



2020

Transportation Performance Report

PACOG **2045** LRTP
MOVES THE REGION

Appendix F: 2020 Transportation System Performance Report

Performance Measure Scorecard

Category	Performance Measure	Target	2020	Status
SAFETY				
	Number of Fatalities (Statewide)	618	595	✓
	Rate of fatalities per 100M VMT (Statewide) [Region 5-Year Change +1.5%]	1.14	1.09	✓
	Number of Serious Injuries (Statewide) [Region 5-Year Change -3.4%]	3,271	2,340	✓
	Rate of Serious Injuries per 100M VMT (Statewide) [Region 5-Year Change -1%]	6.08	4.38	✓
	Number of Non-Motorized Fatalities and Serious Injuries (Statewide)	670	512	✓
INFRASTRUCTURE				
Highways	High/Moderate Drivability Life on Interstates	80%	63%	✗
	High/Moderate Drivability Life on NHS	80%	60%	✗
	High/Moderate Drivability Life on State Highways	80%	66%	✗
Bridges	Interstate, NHS, and U.S. Highway Sufficient Bridges	90%	90%	✓
	All Other State Highway Sufficient Bridges	90%	94%	✓
Transit and Nonmotorized	Transit Vehicles in Fair, Good or Excellent Conditions	65%	87%	✓
Passenger Rail	Statewide, Regional and Private Passenger Rail Advocacy Groups Participation	✓	✓	✓
Aviation	Investment to Attract and Retain Aviation Connectivity in Pueblo County	✓	✓	✓
CONGESTION REDUCTION				
	Interstate Travel Time – Percent of Reliable Person Miles (Statewide)	81%	81%	✓
	Non-Interstate NHS Travel Time – Percent of Reliable Person Miles (Statewide)	64%	64%	✓
	Freight - Truck Travel Time Reliability (TTR) Index (Statewide)	1.5	1.5	✓
FREIGHT MOVEMENT AND ECONOMIC VITALITY				
	Number and Severity of Truck-Involved Crashes on I-25 (Statewide)	80	NA	⚠
	Number and Severity of Truck-Involved Crashes on U.S. Highways (Statewide)	80	NA	⚠
	Statewide, Regional and Private Rail Advocacy Groups Participation	✓	✓	✓
	Small Urban/Rural Transit Five-Year Ridership Increase (CDOT Target)	1.5%	-22%	✗
SYSTEM RELIABILITY				
	Percent of Reliable Person-Miles Traveled on the Interstate System (Statewide)	80.7%	81%	⚠
	Percent of Reliable Person-Miles Traveled on Non-Interstate (Statewide)	86.2%	64%	⚠
	Truck Travel Time Reliability Index (Statewide)	1.37	1.5	⚠
ENVIRONMENTAL SUSTAINABILITY				
Environmental Justice	Increase Investment Benefits in Areas with Above Average Levels of At-Risk Populations	+10%	NA	⚠
Stewardship	Participate in Statewide, Regional, and Private Advocacy Groups Related to Historical Preservation, Environmental Stewardship, and Water Sustainability.	✓	✓	✓
REDUCE PROJECT DELIVERY DELAY				
	Reduce Average Delivery Time for Projects	-3%	>-3%	✓
MULTIMODAL TRANSPORTATION				
Bicycle/Pedestrian	Conduct Bicycle/Pedestrian Counts	2 per 5-year period	1	⚠
	Bicycle and Pedestrian Facilities Centerline Miles	+4%	+4%	✓
Partnership	Participate in Statewide, Regional, and County Complete Streets and Multimodal Transportation Development.	✓	✓	✓

Status Key:  Achieved  In Progress  Negative

Overview

Introduction

Performance measures at the local, regional, state, and federal levels are based on the Transportation Performance Management (TPM) approach set forth by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). TPM is a strategy which helps decisionmakers understand the impacts of transportation investment decisions based on data and objective information. This *2020 System Performance Report* is drafted to make the connection between data and research, the transportation system, investments, and system performance.

The Pueblo Area Council of Governments (PACOG) works with the Colorado Department of Transportation (CDOT), its member communities, transit agencies, and the public to establish targets based on the federally required and regionally selected performance measures for the region as shown in **Figure 1**. For each planning cycle, PACOG must set and adopt regional system performance targets within 180 days after CDOT adopts Statewide or to agree to support CDOT's targets. PACOG has agreed to support CDOT's targets and has also established specific regional targets that support region's future transportation system vision. For the current planning cycle, CDOT sets targets for the NHS, shown in **Figure 2**. These targets form part of the PACOG's Goals, Objectives, Performance Measures, and Targets. PACOG first established and adopted Performance Measures, and Targets for the *2040 Long Range Transportation Plan (LRTP)*. Updated Goals, Objectives, Performance Measures, and Targets were adopted for the *PACOG Moves the Region 2045 LRTP (2045 LRTP)* in June 2020.

