

PUEBLO AREA COUNCIL OF GOVERNMENTS

2035 LONG RANGE TRANSPORTATION PLAN

Appendix 2

Existing Transportation System

Adopted January 24, 2008

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Interstate 25 Environmental Impact Statement

Figures A2.1 to A2.3 below represent the three alternatives for I25 realignment in the Environmental Impact Statement currently in completion.

Figure A2.1: No Action Alignment

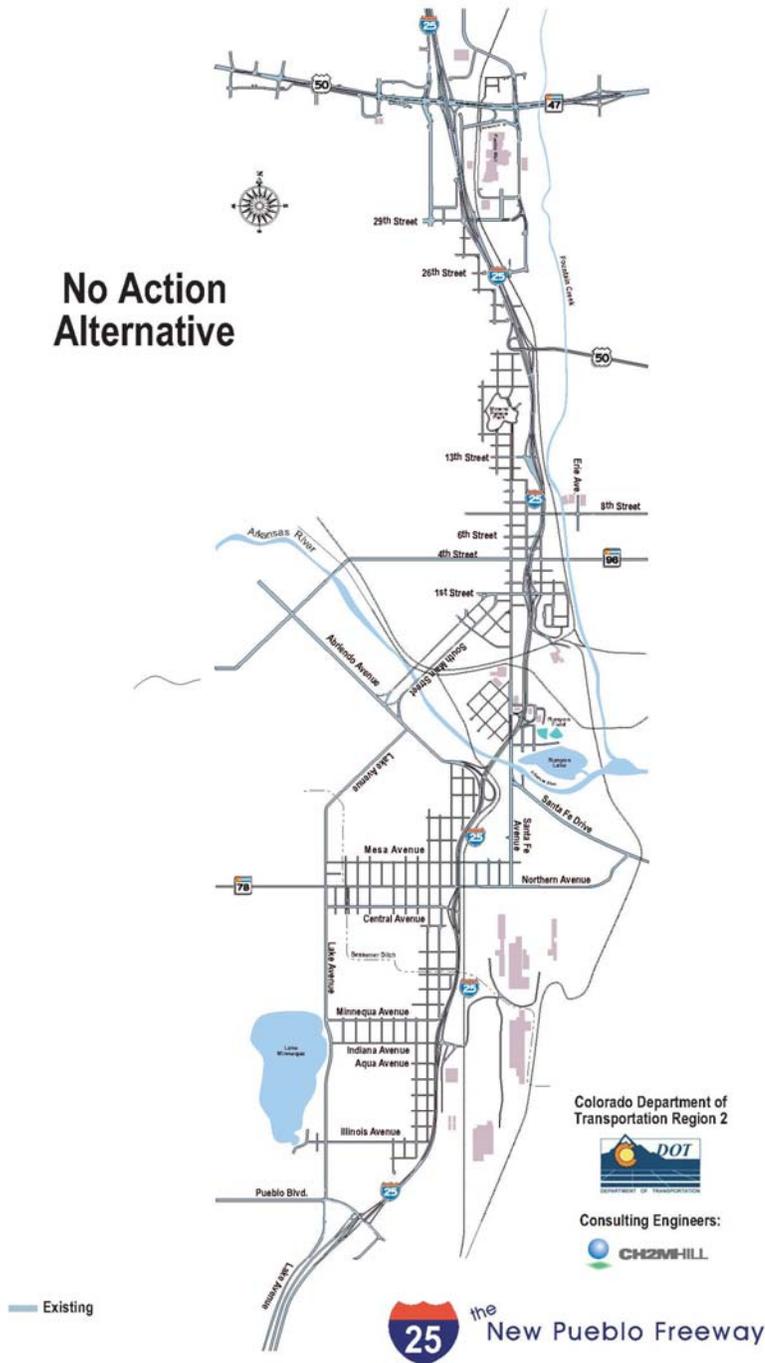


Figure A2.2: Existing Alignment

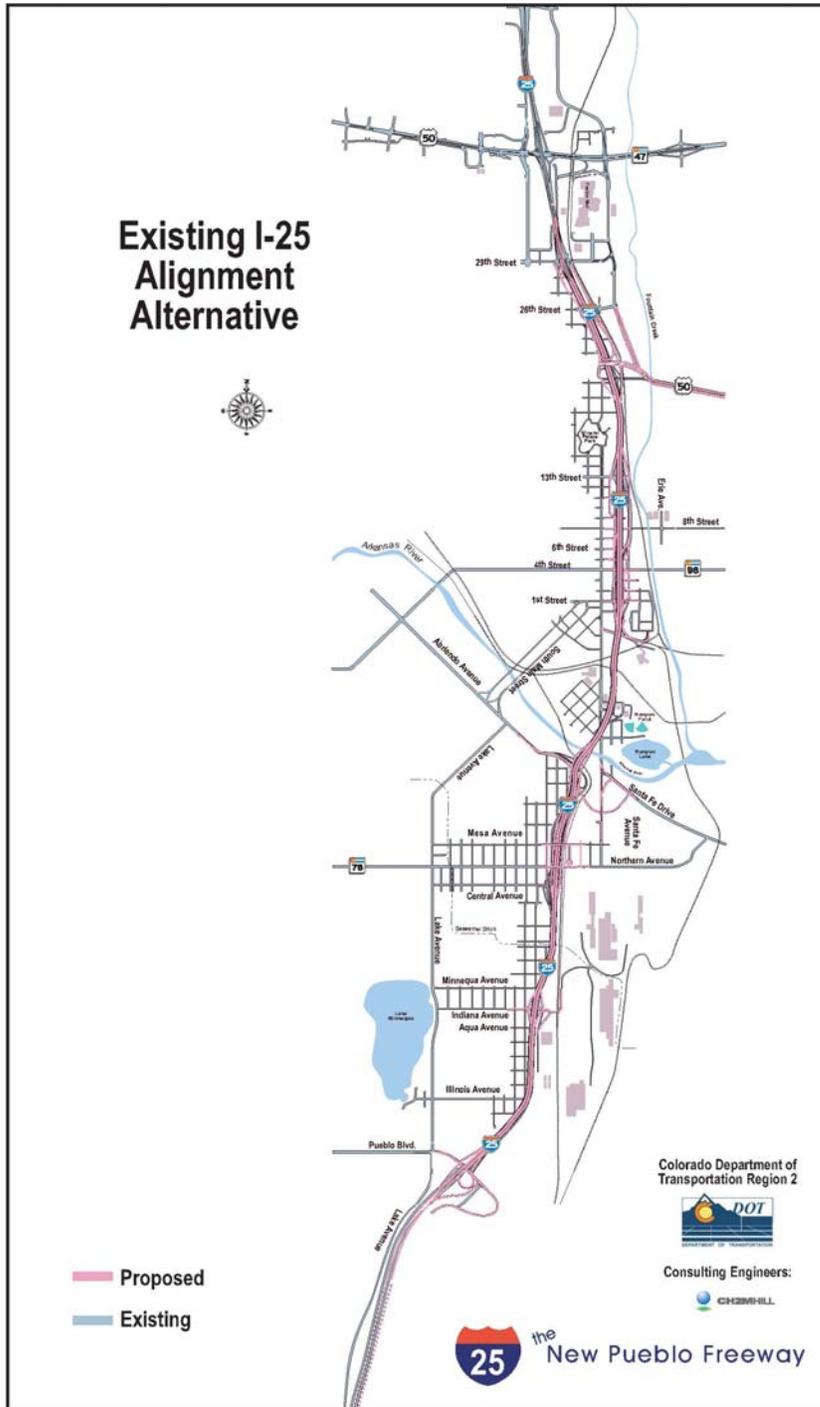
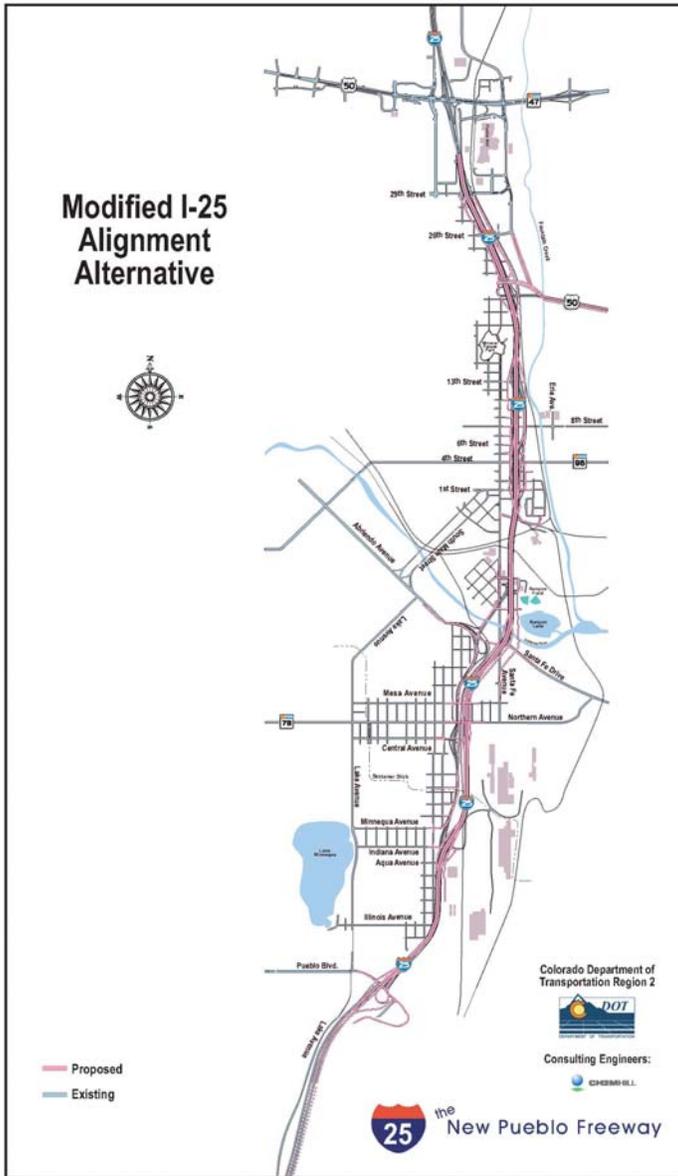


