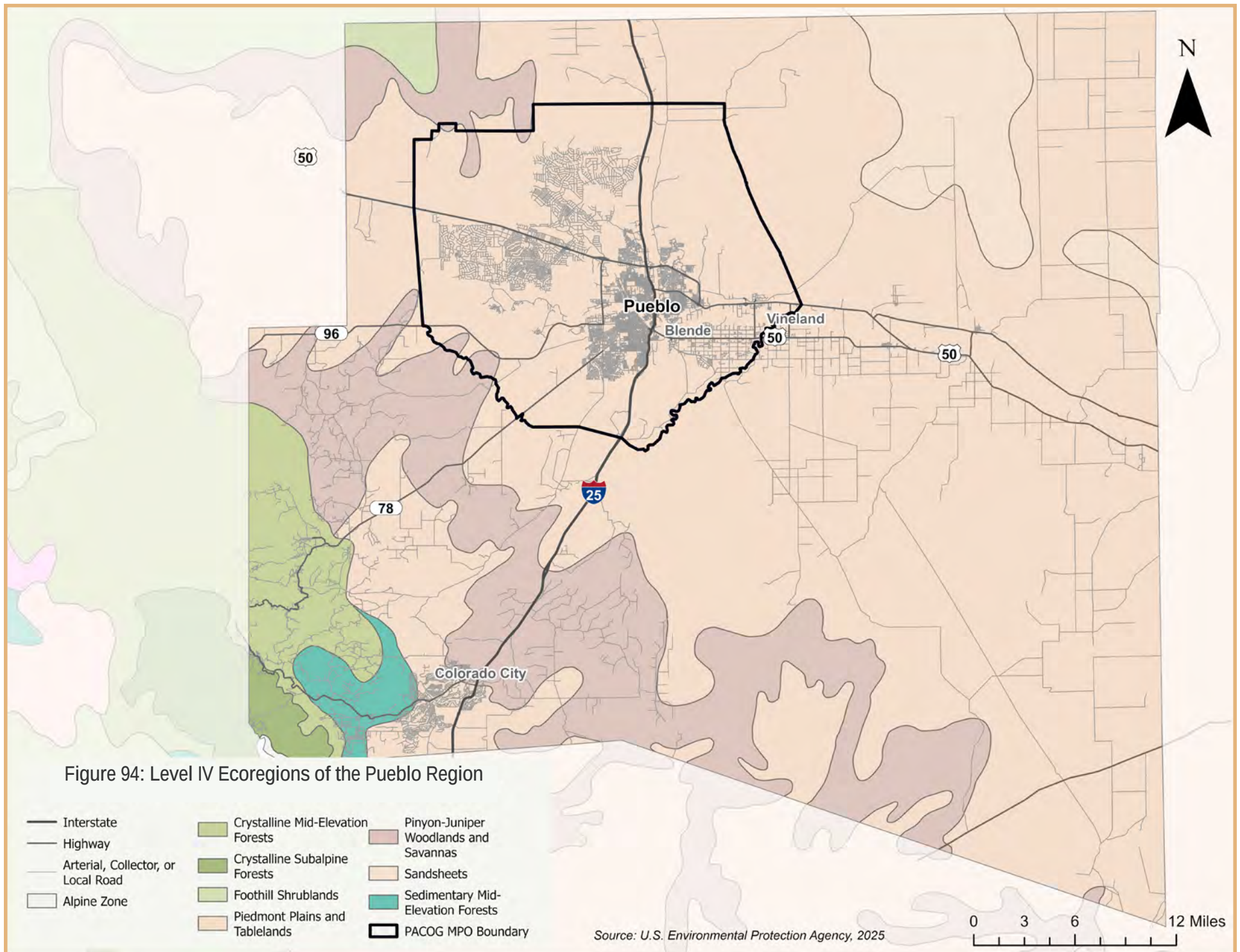
¹ B. Neely, S. Panjabi and J. Handwerk. 2011. Arkansas Valley Barrens: Conservation Action Plan 2011 Update. Prepared by The Nature Conservancy and the Colorado Natural Heritage Program. Unpublished report prepared for the National Fish and Wildlife Foundation.





The ecoregions of Colorado denote areas of general similarity in the ecosystems and in the quality, quantity, and type of environmental resources; they are designed to serve as a spatial framework for the assessment, research, management, and monitoring of ecosystems and their components. The regions are critical for structuring and implementing ecosystem management. The elements assessed for determining an ecoregion include geology, physiography, climate, soils, land use, vegetation, wildlife, and hydrology. There are four levels of ecoregion classification: I, II, III, and IV. Level I divides the U.S. into 15 ecological regions, and each subsequent level divides the nation into more and more categories. There are 35 level IV ecoregions in Colorado.

There are eight ecoregions identified within the Pueblo region. These areas, identified in Figure 6, fall primarily into the Southwestern Tablelands category, meaning that little of the land is cropland and is generally more rugged and less arable land.



- The **Alpine Zone** occurs on mountaintops above the treeline, beginning at about 10,500 feet of elevation.
- The **Crystalline Subalpine Forests** contain dense forests and steep, exposed rock and glaciated peaks.
- The **Crystalline Mid-Elevation Forests** are found in higher elevations than the subalpine forests at 7,000-9,000 feet. Natural vegetation includes aspen, Douglas-fir, ponderosa pine, and areas of lodgepole and limber pine.
- The **Piedmont Plains and Tablelands** is a vast area of dissected and irregular plains underlain by shale and sandstone. The lowest amount of precipitation are found along the Arkansas River, between Pueblo and Las Animas. The land use of this area is mostly rangeland.
- The **Pinyon-Juniper Woodlands and Savannas** ecoregion's soils tend to be thin and formed by shale, sandstone, and limestone. The land use is primarily wildlife habitat and rangeland.
- The **Sandsheets** ecoregion has rolling plains stabilized with sand sheets and areas of low sand dunes. The soils are formed from alluvial and wind-deposited sands, and primarily serve as rangeland.
- The **Sedimentary Mid-Elevation Forests** ecoregion occurs in the southern and western portion of the Southern Rockies, and are very similar to the crystalline forests. The soils found in this region are generally finer-textured than those found on metamorphic and crystalline substrates.

Most of the MPO is covered by the Piedmont Plains and Tablelands. All future projects identified in the TIP and Aspirational Projects are a part of this ecoregion.