For the 2040 LRTP and the 2045 LRTP, the federally required performance measures were associated with eight LRTP goal categories as follow:

- Safety
- Infrastructure Condition
- Congestion Reduction
- Freight Movement and Economic Vitality
- System Reliability
- Environmental Sustainability
- Reduce Project Delivery Delay
- Multimodal Transportation/Transit Asset Management

These eight categories, in addition to regionally identified performance measures and targets are addressed individually in this *2020 Transportation System Performance Report*.

Impact on the PACOG Planning Process

The PACOG Long Range Transportation Plan LRTP and Transportation Improvement Program (TIP) support investment in the Region's transportation infrastructure in a manner that will support achievement of near-term and long-term goals. Projects are programmed into these short-range and long-range documents to move the region toward achieving both statewide and regional performance targets.

Regional Transportation Plan Goals

There are eight planning categories for goal setting, seven consistent with the FAST Act and previous legislation plus an eighth category, multimodal transportation, added by PACOG. Each category and its supporting goal are described as follows:

1. **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability:** To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
8. **Multimodal Transportation:** To invest in a wide range of non-motorized travel options and connectivity, with an emphasis on public health.

Using these eight categories, PACOG developed concrete goals and performance measures consistent with a focus on metrics and localized to the region. These goals formed the framework of the 2045 LRTP.

