



# Chapter 4

## *Socio-Economic Profile and Trends*

**NOTE:** This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

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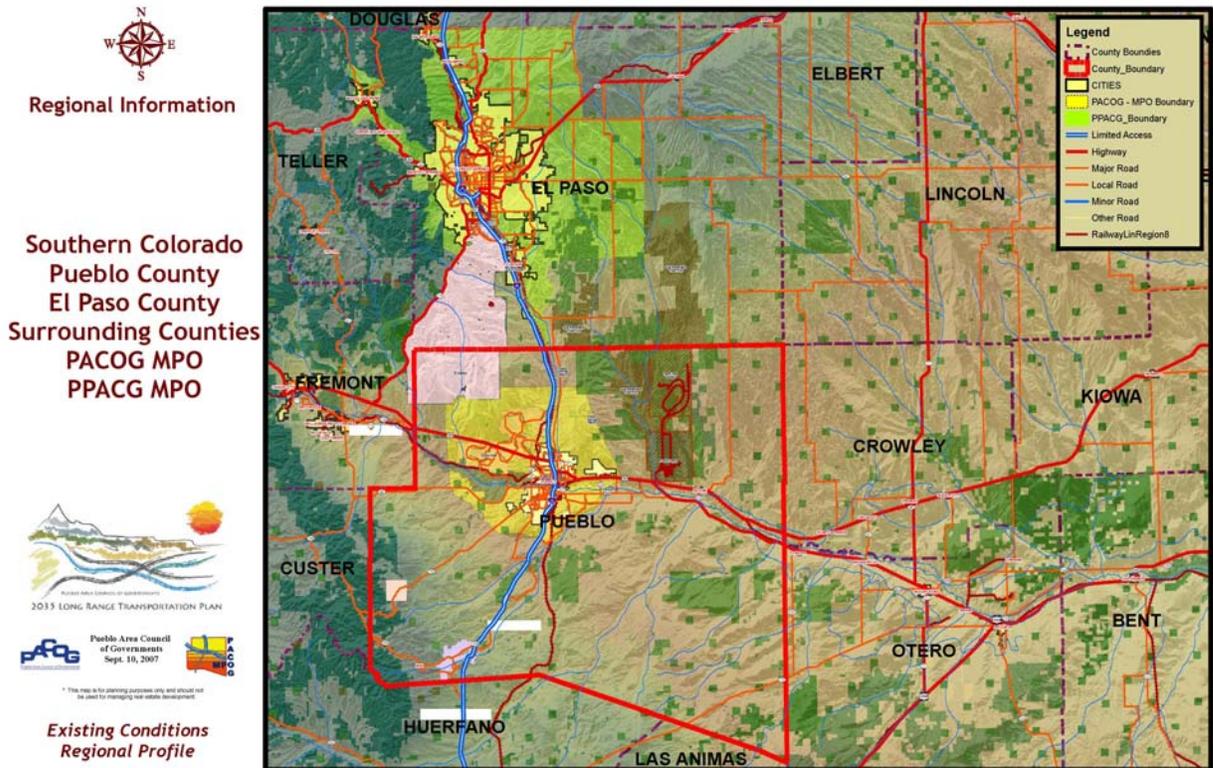
## 4.1 Introduction

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

This section of the Long Range Transportation Plan provides a summary of regional demographics and the economy, as they will likely impact the transportation system.

The primary focus of this section is on the existing conditions within the PACOG MPO/TPR, but due to the interaction between the PACOG MPO/TPR and the Pikes Peak Area Council of Governments MPO, many of the issues facing the communities will have an impact on both areas. **Data from the FHWA Planning & Environmental Linkage project due in early 2008 will provide additional information on prospective growth pressures for the region.**

Figure 4.1: Pueblo / El Paso And Surrounding Counties





## 4.2 Regional Profile

### 4.2.1 Population

In 2009, the population of Pueblo County was estimated at 158,364 residents. A little over two-thirds of these lived within the City of Pueblo. Historically, growth in the region has fluctuated, primarily due to steel manufacturing job losses that took place during the 1980s. From 1980-1990, Pueblo County population declined from 125,972 to 123,051, a –2.3 percent rate of decrease for the decade. By 1990, the major setbacks of the recession which plagued Pueblo’s economy during 1982-1984 had largely been overcome. From 1990-2009, Pueblo County’s population has grown by 28.7 percent. This rate of growth, however, is much less than was true for Colorado, which experienced a 52.5 percent increase during this time frame. The 3C Study Area contains about 93 percent of Pueblo County’s population. Over 90 percent of its 147,300 residents are concentrated in 2 large urbanized communities; the City of Pueblo and Pueblo West.

The City of Pueblo is the historic population center of Pueblo County. Population growth within this community has been moderate in recent years. The 1990 Census recorded 98,640 City of Pueblo residents. The 2000 Census enumerated 102,121 residents, and a 2009 preliminary estimate of population developed by the State Demography Office shows 106,896 residents. City of Pueblo population experienced a population growth rate of 3.5 percent for the decade of 1990-2000. The 2000-2009 growth rate was 4.7 percent. In 1990, the City of Pueblo accounted for 80.2 percent of Pueblo County’s population. By 2009, this had shrunk to 67.5 percent of total County population, implying that areas of Pueblo County outside of the City of Pueblo are experiencing a more rapid rate of population increase than is true of the City.

Pueblo West, the other major community within the 3C study area has seen a completely different pattern of growth. From 1990 to 2000, its population almost quadrupled, increasing from 4,386 residents to nearly 17,000. In 2009, according to preliminary Conservation Trust Fund estimates developed by the Colorado division of Local Government, Pueblo West had a population of 26,291. This translates into a population increase of 55.6 percent during the 2000-2009 interval. Table 4.1 and Figure 5 below summarize the relative sizes of the Pueblo County communities, contrast their growth rates between 1980 and 2005, and present forecasts of population to the year 2035.

Generally speaking, the Pueblo County projections shown in Table 4.1 are approximately consistent with those developed by the Colorado State Demography Office. By 2035, the county is projected to increase to 248,012 people with 66 percent living within the City of Pueblo. The most recent State Demography Office forecast shows Pueblo County’s 2035 population at 241,156 residents. The



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difference between this forecast and the ones shown in the Table, developed by the Pueblo Area Council of Governments MPO is less than 3.0 percent. Pueblo County and the City of Pueblo are expected to experience more rapid growth as they become more fully integrated into the state’s economy.

**Table 4.1: Regional Population**

	Measured					Projected		
	1970	1980	1990	2000	2005	2015	2025	2035
<b>Population</b>								
City of Pueblo	97,774	101,686	98,640	102,121	104,169	121,390	140,928	163,194
Pueblo County	118,238	125,972	123,051	141,472	151,104	179,706	212,115	248,012
Percent in City	83%	81%	80%	72%	69%	68%	66%	66%
<b>Rate of Growth</b>								
City of Pueblo		4.0%	-3.0%	3.5%	2.0%	16.5%	16.1%	15.8%
Pueblo County		6.5%	-2.3%	15.0%	6.8%	18.9%	18.0%	16.9%

### 4.2.2 Housing

Until the 4<sup>th</sup> quarter of 2008, housing development in Pueblo continued at a steady pace, growing somewhat faster than population due to shrinking household size. From 2000-2010, Pueblo County housing increased by almost 10,000 units, representing a growth rate of 17.0 percent. At the beginning of 2010, Pueblo County had an estimated 68,923 dwelling units. Growth within strictly the City of Pueblo during this interval was a more modest 10.0 percent, with a total 2010 housing inventory of 47,412 units. The crisis in the financial markets and real estate sectors beginning in late summer, 2008, has adversely impacted housing development in Pueblo. New Pueblo County single family housing starts totaled 664 units for 2007; 394 for 2008, and 185 for 2009. Construction of several new multi-family unit complexes have somewhat mitigated these developments; however, the Pueblo housing market continues to show reduced levels of activity relative to the earlier years of the decade.

Pueblo County continues to enjoy a high rate of home ownership, although the housing stock is showing its age. According to the 2008 American Community



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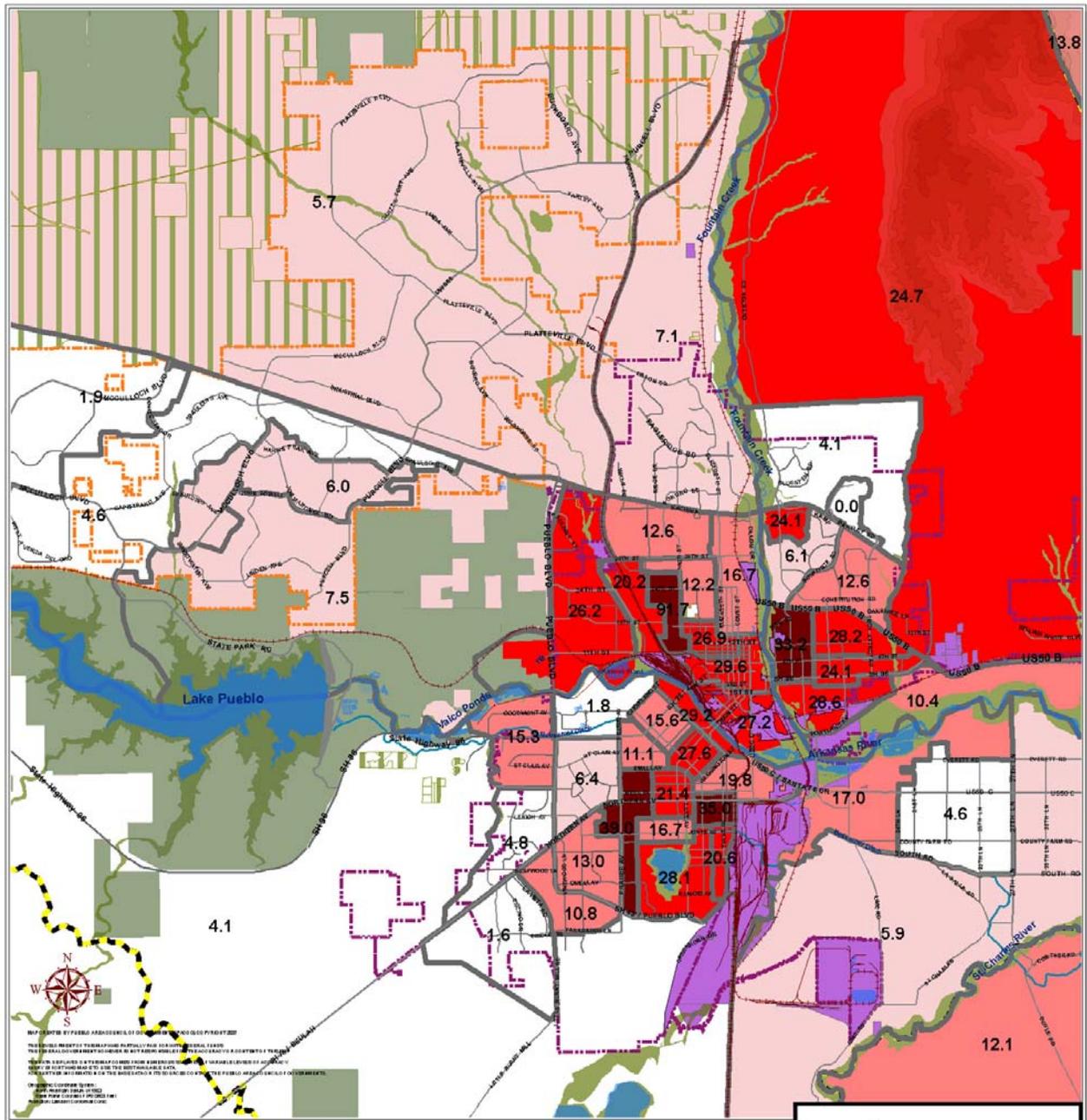
Survey, owner occupied homes accounted for 67.3 percent of the occupied unit inventory. Housing constructed prior to 1950 accounted for 25.6 percent of all owner-occupied units. Within the City of Pueblo, the housing stock is generally much older than those portions of Pueblo County outside of the corporate limits. The 2000 Census recorded a median year of construction of 1959 for homes within the City of Pueblo. This means that one-half of homes were built prior to this year, and one-half subsequent to this year. For those portions of Pueblo County outside the city limits, the median year of construction for homes was 1983.

A surprisingly large number of Pueblo residents do not have the luxury of owning a motor vehicle. Data from 2008 reveal that 8.9 percent of all Pueblo households did not have access to a motor vehicle. At the opposite end of the spectrum, 23.5 percent had 3 or more vehicles available.

### 4.2.3 Income

The 2008 per capita income for Pueblo County was \$30,564 dollars; about 71 percent of the Colorado value of \$43,021. Median household income in 2008 was \$42,628, about 74.8 percent of the State value, \$56,993. Approximately 29 percent of Pueblo County's households had an annual income of less than \$25,000. In 2008, approximately 13.1 percent of Pueblo County's population lived in families with incomes below the poverty level as measured by the federal government's official poverty definitions. The City of Pueblo has a higher poverty rate with 16.3 percent of families living at or below the poverty line. For comparative purposes, the 2008 percentage of Colorado families below poverty stood at 7.8 percent. Figure 4.2 shows the concentration of low-income individuals for each of the census tracts within the urban area. In layman's terms, census tracts are similar to neighborhoods. Please note that census tract, 30.03, shown in the northeast portion of the map, containing part of the recently designated Special Development Area is split between a densely populated portion located within the City of Pueblo north of Highway 50 B and south of Highway 47, and a less densely populated rural portion, representing the balance of the tract.

Figure 4.2: Concentrations of Poverty by Census Tracts



Pueblo Area Council of Governments  
January 2008

**Concentration of Persons with Income Below Poverty**  
From 2000 Census Data

0 0.5 1 2 3 4 Miles

**Legend**

- Less than 5% of Population
- 5 - 9%
- 10 - 20% (Above State Average)
- 20 - 30%
- More than 30% of Population

\* Manual Classification Breaks

**Existing Conditions**



## 4.2.4 Ethnicity

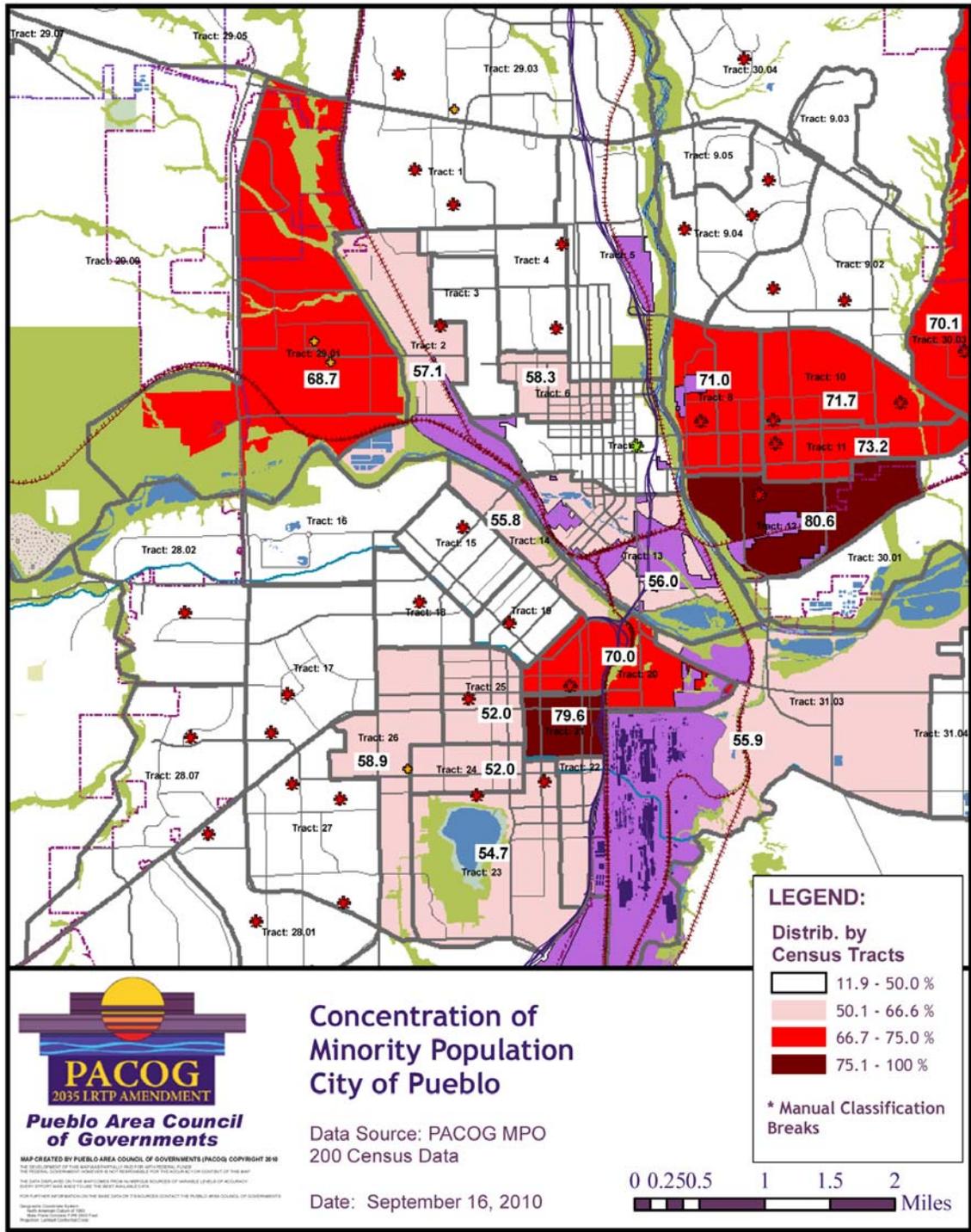
Figures 4.3 and 4.4 below summarize the distribution of minority populations in the City of Pueblo and Pueblo County from the 2000 census data. Again, recall that while the map shows the boundaries for the entire Census Tract 30.03, its residents are almost entirely concentrated into the southwest corner of the tract, contained within or immediately adjacent to the Pueblo city limits. The largest percentages of minority population are located in the City's recognized low/moderate income census tracts, often referred to as the "Y" zone, which include the West Side, East Side, and Bessemer neighborhoods. The term "Y" zone was coined many years ago, when it was noted that the census tracts having the highest concentrations of Pueblo's minority and impoverished population had the configuration of the letter "Y" when mapped thematically. Many of these tracts include between 67% and 80% minority population. The relationship between minority status, poverty, and the corresponding "Y" zone configuration still gives a fairly good representation of where these population groups are concentrated. Tracts without substantial minority populations are concentrated in Pueblo West and several neighborhoods within the City of Pueblo; notably Aberdeen, Sunset Park, University Park and El Camino.