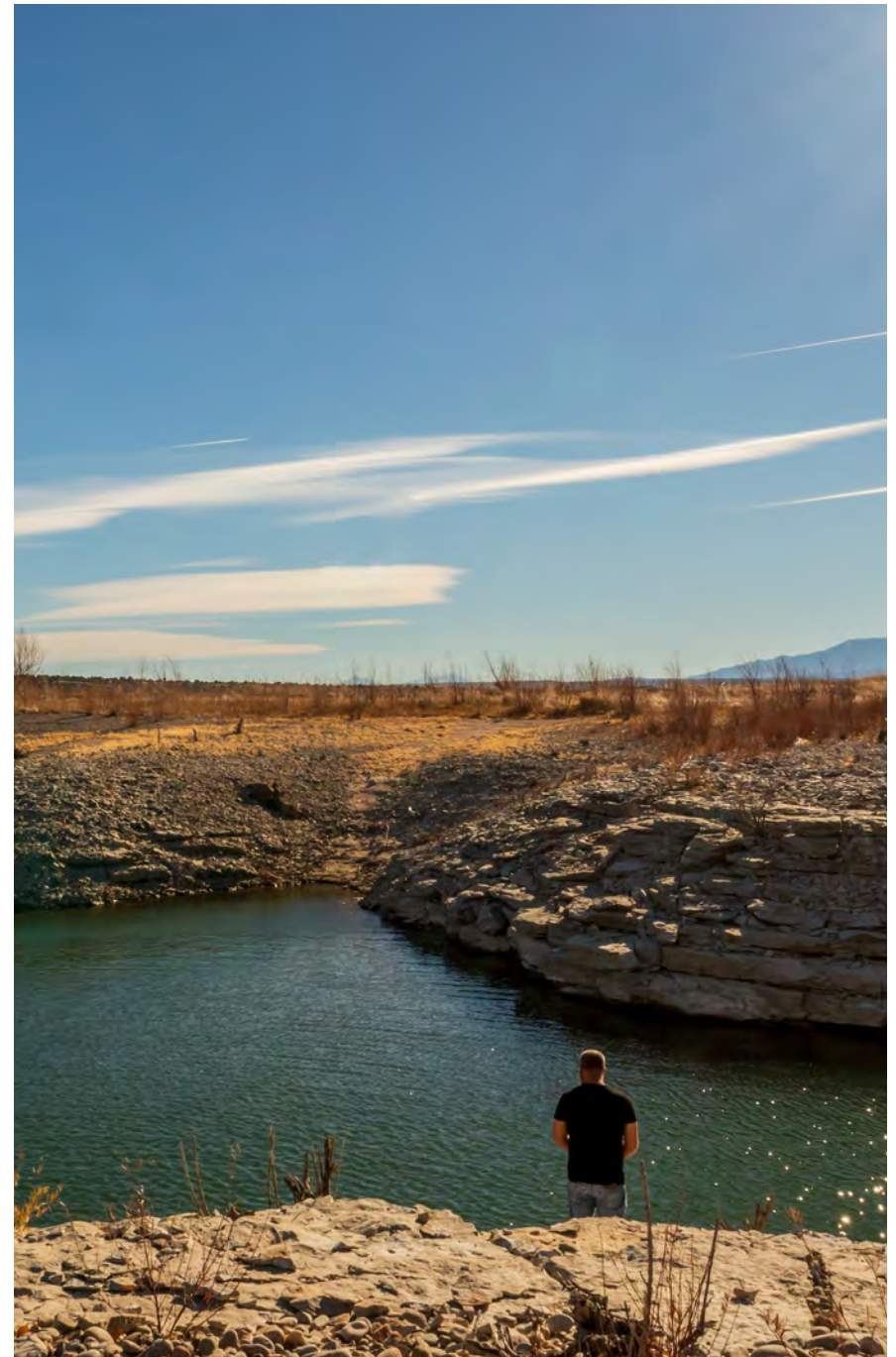
The MPO is partly in the Fountain Creek Watershed District, the Southeastern Colorado Water Conservancy District, and the Pueblo Conservancy District. These districts are responsible for addressing water quality and flooding in their districts, address flooding, conserving or developing water resources, and sometimes developing land for public recreational opportunities. The Pueblo Conservancy District is responsible for the Arkansas River Levee project.



Colorado Emissions Requirement - Summary of Analysis

In June 2021, the Colorado legislature passed Senate Bill (SB) 21-260 titled “Sustainability of the Transportation System.” The bill, which created new sources of funding for transportation, also directed the Colorado Transportation Commission to adopt guidelines and procedures for addressing greenhouse gas (GHG) emissions in transportation planning. Subsequently, the Transportation Commission adopted the “Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions” (2 CCR 601-22) in December 2021. These rules set GHG reduction targets for the Colorado Department of Transportation (CDOT) and each Colorado Metropolitan Planning Organization (MPO) across multiple forecast years, including the Pueblo MPO.

An analysis was performed based on the future investments identified for the region in this LRTP. The analysis, available in Appendix B: GHG Transportation Report, satisfies the requirements of Colorado’s Greenhouse Gas (GHG) Transportation Planning Standard for MPOs to develop a GHG Transportation Report as outlined in the Code of Colorado Regulations (2 CCR 601-22), and confirms that the Pueblo region is expected to stay in conformance with reduction targets.



Goals & Objectives

The following goals will help support the resilience, security, and sustainability of the region's transportation network. These are an excerpt of relevant goals and objectives from Chapter 3, which delves further into associated actions and strategies the MPO can pursue over the next five years.

Relevant Goals and Objectives from this Plan
Goal 1: Improve safety for all transportation system users.
Objective A: Build safer streets.
Objective D: Encourage a culture of safety.
Goal 2: Build a multimodal system that offers safe, convenient, and accessible options for all modes.
Objective C: Ensure the transit system is convenient and reliable.
Objective D: Expand alternative transportation options, including pedestrian, bicycle, and passenger rail.
Objective E: Coordinate aviation priorities and emerging technologies.
Goal 3: Maintain a transportation system that encourages economic vitality and vibrancy.
Objective A: Ensure ease of freight movement and delivery throughout the region.
Objective B: Maintain a fiscally constrained and sustainable transportation spending program.
Objective C: Coordinate land use with transportation investments.
Objective D: Promote coordination and collaboration across member jurisdictions.
Goal 4: Invest in transportation systems that promote a high quality of life and a healthy environment.
Objective C: Incorporate environmental and public health considerations into transportation planning decisions.
Objective D: Improve infrastructure conditions.

Fiscally Constrained Plan & Aspirational Projects



Finance & Funding

Transportation systems offer a social and economic benefit to our region, state, and nation, but can be costly for both individuals and governments. This is especially true as the cost of designing and building infrastructure continues to rise, coupled with significant long-term expenses for maintenance, upgrades, and replacements. Despite recent federal and state legislative actions to increase transportation funding, revenues for improvements have generally not kept pace with rising costs or overall maintenance and replacement needs.

Transportation programs are funded by various government sources, often with statutory restrictions on their use for specific purposes like safety, maintenance, bridges, or transit. The amount and types of revenue for future regional investments are subject to changes in government and political priorities.

Funding for transportation projects in the Pueblo region come from a variety of sources:

- Federal funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are primarily derived from taxes on gas and other fees, income taxes, and general budget funds. These funds are distributed to state Department of Transportation (DOTs) on a formula basis, which are allocated based on lane miles of roads, population, vehicle miles traveled, and other considerations.
 - ◊ From these funds, CDOT develops competitive or programmatic funding pools to distribute to local agencies, regional Metropolitan Planning Organizations (MPOs), and Transportation Planning Regions (TPRs). The MPO and TPR housed in the Pueblo Area Council of Governments (PACOG) are eligible to receive and distribute this type of funding.
- State ownership fees and state vehicle registration fund Colorado's Funding Advancement for the Surface Transportation & Economic Recovery (FASTER) program which supports bridge, regional safety, and capacity investments.
- The local Transit agency receives federal funding through a combination of formula funding directly from FTA and CDOT.
- PACOG is responsible for programming the competitive Transportation Alternatives Program (TAP), which are federal funds passed to the region by CDOT.
- State and local agencies (including the Pueblo MPO) are eligible to apply for competitive nation-wide grant programs from FHWA and FTA.
- Depending on the funding type, funds may be for construction, design, right-of-way acquisition, operations and maintenance, or planning.
- Local governments fund local construction through sales, property, and use taxes, municipal bonds, and vehicle registration fees. These revenues can be used to meet federal investment match funding requirements for funding regional projects, as well as directly financing local transportation projects.

The system is designed to balance state-level control with regional input from MPOs in urbanized areas where transportation needs are most complex.

At the time of this LRTP development, the Fiscal Year (FY) 2025 to 2028 Transportation Improvement Program (TIP) has been adopted by the PACOG Board of Directors as of May 23, 2024. The TIP is a living document that tracks spending on transportation plans or projects, including all projects funded fully or partially by FHWA and FTA.

The total amount of funding identified in the 2025 - 2028 TIP is roughly \$463 million, which includes transit funding. Of the total TIP funding, roughly \$323 million is for Colorado Department of Transportation (CDOT)-led projects. Additional details on TIP projects can be found later in this chapter and in the Pueblo Area Council of Governments Transportation Improvement Program (2025 – 2028) document available in Appendix E: TIP.



Federal Legislation

In 2021, Congress passed the Infrastructure Investment and Jobs Act (IIJA) which was subsequently signed by President Biden. The IIJA contained a 5-year surface transportation bill that significantly increased funding for transportation projects in communities by allocating substantial investments through both formula funds and discretionary grants. Based on formula funding projections, the IIJA provided Colorado's transportation landscape with \$4 billion in highway funding, which is 28% more than the State's Federal-aid highway formula funding under the FAST Act (which had governed transportation spending from 2015 – 2021). The bill dedicated \$950 million to transit, a 34% increase from the FAST Act investment, as well as an unprecedented \$57 million for deployment and development of an EV charging network.

The IIJA set aside over \$150 billion for discretionary, or competitive, grant programs that serve surface transportation, multimodal, bridge, airport, railway, safety projects, transit, and more. The IIJA maintained the preexisting requirements for MPOs, such as performance-based reporting and planning, and added a new requirement for each MPO to use at least 2.5% of its Metropolitan Planning (PL) funds on planning activities related to multimodal travel or Complete Streets.

In addition to increasing funding streams, the IIJA also strengthened requirements for domestically-sourced components in transportation construction project. As a result, "Build America, Buy America" has increased the cost of both maintenance and new construction.