2020 TRANSPORTATION SYSTEM PERFORMANCE REPORT

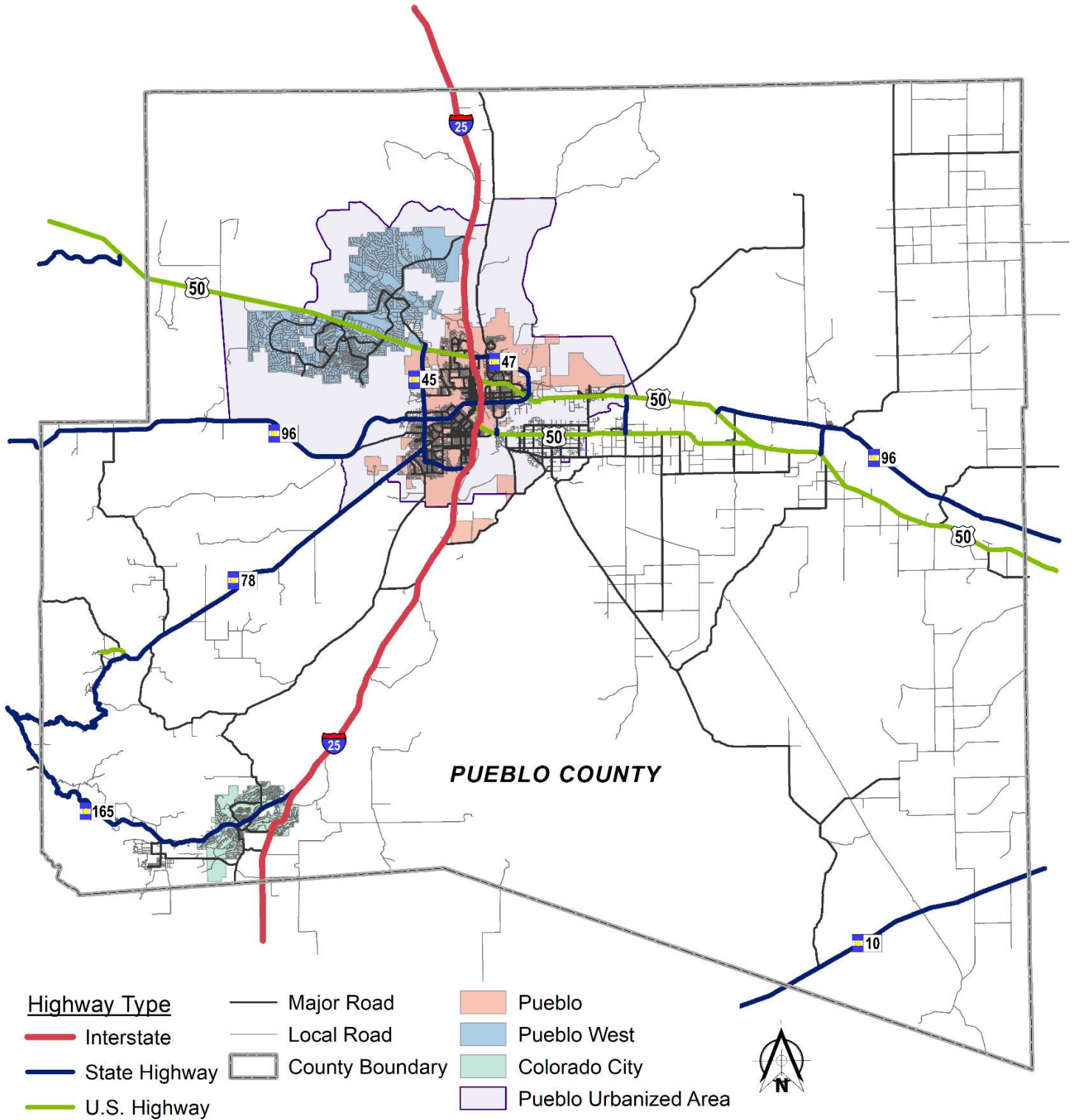


Figure 1: PACOG Region

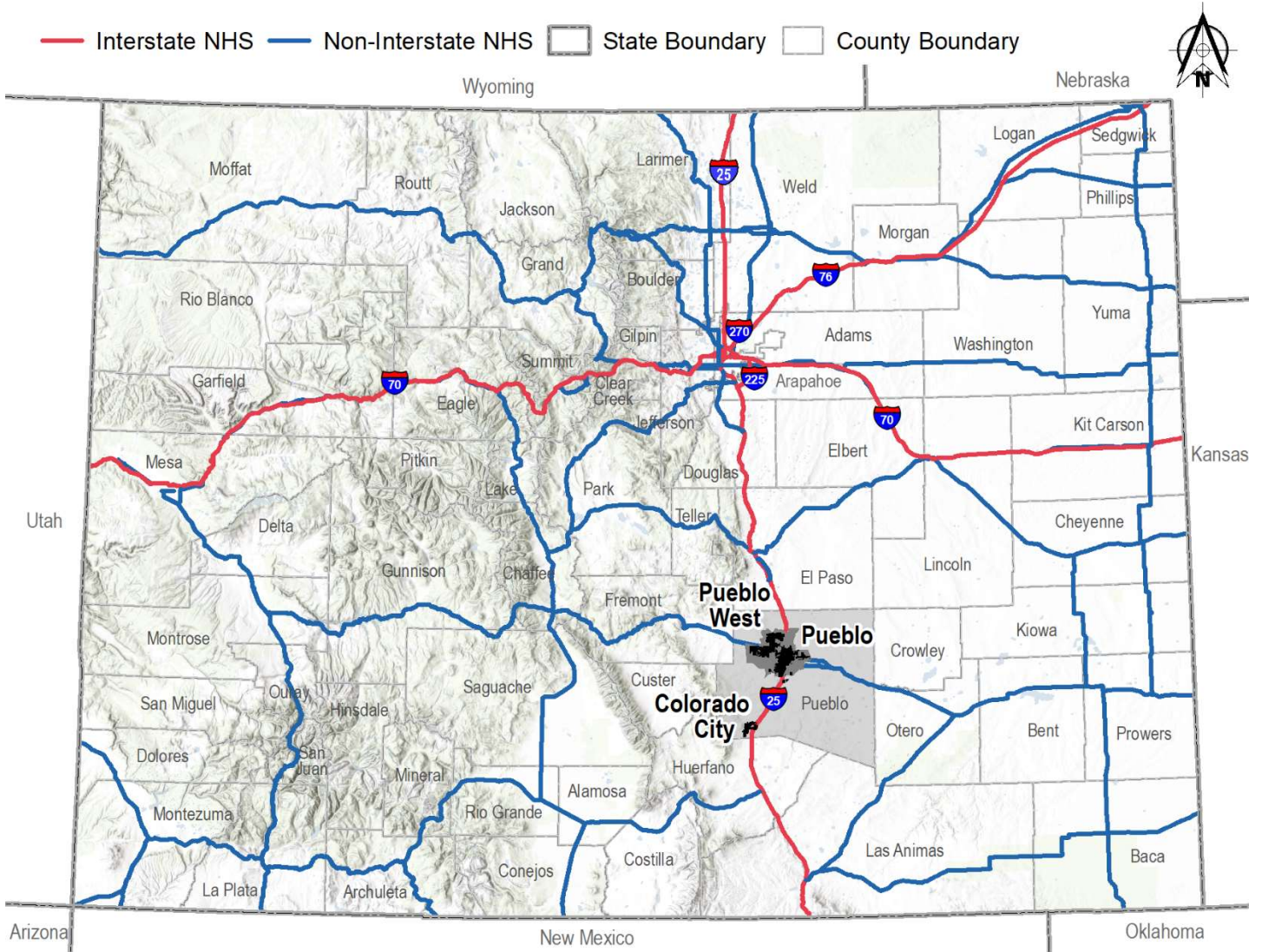


Figure 2: Statewide National Highway System (NHS)

Performance Management Process

PACOG worked with CDOT, local agency, and transit staff to collect data on current conditions and to identify long-term needs. This data was presented to the PACOG Technical Advisory Committee (TAC), which provided guidance on how to set and update targets. TAC’s recommendation was taken to the PACOG Board for further discussion and adoption. Memos were included the TAC and Board meeting packets for Discussion and Adoption. Prior to adoption by the Board, PACOG published the availability of draft Goals, Objectives, Performance Measures and Targets for public comment and posted the draft policy on the *PACOG Moves the Region 2045 LRTP* website.

