
PUEBLO AREA LONG-RANGE TRANSPORTATION PLAN

FINAL PLAN



Pueblo Area Council of Governments

DECEMBER 9, 2004



Short Elliott Hendrickson, Inc.
Multidisciplined. Single Source.

EXECUTIVE SUMMARY

1.0 Plan Overview

The Pueblo Area Long Range Transportation Plan is a 25-year plan for the development of transportation programs and projects within the Pueblo Area. The Plan has been developed by the Pueblo Area Council of Governments (PACOG) in cooperation with the agencies responsible for development and maintenance of the transportation system. Short Elliott Hendrickson, Inc. was hired to assist in the completion of the Long Range Plan.

- **Study Area.** The study area for the Long Range Transportation Plan includes the entire Pueblo Transportation Planning Region (Pueblo TPR). The boundaries for the Pueblo TPR are concurrent with those of Pueblo County.
- **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. 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 Part 450 of the National ISTEA legislation.
- **Public Participation.** The PACOG Long Range Transportation Plan has been developed in accordance with the CDOT Public Participation Goals and guidelines. Development of the Plan included three public open houses and a series of focus group meetings to discuss each of the plan elements. Additional public input was gathered during the formation of the Quadrant studies which looked at specific needs of individual neighborhoods.
- **Regional Vision.** The Pueblo Area Regional Vision is to provide the facilities and services necessary to support the continued development of a quality community with sustainable growth, economic vitality, and adequate mobility options. This Vision is supported by four goals that together form the basis for the proposed projects and programs of the Long Range Plan. These four goals - Mobility, Livability, Intermodalism, and Implementation are explained in the Plan.

2.0 Existing Conditions

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

- **Aviation.** The Pueblo Memorial Airport is one of 17 Commercial Service airports in Colorado and is the only airfield of any size in Pueblo County. The airport handles over 80,000 take-offs and landings a year and serves air carriers, air taxis, general aviation and military aircraft. Revenue for airport operations is obtained through three sources. User-fees comprise approximately 56 percent of revenue and consist of per-passenger fees for air carriers, ground lease fees for hangar facilities, commissions on commercial aviation activities, and fuel flowage fees. Local funding includes approximately \$800,000 annually out of the City's general fund and \$150,000 in Federal operating funds.

- **Roadways.** Pueblo’s roadway system consists of over 2,400 of public roadways, of which approximately 420 miles are classified as “major roadways” – those classified as a Minor Arterial or above. The PACOG Corridor Preservation Plan (Figure 9 of the Plan) was adopted by the PACOG board as part of the transportation plan and serves as the guiding document for preserving right-of-way as land area is platted and developed. The Plan, as adopted, supercedes all previous Regional Plans and serves as a guide for the future classification and alignment of roadways within the region.
- **Bridges.** The Pueblo TPR contains 311 bridge structures, 116 of which are on the State Highway System. CDOT region 2 inspects all of the on-system bridges in Pueblo County and manages their replacement and/or rehabilitation based on the regional priority. The City of Pueblo maintains 34 bridges within its jurisdiction. As of 2004, three of these bridges have been rated as deficient and in need of replacement or rehabilitation in the next 25 years. Figure 12 of the Plan shows the location of all the major bridge structures within the Pueblo TPR along an indication of their sufficiency rating.
- **Freight and Rail Systems.** Major freight routes within the Pueblo TPR includes the entire Interstate-25 corridor within the TPR and US50/47 Corridor east of Pueblo. Major freight line railroads include the shared Union Pacific / BNSF Railroad line north of the Arkansas River and BNSF line extending along US50 east of Pueblo.
- **Public Transportation Services.** Public transportation services within the Plan Area are provided by eight service providers that include government agencies, non-profit organizations, and for-profit businesses. TNM & O Coaches, Inc. provides scheduled intra-regional bus service to five cities – El Paso, Dallas, Wichita, Grand Junction, and Denver from their station located at 1080 Chinook Lane. The existing transit system is currently facing three big issues that the Long Range Plan will need to address including the age of the fixed-route transit fleet; the “Radial Pulse” configuration of the fixed-route system; and changes to the Medicaid legislation that has limited funding for service providers.
- **Non-Motorized Transportation.** Over the past twenty years, the City of Pueblo, Pueblo County, and other local and state agencies have continued to improve sidewalk and trail facilities to enhance non-motorized travel throughout the region. The updated plan contains a Trails Master Plan (Figure 14) that can be used to identify both existing facilities and future planned facilities.