Figure A2.3: Modified Alignment



Details of Non-motorized/Trails Plan Maps

Figure 2.XX: PACOG MPO Non-Motorized Plan Map - Northwest Quadrant

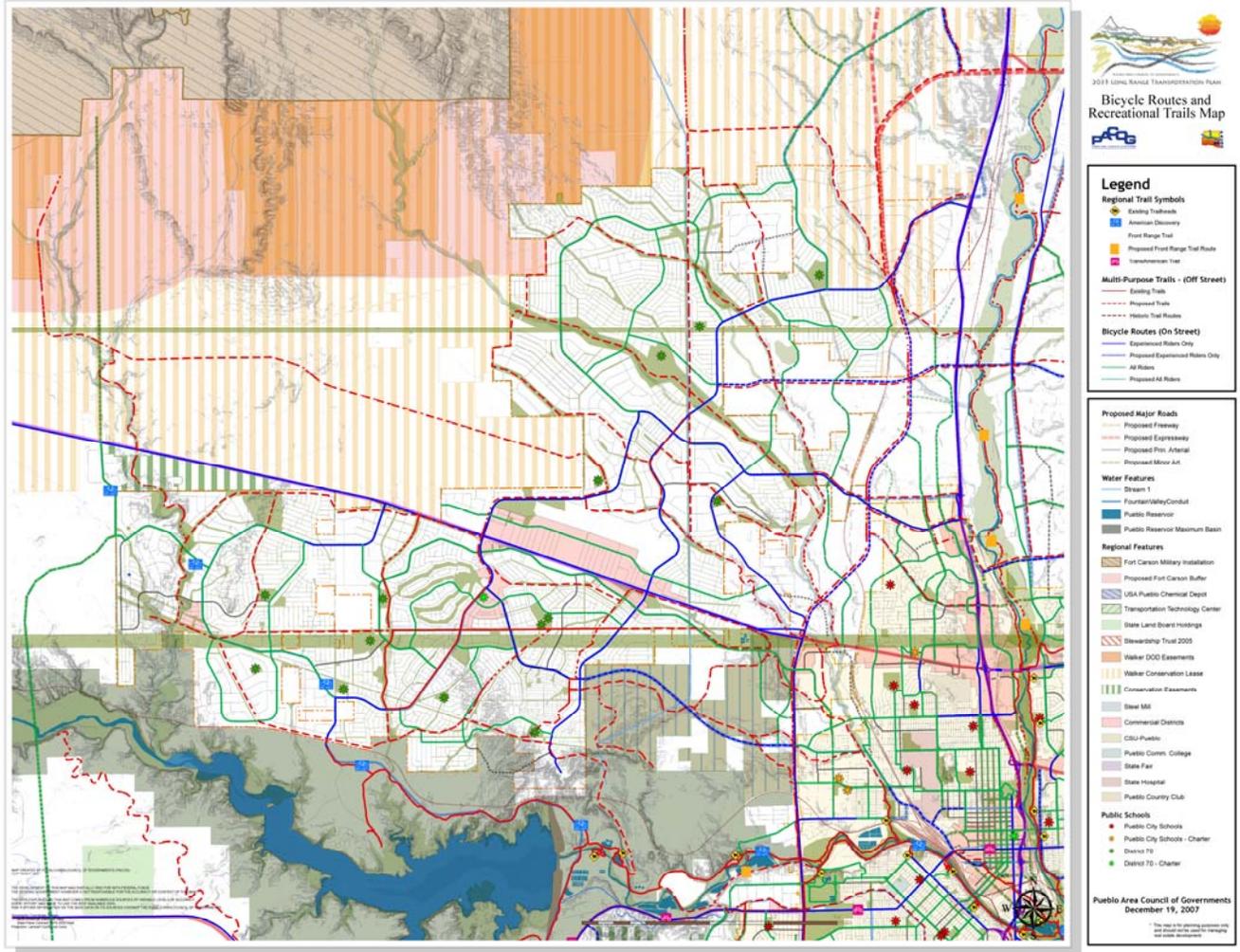


Figure 2.XX: PACOG MPO Non-Motorized Plan Map - Southwest Quadrant

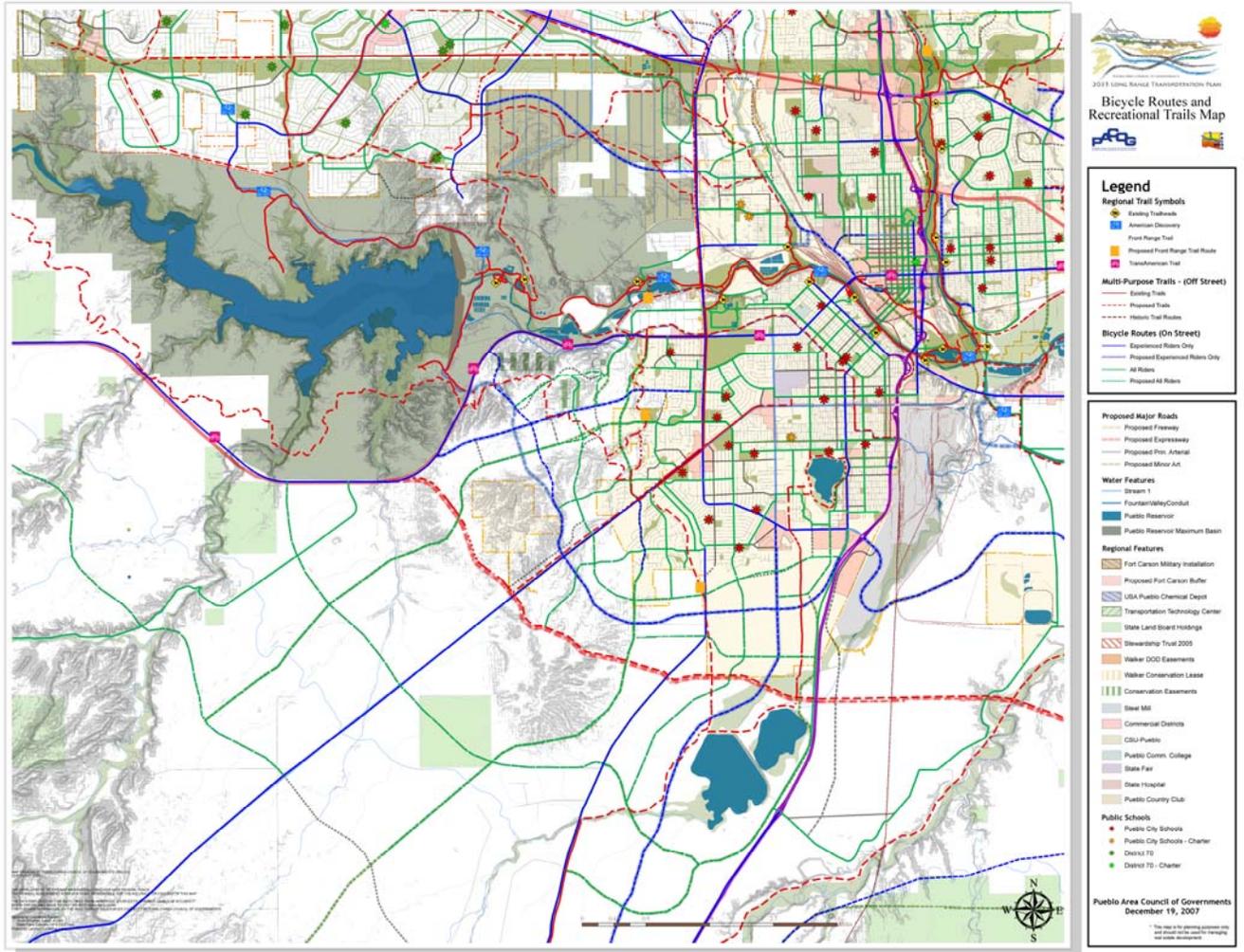


Figure 2.XX: PACOG MPO Non-Motorized Plan Map - Central Area