PACOG has the option of setting regional targets or adopting the statewide targets for Highway Safety, Bridge and Pavement Condition, and System Performance measures. PACOG adopted the statewide targets set by CDOT by agreeing to program projects to help achieve the statewide targets. For the transit measures, PACOG coordinated with transit agencies in the region and adopted any transit agency targets as regional targets.

The LRP process is cyclical in nature and occurs every five years. At each five-year juncture, a revised future scenario year is established and an updated vision and set of goals are sought for the region. This visioning involves citizens, public agency staff, decision makers, private industry leaders and others. The many viewpoints ensure that the transportation needs of the broad spectrum of residents of a region are considered.

The LRP process must logically look first to the most recent federal legislation related to MPO RTPs. The vision elements are framed by the current federal guidelines and use the planning factors and goals provided by the federal legislation. **Figure 1.2** shows the general process flow of the PACOG 2045 LRTP. This sequence also generally forms the outline of this LRTP document. The steps shown in **Figure 1.2** can also be shown as a sequence of activities, with a feedback loop, that occurs during each 5-year LRP cycle.

1. Review federal guidelines in the form of FAST Act requirements.
2. Establish the PACOG regional vision and goals in the 2045 RTP goal-setting task. Include here, for the first time, performance measures for each goal.
3. Identify the regional needs and priorities for all transportation modes.
4. Prioritize projects referencing the PACOG TIP using the vision plan and goals.
5. Produce the fiscally constrained version of the plan.
6. Devise the means of plan implementation.
7. Continuously monitor the results of the improvements in Step 6 using all the relevant performance measures.
8. Summarize the plan costs, outcomes, and performance metrics, and start the cycle again.

The overall PACOG planning process is shown in **Figure 3**, with key Performance Management steps noted in **red text**.

Goals, Objectives, Performance Measures and Targets

PACOG expanded upon the eight goals categories by identifying supporting goals each category, as shown in **Table 1**. PACOG also adopted near-term, mid-term and long-term targets, as shown in **Table 2**, to monitor progress in achieving these goals. PACOG first established Goals, Objectives, Performance Measures and Targets for the 2040 LRTP planning cycle and these near-term targets, for 2020, have been used to measure achievement of performance measure targets for this 2020 Transportation System Performance Report. Updated Goals, and Performance Measures and Targets for the 2045 LRTP and the are listed in **Table 1** and **Table 2**, respectively. Performance Measures remained substantially the same for the 2045 LRTP and Targets were advanced five years.