3.0 Mobility Demand Analysis

The mobility demand analysis is a way to identify future needs for transportation facilities and/or services. Forecasts for traffic congestion were developed by examining growth forecasts for population and employment developed by PACOG. Figures 16 and 17 of the Plan shows the existing congestion and future congestion for Pueblo’s Urban Area if no transportation improvements are made to the system.

4.0 Alternatives Analysis

Development of the Long Range Transportation Plan included an examination of alternatives along each of the major corridors through Pueblo for addressing the mobility, safety and system quality concerns. Alternatives for the delivery of transit services were also developed and evaluated. The alternatives analysis examines four statewide transportation corridors, each of which contain a wide variety of modes and facilities to move goods and people to destinations within the region and through the region. They include the Interstate 25 Corridor, US Highway 50 / SH47 Corridor, SH96A and SH78 Corridor.

5.0 Preferred Plan

The Preferred Plan for the Pueblo TPR consists of needed improvements for each of the three major corridors – I-25, US50/47, and SH96A; additional off-system improvements; and transit needs Table 19 lists the potential long-range improvements for the major corridors, the off-system improvements, and the transit capital and operations needs.

TABLE 19
SUMMARY OF NEEDS
(\$ 2005)

I-25 Corridor	
I-25 Improvements	\$ 1,070.0 M
SH45 Improvements	\$ 150.0 M
SH227 Realignment	\$ 18.0 M
Trail Improvements	\$ 4.0 M
	\$ 1,242.0 M
US50/47 Corridor	
US50 Improvements	\$ 309.0 M
East Pueblo Arterials	\$ 90.0 M
West Pueblo Connector	\$ 31.6 M
William White / Army Depot Access	\$ 22.0 M
Trail Improvements	\$ 5.9 M
	\$ 458.5 M
SH96 Corridor	
SH96 Improvements	\$ 56.3 M
SH165 Improvements	\$ 20.3 M
Trail Improvements	\$ 2.0 M
Parallel Facilities	\$ 1.8 M
	\$ 80.4 M
Off-System Improvements	
South Lake Avenue : Pueblo Boulevard to SH78.	\$ 45.0 M
27 th Lane Extension	\$ 20.0 M
Eagleridge Boulevard / 47 th Avenue	\$ 15.0 M
Porter Boulevard Extension - East	\$ 13.0 M
Prairie Avenue Multi-modal Improvements	\$ 10.0 M
Bandera Boulevard Extension	\$ 6.5 M
Lehigh / Jones	\$ 6.3 M
Northern Avenue Improvements	\$ 5.5 M
	\$ 122.3 M
Transit Improvements*	
Pueblo Transit: Fixed-route and demand-response	\$ 113.2 M
SRDA: Demand-response	\$ 17.5 M
	\$ 130.7 M

* Transit summary include both capital and operating needs.

- Regional Priorities.** The prioritization of the transportation improvements contained in the Preferred Plan is based on the Regional Transportation Goals and the funding available for each improvement category. All overlay, bridge maintenance and Enhancement projects are expected to proceed based on the competitive merits of the individual need and are not prioritized in this plan. Prioritization at the TIP level should be based on the needs identified in Preferred Plan.

6.0 Constrained Project List

The 2030 Planning Control Totals for the Pueblo Area Long Range Transportation Plan have been established based on a funding formula for distributing future State funds to the MPOs and TPRs within Region 2. The control totals are presented in a CDOT memo (Appendix A) and result in the Pueblo Region receiving \$19,569,000 over a twenty-five year timeframe. Additional funds that are likely to be available include \$17,250,000 from the Department of Defense to improve roadway access to the Pueblo Chemical Depot and \$110 million in fares, grants, and other revenue for transit improvements and operations.