## 4.2.5 Employment

Table 4.2 shows that between 2000 and 2008 the percentages of Pueblo's resident workforce that traveled to neighboring counties for employment has remained relatively constant. On the basis of data for 2006-2008 from the Census Bureau's American Community Survey, approximately 91 percent of the nearly 65,000 workers living in Pueblo County worked in the County. Approximately 6,000 commuted outside the county each day to work. The majority of these commuters work at jobs in El Paso County and Fremont County.

The 2009 average annual unemployment rate in Pueblo County was 8.7 percent, compared to Colorado's 7.7 percent and the national rate of 9.3 percent. The recent recession has had a telling effect on job growth in Pueblo. From 2006-2007, Pueblo's employed work force grew from 67,196 to 69,131; to 69,090 in 2008, and by 2009, 67,660. Respectively, these annually percentage changes were 2.9 percent, -0.1 percent, and -2.1 percent for the 2008-2009 interval. For 2006-2009, the average annual Pueblo unemployment rates were 5.7 percent in 2006, 4.9 percent in 2007, 6.1 percent in 2008, and 8.7 percent, in 2009.

Figure 4.3: Percentages of Minority Population by Census Tract, City of Pueblo







**Table 4.2  
Place of Work for Pueblo Residents  
1990 and 2000**

County	2000		2006-08*	
	#	%	#	%
<b>Pueblo County</b>	<b>52,720</b>	<b>89.8%</b>	<b>58,950</b>	<b>90.7%</b>
El Paso County	3,135	5.3%	3,600	5.5%
Fremont County	1,130	1.9%	1,480	2.3%
Otero County	290	0.5%	--	--
Crowley County	215	0.4%	--	--
Denver County	250	0.4%	--	--
Huerfano County	130	0.2%	--	--
<b>Sub-Total Other County</b>	<b>838</b>	<b>1.4%</b>	<b>965</b>	<b>1.5 %</b>
<b>Total</b>	<b>58,708</b>		<b>64,995</b>	

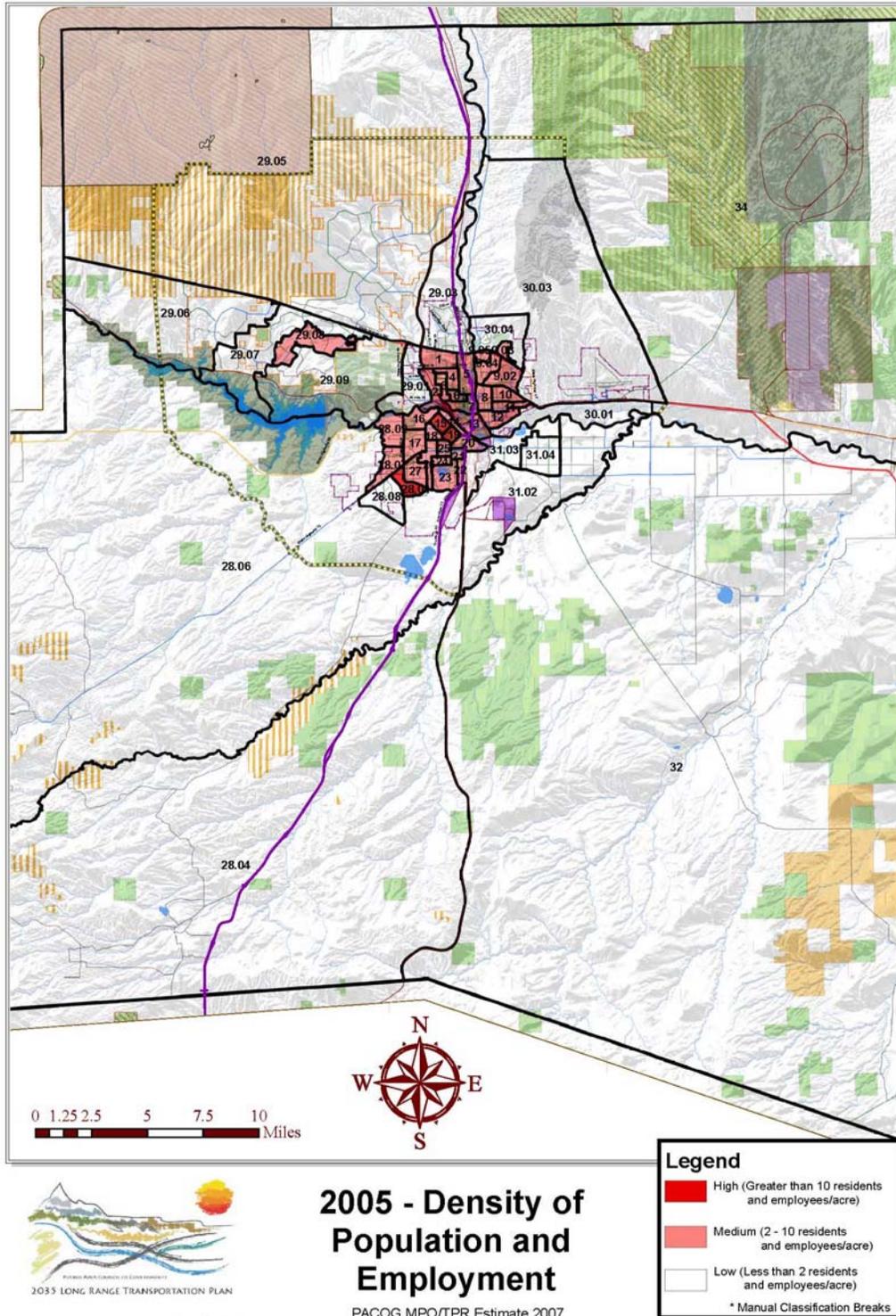
Source: U.S. Census 2000, American Community Survey, 2006-08

\*Note: Data for counties of less than 20,000 population not available.

### 4.1.6 Density of Population and Employment

Figures 4.5 and 4.6 show the density of population and employment in the Pueblo Urbanized Area. This measure is calculated as the density of residents plus employees per acre in a given Census tract. Densities in Pueblo are relatively low in most areas. However, some of the older developed areas, and regional commercial centers such as the Pueblo Mall have higher densities due to either employment centers or denser housing development. Projections for 2035 suggest that employment densities will increase from medium to high within the central business core and along State Highways 78 and 47. Employment density will increase from low to medium primarily along I25 at the north end of the City. These trends are depicted in Figures 4.7 and 4.8.

Figure 4.5: 2005 Density of Population and Employment, Pueblo County



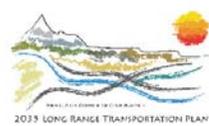
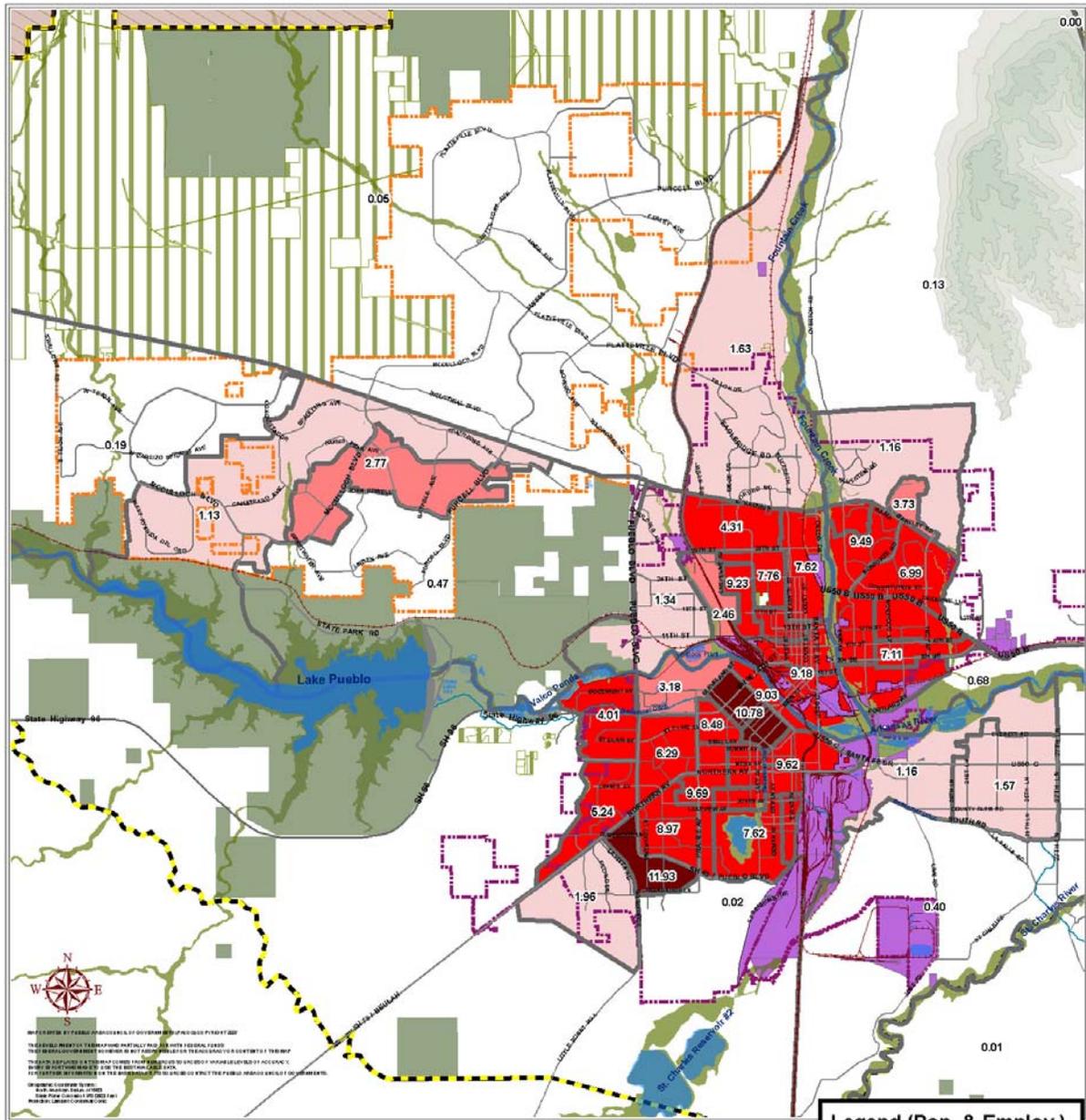
**2005 - Density of Population and Employment**  
PACOG MPO/TPR Estimate 2007

*Existing Conditions  
Regional Profile*



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Figure 4.6: 2005 Density of Population and Employment, City of Pueblo and Pueblo West Metro District



**2005 - Density of Population and Employment**

PACOG MPO/TPR Estimate 2007



**Legend (Pop. & Employ.)**

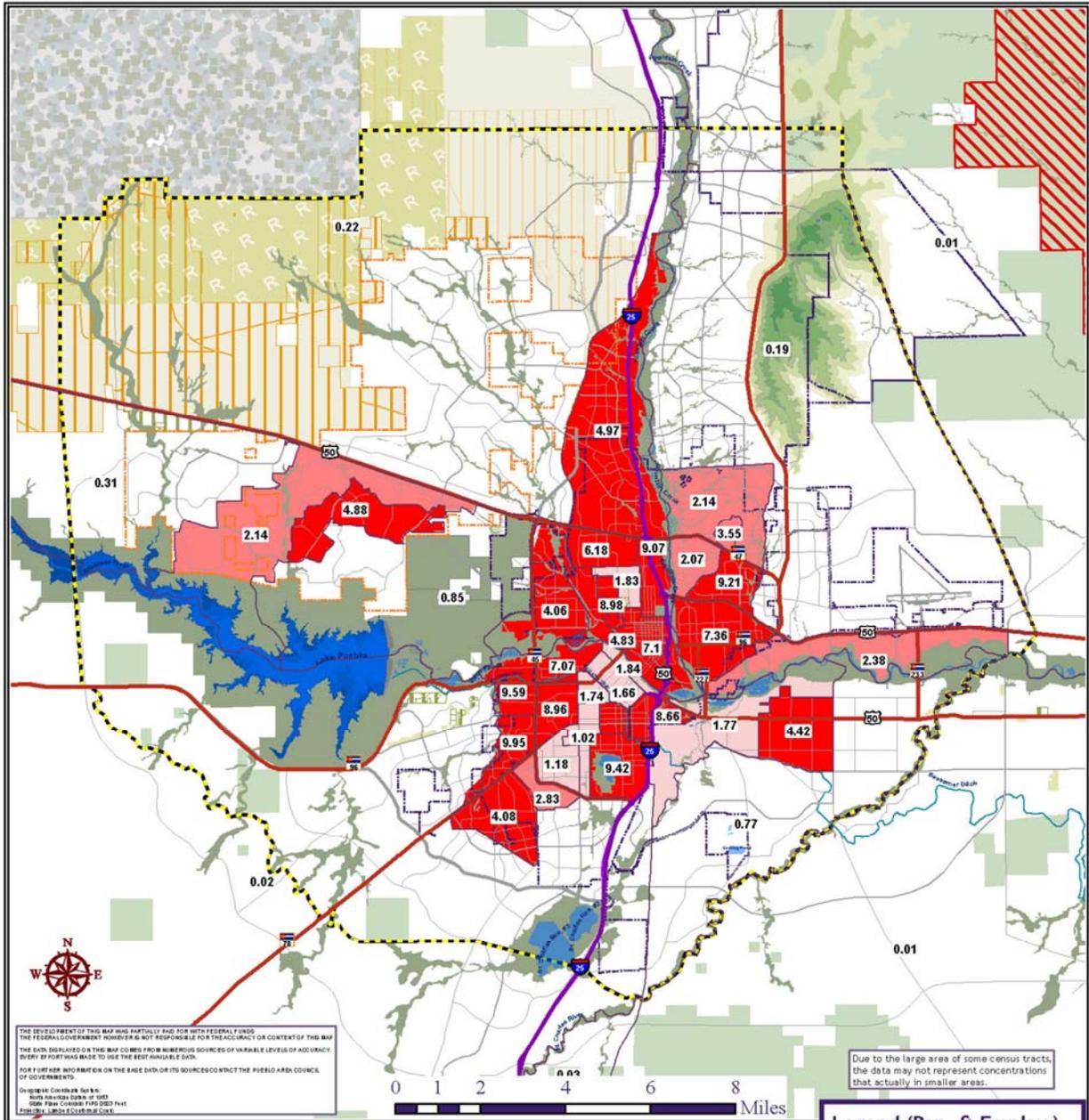
- 0.0 - 1.0 per Acre
- 1.01 - 2.00 per Acre
- 2.01 - 4.00 per Acre
- 4.01 - 10.00 per Acre
- 10.01 - 20.00 per Acre

\* Manual Breaks

**Existing Conditions**



Figure 4.7: 2035 Projected Density of Population and Employment, Pueblo County



THE DEVELOPMENT OF THIS MAP WAS PARTIALLY PAID FOR WITH FEDERAL FUNDS. THE FEDERAL GOVERNMENT PROVIDES BUT IS NOT RESPONSIBLE FOR THE ACCURACY OR CONTENT OF THIS MAP. THE DATA DISPLAYED ON THIS MAP COMES FROM NUMEROUS SOURCES OF VARIABLE LEVELS OF ACCURACY. BEWARE OF POINTING BLADE TO USE THE BEST AVAILABLE DATA. FOR FURTHER INFORMATION ON THE DATA OR ITS SOURCES CONTACT THE PUEBLO AREA COUNCIL OF GOVERNMENTS.  
 Original: Carolyn R. Spahr  
 North Arrow: Susan M. Spahr  
 Date: From Census 2000 Data  
 Author: Linda C. Gable

Due to the large area of some census tracts, the data may not represent concentrations that actually in smaller areas.