Discretionary federal funding streams for transportation projects include:

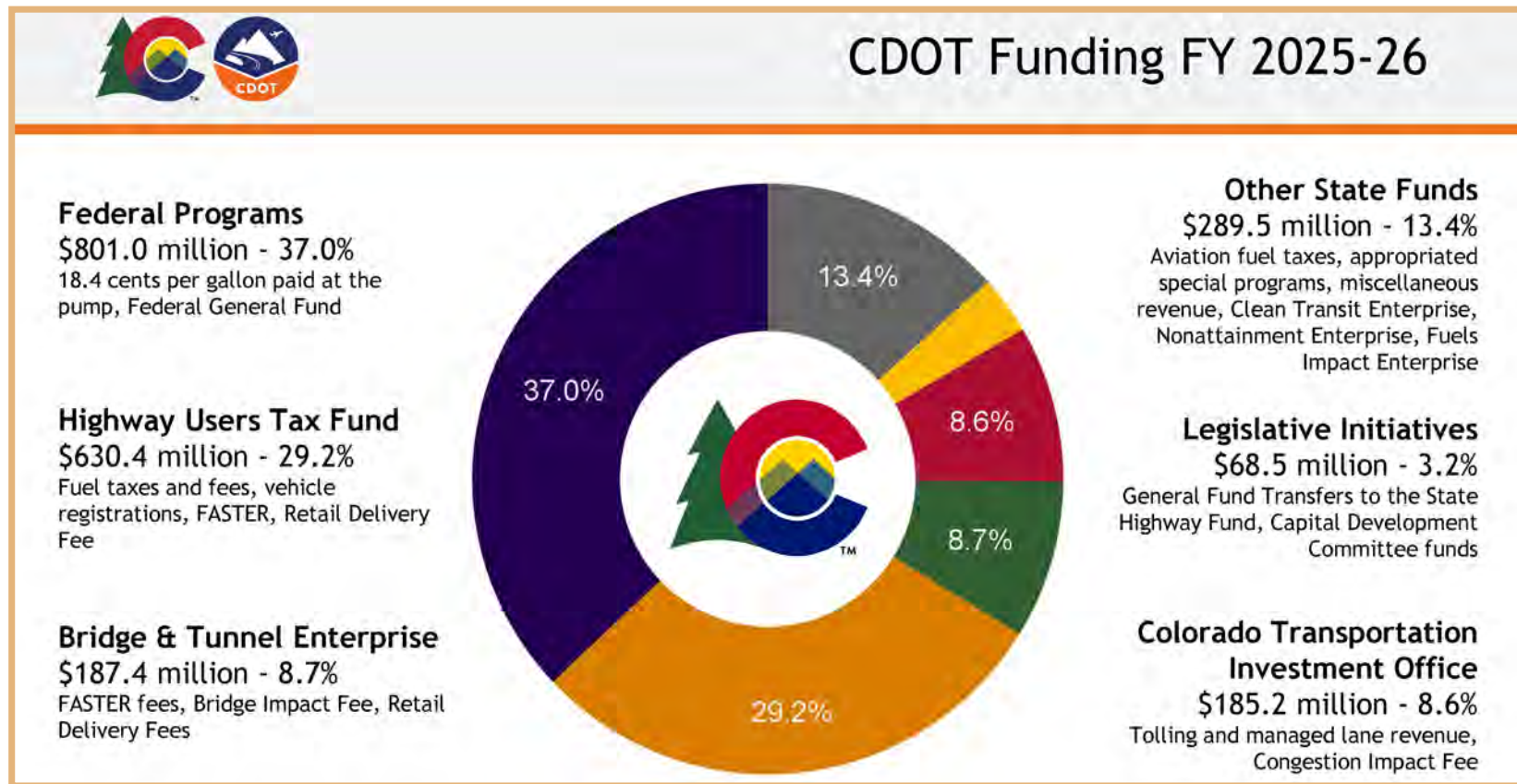
- **Infrastructure for Rebuilding America (INFRA):** supports multimodal highway and freight projects, with an emphasis on the efficient, safe, and reliable movement of people and goods.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation program (PROTECT):** supports surface transportation projects that make infrastructure more resilient to natural hazards and disasters.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) now Better Utilizing Investments to Leverage Development (BUILD):** supports surface transportation projects with an emphasis on equity and sustainability under the Biden Administration and economic impact under the Trump Administration.
- **Safe Streets and Roads for All (SS4A):** supports efforts to reduce roadway deaths and serious injuries, such as implementing “vision zero” plans and projects that improve the safety of cyclists and pedestrians.
- **Section 5339(b) Bus and Bus Facilities and Section 5339(c) Low- and No-Emission Bus and Bus Facilities:** supports the replacement of buses and bus facilities with an emphasis on facilitating the conversion of internal-combustion fleets to zero emission fleets.

Both Pueblo County and the City of Pueblo have received RAISE/BUILD grants (the Connecting Communities and the Pueblo Westside Connector projects) to improve multi-modal connectivity within the region. The City of Pueblo received SS4A funding to complete the Pueblo County Comprehensive Safety Action Plan in 2022. In 2024 the City of Pueblo received an additional SS4A grant to revise the Pueblo Roadway Classification Design Standards and Policies, additional safety analysis of the Northern Avenue corridor, purchase of artificial intelligence equipment and software to collect traffic data, and equipment for quick-build strategies. In November of 2025, Pueblo Transit was awarded \$15.6 Million from the USDOT Buses & Bus Facilities Program and Low or No Emissions (LWNO) Program which will be replacing the City’s diesel fuel buses with hybrid buses. Pueblo Transit will also receive \$3.9 million in match funds from CDOT’s 10-year strategic funding pool

State Funding Programs

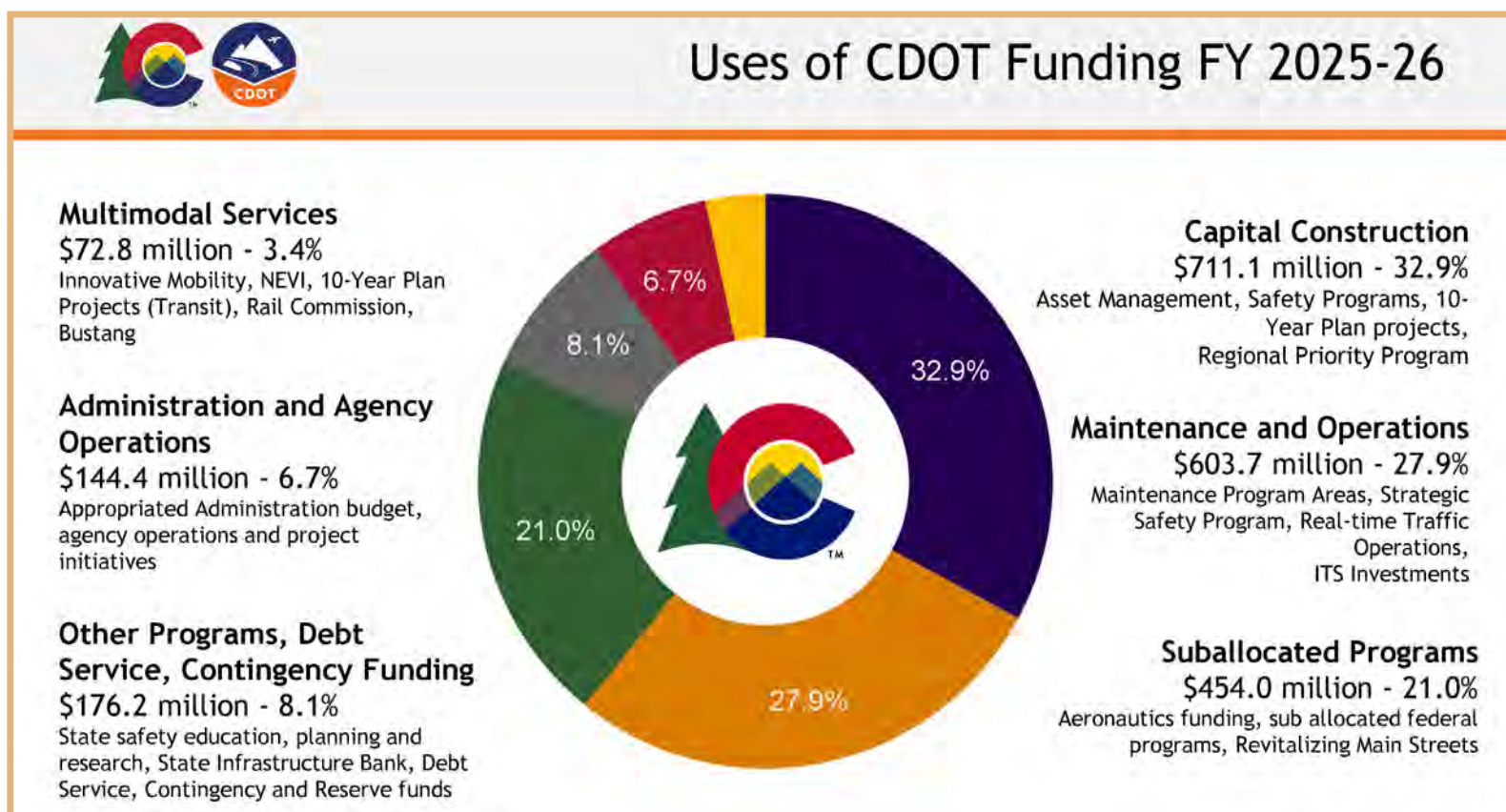
The State awards funding from both state and federal sources for roadway, transit, and active transportation projects. Project selection can be made by the Colorado Transportation Commission, the regional CDOT offices, CDOT Headquarters, or by other state-approved entities. The sources and uses of CDOT funding at a statewide level are found in Figures 95 and 96.

