



EXECUTIVE SUMMARY

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.



ES.1 THE CONTEXT OF THIS 2035 PLAN AMENDMENT

This document is an amendment to the 2035 Pueblo Area Long Range Transportation Plan, which was adopted by the Pueblo Area Council of Governments on January 24, 2008. This update is intended to continue the original effort of the Urban Transportation Planning Division of the City of Pueblo to address any significant changes as defined by the Federal Highway Administration (FHWA) as being “*any new information that would impact the way that transportation planning and decision making is conducted in the current plan.*”

Within Colorado, there have been changes to the funding of the transportation system and infrastructure. Previous funding sources of Senate Bill 1 (SB1) and House Bill 1310 (HB1310) have been eliminated and partially replaced by the FASTER legislation. As part of this legislation, statewide planning factors were included, which are applicable to the Colorado Department of Transportation (CDOT) and not mandated to the MPO’s within Colorado. However, FHWA has encouraged the Planning Factors within FASTER to be included in this plan amendment.

Additionally, this amendment is to include “New Emerging Issues”. These include discussion of greenhouse gas emissions, sustainability/livability, climate change, and land use and transportation.

There are sections of this plan that will remain essentially unchanged, and other sections of the original plan that will be updated with the most current information that is available to the staff.

The Pueblo Area Long Range Transportation Plan (LRTP) is a 25+-year plan for the development of transportation programs and projects within the Pueblo Area. The Plan identifies the *Existing Conditions* for each of the transportation modes and identifies the need for and location of future facilities. The *Preferred Plan* sets out a strategy to meet the transportation goals of the region between 2010 and 2035 while the *Fiscally Constrained Plan* applies financial constraints to that same strategy. The LRTP also includes the *Coordinated Public Transit—Human Services Transportation Plan*, prepared as a locally developed, coordinated public transit-human services transportation plan to assure Pueblo’s eligibility for projects funded through three programs introduced as part of SAFETEA-LU: the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310).

The LRTP has been developed by the Pueblo Area Council of Governments (PACOG) in cooperation with the jurisdictions and agencies responsible for development and maintenance of the transportation system.



All processes and procedures contained in this plan were conducted in accordance with the Colorado Department of Transportation Plan Development Guidelines and the FHWA / USDOT requirements contained in §5303 of the SAFETEA-LU legislation.

Two specific Planning Requirements of SAFETEA-LU involve safety and security. These planning requirements are addressed through:

- 1) Provision of crash location, road pavement conditions and roadway congestion data;
- 2) delegation of safety issues to the Colorado Department of Transportation and the engineering and transportation staff at the City of Pueblo and Pueblo County;
- 3) delegation of security issues to the Pueblo County Sheriff's Office Emergency Services Bureau (ESB); and
- 4) provision of any transportation related mapping that is requested by local

ES1.1 Purpose and Scope

The need for the Pueblo Area Long Range Transportation Plan flows from Federal Legislation adopted in 1991 that requires state and local agencies to develop long range transportation plans for any region that receives federal funding for transportation projects. Section 5303 of the 2005 reauthorization of the Federal Highway Act, SAFETEA-LU, requires Metropolitan Planning Organizations to produce long-range plans that are based on the eight SAFETEA-LU Planning Factors summarized below. These factors are meant to establish a comprehensive framework within which individual programs can be funded. In order to accomplish the objectives stated in section 5303(a) of SAFETEA-LU, each State is required to develop a statewide transportation plan and a statewide transportation improvement program for all areas of the State. Table 1 below summarizes the SAFETEA-LU planning factors considered in this LRTP.

Table 1-1: SAFETEA-LU Planning Factors

1. Supporting 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 the 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; and,
8. Emphasize the preservation of the existing transportation system.