**Legend (Pop. & Employ.)**

- 0.0 - 1.0 per Acre
- 1.01 - 2.00 per Acre
- 2.01 - 4.00 per Acre
- 4.01 - 10.00 per Acre
- 10.01 - 20.00 per Acre

\* Manual Breaks

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### 2035 - Forecast Density of Population and Employment

Data Source: PACOG MPO/TPR Staff Estimate 2010  
 Analysis Unit = PACOG Demographic Zones

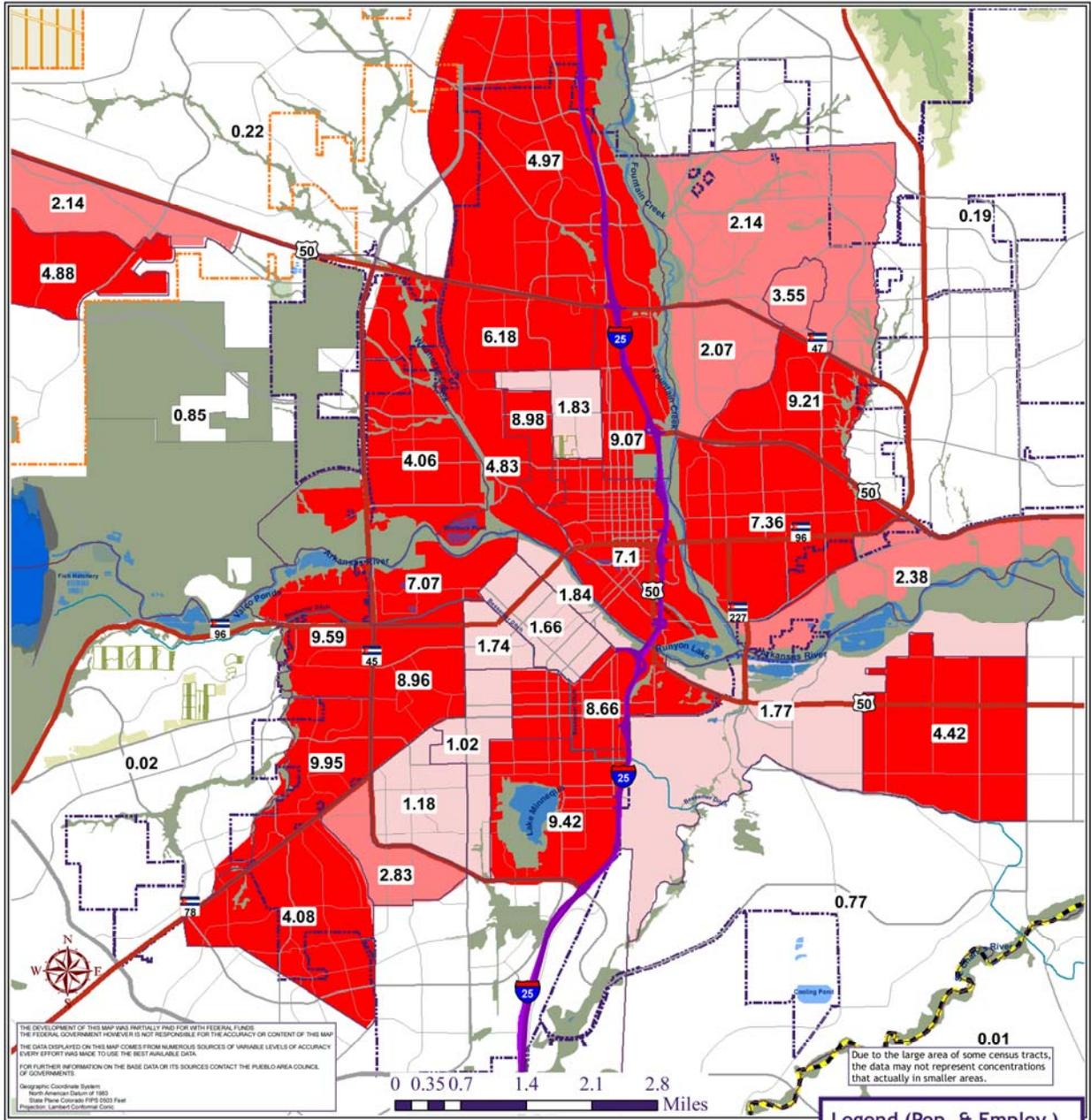
Date: August 31, 2010

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### Socio-Economic Profile



Figure 4.8: 2035 Projected Density of Population and Employment, City of Pueblo



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FOR FURTHER INFORMATION ON THE BASE DATA OR ITS SOURCES CONTACT THE PUEBLO AREA COUNCIL OF GOVERNMENTS.  
Geographic Coordinate System  
North American Datum of 1983  
State Plane, Colorado FIPS 5003 Feet  
Projection: Lambert Conformal Conic

Due to the large area of some census tracts, the data may not represent concentrations that actually in smaller areas.

**Legend (Pop. & Employ.)**

- 0.0 - 1.0 per Acre
- 1.01 - 2.00 per Acre
- 2.01 - 4.00 per Acre
- 4.01 - 10.00 per Acre
- 10.01 - 20.00 per Acre

\* Manual Breaks



**2035 - Forecast Density of Population and Employment**

Data Source: PACOG MPO/TPR Staff Estimate 2010  
Analysis Unit = PACOG Demographic Zones

Date: August 31, 2010

MAP CREATED BY PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) COPYRIGHT 2010

**Socio-Economic Profile**



## 4.3 Major Regional Developments

Since the initial 2035 LRTP was created, the downturn in the national and regional economies has resulted in the postponement or cancellation of several projects, which would have had major implications for the development of Pueblo's transportation infrastructure. Most notable of these is the Pueblo Springs Ranch subdivision, located in northeastern Pueblo County.

### 4.3.1 City of Pueblo Growth

The City of Pueblo historically has been the center of population in Pueblo County. The population has been near 100,000 since 1970. In the 1960's and 1970's, the community saw a number of large annexations by the City of Pueblo and the development of the Pueblo West Metropolitan District by McCulloch Properties. In the 1990's, the City grew with the annexation of the Pueblo Municipal Airport, the south side landfill, and the SouthPointe development.

On October 22, 2007 the Pueblo City Council reclassified 56,000 acres of land from the north city limits to the El Paso County line from multiple (2002 Comprehensive Development Plan) future land use designations to *Special Development Area*, permitting the consideration of mixed-use proposals for the area to be submitted as Planned Unit Developments. Public information concerning the City's plans indicated an intention to complete the annexation of the largest development expeditiously. If the development was phased and built as proposed by the developers, it would have a significant impact on the community and the transportation system throughout the region. Early proposals from the developers indicated that there would be somewhere between 70,000 to 85,000 residential units on nearly 20,000 acres with an additional 1100 acres of commercial, retail, and industrial development. At least for the present the proposal, as submitted by the developers, has been placed on hold until a more favorable economic outlook materializes.

The formal actions taken by the Pueblo City Council in reclassifying future land use in the North Pueblo Special Development Area potentially impact the 2035 LRTP. The network of roads in the northeast quadrant of the County proposed in the 2030 LRTP has been determined to be inadequate to accommodate the scale of development and population proposed for these future land uses. The proposed future network will be discussed in more detail in subsequent sections of this report.



### 4.3.2 Pueblo Chemical Depot

The Pueblo Chemical Depot (PCD) was constructed during World War II as an ammunition and material storage and shipping center. It has served a variety of functions for the U.S. military since that time. A Chemical Agent Destruction Pilot Plant is currently being constructed to safely dispose of the approximately 2,611 tons of mustard agent that was stored at the Depot during its active operational lifetime. Munitions stored at the facility and scheduled for destruction include:

AGENT	ITEM	QUANTITY	POUNDS
HT-Blister	4.2-inch Cartridges	20,384	118,220
HD-Blister	4.2-inch Cartridges	76,722	460,340
HD-Blister	105mm Cartridges	383,418	1,138,760
HD-Blister	155mm Projectiles	299,554	3,504,780

The plant is slated to begin operation in 2014 with completion of the weapons destruction anticipated to occur by 2017. Once all of the weapons are neutralized, the plant will be dismantled, which is expected to be completed by 2020. The new facility is located in the northern portion of the PCD site. Access to this site will be via the US Department of Transportation Road (DOT Road). As part of the approval process for this facility, additional access to the site was identified as a need. To provide this access, the existing DOT Road has been upgraded and extended west to State Highway 47 at the eastern edge of the City of Pueblo.



### 4.3.3 Industrial Development in Pueblo County

In addition to the development at the Pueblo Chemical Depot, there are two other regionally significant industrial developments in Pueblo County that have been completed within the past year and one other project that is slated to begin within the next year. The first is at the Comanche Station, which prior to this year produced 660 MW of electric power for the Colorado area. The recently completed project, valued at \$1.3 billion, is a third electrical generating unit at Comanche. The coal-fired plant augments the other two facilities by generating an additional 750 MW of power. As part of the permitting process, the Public Service Company of Colorado has had to upgrade the pollution control equipment on the other two generators at the facility. As a result, the future air pollution from the three generators is projected to actually be lower than was produced in the past by the original generators at the Comanche Power Plant.

During the peak of its construction phase, over 1,700 workers were employed at the plant. The positive economic impact of hiring these workers has now largely dissipated, given the difficulty of finding jobs in Pueblo that require a similar set of skills.

The second major industrial project is the recent completion of the Vestas Towers manufacturing facility. The plant produces tower sections for wind turbines. In July of this year, company executives announced that they would be hiring an additional 167 workers, which would bring the plant's total work force to 450 by the end of 2010.

The third of these projects commenced in August, when Black Hills Energy began construction of a state-of the art, gas-fired electric power generation facility, located three miles northwest of the Pueblo Memorial Airport. Cost of the plant is in excess of \$500 million according to corporate executives present for the plant's ground-breaking ceremony. The construction phase will add an estimated 400 jobs to Pueblo's workforce. Once completed, the plant will employ about 20 permanent employees.



#### 4.3.4 Ft. Carson Army Base

In 2004, the United States Army began a process of shifting troops back to the United States and Ft. Carson was a major recipient of troop transfers. In its 2005 BRAC Recommendations, the Department of Defense recommended to realign Fort Hood, TX, by relocating a Brigade Combat Team (BCT) and Unit of Employment (Uex) Headquarters to Fort Carson. Fort Hood did not have sufficient facilities and available maneuver training acreage and ranges to support six permanent heavy BCTs and numerous other operational units stationed there. Fort Carson had sufficient capacity to support these units. Overall, the expected growth of Ft. Carson as a result of these changes is:

##### **Projection for the Expected Growth Scenario (EGS)**

11,400 Military Personnel

+21,287 Military Dependents

+430 Civilian Personnel

+692 Civilian Dependents

**33,809 Total New Persons in the Study Area\***

\*Pikes Peak Area Council of Governments Ft. Carson Regional Growth Coordination Plan newsletter, July, 2007.

It is expected that the majority of the new growth of Ft. Carson will reside in El Paso County, but a portion of the new population will likely reside in Pueblo County, specifically Pueblo West and the City of Pueblo, due to the lower cost of housing.

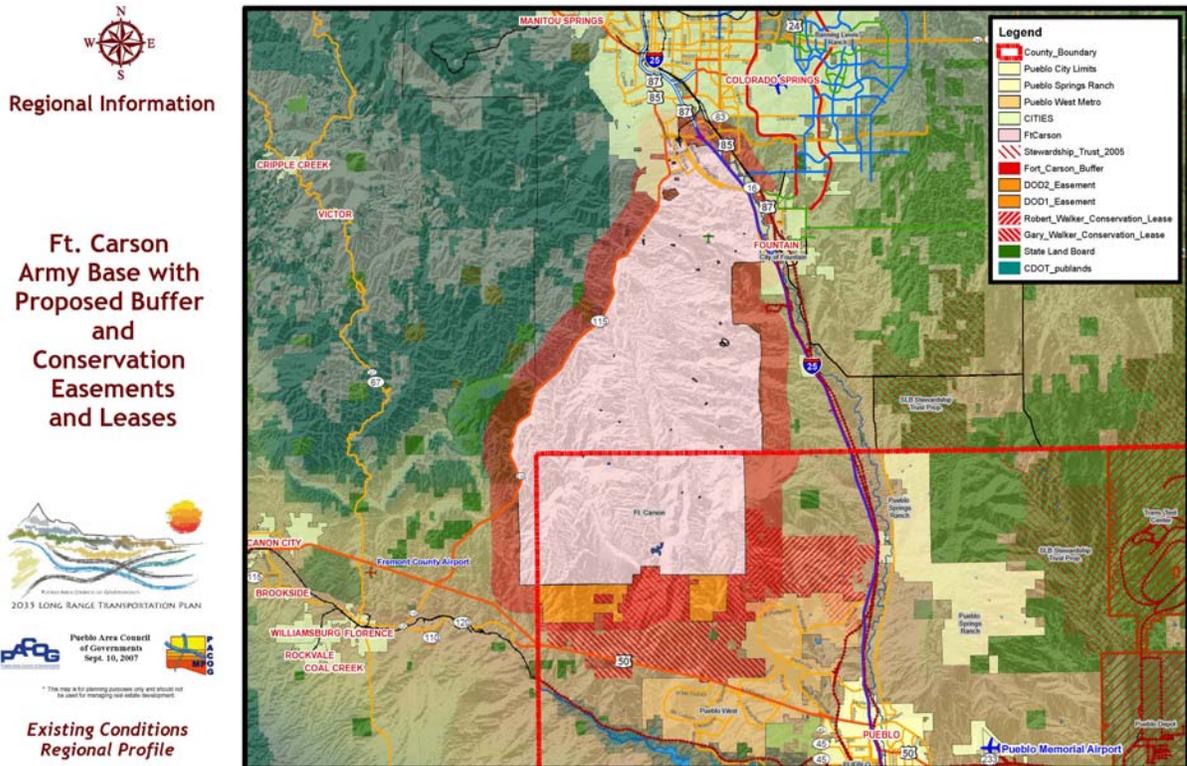
As a result of the development on and surrounding Ft. Carson, the Pueblo Area Council of Governments supported the request of the Pikes Peak Area Council of Governments to make the reconstruction of the I-25/SH 16 interchange the highest priority project within CDOT Region 2. This will provide better access to the Ft. Carson Army Base from I-25.

### 4.3.5 Ft. Carson Buffer

The US Army has determined that there is a need for a buffer around the base to protect the site from community development. The Army is in the process of securing less than fee-simple ownership interests on lands 1.5 miles to 2.5 miles out from the base boundary. This buffer would allow the use of their entire existing property without possible negative impacts to the surrounding property owners. Because of the presence of critical habitat for Threatened and Endangered Species, the Nature Conservancy has identified a parallel interest in this protection initiative and has secured three conservation easements along the southern edge of Ft. Carson. In addition, a conservation initiative aimed at preserving land from Pikes Peak to Chico Basin, including a 28-mile stretch of Fountain Creek, recently received a \$4.75 million Great Outdoors Colorado Legacy grant, to be used over the next three years to help protect more than 29,000 acres through conservation easements including up to 3,100 acres in Pueblo County.