Figure 95: CDOT Funding Sources (FY 2025 – 2026)

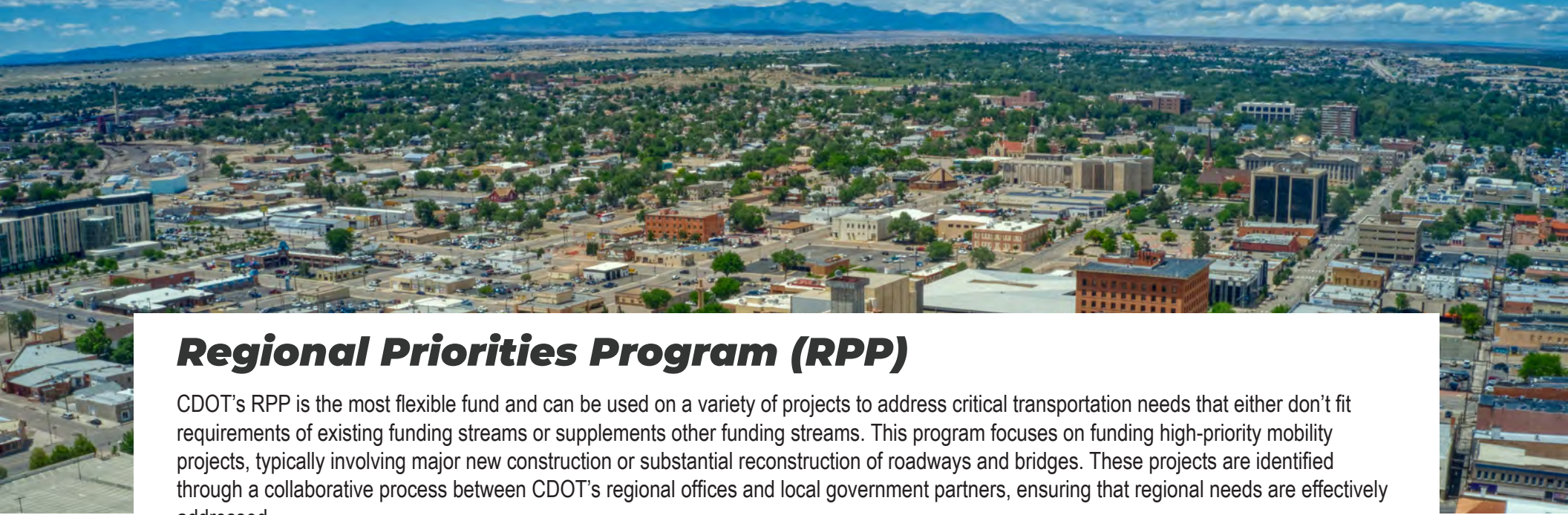


Source: State of Colorado Department of Transportation Joint Budget Committee Hearing Presentation, December 2024

Figure 96: Uses of CDOT Funding Sources (FY 2025 – 2026)



Source: State of Colorado Department of Transportation Joint Budget Committee Hearing Presentation, December 2024



Regional Priorities Program (RPP)

CDOT's RPP is the most flexible fund and can be used on a variety of projects to address critical transportation needs that either don't fit requirements of existing funding streams or supplements other funding streams. This program focuses on funding high-priority mobility projects, typically involving major new construction or substantial reconstruction of roadways and bridges. These projects are identified through a collaborative process between CDOT's regional offices and local government partners, ensuring that regional needs are effectively addressed.

Funding Advancement for the Surface Transportation & Economic Recovery (FASTER)

State vehicle registration and miscellaneous ownership fees fund Colorado's Funding Advancement for the Surface Transportation & Economic Recovery (FASTER) program, which supports regional safety, bridge, and capacity investments. The fees are assessed on vehicle registration, rental cars, and increased oversize and overweight vehicle permit fees. FASTER funds are broken into three programs: Bridge Enterprise, Safety, and Transit.

- **FASTER Bridge Enterprise:** This program provides funding to finance, repair, reconstruct, and replace bridges designated as structurally deficient or functionally obsolete. FASTER Bridge is administered through the Colorado Bridge Enterprise, which specifically targets funding to address Colorado's deficient bridges.
- **FASTER Safety:** The goal of FASTER Safety is to fund roadway safety projects, including the construction, reconstruction, or maintenance of projects necessary to enhance the safety of the state and federal highway system. Safety-related projects encompass asset management, transportation operations, intersection and interchange improvements, shoulder and safety-related widening, and pedestrian and bicycle facilities. Local governments advance projects, which are selected based on priority and data within CDOT Region 3.
- **FASTER Transit:** This is a statewide program implemented to promote, plan, design, finance, operate, maintain, and contract for transit services, such as passenger rail, buses, and advanced guideway systems.



Operations and Maintenance

In FY 2025-2026, CDOT budgeted to spend over \$603 million state-wide on operations and maintenance. The operations and maintenance program evaluates maintenance levels of service on the state highway system and ensures preservation of the operation of the roadway system. The Colorado Transportation Commission has established specific performance targets for various maintenance activities. Investment in operations and maintenance helps preserve the roadway system and prolongs the need for costly road reconstruction.

The following programs are used to maintain state and federal-aid highways and some regionally significant roadways or bridges:

- **Surface Treatment:** This program assesses the remaining service life of the State Highway System to determine where surface treatment funding should be allocated to meet the Colorado Transportation Commission's goals. CDOT's 2025 target for pavement condition is that no more than 3.5 percent of interstate and non-interstate roads are in poor condition.
- **Bridge Program:** This program evaluates the condition of all bridges on public roads to determine where bridge funding should be allocated. The purpose of the Bridge Program is to finance, repair, reconstruct, and replace bridges designated as structurally deficient.



Other Grant Programs

These programs are variously funded either individually by or in combination with both State and Federal funds, either as formula programs (allocated across all regions based on area's population, lane miles, vehicle miles traveled (VMT), and other factors) or discretionary grant programs (funds that can be awarded to projects on a competitive basis).