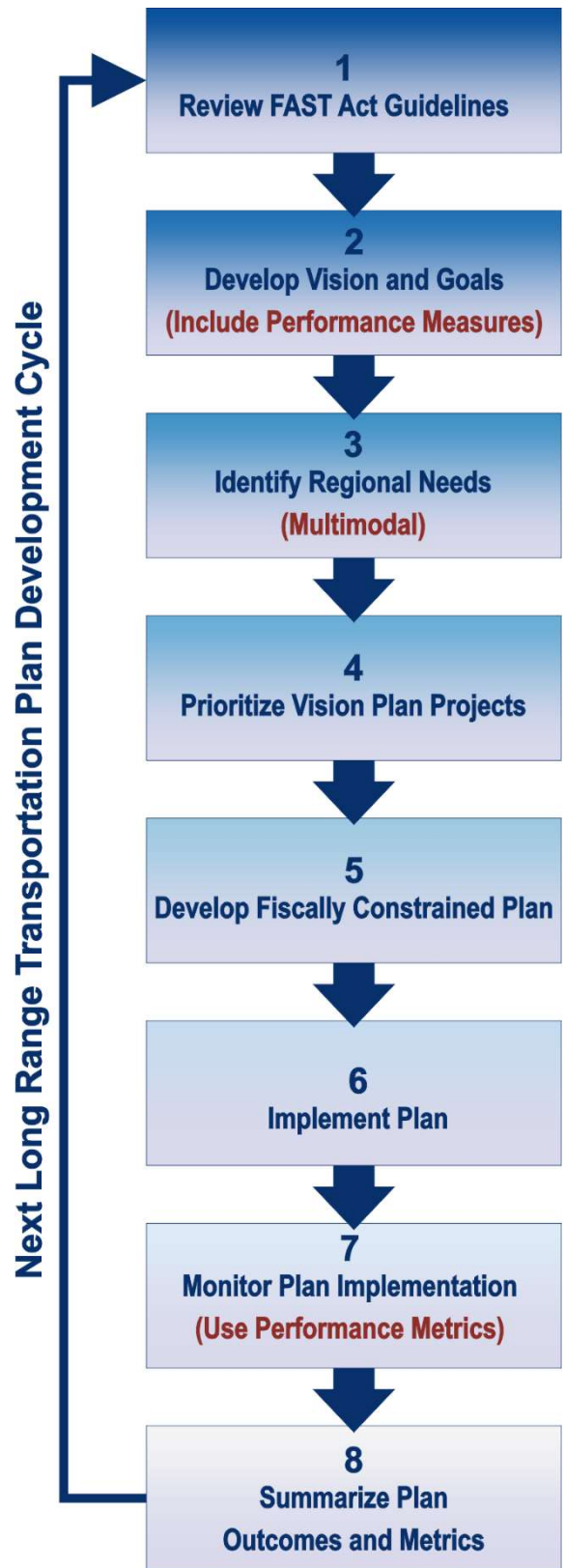


Figure 3: PACOG Planning Process

2020 TRANSPORTATION SYSTEM PERFORMANCE REPORT

Table 1: PACOG Goal Categories and Supporting Goals

Goal ID	Goal Major Category/Supporting Goal
	1. Safety
1	Goal: Improve safety by providing a multimodal transportation system that focuses on the reduction of the frequency and severity of crashes.
	2. Infrastructure Condition
2	Goal: Improve and sustain the surface conditions of the state highway system.
3	Goal: Maintain bridges.
4	Goal: Maintain transit and non-motorized facilities.
5	Goal: Maintain Passenger Rail.
	3. Congestion Reduction
6	Goal: Bring all interstate, NHS, U.S., and other state highways up to current AASHTO standards that improve the flow of motor vehicles and transit.
7	Goal: Relieve existing heavy congestion on U.S. highways, NHS highways by implementing alternative transportation corridors (i.e., bypass facilities).
	4. Freight Movement & Economic Vitality
8	Goal: Provide a safe and efficient interstate and NHS, and other state highway system for the movement of freight.
9	Goal: Encourage corridor preservation and expansion efforts for both passenger and freight rail, and railroads.
10	Goal: Provide a transportation system that encourages new business, economic development and industry expansion that is integrated with future land use plans and policies.
	5. System Reliability
11	Goal: Provide transportation facilities that optimize system performance and safety, and preserves and enhances the present and future mobility needs of the Pueblo region.
	6. Environmental Sustainability
12	Goal: Reduce fossil fuel consumption and reduce greenhouse gas and other emissions.
13	Goal: Improve and support transportation system improvements that address needs for citizens with disabilities, low incomes, and other special needs residents in the region.
14	Goal: Reduce transportation-related adverse impacts to communities, neighborhoods, natural environments, and areas identified for cultural and/or historical preservation.
15	Goal: Protect and/or avoid both areas containing critical habitat for threatened and endangered species and wildlife travel corridors.
16	Goal: Minimize the amount of stormwater runoff and transportation-associated pollutants that enter the region's streams.
	7. Reduce Project Delivery Delays
17	Goal: Accelerate the timeframe for the completion of projects.
	8. Multimodal Transportation
18	Goal: Increase the bicycling and walking activity in Pueblo County for people all ages.
19	Goal: Improve the quality of life through an increase in attractive multi modal facilities accessible for pedestrians and cyclists and improve connectivity.
20	Goal: Increase non-motorized transportation usage in Pueblo by integrating multimodal improvements as part of upgrades to the existing roadway system.
21	Goal: Maximize transportation investments with bike and pedestrian enhancements.
22	Goal: Increase public and governmental support for bicycling in Pueblo.
23	Goal: Improve public health with alternative forms of transportation.