The buffer around Ft. Carson will have an impact on the future roadway network proposed in the 2030 LRTP. The proposed “Pinon Loop” has been removed from the 2035 LRTP to meet the SAFETEA-LU direction to be in compliance with such environmental plans as conservation easements.

Figure 4.10 Ft. Carson Army Base Buffer and Easements



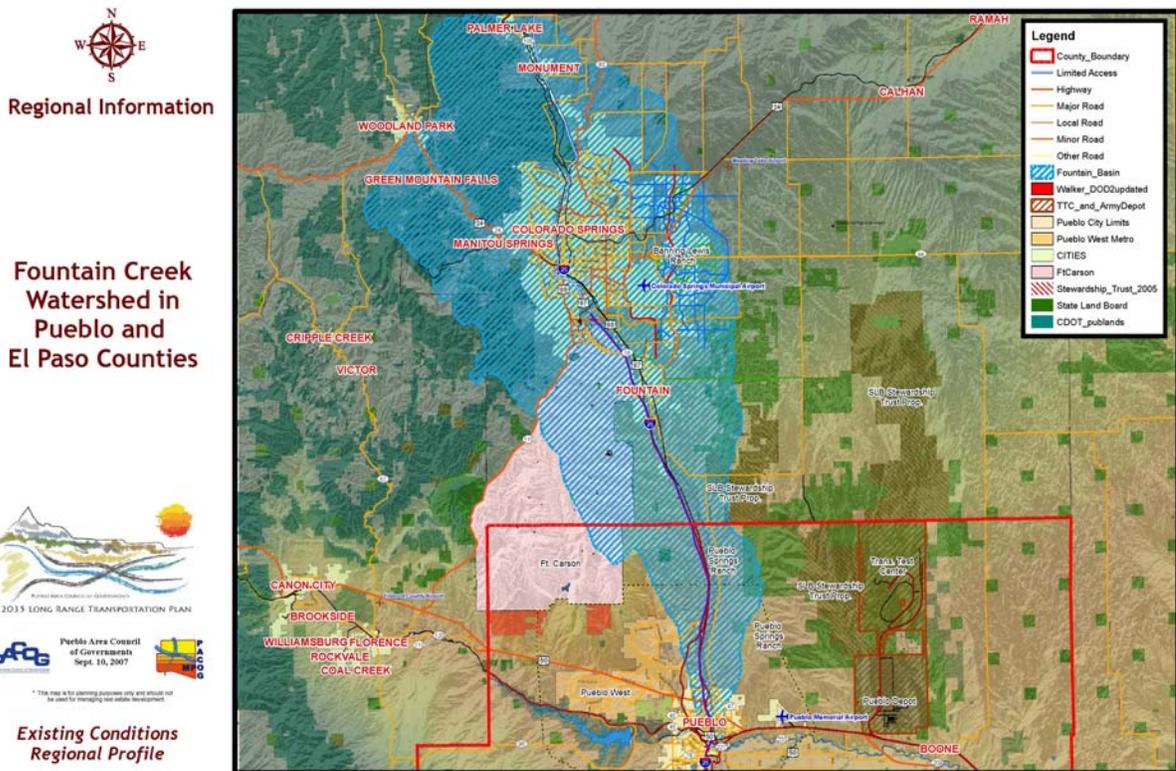
### 4.3.6 U.S. Army’s Pinon Canyon Maneuver Site

In addition to the expansion of Ft. Carson itself, there is also a proposal to expand Ft. Carson’s Pinon Canyon Training site south of Pueblo County. The expanded use of this site would likely result in additional military convoy travel through the Pueblo MPO/TPR. In July 2007, local media reported the possible use of the Pueblo Chemical Depot property in a role supporting Ft. Carson in the future. This would also increase the demands on the transportation system surrounding the PCD.

### 4.3.7 Fountain Creek Watershed Growth

The Fountain Creek watershed has seen significant growth over the last few years and, as described above, is expected to continue to grow into the future. The watershed includes all of the City of Colorado Springs, Fountain, Security, Widefield, and the Monument Area (figure 4.10). In 2006, the Fountain Creek Vision Task Force was created as a regional partnership between the Pikes Peak and Pueblo Area Councils of Governments. A discussion of proposals and initiatives of the Fountain Creek Vision Task Force and its partners is provided in Chapter 3, the Environmental Profile.

Figure 4.11: Fountain Creek Watershed in Pueblo and El Paso Counties





### 4.3.8 Water Issues

As more development occurs within the Fountain Creek Watershed, more potential problems will occur in the lower sections of Fountain Creek. In 2007, the problems involve flooding and water quality. Additionally to support the growth in El Paso County and specifically Colorado Springs, additional raw water is needed. Colorado Springs Utilities has proposed the *Southern Delivery System (SDS)*, to transport water from the Arkansas River into Colorado Springs.

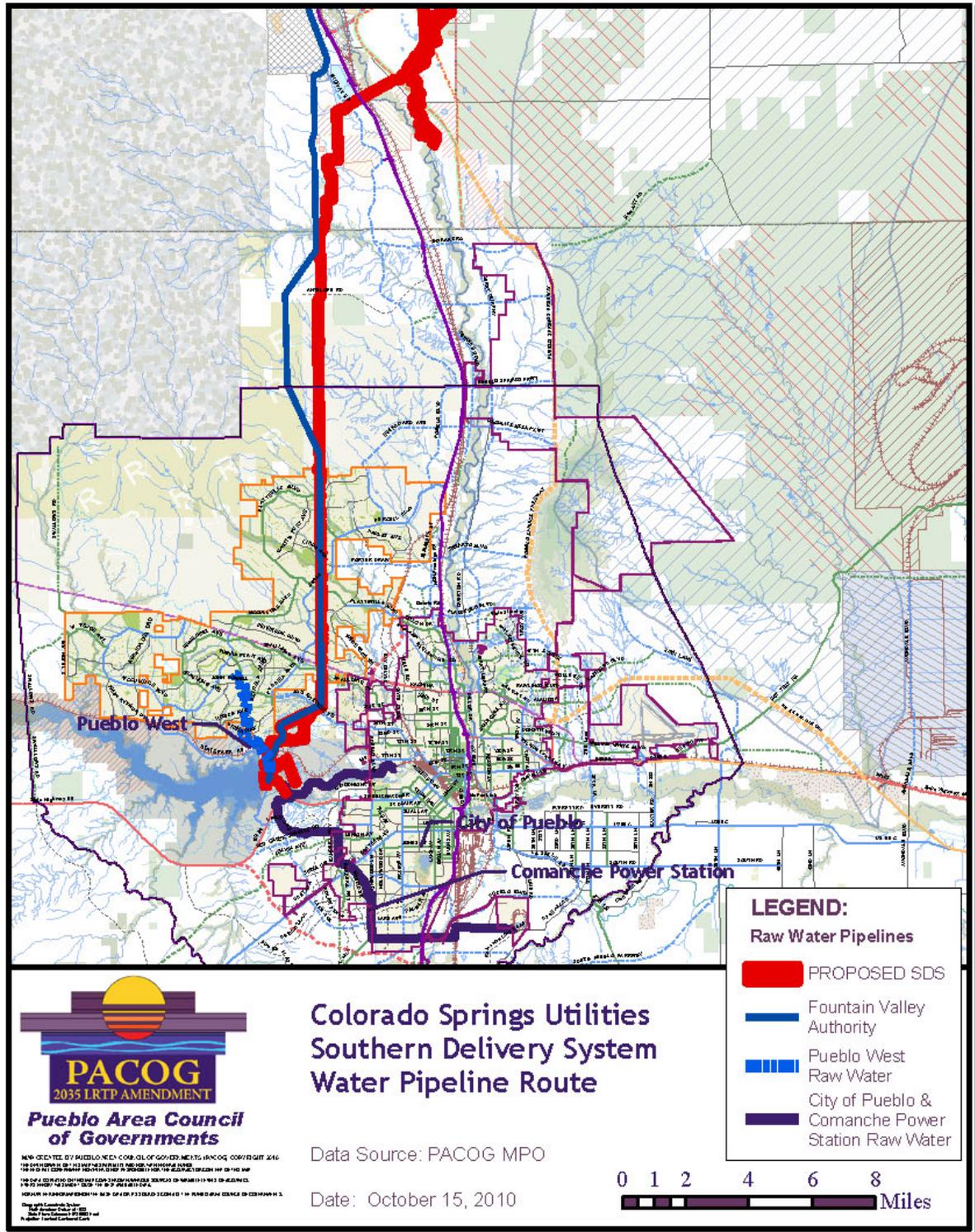
As proposed, the SDS pipeline is to be built from the Pueblo Reservoir to the City of Colorado Springs. The final route of the SDS has not been determined. As originally proposed, the SDS would be constructed as follows:

- 2,200 feet of 78-inch pipeline capable of conveying 96 million gallons per day (mgd) and 1,100 feet of 72-inch pipeline capable of conveying 78 mgd of raw water
- A 160-foot long, 36-inch diameter pipeline capable of conveying 18 mgd of raw water to the existing Pueblo West Pump Station
- A 43-mile long, 66-inch diameter pipeline and three pump stations capable of conveying 78 mgd of raw water

Figure 4.11 below depicts the Colorado Springs Utilities Southern Delivery System (SDS) route through Pueblo County. Right of Way for the pipeline will be acquired, and coordination of the alignment with future roadway corridors will greatly improve the efficiency of development of all projected facilities. Additionally, the alignments of other utilities (e.g. sanitary sewer lines) may be significantly impacted by the ultimate route chosen for SDS. If utilities have limited points of crossing, future development could be limited in the areas near these corridors.

The Board of Water Works has also made a significant acquisition of water to provide for adequate municipal water supplies for the City of Pueblo with the purchase of XXX shares of the Bessemer Irrigation Company water.

Figure 4.12: City of Colorado Springs Proposed Southern Delivery System Pipeline Routes





### 4.3.9 Industrial Development

In the area between Pueblo and Colorado Springs, there is a series of industrial projects that are either proposed or have received some form of regulatory approval. At the time of this writing, there are three electrical power-generating facilities approved and currently proceeding through permitting. The Midway Electrical Substation is an important facility in terms of regional electrical distribution. It is the primary substation between Pueblo and the Denver area. It interconnects various electrical systems in southern Colorado and connects the Comanche Power Plant in Pueblo to the Denver Metro area. It is also the planned terminus for Western Area Power Administration (WAPA) Eastern Plains Transmission Project, which is proposing to construct approximately 1,000 miles of high-voltage transmission lines in Colorado and western Kansas. This project includes the region's first 500 KV transmission lines that will extend from Kansas along the Arkansas River valley.

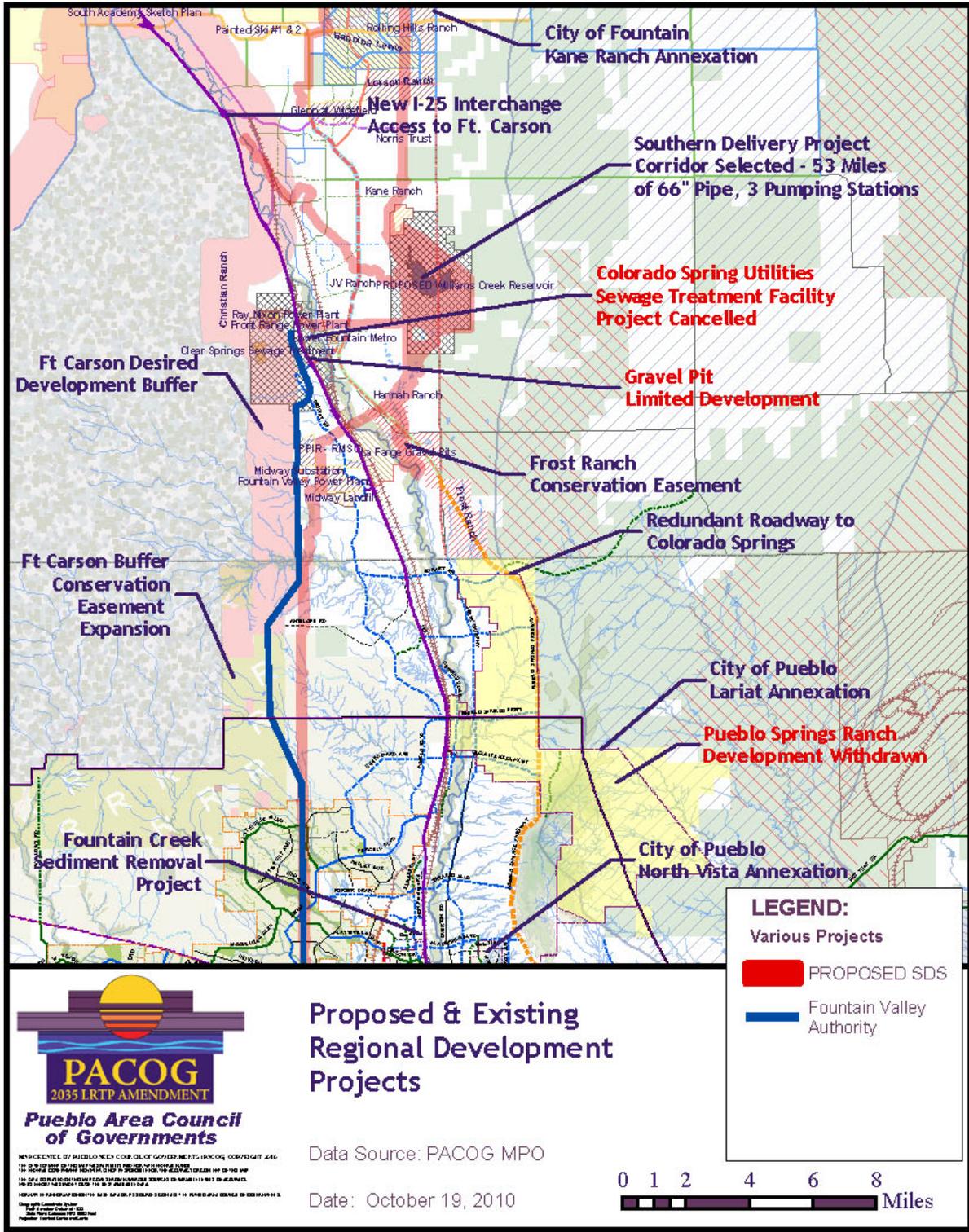
In southern El Paso County, there is currently a Colorado Springs Utilities (CSU) sewage treatment plant – Clear Springs Sewage Treatment Facility. CSU is also planning to construct the Clear Springs Water Reclamation Facility just off I-25. The Lower Fountain Sewage Disposal District is also proposing to construct a sewage treatment facility on the opposite side of the Fountain Creek from the planned CSU facility.

El Paso County has also recently approved a gravel extraction, asphalt and concrete plant between the Fountain Creek and I-25 south of the Pikes Peak International Raceway (closed). This facility is being constructed to provide construction materials for the southern portion of El Paso County and northern Pueblo County. South of this area west of I-25 is the Midway Landfill.

Locations of these developments are summarized in figure 4-12. Industrial development in the area will add significantly to the amount of heavy truck traffic. This area has a very limited roadway network, and thus the increases in traffic will likely primarily impact the Interstate 25 system in the planning horizon for the present plan.



Figure 4.13: Proposed Regional Industrial Projects in the Fountain Creek Watershed





## 4.4 Development of Population, Household and Employment and Income Forecasts: 2005-2035

### 4.4.1 Introduction and Methodology

Demographic and economic forecasts are intrinsic to the process of transportation planning. They serve a variety of functions, including transportation modeling, update of the Federally mandated Long Range Transportation Plan, and the development and planning of future roadway networks. The long-range forecasts for Pueblo incorporate a 30-year horizon, from 2005 to a future target date of 2035. The geographic extent of the analysis includes 40 census zones incorporated within Pueblo County and 306 smaller areas known as Transportation Analysis Zones. These are subsequently referred to by their acronym as TAZ's. The variables forecasted include:

- Total population;
- Population in households;
- Group quarters population
- Households
- Basic sector employment
- Retail sector employment
- Services sector employment
- Income, and
- School enrollment

The selection of variables to be forecasted is largely dependent upon the data required to run the TransCad model, which is used to generate travel demand forecasts. In other words, these variables serve as input data for the computer model that is used to prepare the forecast of future transportation activity.