- **Transportation Alternatives Program (TAP)** (formula, federally funded): Eligible activities under TAP include planning or construction projects for on- and off-road pedestrian and bicycle facilities, community enhancement activities, and Safe Routes to School. The Pueblo MPO is responsible for selecting and prioritizing regional projects for TAP funding for recommendation to CDOT in the TIP.
- **Highway Safety Improvement Program (HSIP)** (formula, federally funded): Eligible projects in this category include improvements or corrections to safety issues on any local or regional public roads, trails, or paths. Funded activities must be consistent with Colorado's Strategic Highway Safety Plan. Projects are selected competitively through CDOT.
- **Safe Routes to School (SRTS)** (discretionary, state-funded): This program was formed to enable and encourage children to walk and bike to school; make walking and biking safer and more appealing; facilitate planning, development, and implementation of projects that improve safety, reduce traffic, reduce fuel consumption, and reduce air pollution around schools. This is a competitive program where projects are screened by a statewide selection advisory committee.
- **Great Outdoors Colorado (GOCO)**: Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.
- **Senate Bill 21-260**: Passed by the Colorado State Legislature in 2021, Senate Bill 21-260: Sustainability of the Transportation System increased transportation funding by approximately \$5.4 billion over the next ten years through a combination of general fund transfers and fees.
- **Multimodal Transportation and Mitigation Options Funds (MMOF)**: This funding pool was established in the State Treasury in 2018 and governed by Colorado Revised Statutes 43-4-1103 and seeks to promote a "complete and integrated multimodal system." Senate Bill 2021-260 expanded the program's goals and dedicated a significant portion of the State's COVID Fiscal Recovery Funds (ARPA-SLFRF) in addition to generating annual state revenues for the program. These funds have made multimodal accessibility and safety improvements possible for the first time in decades. Funds are distributed to MPO's and TPR's by a formula that considers population, disadvantaged communities, transit ridership, and vulnerable road user crash data. This is the only fund pool that PACOG/MPO directly administers through a competitive process to ensure a fair and equitable distribution throughout Pueblo County.

Project Prioritization & Fiscal Constraint Through 2050

Fiscal constraint is a federal requirement of all regional transportation plans. The federal mandate for fiscal constraint requires that long range transportation plans must include sufficient financial information for demonstrating that regionally significant projects in the LRTP can be implemented using committed, available, or reasonably available revenue sources. In other words, the total cost of all transportation projects and expenditures cannot exceed the cumulative amount of projected financial resources available. This provides federal transportation officials with reasonable assurance that the federally-supported transportation system is being adequately operated and maintained.

CDOT provided PACOG with projected revenues through 2050 and identified their high-priority projects. Combined with the existing projects funded in the current Transportation Improvement Program (TIP) (as amended and current as of November 2025), PACOG has identified a Fiscally Constrained Project List, listed in Table 44. Anticipated costs and revenues are reflected in 2026 dollars with no inflation rate. There are 95 fiscally constrained projects in total.

The Transportation Improvement Program (TIP), which programs regionally significant projects within the Pueblo MPO region for four fiscal years and an informational “Future” year (which can be used to program funds reasonably anticipated to be received, or which have already been allocated for a project, but have not yet commenced). Projects in the TIP must similarly be fiscally constrained, meaning that the total cost of the project (including planning, design, and/or construction) has a dedicated funding source to pay for it. The MPO’s TIP is amended on a monthly basis or as needed to reflect cost changes or to add new fiscally constrained projects, as approved by the PACOG Board of Directors. New projects can be added to the TIP as needed if they have secured funding to become fiscally constrained.

Because several projects in the TIP are already in progress, some previously secured funds have already been expended. The total cost of projects in the following Fiscally Constrained Project List reflects the total cost of the project, including already expended funds. The expended funds column identifies dollars that have already been spent in prior fiscal years. Thus, the Fiscally Constrained Project List demonstrates fiscal constraint by taking into account both funds that have been spent prior to FY 25 and funds reasonably expected to be available for FYs 2026 – 2030.

Table 43: Anticipated Funds Available for Transportation Projects (in 2026 dollars)

Cost of Fiscally Constrained Projects (FY 2026 – 2050)	\$1,060,085,490
Federal Funds for Transportation Projects (FY 2026 – 2050)	\$821,995,997
Previously Expended Funds (FY 25 and earlier)	\$238,089,493
Difference (Cost - Funding Available - Funds Expended)	\$0

Table 44: Fiscally Constrained Project List

Lead	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	L RTP Goal: Increase Safety	L RTP Goal: Expand Multimodal Options	L RTP Goal: Economic Vitality	L RTP Goal: Quality of Life	ROM Project \$ Cost	FY26	FY27	FY28	FY29	FY30	FY31-40 \$ Allocation	FY41-50 \$ Allocation	Expended Funds (FY 25 and earlier)
Local	Safe Streets For All	Study of 15 major intersections in Pueblo to examine existing conditions and identify needed safety improvements. Includes the creation of a Safety Action Plan to improve our guidelines, standards, and implementation of safety improvements.		X		X	x			x	\$852,000	\$333,814							\$518,186
Local	CSU Hydrogen Charging Infrastructure	Installation of Hydrogen fueling infrastructure on the CSU Pueblo Campus. Part of a larger project to build a chain of Hydrogen fuel infrastructure along I25							x	x	\$3,900,849	\$3,731,054							\$169,795
Local	Connecting Communities	A large project that spans over large swaths of the region. It is made up of three primary sub-projects: The entirety of the Medal of Honor trail, including an expansion along Pueblo Blvd to connect down to the river trail, the development of Mobility Hubs to expand access to public transit, and connection of the trail system to the Water Works Park.		X			x	x	x	x	\$15,544,390	\$15,266,465		\$28,125					\$249,800
Local	Pueblo Supplemental Planning and Demonstration Project	Project which will update the city's Roadway Classification and Design Standards, install data-gathering devices on northern, and trial safety improvements using the data collected from the city's ongoing Safety Action Plan.				X	x			x	\$1,199,449		\$1,199,449						\$0
Local	City of Pueblo EV Charging Equipment	Installation of EV charging infrastructure in low-income neighborhoods and at multi-family housing units							x	x	\$14,400,240		\$14,400,240						\$0
CDOT	US50B/50C PACOG Corridor Safety Assessment	Road Safety Audit Study along US50B and US50C in Pueblo.				X	x				\$264,735	\$264,735							\$0
CDOT	Region 2 East - Culvert Repairs	Culvert Repairs along US50, CO 71, CO 96, Co 196, and Co 194	X							x	\$2,350,000	\$2,350,000							\$0
Local	Pueblo Transit Operating	Pueblo Transit operating funds			X			x		x	\$28,979,848	\$5,990,000	\$5,865,000	\$6,029,000					\$11,095,848
Local	Pueblo Transit -Subsidized Van Pool	Creation of a subsidized vanpool to help Industrial park workers commute to their jobs			X			x	x	x	\$400,000	\$249,800	\$150,200						\$0
Local	Pueblo Transit ZEV Transition Planning	Planning grant to aid in the transition of Transit towards Zero-Emission Vehicles			X					x	\$110,000	\$63,220							\$46,780

Table 44: Fiscally Constrained Project List (Cont.)

Lead	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	L RTP Goal: Increase Safety	L RTP Goal: Expand Multimodal Options	L RTP Goal: Economic Vitality	L RTP Goal: Quality of Life	ROM Project \$ Cost	FY26	FY27	FY28	FY29	FY30	FY31-40 \$ Allocation	FY41-50 \$ Allocation	Expended Funds (FY 25 and earlier)
Local	FTA 5310-SRDA Admin & Operating	SRDA Administration and Operating funds			X			x		x	\$680,000	\$170,000	\$170,000	\$170,000					\$170,000
Local	Enhanced Mobility of Seniors and Individuals with Disabilities	SRDA Vehicle Replacement funding			X			x		x	\$879,995	\$143,005	\$150,156	\$157,664					\$429,170
Local	Pueblo Transit MyRide	Creation of Digital Application for Transit			X					x	\$90,000	\$42,925	\$47,075						\$0
Local	Youth Ride Free	Transit Grant which continues the Youth-Ride-Free program			X			x		x	\$170,605			\$35,523	\$72,869				\$62,213
CDOT	PACOG Area Transit, Multi-modal and Technology Improvements	May cover technology-related capital or operational improvements. One example is TripSpark's MyRideApp, a passenger information system that gives riders a convenient way to get relevant and accurate transit information on their desktop or mobile device. Using MyRide, riders can access transit schedules and real-time GPS-based bus location information, track their bus on a map, and receive transit news and route-specific alerts.		x	x			x		x	\$18,990,000					\$6,200,000	\$6,460,000	\$6,330,000	\$0
CDOT	PACOG Area Resurfacing & Bridge Rehab	Non-project specific place holder for projects that may arise on an as needed basis due to future needs such as maintaining assets, safety improvements, multimodal needs, etc. Does not include any new capital improvements.	x				x		x	x	\$32,000,000					\$11,000,000	\$11,000,000	\$10,000,000	\$0
CDOT	PACOG Area Culverts, Walls, Other Assets	Non-project specific place holder for projects that may arise on an as needed basis due to future needs such as maintaining assets, safety improvements, multimodal needs, etc. Does not include any new capital improvements.	x				x		x		\$10,000,000					\$0	\$0	\$10,000,000	\$0
CDOT	PACOG Area Safety and Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs such as maintaining assets, safety improvements, multimodal needs, etc. Does not include any new capital improvements.	x				x		x	x	\$3,000,000					\$0	\$0	\$3,000,000	\$0
CDOT	PACOG Area BTE Bridge Replacements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs such as maintaining assets, safety improvements, multimodal needs, etc. Does not include any new capital improvements.	x						x		\$114,000,000					\$8,000,000	\$36,000,000	\$70,000,000	\$0

Table 44: Fiscally Constrained Project List (Cont.)