2020 TRANSPORTATION SYSTEM PERFORMANCE REPORT

Table 2: PACOG Performance Measures and Targets




PACOG Planning Goal		Target by Year
1. SAFETY		1A -- 2020: Establish the 2020 baseline fatal crash rate, 2025: Decrease the baseline by 50%, 2030: Decrease the baseline to zero, 2045: Maintain the baseline at zero.
		1B -- 2020: Establish the 2020 baseline serious injury rate. 2025: Decrease the baseline by 50%. 2030: Decrease the baseline to zero. 2045: Maintain the baseline at zero.
		1C -- 2020: Establish the 2020 baseline injury rate. 2025: Decrease the baseline by 6%. 2030: Decrease the injury rate by 13%. 2045: Decrease the baseline by 25%.
		1D -- 2020: Establish the 2020 baseline PDO rate of crashes. 2025: Decrease the baseline by 6%. 2030: Decrease the baseline by 13%. 2045: Decrease the baseline by 25%.
		1E -- 2020: Establish the 2020 baseline number of public transit crashes. 2025: Decrease the baseline by 3%. 2030: Decrease the baseline by 5%. 2045: Decrease the baseline by 10%.
		1F -- 2020: Establish the 2020 baseline for pedestrian-related accidents. 2025: Decrease the baseline by 19%. 2030: Decrease the baseline by 38%. 2045: Decrease the baseline by 75%.
		1G -- 2020: Establish the baseline for railroad crossing-related crashes. 2025: Decrease the baseline by 19%. 2030: Decrease the baseline by 38%. 2045: Decrease the baseline by 75%.
2. INFRASTRUCTURE	Highways	2A --2020: Establish the 2020 baseline percentage for High/Moderate Drivability Life on Interstates. 2025: Achieve 20%. 2030: Achieve 40%. 2045: Achieve 80%.
		2B -- 2020: Establish the 2020 baseline percentage for High/Moderate Drivability Life on NHS. 2025: Achieve 20%. 2030: Achieve 40%. 2045: Achieve 80%.
		2C -- 2020: Document the 2020 percentage for High/Moderate Drivability Life on state highways. 2025: Achieve 20%. 2030: Achieve 40%. 2045: Achieve 80%.
	Bridges	2D -- 2020: Establish the 2020 baseline number of interstate, NHS, and U.S. highway sufficient bridges in the region. 2025: Increase by 25%. 2030: Increase by 50%. 2045: Increase to 100%.
		2E -- 2020: Establish the 2020 baseline number of all other state highway sufficient bridges. 2025: Increase by 25%. 2030: Increase by 50%. 2045: Increase to 100%.
		2F -- 2020: Establish the 2020 baseline number of bridge structures at grade or grade-separated interchanges, ramps, and acceleration and deceleration lanes that meet AASHTO standards. 2025: Increase by 12%. 2030: Increase by 65%. 2045: Increase to 100%.
	Transit and Non-Motorized	2G -- Focus on Fleet: 2020: Establish the 2020 baseline percentage of vehicles in the transit fleet in fair, good, or excellent conditions (FTA definitions). 2025: Increase the baseline to no less than 65%. 2030: Maintain the baseline at no less than 65%. 2045: Increase the baseline to no less than 70%.
		2H -- Focus on Trail Usage: 2020: Establish the 2020 Baseline for trail use. 2025: Increase the baseline by an average of 1.5% annually over a 5-year period beginning in 2020. 2030: Increase the baseline by an average of 1.5% annually over a 10-year period beginning in 2025. 2045: Increase the baseline by an average of 1.5% annually over a 15-year period beginning in 2030.
	Passenger Rail	2I -- Focus on Partnership: 2020 and forward: Establish and/or continue participation in statewide, regional, and private rail passenger advocacy groups. Maintain a log of events and outcomes from these meetings.
	Aviation	2J -- Focus on Continued Investment: 2020 and forward: Establish and/or continue investment to attract and retain aviation connectivity in Pueblo County using Pueblo Memorial Airport.

2020 TRANSPORTATION SYSTEM PERFORMANCE REPORT

Table 2: PACOG Performance Measures – Final Targets (Cont.)