Table 8.10 Prioritized On-System Corridor Vision Costs

MAJOR ON-SYSTEM CORRIDOR COSTS	Cost in 2008 \$
I-25 TOTAL CORRIDOR	1,074,000,000
US50/SH47 Corridor	433,100,000
SH 45 (Pueblo Blvd) Corridor	319,800,000
SH 227 (Joplin-Erie) Corridor	39,500,000
SH 96 Corridor	130,900,000
SH 78 Corridor	66,800,000
SH 231 (36th Lane) Corridor	27,800,000
SH 233 (Baxter Road) Corridor	31,400,000
Total State Hwy System Corridor	2,123,300,000

Table 8.11 Prioritized Off-System Corridor Vision Costs

MAJOR OFF-SYSTEM CORRIDOR COSTS	Cost in 2008 \$
West Pueblo Connector	74,100,000
Eagleridge/47th Street Connection	29,700,000
Erie Ave (possible ext or reloc of SH 227)	24,800,000
Bandera Parkway	49,900,000
Platteville Road	77,800,000
Prairie Ave	137,100,000
Pueblo - Colorado Springs Freeway	480,900,000
Total Off-System Corridor Vision	874,300,000

ES.2 THE CONTENTS OF THIS 2035 PLAN

ES2.1 Previous PACOG LRTPs depended heavily or exclusively on the work of external consulting firms and in some cases there seemed to be little continuity in the transportation planning processes used. For the 2035 Plan, no consultants were employed, and a very concentrated effort was made to create databases and analyses to serve as a basis for future LRTPs and other transportation planning efforts in the PACOG region. These databases were designed, insofar as possible, to be shared in electronic formats at no additional cost to interested parties.

ES2.2 The nine Chapters and the approved 2012-2017 Transportation Improvement Plan (TIP) of the amended LRTP can be summarized as follows.



Chapter 1 is an overview of the laws, regulations, policies, and issues related to the amendment to the 2035 Pueblo Area Long Range Transportation Plan. The FASTER legislation Colorado has implemented changes to the funding of the transportation system and infrastructure. As part of this legislation, statewide planning factors were included, which are applicable to the Colorado Department of Transportation (CDOT) and not mandated to the MPO's within Colorado. However, FHWA has encouraged the Planning Factors within FASTER to be included in this plan amendment. Additionally, this amendment includes "New Emerging Issues". These include discussion of greenhouse gas emissions, sustainability/livability, climate change, and land use and transportation.

Chapter 2 describes the existing transportation system and information regarding crash locations, road conditions, and roadways with congestion. Within Pueblo County, the Pueblo County Sheriff's Office Emergency Services Bureau handles most of the focus on the Security element through the Office of Emergency Management (OEM). OEM has four principal responsibilities – Emergency Preparedness, Emergency Response Teams, Public Information, and the Pueblo Chemical Stockpile Emergency Preparedness. This chapter updates the following transportation system information:

Roadways, including special routing needs, pavement condition and operations;

Freight and Rail Systems including discussions of potential future commuter rail, freight needs, and bus rapid transit;

Non-motorized Transportation with recommendations for corridor locations, safety considerations, and recommended design standards; and

Aviation with a discussion of the current plans for Pueblo Memorial Airport, commercial air carriers, hangar development, military aviation, and air freight.

Chapter 3 identifies three institutional changes that will have significant impacts on the next full update of the LRTP to 2040. A new federal transportation act (successor to the current SAFETEA-LU) is expected to have different environmental planning requirements for MPOs to consider such as greenhouse gases (GHGs), urban walkability and livability, and planning for more sustainable transportation systems.

Chapter 4 is 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.

Chapter 5 serves as both the Transit Element of the LRTP and the Human



Services Coordination Plan required to establish eligibility for several federal transit programs. The amendment includes a new Pueblo Transit Vehicle Summary which identifies ten new heavy-duty coaches including one hybrid-fuel coach that were acquired since the adoption of the 2035 Plan in 2008. Two transit routes, the Highland Park and the Mall routes, were modified by reducing the headways (frequency of stops) from 60 minutes to 30 minutes during peak operating hours. Additionally, the ridership counts have been updated with the 2009 annual figures. These ridership numbers are compared with the 2007 and 2008 annual transit counts. Based on the 1999 Transit Needs and Benefits Study (TNBS) conducted by the Colorado Department of Transportation, the current ridership of over 1,160,000 passengers annually is 89% of the estimated transit demand. This is a 10% increase from the estimated transit demand in 2035 Plan.