Lead	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	L RTP Goal: Increase Safety	L RTP Goal: Expand Multimodal Options	L RTP Goal: Economic Vitality	L RTP Goal: Quality of Life	ROM Project \$ Cost	FY26	FY27	FY28	FY29	FY30	FY31-40 \$ Allocation	FY41-50 \$ Allocation	Expended Funds (FY 25 and earlier)
CDOT	I-25 New Pueblo Freeway FEIS Corridor Management	Administrative management of the I-25 New Pueblo Freeway Corridor, such as updating financial plans to FHWA and maintaining NEPA compliance.	x						x		\$660,000					\$50,000	\$300,000	\$310,000	\$0
CDOT	I-25 Exit 108 (Purcell Boulevard) Replace Single Box Culvert Crossing Under I-25; North Pueblo Mobility Hub	Replace the interchange at I-25 at Exit 108 - Purcell Boulevard north of Pueblo. West of the interchange is the planned location for a new rest area that will include truck parking and the North Pueblo Mobility Hub. Roadway improvements will be completed on Purcell Boulevard to connect the rest area, truck parking, and mobility hub to the new interchange.	x				x	x	x	x	\$25,000,000	\$500,000			\$1,800,000	\$0	\$20,700,000	\$0	\$2,000,000
CDOT	Safety Improvements at I-25 & CO45 Interchange and Adjacent Intersections	Interchange improvements such as signalization and accel/decel ramps/lanes intended to address future development and anticipated traffic volumes	x			x	x				\$6,000,000					\$6,000,000	\$0	\$0	\$0
CDOT	29th Street Interchange	Interchange, lane, and shoulder improvements to address, safety, drainage, and clearances/alignments for freight and the traveling public north of the US50B Interchange through 29th Street on I25. Includes widening I25 and I25 over 29th Street bridge replacement.	x				x			x	\$99,000,000					\$0	\$27,000,000	\$72,000,000	\$0
CDOT	1st to 13th Street (and Mineral Palace Mitigation) Phase I	I-25 New Pueblo Freeway ROD Phase 1 project improvements to correct the substandard geometric deficiencies found on this section including: tight curves, steep grades, inadequate clear zones, inadequate stopping sight distances, poor ramp design and inadequate ramp lengths, ramps that connect to local streets, and insufficient shoulder widths. Mitigation at Mineral Palace Park (EIS improvements).	x						x	x	\$38,000,000					\$0	\$0	\$38,000,000	\$0
CDOT	I25 Safety & Operational Improvements	Non-project specific place holder for I-25 corridor projects that may arise on an as needed basis due to future needs such as operational improvements, safety improvements, multimodal needs, etc.	x			x	x			x	\$1,000,000					\$0	\$0	\$1,000,000	\$0
CDOT	I25 Asset Management	Non-project specific place holder for I-25 corridor projects that may arise on an as needed basis due to future needs related to asset management.	x							x	\$7,000,000					\$1,000,000	\$6,000,000	\$0	\$0

Table 44: Fiscally Constrained Project List (Cont.)

Lead	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	LRTP Goal: Increase Safety	LRTP Goal: Expand Multimodal Options	LRTP Goal: Economic Vitality	LRTP Goal: Quality of Life	ROM Project \$ Cost	FY26	FY27	FY28	FY29	FY30	FY31-40 \$ Allocation	FY41-50 \$ Allocation	Expended Funds (FY 25 and earlier)
CDOT	Business 50C Drainage Improvements	US 50 drainage improvement projects near 36th Lane.	x				x		x	x	\$12,000,000					\$8,000,000	\$4,000,000	\$0	\$0
CDOT	US50 West PEL: Corridor Management	Non-project specific place holder for US 50 West PEL projects that may arise on an as needed basis due to future needs related to corridor management.	x				x			x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	US50 West PEL: SH45/US50 Grade Separated Interchange	Design and construction of a grade separated interchange address safety, drainage, and clearances/radii for freight and the traveling public at the intersection of US50 and CO45 (Pueblo Blvd).	x				x		x	x	\$50,000,000					\$9,000,000	\$31,000,000	\$10,000,000	\$0
CDOT	US50 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$12,000,000	\$300,000	\$1,700,000			\$0	\$10,000,000	\$0	\$0
CDOT	US50 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$30,000,000					\$0	\$20,000,000	\$10,000,000	\$0
CDOT	US50A Overlay MP 296.26-309.31	Road surface treatment to improve the condition of the pavement on US50A west of McCulloch to the Pueblo County Line Including upgrading guardrails, striping, and rumble strips for safety as well as minor bridge preventative maintenance as needed.in Pueblo County	x							x	\$12,000,000					\$12,000,000	\$0	\$0	\$0
CDOT	CO45 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$3,000,000					\$0	\$3,000,000	\$0	\$0
CDOT	CO45 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$3,000,000					\$0	\$0	\$3,000,000	\$0
CDOT	CO45 Microsurfacing	Non-project specific place holder for projects that may arise on an as needed basis due to future needs such as maintaining assets, safety improvements, multimodal needs, etc. Does not include any new capital improvements.	x							x	\$3,000,000					\$3,000,000	\$0	\$0	\$0

Table 44: Fiscally Constrained Project List (Cont.)

Lead	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	L RTP Goal: Increase Safety	L RTP Goal: Expand Multimodal Options	L RTP Goal: Economic Vitality	L RTP Goal: Quality of Life	ROM Project \$ Cost	FY26	FY27	FY28	FY29	FY30	FY31-40 \$ Allocation	FY41-50 \$ Allocation	Expended Funds (FY 25 and earlier)
CDOT	CO96A Resurfacing - West of CO45 to Red Creek Springs Road West	Road surface treatment to improve the condition of the pavement on CO 96A between MP 46.5-52.7. Including upgrading guardrails, striping, and rumble strips for safety as well as minor bridge preventative maintenance as needed.	x							x	\$7,000,000					\$0	\$7,000,000	\$0	\$0
CDOT	CO96 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$22,000,000					\$0	\$6,000,000	\$16,000,000	\$0
CDOT	CO96 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$7,000,000					\$0	\$7,000,000	\$0	\$0
CDOT	CO96A, US50B, CO47A and Pete Jimenez Pkwy Interchange/ Intersection Safety and Freight Improvements	Interchange, lane, and shoulder improvements to address safety, drainage, and clearances/radii for freight and the traveling public at the CO96A, US50B, and CO47A interchange.	x			x	x		x		\$23,000,000					\$3,000,000	\$20,000,000	\$0	\$0
CDOT	CO47 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$7,000,000					\$0	\$7,000,000	\$0	\$0
CDOT	CO47 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$9,000,000					\$0	\$6,000,000	\$3,000,000	\$0
CDOT	CO78 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$2,000,000					\$0	\$2,000,000	\$0	\$0
CDOT	CO78 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$3,000,000					\$0	\$3,000,000	\$0	\$0
CDOT	CO227 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO233 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$1,000,000					\$0	\$1,000,000	\$0	\$0

Table 44: Fiscally Constrained Project List (Cont.)