A top-down model approach was used to create the demographic and employment forecasts. Forecasts were initially developed for Pueblo County in its entirety. The countywide forecasts were subsequently disaggregated to 40 smaller areas, which, with some minor exceptions correspond to the tracts used in conjunction with the 2000 Census. Through an allocation process the forecasts for the 40 zones were distributed to the 306 TAZ's that comprise Pueblo County.

The Colorado State Demography Office has developed detailed population and employment projections for each of the 64 Colorado counties. These forecasts are revised annually, and represent the most consistent and detailed source of data available at the county level. The difficulty imposed by these forecasts is that they do not provide data disaggregated to geographic areas smaller than the entire



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County. They do, however, serve as a control on total county population and employment. Consequently they improve the reasonableness and consistency of forecasts for smaller areas, which if developed in their absence would tend to exceed growth that could be expected for the surrounding region.

In conjunction with staff assistance provided by the Demography Office, the official state forecasts for Pueblo County were slightly modified to reflect local knowledge about the impact of the Fort Carson troop deployment and changed assumptions regarding the level of labor force participation in Pueblo's economy. The effects of these changes on the Demographers' predictions are relatively minor. The official Demography Office 2035 forecast of Pueblo's population is 241,156 inhabitants. The revised forecast that has been incorporated in the 2035 Long Range Plan shows a projected population of 248,012 residents.

### 4.4.2 Use of the TELUM Model to Develop Small-Area Demographic and Economic Forecasts

TELUM is an abbreviation of Transportation, Economic, and Land-Use Model, and denotes software that was developed by the New Jersey Institute of Transportation. This program is a sophisticated model that has been used by many metropolitan planning organizations to develop long-range forecasts of population, households, and employment. These forecasts are a necessary component of transportation demand forecasting.

Subsequent to the growth analysis described in the preceding section, the TELUM model was used to develop demographic forecasts by five-year increments for the 40 census zones within Pueblo County. The boundaries of these zones are depicted in the sketch maps, **Figs. 4-14 & 15**. Each zone is given a numeric designation from 1 through 40. The boundaries of the zones largely reflect the geographic configuration of 2000 census tracts for Pueblo, although in some cases boundaries were modified so that the subsequent allocation of demographic variables to TAZ's would sum to the total for each modified census zone. Also, each Census zone (tract) was assigned a consecutive numeric designation.

The TELUM model requires an extensive dataset of input variables in order to generate its forecasts. These can be summarized as follows:

- Socioeconomic variables, including population, household and employment data for 2000 and 2005;
- Land use variables, reflecting the current distribution of land use in each census zone, representing total developed land, land suitable for development, vacant land, and the distribution of current land uses for commercial, industrial, and residential usages;



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- Zonal travel time data: This is frequently referred to as impedance data, and reflects the travel time between consecutive zones. This is expressed as a 40 x 40 matrix, since there are a total of 40 geographic zones.

An initial run of the TELUM model was executed, which reflects the so-called ‘Non-Constrained’ scenario. This run represents the base case for subsequent elaborations of the forecasts, and can be viewed as the case where the forecasts are entirely reflective of the dataset values as outlined above.

This process was completed for the forecasts of population, households, and employment. Tables 4-3 and 4-4 depict the respective population and employment forecasts. The forecasts incorporated in the revised 2035 LRTP reflect the growth assumptions that are likely to take place given the absence of significant development within the proposed Pueblo Springs Ranch (PSR) area and as such, reflect a less optimistic economic outlook over the 2010-2035 period than those developed in the previous iteration of this plan.

The forecasts of median income for the 40 census tract areas were based on initially developing long-term forecasts to 2035 for the entire county. These were done on the basis of the historic pattern of income trends from 1950-2000, and were extrapolated to 2035 using a 2<sup>nd</sup> degree polynomial equation fitted to the trend data. The coefficient of determination ( $R^2$ ) for this data was 0.995. These values were expressed both in current dollars and constant 2005 dollars. . Forecasts of U.S. Consumer Price Index data prepared by the Congressional Budget office were available to 2012. The deflator was calculated using the extrapolated trend of consumer price index data carried forward to 2035

The countywide forecasts were allocated to individual census tracts using a weighted value of two independent estimating techniques.

- Method 1 evaluated the median income of an individual census tract relative to the entire county from 1990 to 2000. The tract’s relative change in income ranking during this period was extrapolated to 2035. The final 2035 estimate using this method was derived by multiplying the tract’s proportion of the county median income value.
- Method 2 assumes that the tract’s median income tends to be stable relative to the countywide value over time. Evaluations of income rankings of census tracts over time suggest that relative changes in the socioeconomic status of neighborhoods occur relatively slowly.

A weighting of 25 percent was given to the Method 1 estimates, and 75 percent to the method 2 values. The deflators expressed in 2005 constant dollars were applied to the estimates to derive income forecasts expressed in both current and constant

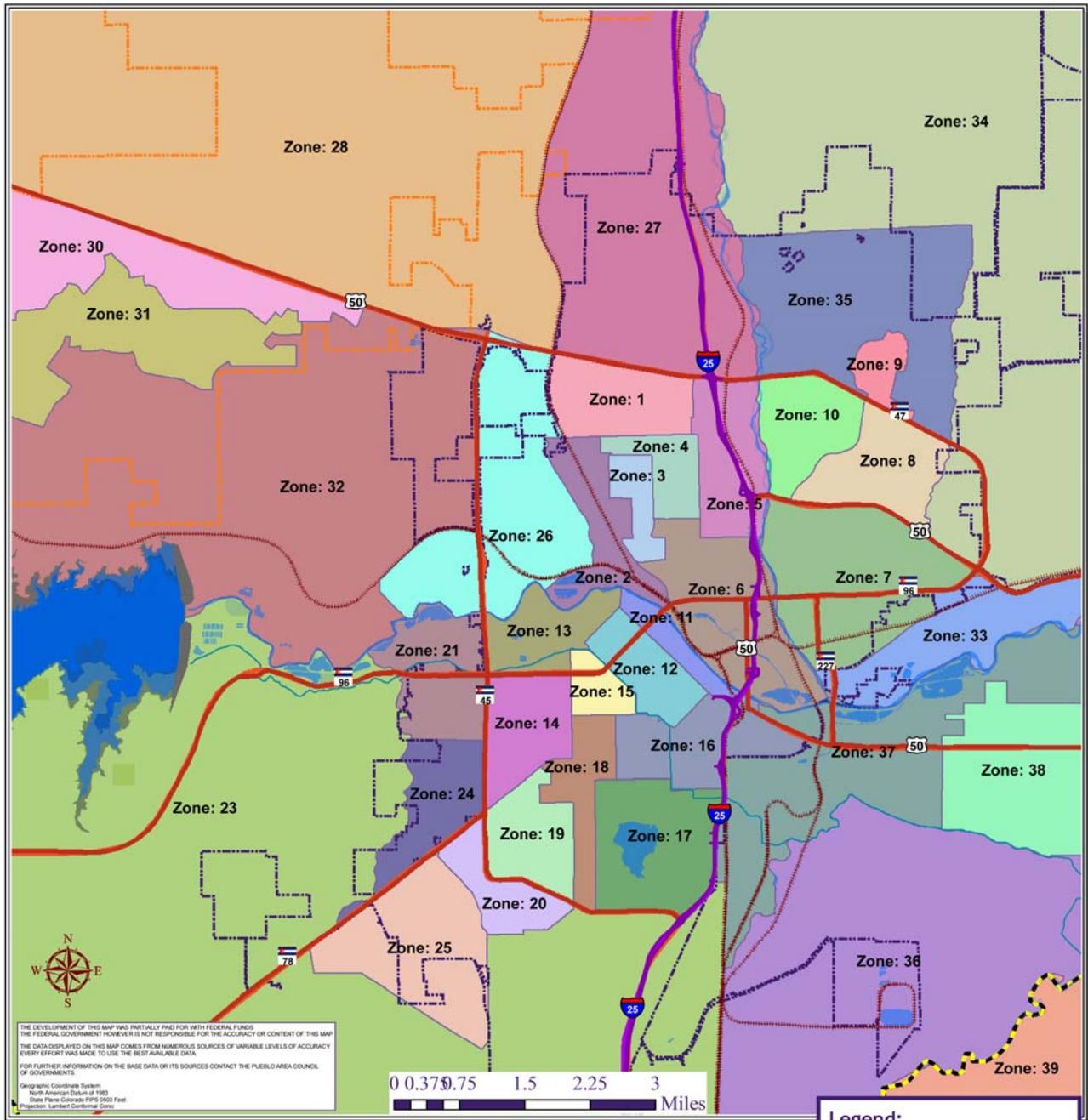


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dollars. The income forecasts are shown in Table 4.5.



Figure 4.13: Pueblo Urban Area Census Tracts



THE DEVELOPMENT OF THIS MAP WAS PARTIALLY FUNDED BY FEDERAL FUNDS. THE FEDERAL GOVERNMENT HOWEVER IS NOT RESPONSIBLE FOR THE ACCURACY OR CONTENT OF THIS MAP. THE DATA DISPLAYED ON THIS MAP COMES FROM NUMEROUS SOURCES OF VARIABLE LEVELS OF ACCURACY. EVERY EFFORT WAS MADE TO USE THE BEST AVAILABLE DATA. FOR FURTHER INFORMATION ON THE BASE DATA OR ITS SOURCES CONTACT THE PUEBLO AREA COUNCIL OF GOVERNMENTS.  
 Geographic Coordinate System: North American Datum of 1983  
 State Plane Colorado FIPS 5003 Feet  
 Projection: Lambert Conformal Conic



### 2035 Socio-Economic Profile PACOG Demographic Zones

Data Source: PACOG MPO  
 Analysis Unit = PACOG Demographic Zones

Date: August 31, 2010

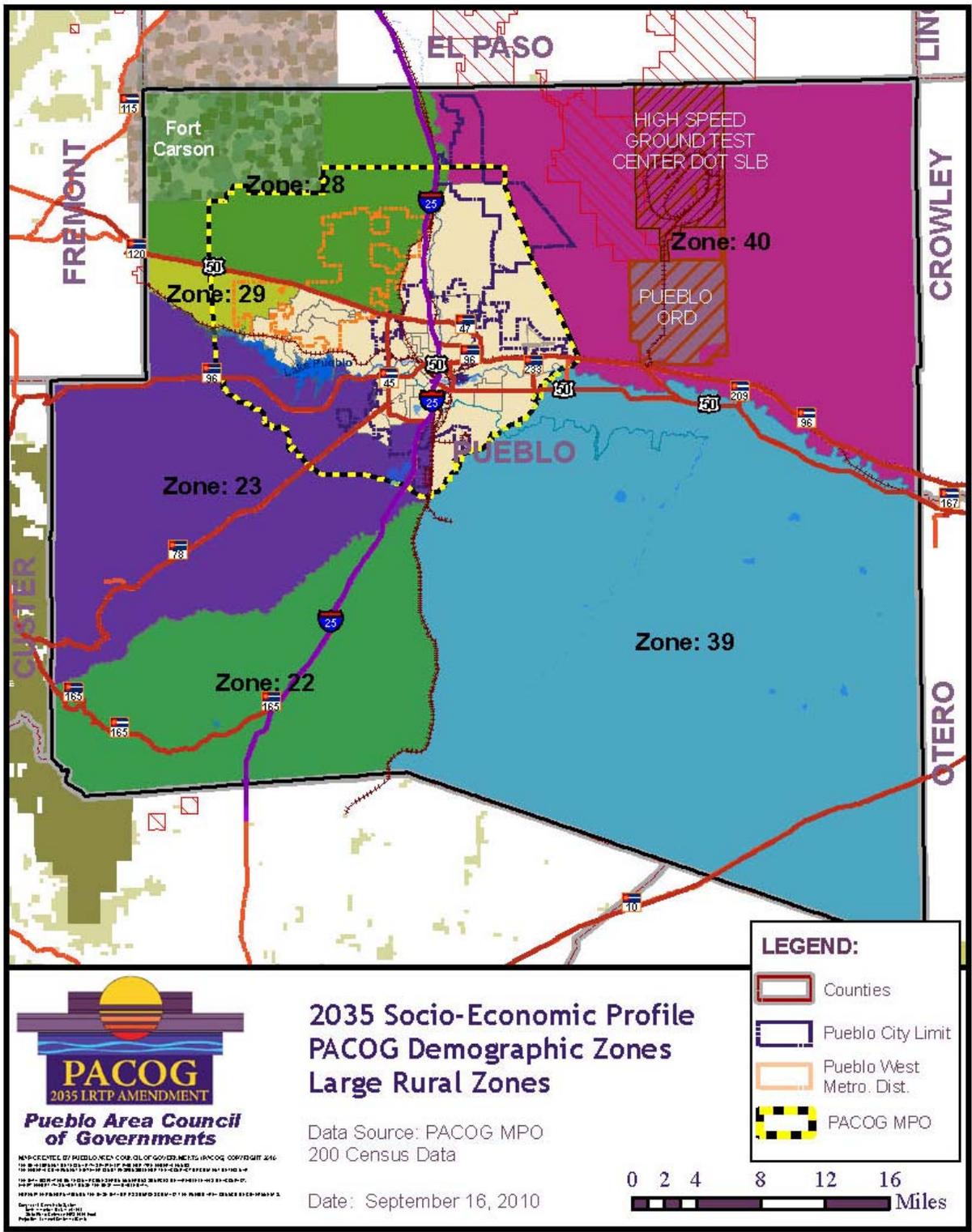
MAP CREATED BY PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) COPYRIGHT 2010

**Legend:**

- PACOG MPO Boundary
- City of Pueblo Corp Limits
- Pueblo West Metro Dist

© Shared/UTPO/Mark Fisher/UTPR 2005 - 2010 AMENDMENT. GIS MPO Plan and Graphics/2010 Amendment Demographic Zones MPO Area.mxd

Figure 4.14: Rural Area Census Tracts





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Table 4.3 Comparative Population Forecasts By Census Zone (Tract):  
2005 - 2035

Census Zone (Tract)	2005 Population Estimate	2035 INITIAL UNCONSTRAINED Population Forecast	Numeric Change	Percentage Change
1	2,717	4,512	1,795	66.1%
2	1,803	3,760	1,957	108.5%
3	1,341	1,339	-2	-0.1%
4	2,490	4,996	2,506	100.6%
5	2,332	3,848	1,516	65.0%
6	4,362	4,088	-274	-6.3%
7	12,815	13,161	346	2.7%
8	5,420	7,222	1,802	33.2%
9	270	626	356	131.9%
10	6,453	8,492	2,039	31.6%
11	1,448	2,340	892	61.6%
12	3,757	5,628	1,871	49.8%
13	1,664	4,028	2,364	142.1%
14	4,254	6,662	2,408	56.6%
15	2,139	4,394	2,255	105.4%
16	7,291	7,431	140	1.9%
17	6,863	8,369	1,506	21.9%
18	3,812	4,443	631	16.6%
19	5,452	7,558	2,106	38.6%
20	5,521	8,396	2,875	52.1%
21	3,624	9,250	5,626	155.2%
22	4,166	5,620	1,454	34.9%
23	2,534	3,242	708	27.9%
24	4,212	7,680	3,468	82.3%
25	2,934	5,964	3,030	103.3%
26	2,288	6,063	3,775	165.0%
27	4,891	12,540	7,649	156.4%
28	4,469	10,072	5,603	125.4%
29	3,319	5,159	1,840	55.4%
30	6,891	11,785	4,894	71.0%
31	5,086	9,052	3,966	78.0%
32	5,343	9,989	4,646	87.0%
33	1,747	7,962	6,215	355.8%
34	1,361	3,380	2,019	148.3%
35	2,684	5,403	2,719	101.3%
36	4,650	8,282	3,632	78.1%
37	2,022	3,716	1,694	83.8%
38	2,167	4,432	2,265	104.5%
39	3,670	5,821	2,151	58.6%
40	845	1,307	462	54.7%
<b>TOTAL</b>	<b>151,107</b>	<b>248,012</b>	<b>96,905</b>	<b>64.1%</b>



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Table 4.4: Comparative Employment Forecasts By Census Zone (Tract):  
2005 - 2035