Chapter 6 remained unchanged from the 2035 LRTP adopted in 2008.

Chapter 7 remained unchanged from the 2035 LRTP adopted in 2008.

Chapter 8 updates the Preferred Plan for the Pueblo MPO/TPR consisting of needed improvements for each of the three major corridors – I-25, US50/47, and SH96A, as well as additional off-system improvements and transit needs. The Preferred Plan updates recommended improvements with detailed project locations, estimated improvement costs for each Quadrant (NW, NE, SW, SE) and the total system. The cost of the Corridor Vision Plan, including seven off-system corridors, is just under \$3.0 Billion. Similar analyses are provided for system-wide transit and non-motorized facilities.

Chapter 9 has been updated to incorporate the new 2012-2017 TIP fiscally constrained data along with updated regional priority list.

TIP is the adopted 2012-2017 Transportation Improvement Plan (TIP) for the Pueblo MPO/TPR adopted on February 24, 2011 by PACOG. The TIP identifies the major accomplishments since the adoption of the 2035 LRTP, summary of all transportation programs, system quality programs, mobility programs, safety programs, MPO program, other regional priority programs, and transit programs. The six-year Transportation Improvement Program (TIP) is developed and presented as the fiscally constrained implementation plan until such time as more is known about possible long-term revenues and timing. A summary of All Roadway and Transit Programs in the PACOG Area is shown in the table below:



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

ALL ROADWAY AND TRANSIT PROGRAMS IN PACOG AREA												
STIP #	Description	Sponsor	Funding	Type	Year of Expenditure Dollars						TOTAL SFY12-17	
					SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017		
ALL	SYSTEM QUALITY IMPROVEMENTS TOTAL IN PACOG AREA	CDOT	System Quality Category	ALL	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					State	\$ -	\$ 7,970,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 8,570,000
					Local	\$ 1,011,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 1,611,000
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					TOTAL	\$ 1,011,000	\$ 8,570,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 10,181,000
ALL	MOBILITY PROGRAM IMPROVEMENTS TOTAL IN PACOG AREA		Mobility Category Programs	ALL	Federal	\$ 287,000	\$ 296,000	\$ 296,000	\$ 296,000	\$ 296,000	\$ 296,000	\$ 1,767,000
					State	\$ 118,000	\$ 120,000	\$ 122,000	\$ 145,000	\$ 148,000	\$ 148,000	\$ 782,000
					Local	\$ 60,000	\$ 61,500	\$ 61,500	\$ 61,500	\$ 61,500	\$ 61,500	\$ 367,500
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					TOTAL	\$ 465,000	\$ 477,500	\$ 479,500	\$ 486,500	\$ 502,500	\$ 505,500	\$ 2,916,500
ALL	TOTAL SAFETY PROGRAMS IN PACOG AREA		Safety Category	ALL	Federal	\$ 465,000	\$ 479,000	\$ 479,000	\$ 479,000	\$ 479,000	\$ 479,000	\$ 2,860,000
					State	\$ 4,017,000	\$ 2,017,000	\$ -	\$ -	\$ 5,000,000	\$ 10,000,000	\$ 21,034,000
					Local	\$ 46,500	\$ 47,900	\$ 47,900	\$ 47,900	\$ 47,900	\$ 47,900	\$ 286,000
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					TOTAL	\$ 4,528,500	\$ 2,543,900	\$ 526,900	\$ 526,900	\$ 5,526,900	\$ 10,526,900	\$ 24,180,000
ALL	PROGRAM DELIVERY IN PACOG AREA NOTE: The amounts shown are from resource allocation calculations which were based on the wrong distribution formula. Although these are used in calculating totals for the TIP, an alternate table shows funds based on agreed statewide formula.	Federal & Local	Metro Planning Annual MPO Funds	PL & 530	Federal	\$ 213,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 1,313,000
					State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Local	\$ 44,277	\$ 45,733	\$ 45,733	\$ 45,733	\$ 45,733	\$ 45,733	\$ 272,942
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					TOTAL	\$ 267,277	\$ 265,733	\$ 265,733	\$ 265,733	\$ 265,733	\$ 265,733	\$ 1,585,942
ALL	TOTAL OTHER PROGRAMS IN PACOG AREA	ALL	HWY	ALL	Federal	\$ 827,900	\$ 827,900	\$ 4,139,500	\$ 8,279,000	\$ -	\$ -	\$ 14,074,300
					State	\$ 172,100	\$ 172,100	\$ 860,500	\$ 1,721,000	\$ -	\$ -	\$ 2,925,700
					Local	\$ 625,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 625,000
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ 8,600,000	\$ -	\$ -	\$ -	\$ -	\$ 8,600,000
					TOTAL	\$ 1,625,000	\$ 9,600,000	\$ 5,000,000	\$ 10,000,000	\$ -	\$ -	\$ 26,225,000
ALL	TOTAL ALL ROADWAY INVESTMENT CATEGORIES IN PACOG AREA	ALL	ALL	ALL	Federal	\$ 1,792,900	\$ 1,822,900	\$ 5,134,500	\$ 9,274,000	\$ 995,000	\$ 995,000	\$ 20,014,300
					State	\$ 4,307,100	\$ 10,279,100	\$ 1,282,500	\$ 2,150,000	\$ 5,145,000	\$ 10,148,000	\$ 33,311,700
					Local	\$ 1,786,777	\$ 755,133	\$ 155,133	\$ 155,133	\$ 155,133	\$ 155,133	\$ 3,162,442
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ 8,600,000	\$ -	\$ -	\$ -	\$ -	\$ 8,600,000
					TOTAL	\$ 7,886,777	\$ 21,457,133	\$ 6,572,133	\$ 11,579,133	\$ 6,295,133	\$ 11,298,133	\$ 65,088,442
ALL	TOTAL PACOG AREA TRANSIT PROGRAMS All Federal Sec 53 eligible programs plus State FASTER Projects actually awarded	All transit providers	Transit	All prog	Federal	\$ 2,316,000	\$ 2,316,000	\$ 2,316,000	\$ 10,316,000	\$ 10,316,000	\$ 2,316,000	\$ 29,896,000
					State	\$ 1,520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,520,000
					Local	\$ 2,171,000	\$ 1,941,000	\$ 1,941,000	\$ 3,941,000	\$ 3,941,000	\$ 1,941,000	\$ 15,876,000
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					TOTAL	\$ 6,007,000	\$ 4,257,000	\$ 4,257,000	\$ 14,257,000	\$ 14,257,000	\$ 4,257,000	\$ 47,292,000
ALL	TOTAL ALL TRANSPORTATION CATEGORIES IN PACOG AREA	ALL	ALL	ALL	Federal	\$ 4,108,900	\$ 4,138,900	\$ 7,450,500	\$ 19,590,000	\$ 11,311,000	\$ 3,311,000	\$ 49,910,300
					State	\$ 5,827,100	\$ 10,279,100	\$ 1,282,500	\$ 2,150,000	\$ 5,145,000	\$ 10,148,000	\$ 34,831,700
					Local	\$ 3,957,777	\$ 2,696,133	\$ 2,096,133	\$ 4,096,133	\$ 4,096,133	\$ 2,096,133	\$ 19,038,442
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Other	\$ -	\$ 8,600,000	\$ -	\$ -	\$ -	\$ -	\$ 8,600,000
					TOTAL	\$ 13,893,777	\$ 25,714,133	\$ 10,829,133	\$ 25,836,133	\$ 20,562,133	\$ 15,555,133	\$ 112,380,442