Lead	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	LRTP Goal: Increase Safety	LRTP Goal: Expand Multimodal Options	LRTP Goal: Economic Vitality	LRTP Goal: Quality of Life	ROM Project \$ Cost	FY26	FY27	FY28	FY29	FY30	FY31-40 \$ Allocation	FY41-50 \$ Allocation	Expended Funds (FY 25 and earlier)
CDOT	CO231 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO209 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future needs around operational or safety improvements, multimodal needs, etc.	x			x	x			x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO227 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO233 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO231 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO209 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO165 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x			x	x			x	\$2,000,000					\$0	\$2,000,000	\$0	\$0
CDOT	CO165 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$2,000,000					\$0	\$2,000,000	\$0	\$0
CDOT	CO10 Safety & Operational Improvements	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x			x	x			x	\$1,000,000					\$0	\$1,000,000	\$0	\$0
CDOT	CO10 Asset Management	Non-project specific place holder for projects that may arise on an as needed basis due to future asset management needs.	x							x	\$2,000,000					\$0	\$2,000,000	\$0	\$0

Totals: \$1,060,085,490 \$160,656,884 \$31,446,538 \$15,005,865 \$9,036,710 \$72,750,000 \$271,460,000 \$261,640,000 (\$238,089,493)

Total Project Cost Remaining: \$821,995,997

Total Funding: \$821,995,997

All Fiscally Constrained Projects were categorized into four project types: Roadway/Corridor, Multimodal, Transit, and Safety. Several projects fall into multiple categories. Each project was also identified by which LRTP Goal(s) it contributes to: Increase Safety; Expand Multimodal Transportation; Economic Vitality; and Improve Quality of Life. Similarly, many projects contribute to multiple Goal areas. Roadway projects tend to be the most expensive project type, and thus receive the majority of allocated funds. Projects in the current version of the TIP (as amended of November 2025) are included in the following map by project type. An up-to-date TIP and TIP Map can be found on <https://www.pacog.net>.

Figure 97: Fiscally Constrained Project Types

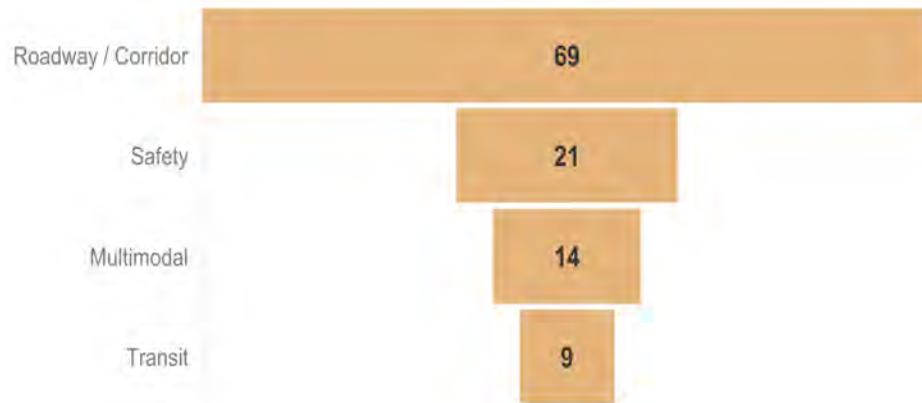


Figure 98: Fiscally Constrained Projects by LRTP Goal

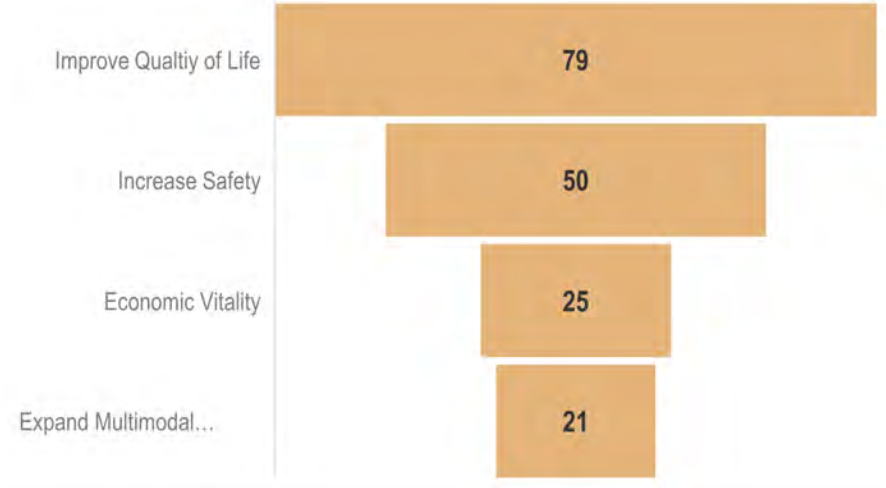
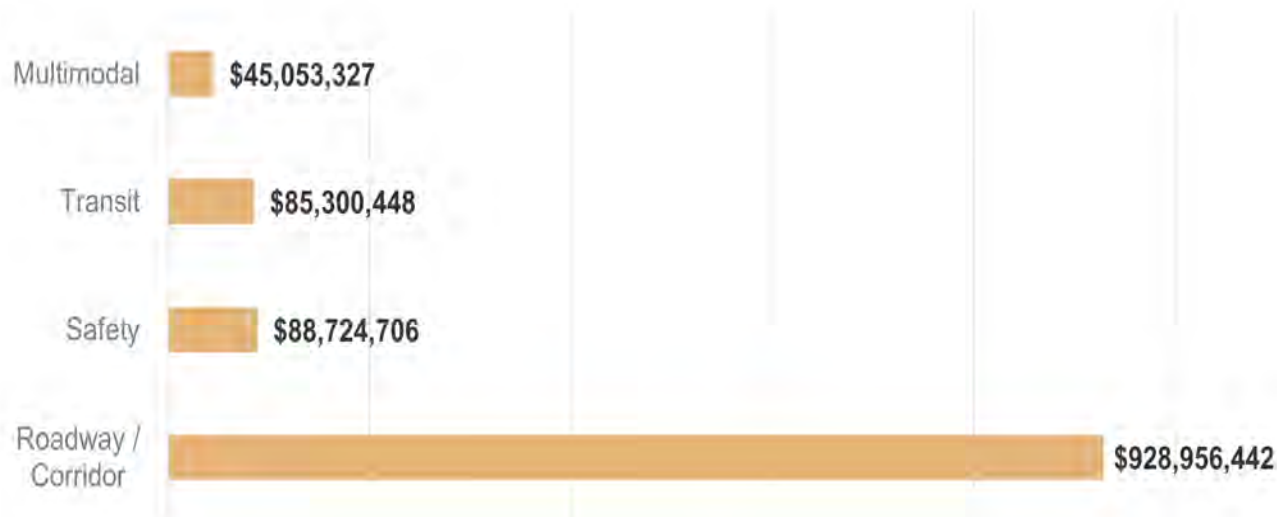


Figure 99: Rough Order of Magnitude Funding in Project Type Area



**Double counting occurs. Total dollar amounts identified in this table add up to above the total Cost identified in Table 1, as some projects are considered to have multiple project types.*

 PACOG MPO Boundary

- Roadway
- Multimod
- Transit
- Other

— Roadway
— Multimodal





Aspirational Projects

Regionally significant, locally led projects in the Pueblo area tend to rely on less predictable funding sources such as grants and bonds. Because discretionary grants are often subjective and difficult to anticipate, and bonds can be rejected by voters, locally prioritized, fiscally unconstrained projects were included in the Aspirational Project List (also referred to as an illustrative list).

PACOG coordinated with Pueblo County, the City of Pueblo, Pueblo Transit, and CDOT to identify their highest priority, fiscally unconstrained projects that contributed to the LRTP's four Goal areas. As funding becomes available for any Aspirational Project which would make them fiscally constrained, they can be activated to the TIP through the amendment process.

There are twenty-seven Aspirational Projects in total.