Census Zone (Tract)	2005 Employment Estimate	2035 INITIAL UNCONSTRAINED Employment Forecast	Numeric Change	Percentage Change
1	1,004	819	-185	-18.4%
2	122	5	-117	-95.9%
3	1,531	1,453	-78	-5.1%
4	699	2,555	1,856	265.5%
5	4,551	4,347	-204	-4.5%
6	10,053	7,058	-2,995	-29.8%
7	1,745	1,897	152	8.7%
8	970	1,195	225	23.2%
9	680	278	-402	-59.1%
10	1,665	9,244	7,579	455.2%
11	918	2,500	1,582	172.3%
12	2,281	3,709	1,428	62.6%
13	525	839	314	59.8%
14	593	241	-352	-59.4%
15	160	341	181	113.1%
16	2,028	961	-1,067	-52.6%
17	2,972	3,798	826	27.8%
18	1,760	1,445	-315	-17.9%
19	747	628	-119	-15.9%
20	1,158	7,492	6,334	547.0%
21	414	393	-21	-5.1%
22	834	311	-523	-62.7%
23	1,203	1,680	477	39.7%
24	549	1,361	812	147.9%
25	157	463	306	194.9%
26	841	3,414	2,573	305.9%
27	5,765	19,938	14,173	245.8%
28	2,334	20,895	18,561	795.2%
29	117	358	241	206.0%
30	1,049	3,185	2,136	203.6%
31	484	763	279	57.6%
32	209	159	-50	-23.9%
33	601	311	-290	-48.3%
34	3,689	4,079	390	10.6%
35	384	249	-135	-35.2%
36	722	2,050	1,328	183.9%
37	1,772	2,050	278	15.7%
38	698	3,606	2,908	416.6%
39	542	878	336	62.0%
40	729	915	186	25.5%
<b>TOTAL</b>	<b>59,255</b>	<b>117,863</b>	<b>58,608</b>	<b>98.9%</b>



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**Table 4.5: Median Household Income by Census Zone**

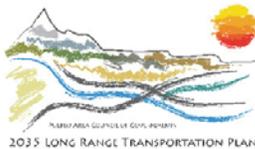
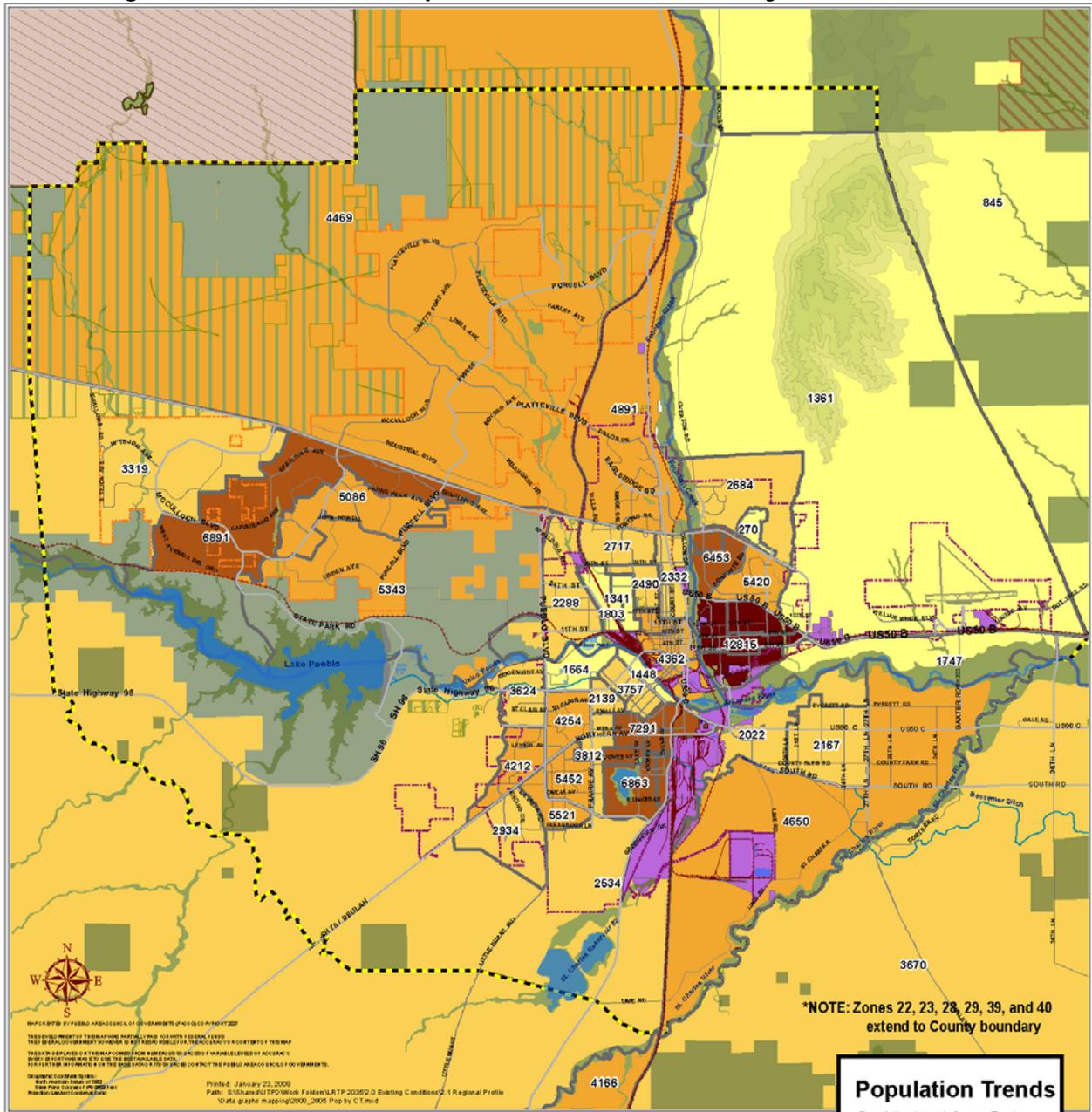
Census Zone	CURRENT \$			CONSTANT 2005 \$		
	2005	2035	% Chg.	2005	2035	% Chg.
1	\$ 37,271	\$ 73,128	96.2%	\$ 37,271	\$ 36,971	-0.8%
2	\$ 37,531	\$ 132,736	253.7%	\$ 37,531	\$ 67,107	78.8%
3	\$ -	\$ -	-	\$ -	\$ -	-
4	\$ 38,068	\$ 84,487	121.9%	\$ 38,068	\$ 42,714	12.2%
5	\$ 34,806	\$ 76,422	119.6%	\$ 34,806	\$ 38,636	11.0%
6	\$ 20,463	\$ 52,346	155.8%	\$ 20,463	\$ 26,464	29.3%
7	\$ 26,651	\$ 56,727	112.9%	\$ 26,651	\$ 28,679	7.6%
8	\$ 41,184	\$ 84,458	105.1%	\$ 41,184	\$ 42,699	3.7%
9	\$ -	\$ -	-	\$ -	\$ -	-
10	\$ 36,351	\$ 74,177	104.1%	\$ 36,351	\$ 37,502	3.2%
11	\$ 26,947	\$ 89,070	230.5%	\$ 26,947	\$ 45,031	67.1%
12	\$ 34,137	\$ 74,469	118.1%	\$ 34,137	\$ 37,649	10.3%
13	\$ 44,153	\$ 87,390	97.9%	\$ 44,153	\$ 44,182	0.1%
14	\$ 40,906	\$ 81,388	99.0%	\$ 40,906	\$ 41,147	0.6%
15	\$ 35,148	\$ 78,741	124.0%	\$ 35,148	\$ 39,809	13.3%
16	\$ 29,225	\$ 73,628	151.9%	\$ 29,225	\$ 37,224	27.4%
17	\$ 27,689	\$ 58,073	109.7%	\$ 27,689	\$ 29,360	6.0%
18	\$ 22,140	\$ 47,157	113.0%	\$ 22,140	\$ 23,841	7.7%
19	\$ 37,875	\$ 78,453	107.1%	\$ 37,875	\$ 39,663	4.7%
20	\$ 39,485	\$ 77,459	96.2%	\$ 39,485	\$ 39,161	-0.8%
21	\$ 42,051	\$ 97,164	131.1%	\$ 42,051	\$ 49,123	16.8%
22	\$ 51,672	\$ 136,988	165.1%	\$ 51,672	\$ 69,256	34.0%
23	\$ 55,199	\$ 121,366	119.9%	\$ 55,199	\$ 61,358	11.2%
24	\$ 51,740	\$ 108,894	110.5%	\$ 51,740	\$ 55,053	6.4%
25	\$ 89,276	\$ 204,238	128.8%	\$ 89,276	\$ 103,256	15.7%
26	\$ 26,317	\$ 71,543	171.8%	\$ 26,317	\$ 36,170	37.4%
27	\$ 54,549	\$ 115,840	112.4%	\$ 54,549	\$ 58,564	7.4%
28	\$ 55,681	\$ 155,212	178.8%	\$ 55,681	\$ 78,470	40.9%
29	\$ 62,611	\$ 127,185	103.1%	\$ 62,611	\$ 64,300	2.7%
30	\$ 64,718	\$ 152,022	134.9%	\$ 64,718	\$ 76,857	18.8%
31	\$ 52,468	\$ 119,704	128.1%	\$ 52,468	\$ 60,518	15.3%
32	\$ 51,639	\$ 158,763	207.4%	\$ 51,639	\$ 80,265	55.4%
33	\$ 43,189	\$ 108,130	150.4%	\$ 43,189	\$ 54,667	26.6%
34	\$ 26,179	\$ 60,146	129.8%	\$ 26,179	\$ 30,408	16.2%
35	\$ 83,673	\$ 173,204	107.0%	\$ 83,673	\$ 87,566	4.7%
36	\$ 64,094	\$ 155,314	142.3%	\$ 64,094	\$ 78,521	22.5%
37	\$ 39,479	\$ 93,274	136.3%	\$ 39,479	\$ 47,156	19.4%
38	\$ 46,856	\$ 96,368	105.7%	\$ 46,856	\$ 48,720	4.0%
39	\$ 43,440	\$ 111,060	155.7%	\$ 43,440	\$ 56,148	29.3%
40	\$ 34,362	\$ 71,431	107.9%	\$ 34,362	\$ 36,113	5.1%
<b>TOTAL</b>	<b>\$ 38,575</b>	<b>\$ 85,884</b>	<b>122.6%</b>	<b>\$ 38,575</b>	<b>\$ 43,420</b>	<b>12.6%</b>



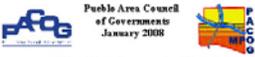
### 4.4.3 Spatial Representation of Demographic Variables

Figures 4-16 through 4-25 below depict the population, employment and income levels for the County in 2005 and 2035, reflecting the methodology described above. The TAZ forecasts methodology is described in Section 4.4.3 and in Appendix 4.

Figure 4.15: 2005 Population Distribution by Census Tract

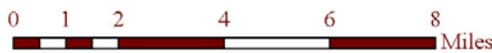


2035 LONG RANGE TRANSPORTATION PLAN



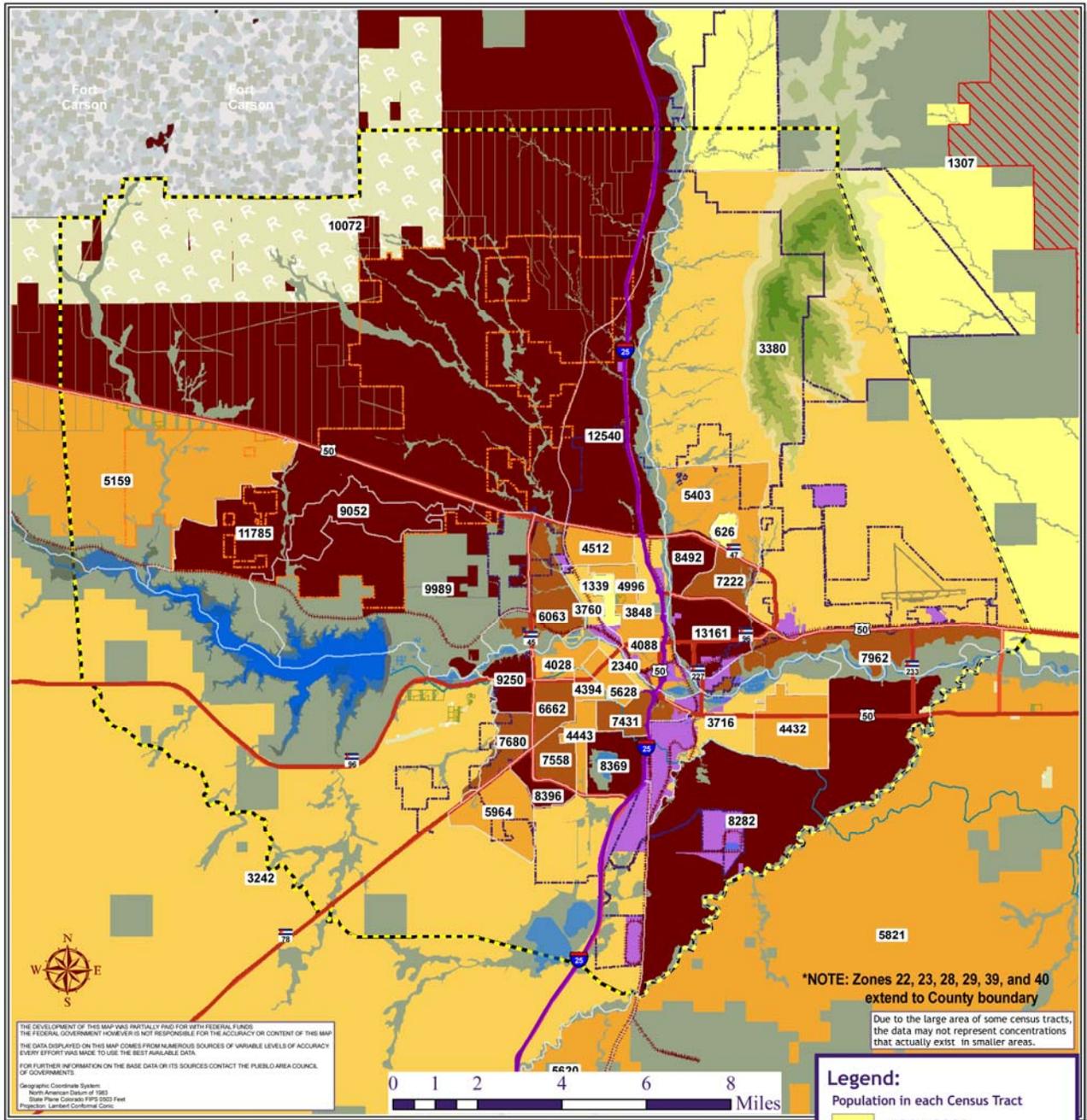
### 2005 Pueblo County Population by Census Tract \*