PACOG Planning Goal	Target by Year	
3. CONGESTION REDUCTION	3A – Focus on Upgrades of Highway Facilities: 2020: Establish the 2020 baseline percentage of existing locations with AASHTO sufficient ratings. 2025: Increase baseline to 12%. 2030: Increase baseline to 65%. 2045: Increase baseline to 100%.	
	3B – Focus on Roadway Congestion Relief in the LRTP Corridor Vision Plan 2020: Establish a Volume-to-Capacity (V/C) baseline target - Suggested is number of lane miles over V/C = 0.90 during the one-hour PM peak.2020: Establish the baseline number of congested locations. 2025: Decrease by 12%. 2030: Decrease by 65%. 2045: Decrease to zero.	
	3C – Focus on Mobile Source Pollution Abatement 2020: Document national and state air quality health standards and establish baseline percentages for regional transportation-related greenhouse gas (GHG) and air pollutant emissions. 2025: Decrease baseline by 6%. 2030: Decrease baseline by 33%. 2045: Decrease baseline by 50%.	
4. FREIGHT MOVEMENT AND ECONOMIC VITALITY	4A – Freight Infrastructure: 2020: Establish the 2020 baseline number and severity of truck/freight-related crashes on I-25, the New Pueblo Freeway NAFTA corridor (a designated national freight movement corridor). 2025: Decrease the baseline by 9%, 2030: Decrease the baseline by 49%. 2045: Decrease the baseline by 75%.	
	4B – Freight Safety: 2020: Establish the 2020 baseline number and severity of truck/freight-related crashes on U.S highways in the region; 2025: Decrease the baseline by 9%. 2030: Decrease the baseline by 49%. 2045: Decrease the baseline by 75%.	
	4C – Focus on Partnership: 2020 and forward: Establish and/or continue participation in statewide, regional, and private rail advocacy groups. Maintain a log of events and outcomes from these meetings.	
	4D – Focus on Economic Development (focus on transit accessibility): Establish the 2020 baseline transit ridership. 2025: Increase the baseline by an average of 1.5% annually over a 5-year period beginning in 2020; 2030: Increase the baseline by an average of 1.5% annually over a 10-year period beginning in 2025. 2045: Increase the baseline by an average of 1.7% annually over a 15-year period beginning in 2030.	
5. SYSTEM RELIABILITY	Most planning goals under system reliability are addressed in part by tactics described in Goal 3: Congestion Reduction. Some specific expanded areas under development by PACOG are various technology approaches such as signal improvement, capacity additions, ITS, and highway or transit monitoring systems.	
6. ENVIRONMENTAL SUITABILITY	Environmental Justice	6A – 2020: Establish the 2020 baseline transportation investment benefits to areas in the region identified as having above-average levels of at-risk populations.; 2025: Increase the baseline by 10% over 2020 levels; 2030: Increase by 20%; 2045: Increase by 30%. At-risk populations include Census blocks with above-average percentages of minorities, persons with disabilities, and low-income households.
	Stewardship	6B – Focus on Partnership: 2020 and forward: Establish and/or continue participation in statewide, regional, and private advocacy groups related to historical preservation, environmental stewardship, and water sustainability.
7. REDUCE PROJECT DELIVERY DELAYS	7A – 2020: Establish the 2020 baseline for average delivery time for projects; 2025: Decrease the baseline by 3%; 2030: Decrease the baseline by 5%; 2045: Decrease the baseline by 10%.	
8. MULTIMODAL TRANSPORTATION	Bicycle/Pedestrian	8A – Bike/Ped Count Program 2020: Establish a rolling scheme for bike/ped counts. 2025: Complete two bicycle/ped count efforts between 2020 and 2025. 2030: Complete two bicycle/ped count efforts between 2025 and 2030. 2045: Complete two bicycle/ped count efforts between 2030 and 2045.
		8B -- Bike/Ped Infrastructure Program 2020: Establish the 2020 baseline of the existing conditions of all bike/ped amenities, 2025: Increase the baseline by an average of 4%. 2030: Increase the baseline by an average of 8%. 2045: Increase the baseline by an average of 15%.
	Partnership	8C -- Focus on Multimodal Partnerships: 2020 and forward: Establish and/or continue participation in statewide, regional, and county Complete Streets and full-on multimodal transportation efforts and development.

Target Achievement

This 2020 Transportation System Performance Report uses a three-tier grading system:  means the State or the NFRMPO region has achieved the target based on baseline data;  means the State or the NFRMPO is making progress and is trending in the proper direction or is close to achieving a target but has not yet; and  means the target has not been achieved and either very limited progress has made or there has been ground lost in achieving the performance target. In the sections below status of target achievement is show for each target associated with the main performance goal.

Performance Goal Achievement of Targets

Safety

In order to mitigate deaths and injuries from traffic crashes, PACOG subscribes to the Vision Zero movement in safety targets.¹ The ultimate objective of the movement is to achieve zero deaths on the nation’s roadways. Vision Zero recognizes that individuals will make mistakes that could lead to severe injury or death. The philosophy of Vision Zero is that the transportation system should be designed in a way that helps diminish these mistakes, ultimately creating a safer system for all roadway users. This goal is achieved by bringing together the 4 Es of highway safety: engineering, education, enforcement, and emergency medical service. PACOG has adopted CDOT Safety goals and targets, including the updated performance target to reduce fatalities and serious injuries by 15% for the 2020 to 2023 timeframe.²

Freight Movement and Economic Vitality

Efficient freight movement is a key component of a well-functioning transportation system. Commodity flows using the various freight modes available in the Pueblo region support industry, manufacturing, agriculture, and retail, and they also provide a framework for the growth of commerce and trade. The Colorado Department of Transportation (CDOT) and the

Pueblo Area Council of Governments (PACOG) are equally responsible for ensuring that freight planning is incorporated into the transportation planning process, both to fulfill planning requirements and to build the economic strength of the state and region. CDOT and PACOG have systematically incorporated freight into their planning activities by:

- Defining those elements of a metropolitan area's transportation system that are critical for the efficient movement of freight.
- Identifying ways to measure system performance in terms of freight movement.
- Developing freight-oriented data collection and modeling to identify problems and develop potential solutions.
- Creating and supporting freight advisory committees to advocate for freight issues, including the identification of bottlenecks in the freight network.