Figure 101: Aspirational Projects by Project Type

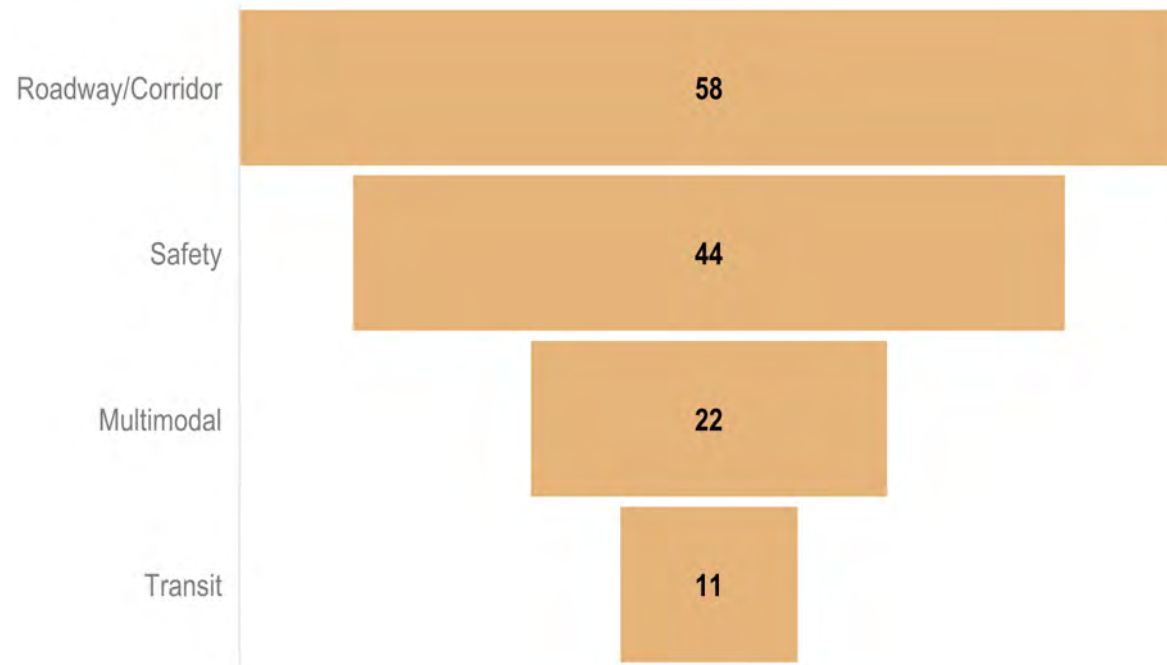


Figure 102: Projects by LRTP Goal

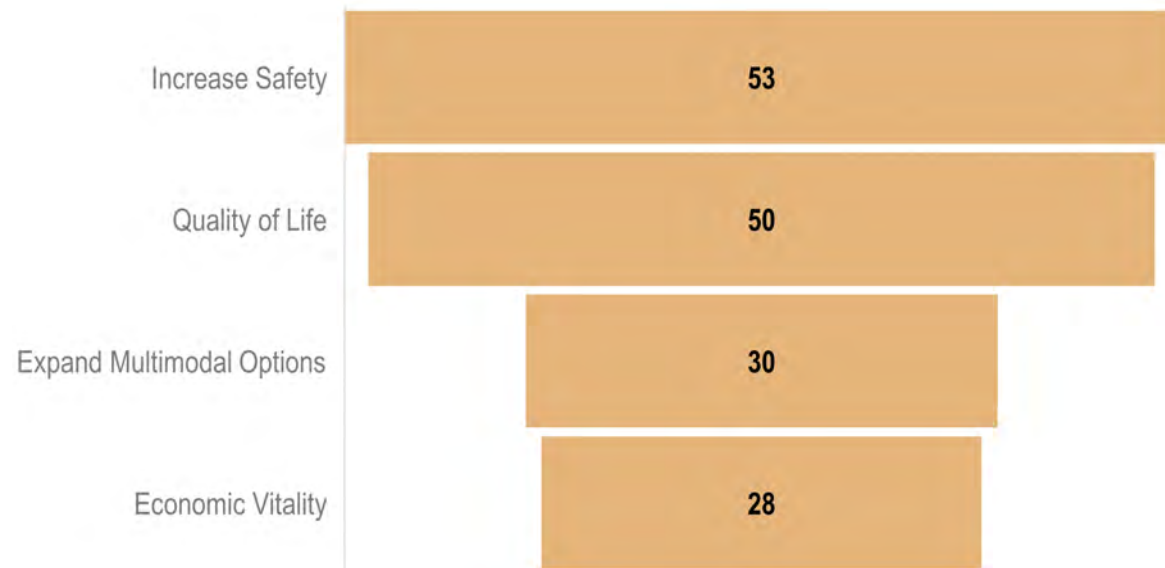


Table 45: Aspirational Project List

Jurisdiction	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	L RTP Goal: Increase Safety	L RTP Goal: Expand Multimodal Transportation	L RTP Goal: Economic Vitality	L RTP Goal: Improve Quality of Life	ROM \$ (or range)
City of Pueblo	24th Street Bridge/Corridor	Project to extend 24th street across the western railroad and into downtown	X	X	X		X	X	X	X	40,000,000
City of Pueblo	Dillon Corridor Improvements	Bowtie Roundabouts	X				X		X	X	20,000,000
City of Pueblo	LaCrosse Bridge	Scour Work	X						X		2,200,000
City of Pueblo	11th Street Bridge	Guardrail and sidewalk improvements	X	X		X		X	X		1,400,000
City of Pueblo	RRFB Project	Installation of RRFB's at pedestrian crossings around the city		X		X	X	X			13,000,000
City of Pueblo	Sidewalk Connection Plan	Build a GIS map of sidewalks in the city and identify gaps in the existing network		X			X	X			500,000
City of Pueblo	Northern and Vassar	Extend Median, change to a right-in/right-out movement	X				X				500,000
City of Pueblo	Northern Pedestrian Improvements	Bump-outs, signal improvements		X		X	X	X		X	11,000,000
City of Pueblo	29th and Elizabeth	Safety Study and Infrastructure Improvements	X	X			X	X			800,000
City of Pueblo	Signal Preemption	Updating signal technology	X				X			X	5,000,000
City of Pueblo	Dillon Drive Extension (City project)	Extension of Dillon Drive from 26th St. to connect down to US50	X	X	X	X		X	X	X	TBD
City of Pueblo	Northern Signal Retiming	Signal Retiming across whole corridor	X	X			X			X	150,000
Pueblo County	McCulloch, Spaulding, and Hwy 50	Corridor Safety Study - Improvement Implementation	X			X	X				750,000
Pueblo County	Boone Road and Hwy 96	Intersection Safety Improvements Study	X			X	X				TBD
Pueblo County	Rural Transit System (RAISE Phase 3) - RTA startup	Bus stations/stops, rural transit loop, access to jobs, access points within City and vice versa			X			X	X	X	5,000,000
Pueblo County & City of Pueblo	Lime Road	Repaving	X				X		X		7,000,000
Pueblo County	Hwy 50B	Corridor Safety Study - Improvement Implementation	X			X	X				TBD
Pueblo County	Hwy 50 and 40th Lane	Accel/Decel Lane, conflict with school - moving from 36 to 40th	X				X				\$2,500,000
Pueblo County	Purcell & Industrial	Intersection Safety Improvements, HSIP eligible (2029)				X	X				TBD
Pueblo County	San Pedro Trail	Multimodal Improvements/Connectivity		X			X	X	X	X	TBD
Pueblo Transit	Pueblo Transit Fixed-Route/Bus Vehicle Replacement	Replace and retire older buses in the fleet and purchase new hybrid/hydrogen fuel cell buses & para-transit vehicles.			X			X		X	\$7,000,000
Pueblo Transit	Pueblo Transit Administrative and Maintenance Facility	Project to purchase a land parcel to build the new Transit Admin-Maintenance facility in order to expand our fixed route services and move to a split fleet system consisting of hydrogen fuel and hybrid electric.			X			X	X		\$10,000,000
Pueblo Transit	Update 2017 Transit System Wide Plan	Update of the 2017 system wide plan which is 8 years old and necessitating an update.			X			X			\$250,000-300,000
Pueblo Transit	Extension of Service Days/Hours System Wide	Extend fixed route and paratransit operating hours to 8:30pm Monday through Saturday. Also looking to expand service to Sundays as well.			X			X		X	\$8,500,000M - \$9,500,000 (Fixed Route Only) \$10,500,000 - \$11,500,000 (Including Paratransit)

Table 45: Aspirational Project List (Cont.)

Jurisdiction	Project Name	Brief Project Description	Roadway / Corridor	Multimodal	Transit	Safety	LRTP Goal: Increase Safety	LRTP Goal: Expand Multimodal Transportation	LRTP Goal: Economic Vitality	LRTP Goal: Improve Quality of Life	ROM \$ (or range)
Pueblo Transit	Paratransit fleet replacement	Replace older paratransit cutaway vehicles and replace with new, hybrid vehicles.			X			X		X	\$1,000,000
CDOT	US50 West PEL: McCulloch to Purcell Widening	US50 West PEL Preferred Alternative and EA Phase 1 improvements: widening 2.4 miles of both westbound and eastbound US 50 from two lanes to three lanes in both directions from Purcell Blvd (Milepost 309.78) to McCulloch Blvd (Milepost 307.34)	x							x	\$15,000,000
CDOT	US50 West PEL: McCulloch Grade Separated Interchange	The ultimate configuration for US 50 and McCulloch Blvd, although not part of the US50 West EA, is a grade-separated interchange as identified in the US 50 West PEL Implementation Plan (CDOT, 2012b)	x				x			x	\$50,000,000

Total ROM Cost for Aspirational Projects: \$192,800,000