**Table 20
CDOT Planning Control Totals**

	2005-2030 (\$2005)	
Regional Priorities (RPP Funds)	\$	19,569,000
Federal DOD funding	\$	17,250,000
FTA Transit Funds (Operating & Capital)	\$	45,853,681

source: Colorado Department of Transportation, 4/04

Prioritized Plan.

The prioritized plan identifies funding priorities by corridor. Each corridor contains a minimum funds required. If the minimum funds are not available, funds would be applied to the next priority. While the Constrained Plan identifies funds available for 2030 Planning Control Totals, the Prioritized Plan identifies regional priorities if additional funds become available. Off-System Priorities identifies regional priorities if CDOT funds become available for off-system projects.

SUMMARY OF PACOG CONSTRAINED PLAN AND PRIORITIZED PLAN

Constrained Plan

1. Eagleridge Interchange
2. Chemical Depot Access Improvements
3. Complete I-25 EIS

Prioritized Plan

1. 29th Street Interchange
2. US50 Mobility Improvements
3. Pueblo Boulevard Intersection Improvements

Off-System Priorities***

1. West Pueblo Connector
2. Prairie Avenue Widening and Multi-modal improvements
3. Bandera Boulevard
4. Lake Avenue

RESOLUTION NO. 2004-019

A RESOLUTION ADOPTING THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) REGIONAL TRANSPORTATION PLAN (RTP) FOR THE YEAR 2030 FOR THE PUEBLO METROPOLITAN PLANNING ORGANIZATION (MPO) AND PUEBLO TRANSPORTATION PLANNING REGION (TPR)

WHEREAS, House Bill 91-1198 as amended, and associated regulations require the development of a statewide multi-modal transportation plan: and

WHEREAS, the Pueblo Area Council of Governments, in cooperation with the Colorado Department of Transportation (CDOT) Federal Highway Administration (FHWA), local Pueblo City and County officials, area public transit providers, and other affected transportation planning agencies entered into an agreement with CDOT to develop the Regional Transportation Plan for the Pueblo MPO and the Pueblo TPR; and

WHEREAS, the Pueblo Area Council of Governments (PACOG), as the Pueblo MPO and the designated Regional Planning Commission (RPC) for the Pueblo TPR, has developed the RTP for submission to various Local, State, and Federal agencies; and

WHEREAS, the development of the 2030 RTP in the Pueblo MPO and Pueblo TPR does not contribute to any air quality violations; and

WHEREAS, the plan encompasses all required CDOT and House Bill 91-1198 elements; includes an adequate public involvement process; addresses all modes of transportation; identifies multi-modal preferred transportation improvements over a 25-year time period; and observes related environmental sensitivity along with the planning factors and various other elements required by federal and state laws; and

WHEREAS, the fiscally constrained element of the Long Range RTP is based on a 25-year financial plan developed in cooperation with CDOT reflecting a reasonable level of anticipated revenues from all sources within the Pueblo MPO and Pueblo TPR;

NOW, THEREFORE, BE IT RESOLVED BY THE PUEBLO AREA COUNCIL OF GOVERNMENTS that:

SECTION 1:

The Pueblo Area Council of Governments hereby adopts the 2030 Pueblo Area Regional Transportation Plan in accordance with all applicable State and Federal statutes, regulations, and policies, as recommended unanimously by the Transportation Technical Committee and the Citizens Advisory Committee.

SECTION 2:

The Pueblo Area Council of Governments hereby directs and authorizes the Urban Transportation Planning Division to implement any and all administrative

procedures for submitting the plan to such Local, State, and Federal agencies as may be necessary for the development of local plans and incorporation into the Statewide Transportation Plan prepared by CDOT.

SECTION 3:

This Resolution shall become effective immediately upon passage and approval.

INTRODUCED: October 28, 2004 (ratified by PACOG Council December 9, 2004)

APPROVED:
(original document signed by)

Debbie Rose

Chairperson, Pueblo Area Council of Governments

ATTEST:
(original document signed by)

Louella R. Salazar

PACOG Recording Secretary