PACOG MPO/TPR Estimate 2007



Existing Conditions

Figure 4.16: 2035 Population by Census Tract

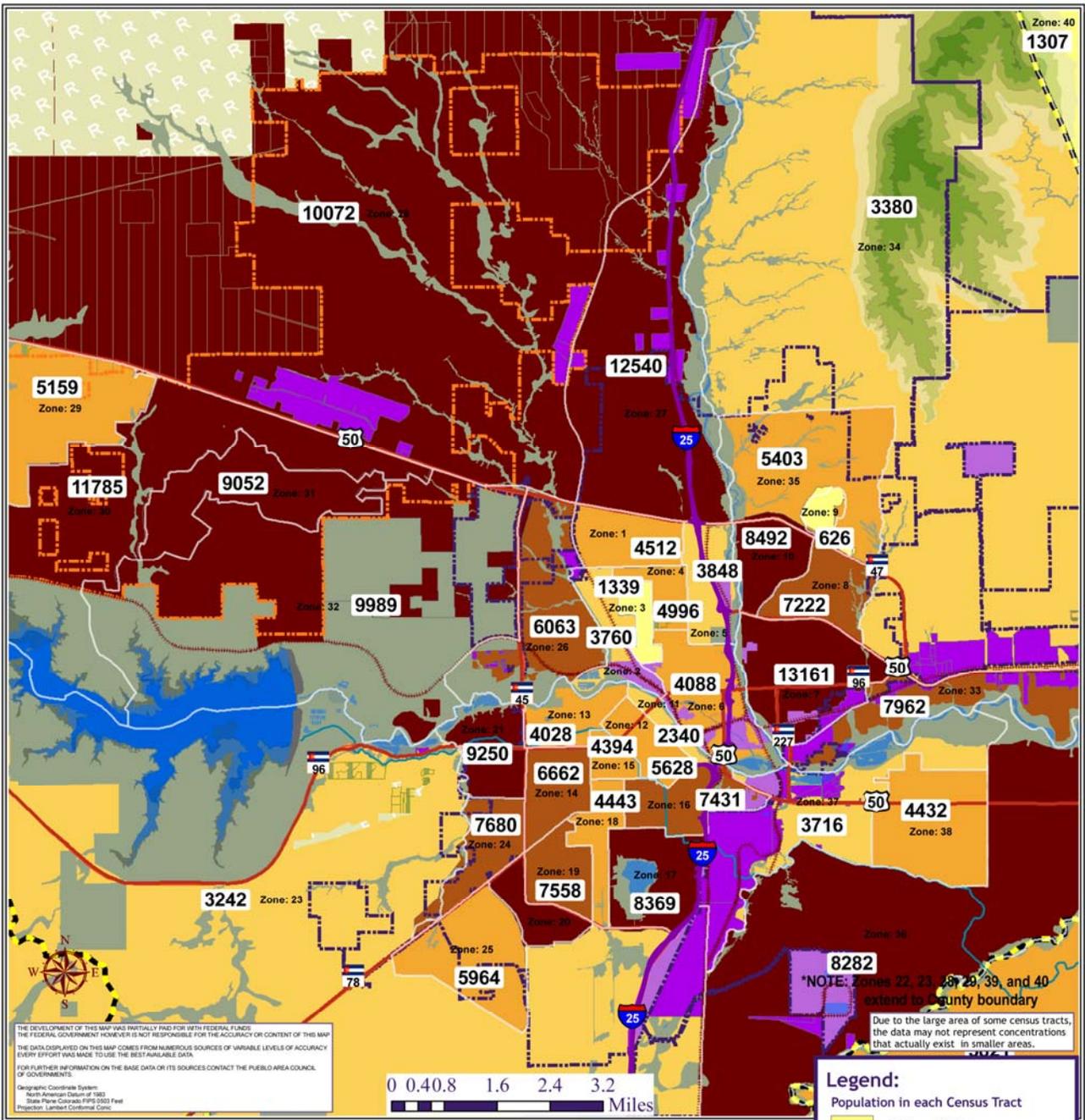


### 2035 Total Population by Demographic Zones

Data Source: PACOG MPO Staff Estimate 2010  
Analysis Unit = PACOG Demographic Zones

Date: August 31, 2010

Figure 4.17: 2005-2035 Population Change by Census Tract

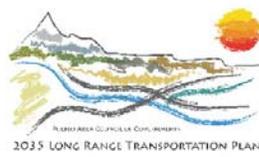
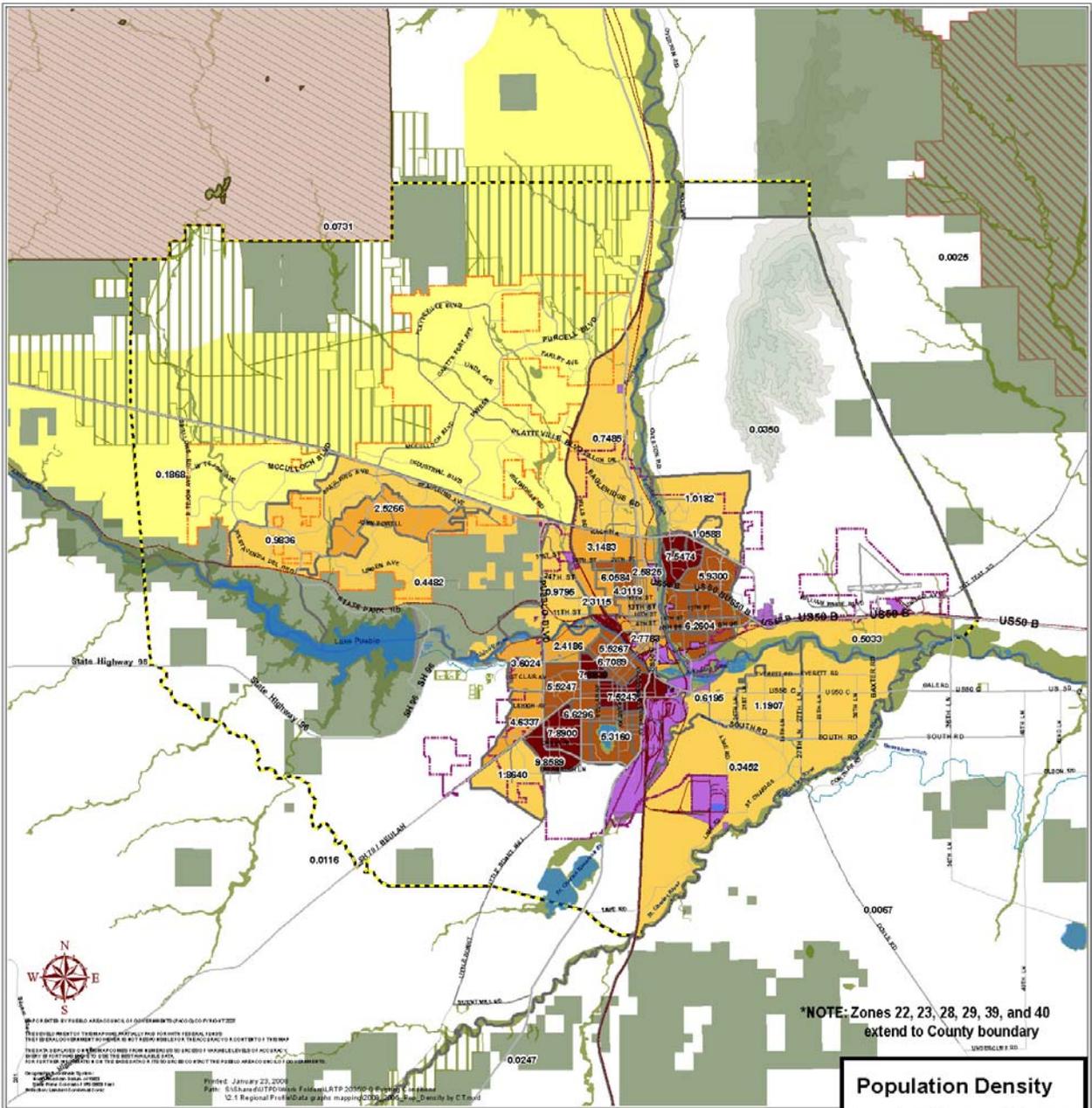


### 2035 Total Population by Demographic Zones

Data Source: PACOG MPO Staff Estimate 2010  
Analysis Unit = PACOG Demographic Zones

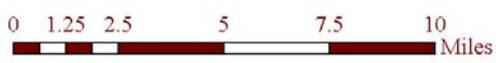
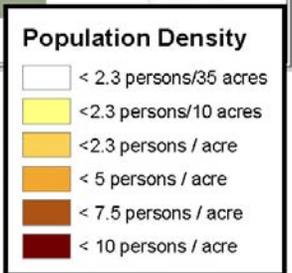
Date: September 16, 2010

Figure 4.18: 2005 Population Density by Census Tract



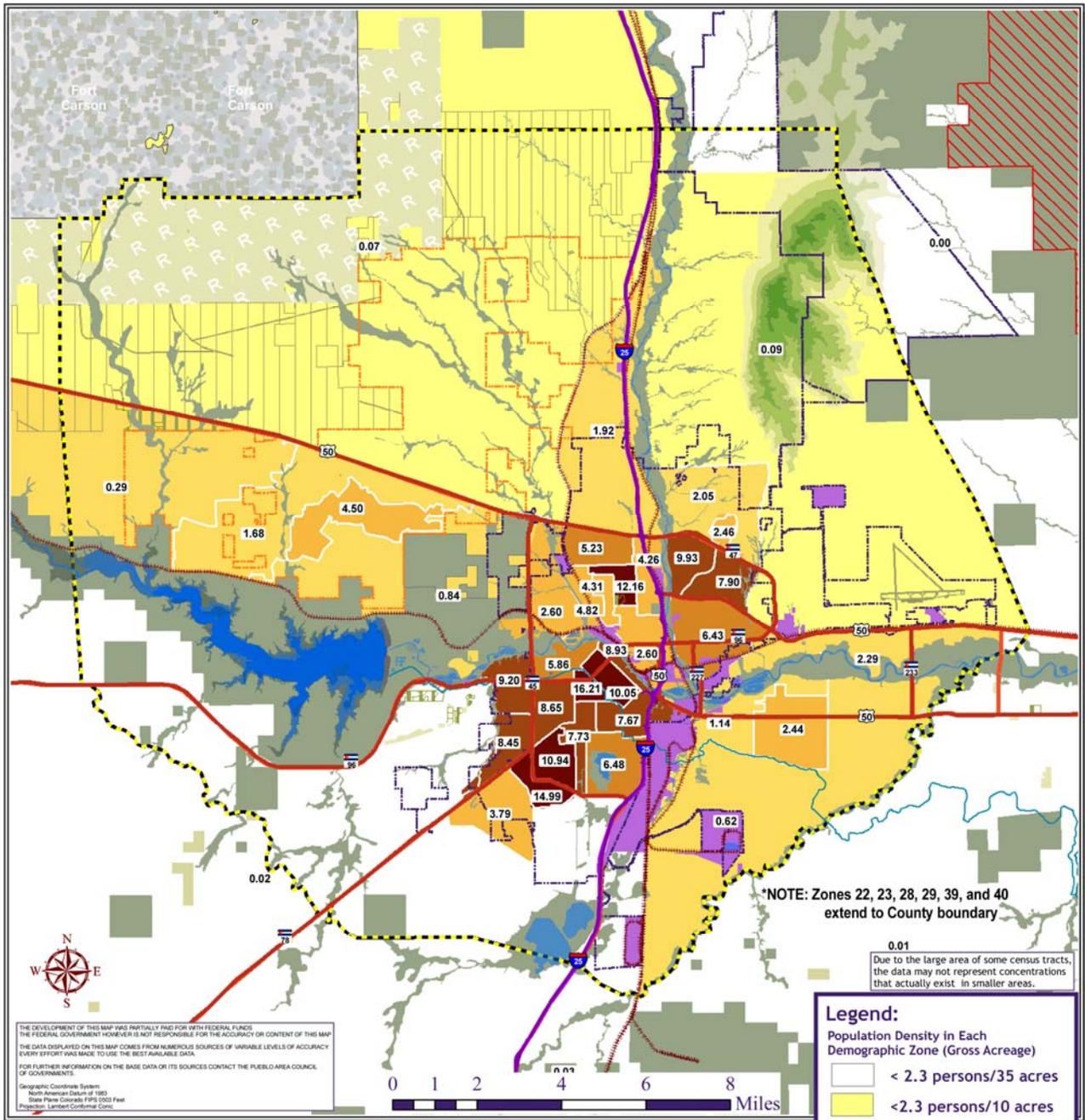
### 2005 Population Density Population / Acre by Census Tract \*

PACOG MPO/TPR Estimate 2007



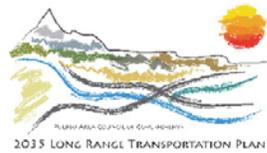
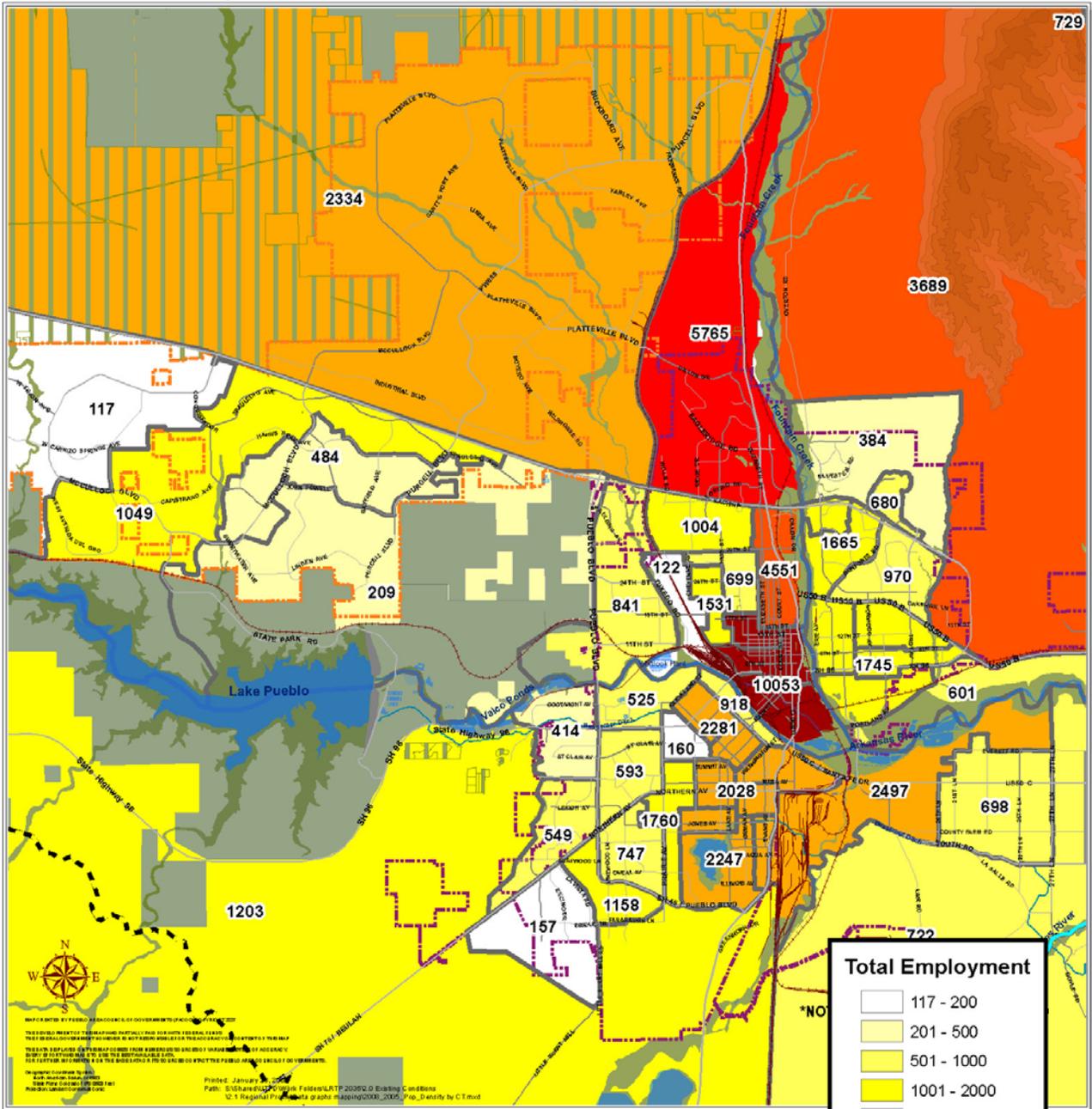
**Economic Profiles & Trends**