PACOG has recognized the connection between freight movement and economic vitality and has set goals that call for improved truck safety, increased rail service, and increased transit ridership for the Freight Movement and Economic Vitality major goal category. National Highway Traffic Safety Administration (NHTSA) data³ for Colorado indicates that fatal truck-involved crashes numbered 51 (8.1% of total fatal crashes) in 2013 and 89 (9.9% of total fatal crashes) in 2018, the last year for which data is currently available. Pueblo Transit provided a total of 831,954 unlinked trips in 2019. This is down from 1,064,103 unlinked trips provided by Pueblo Transit in 2014.⁴ In 2017 PACOG completed an operations study for Pueblo Transit the implementation of which will support expanded and more efficient transit service.

¹ “Safety Culture and the Zero Deaths Vision,” Federal Highway Administration, U.S. Department of Transportation, last modified April 30, 2020, <https://safety.fhwa.dot.gov/zerodeaths/>.

² 2020-2023 Colorado Strategic Transportation Safety Plan, Colorado Department of Transportation, April 2020, [strategictransportationsafetyplan.pdf \(codot.gov\)](https://www.codot.gov/strategictransportationsafetyplan.pdf), accessed April 28, 2021.

³ NHTSA FARS Data Tables, <https://www-fars.nhtsa.dot.gov/Vehicles/VehiclesAllVehicles.aspx> , accessed April 28, 2021.

⁴ Transit Agency Profiles, City of Pueblo, <https://www.transit.dot.gov/htd/transit-agency-profiles/city-pueblo>, accessed March 19, 2021.

Infrastructure ❌❌❌✅✅✅✅

PACOG adopted national and statewide goals, performance measures, and targets for transit asset management, pavement and bridges, and established regional goals for trails, passenger rail advocacy and aviation. Within the PACOG region, the CDOT targets for bridge sufficiency are being met or exceeded; however, pavement conditions are lagging with only 60% to 66% or interstate, NHS and other state highways at moderate to high drivability life levels. Transit asset management targets of 65% of transit vehicles in fair, good or excellent conditions are being met with 87% of Pueblo Transit vehicles in these categories. PACOG and member governments have also actively pursued expansion and improvements for trails, rail and aviation within the Region, including sponsorship, completion and adoption of a passenger rail station location study.

Congestion Reduction ✅✅✅

Financial considerations, constraints on capacity expansion, and increasing congestion nationally and in Pueblo County are causing concern for PACOG and the residents of the region. PACOG’s metropolitan transportation planning process has traditionally focused on constructing and maintaining new roadways and widening existing highways; however, current challenges associated with transportation system reliability, safety, and security require new methods targeted to improve the operations of the existing system. PACOG has adopted CDOT’s goals and targets for congestion reduction which are being met on a statewide basis.

System Reliability ⚡⚡⚡

PACOG performance measures and targets for system reliability include percent of traffic on a given facility that experience reliable travel times, travel times that are expected given the posted speed limits. Travel Time Reliability is measured as the ratio of the 80th percentile travel time (a particularly bad day) to the 50th percentile travel time (a normal day). If the ratio is less than 1.5, the roadway segment is considered reliable. PACOG has adopted CDOT’s goals and targets for travel time reliability, including a higher performance travel time reliability index for truck/freight traffic.

Reduction of Project Delivery Time ✅

Reducing project delivery time is a focus of both CDOT and the U.S. DOT. Federal requirements have limited carry-over of funding to future years and CDOT has streamlined Local Agency project delivery. The CDOT Local Project Delivery Team vision that “The Local Agency process should be **efficient, flexible, and transparent**, incorporating simplified and electronic data gathering and retrieval to meet laws and regulations. It should use education and risk assessment to assign appropriate delegation of authority and accountability to empower Local Agencies to effectively construct their desired projects with federal matching funds”⁵ has resulted in significant reductions in project delivery times. The program recognized that unnecessary steps created delays in bringing a project to completion leading to long lead times:

- Small projects lead time: 4 months
- Medium projects lead time: 6 to 12 months
- Large projects: up to 5 years to complete.

The program has cut delivery time in half and reduced the number of financially inactive Local Agency projects to zero.

Multimodal Transportation ⚡✅✅

PACOG performance measures and targets for multimodal transportation include focus on three elements: implementation of trails usage demand data collection, expansion and upgrades to the regional bicycle and trails facilities, and partnership for implementation of complete street solutions. Targets included: completion of biannual trails usage counts, expansion of trails facilities by 15% by 2045, and active participation in partnerships to implement complete streets solutions.

⁵ Local Agency Project Delivery, CDOT, [Local Agency Project Delivery — Colorado Department of Transportation \(codot.gov\)](https://www.codot.gov), accessed April 28, 2021.



Pueblo Area Council of Governments