Figure 4.19: 2035 Population Density by Census Tract



### 2035 Population Density by Demographic Zone

Figure 4.20: 2005 Employment by Census Tract



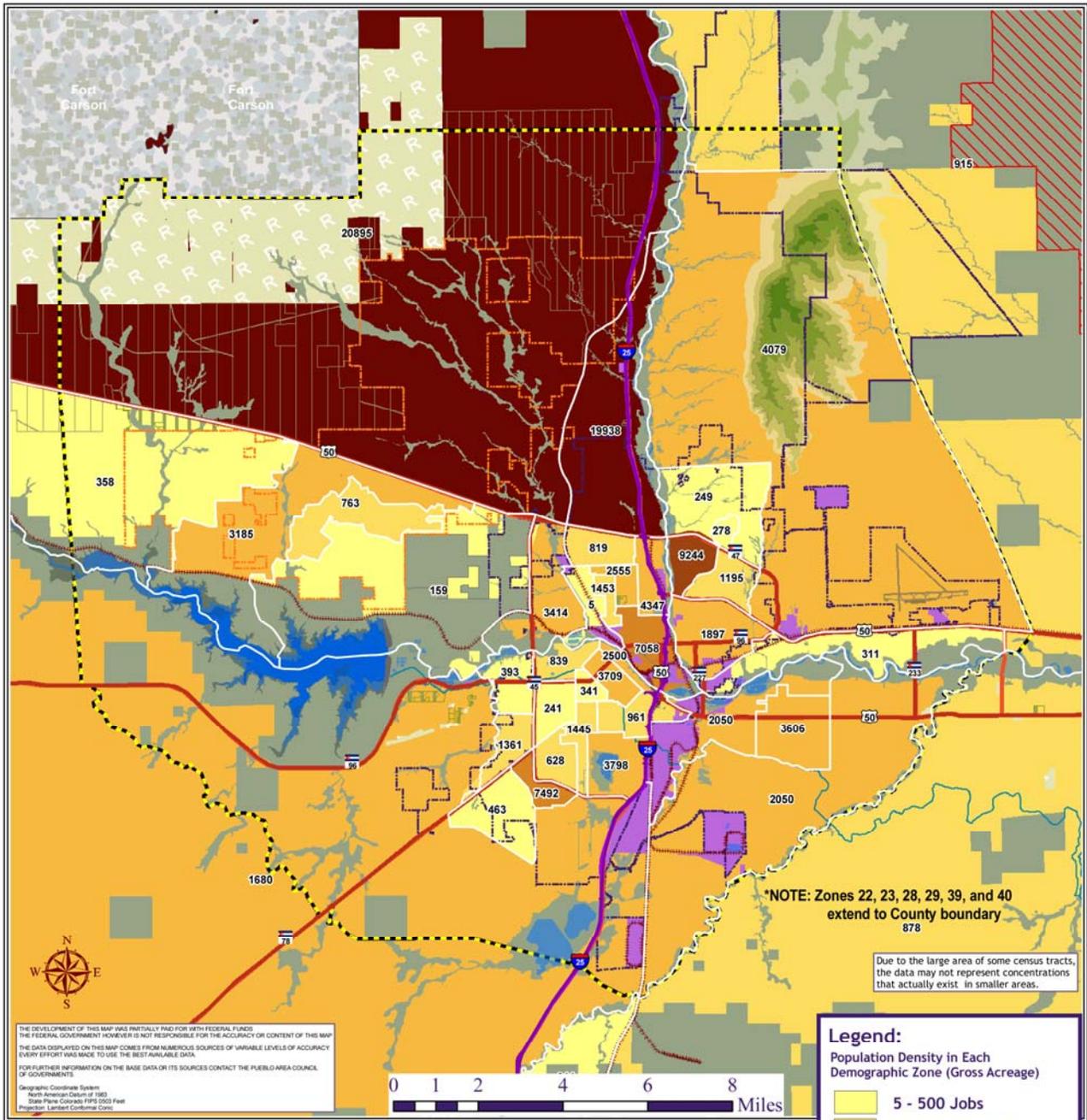
**2005 Total Employment by Census Tract \***

PACOG MPO/TPR Estimate 2007



**Economic Profiles & Trends**

Figure 4.21: 2035 Employment by Census Tract

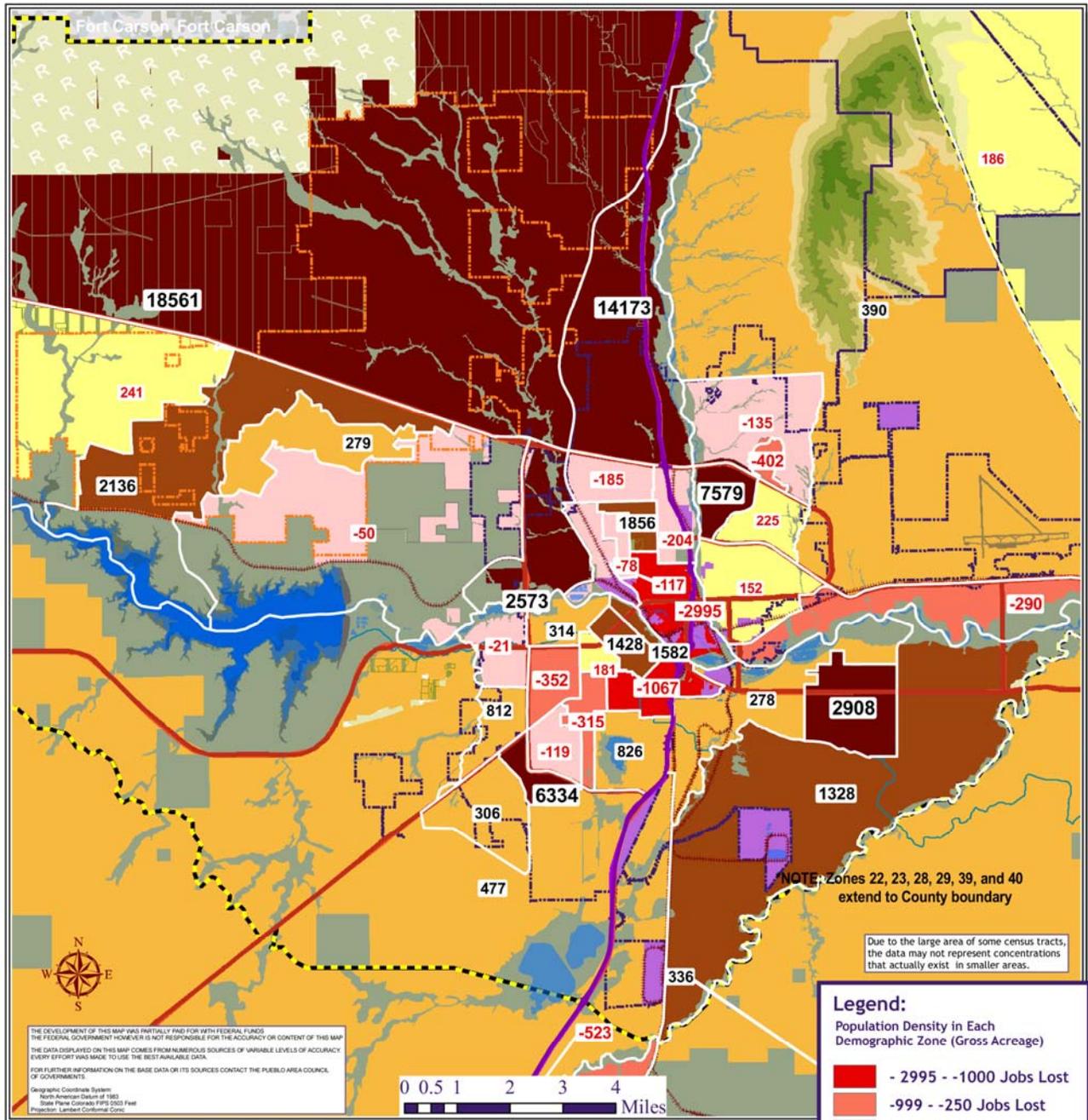


### 2035 Total Employment by Demographic Zone

Data Source: PACOG MPO Staff Estimate 2010  
Analysis Unit = PACOG Demographic Zones

Date: September 1, 2010

Figure 4.22: 2005-2035 Employment Change by Census Tract

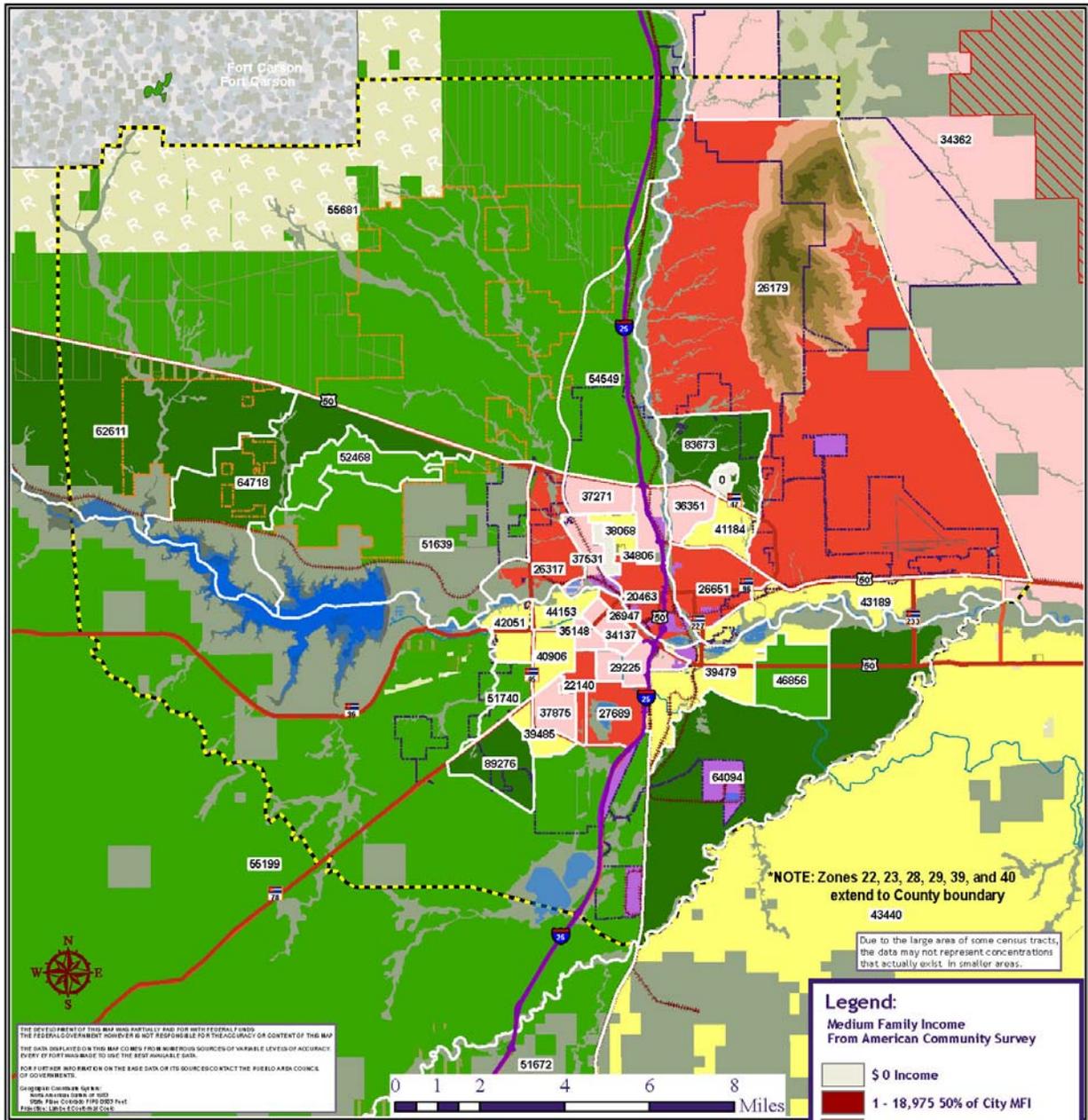


### 2005 - 2035 Total Employment Change by Demographic Zone

Data Source: PACOG MPO Staff Estimate 2010  
Analysis Unit = PACOG Demographic Zones

Date: September 1, 2010

Figure 4.23: 2005 Median Income by Census Tract



### 2005 - Medium Family Income by Demographic Zone

**MFI\$: Cnty 45,765 City 37,949**

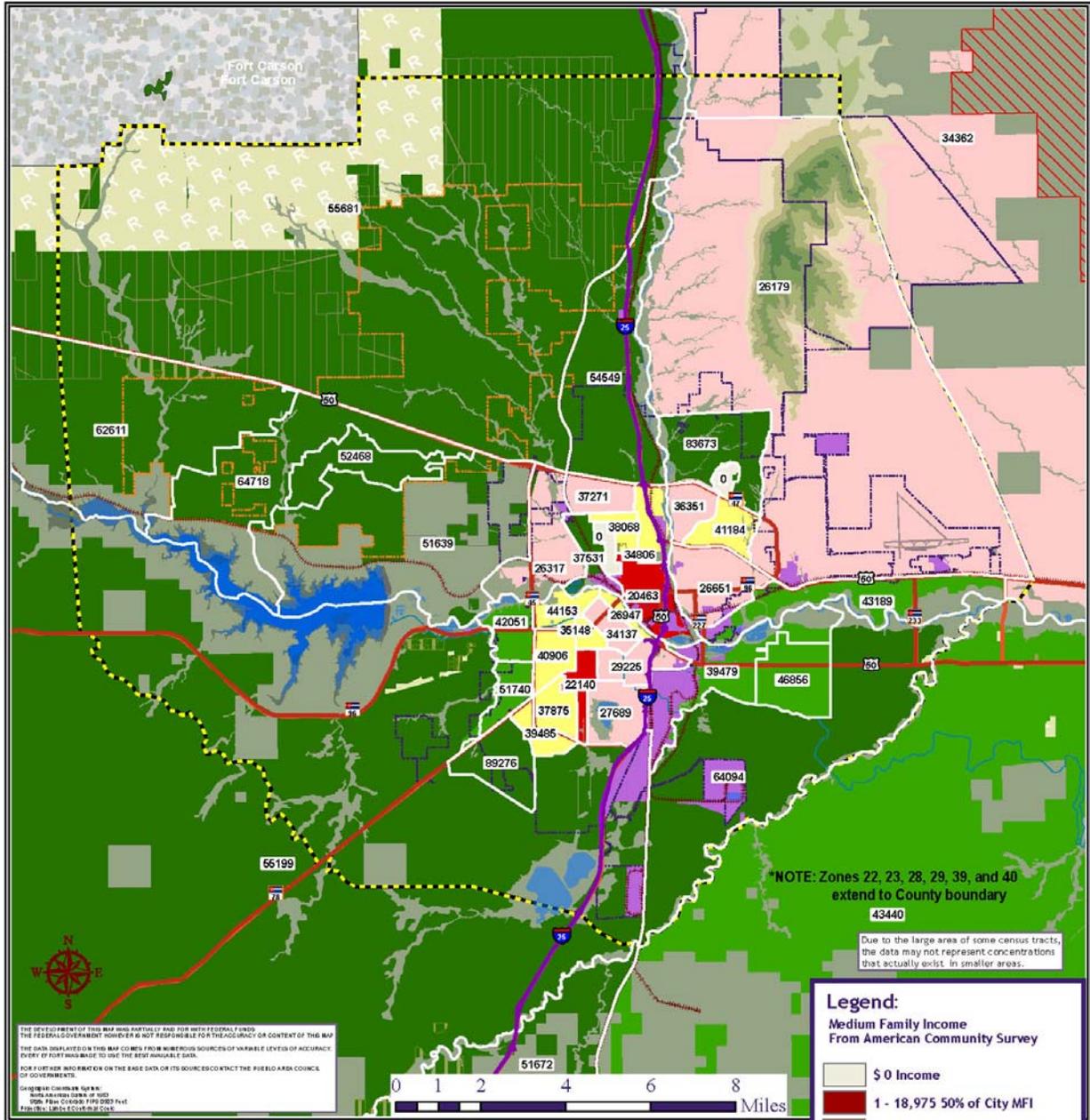
Data Source: PACOG MPO Staff Estimate 2010

Analysis Unit = PACOG Demographic Zones

Date: September 1, 2010

### Socio-Economic Profile

Figure 4.24: 2035 Income by Census Tract



### 2035 - Medium Family Income by Demographic Zone

**MFI\$: Cnty 45,765 City 37,949**

Data Source: PACOG MPO Staff Estimate 2010

Analysis Unit = PACOG Demographic Zones

Date: September 1, 2010

### Socio-Economic Profile



### 4.4.3 Allocation of Socioeconomic Forecasts to TAZ's

The final step in the process of developing the forecasts was to allocate the data for the 40 census zones to the 306 TAZ's. The previous maps depict the forecasts allocated to the 40 Census tracts. A more detailed breakdown of the demographic forecasts allocated to TAZ's can be found in Appendix B. It also provides a detailed description of the process used to allocate the census zonal forecasts to the 306 TAZ's.

The data and maps suggest that over the next three decades, Pueblo is likely to see the major component of residential growth occurring within the northern portion of the County. Proposed new subdivision developments appear likely to enhance the City of Pueblo's growth potential, reversing a long-term trend of relatively stagnant population growth. Pueblo West appears likely to see continuing growth, approaching a 2035 population of about 45,000. This figure approaches its build-out capacity of 50,000 – 55,000.

Eagleridge, and the surrounding area on Pueblo's north side adjacent to Highway 50 and I-25 appear well poised to experienced substantial job growth. This area appears likely to become Pueblo's new "downtown". The forecasts suggest that while the downtown and Union Avenue area are likely to experience some employment growth, it will be a secondary phenomenon compared to activity within the northern portion of the City. New subdivisions in the northern portion of Pueblo County have the potential for experiencing substantial growth in employment, particularly with the expansion of retail and perhaps industrial development.