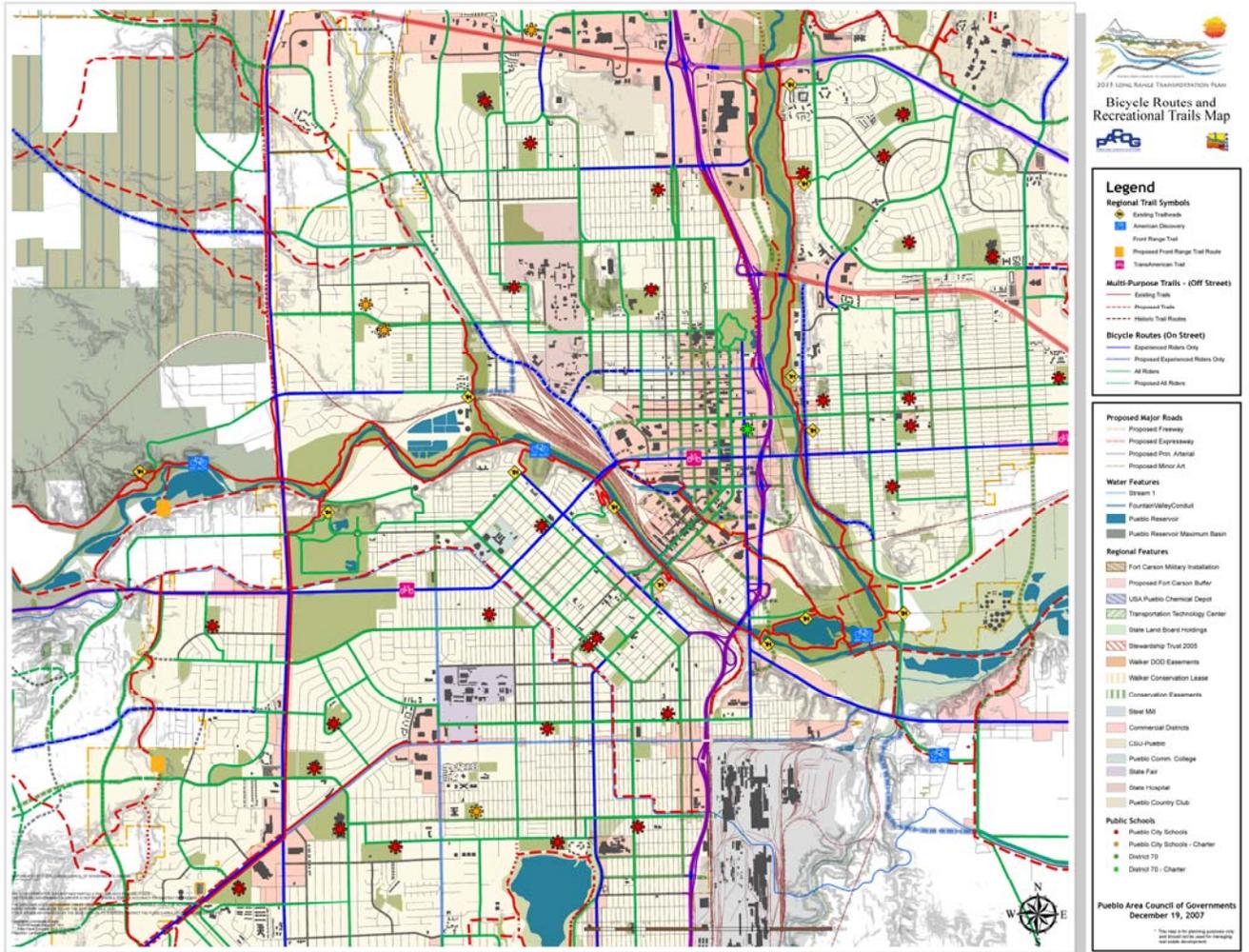
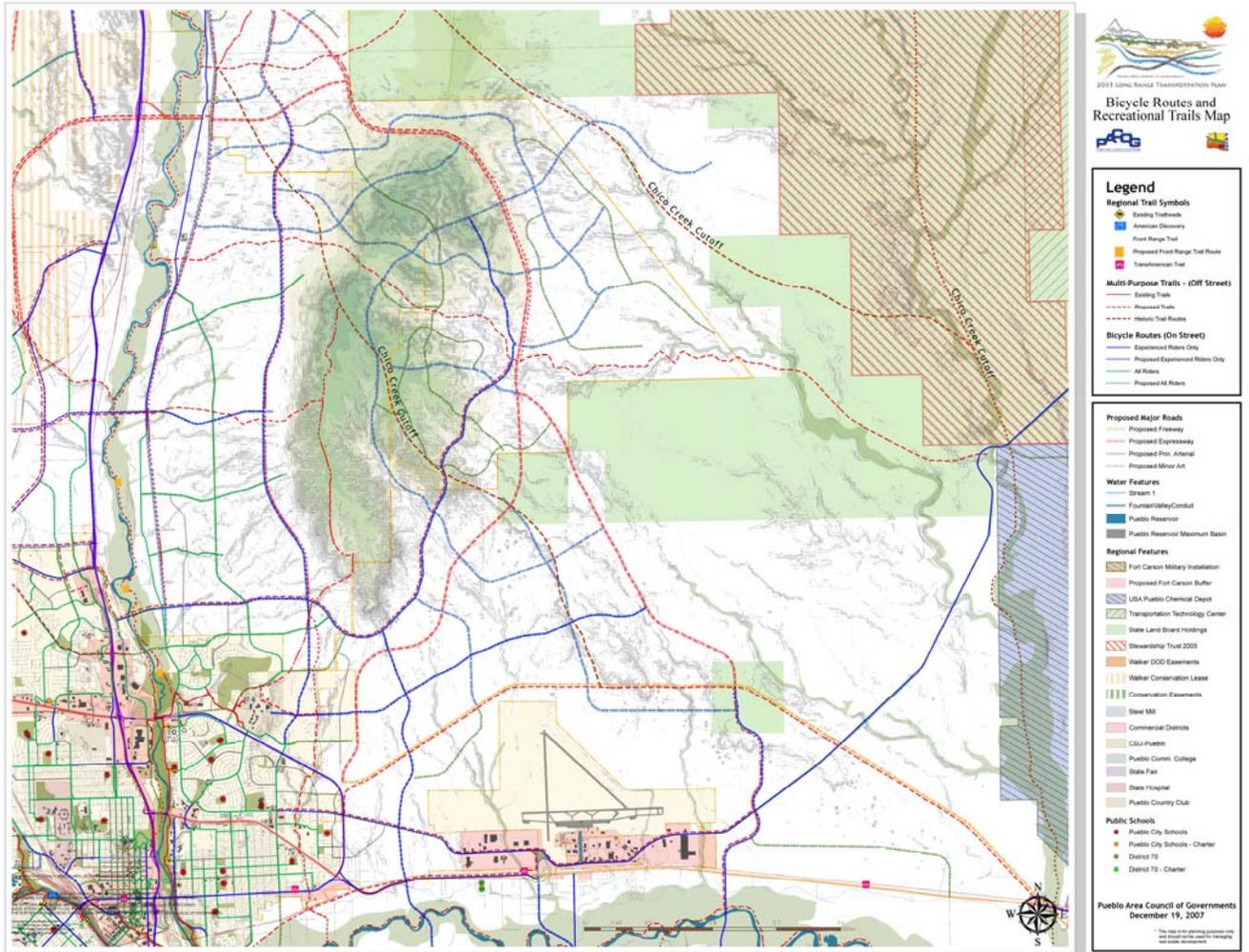


Figure 2.XX: PACOG MPO Non-Motorized Plan Map - Northeast Quadrant



Transportation Technology Center

Located in Pueblo County is the Transportation Technology Center (TTC), which is a world-class facility, offering a wide range of unique capabilities for research, development, testing, consulting, and training for railway-related technologies. The site, 21 miles northeast of Pueblo, Colorado, is owned by the US Department of Transportation, and is operated and maintained by the Transportation Technology Center, Inc., under a care, custody, and control contract with the Federal Railroad Administration. A 52 square mile facility, TTC is isolated and secure with a vast array of specialized testing facilities and tracks. The site also enables testing of all types of freight and passenger rolling stock, vehicle and track components, and safety devices.

48 miles of railroad track are available for testing locomotives, vehicles, track components, and signaling devices. The Transportation Technology Center's (TTC) specialized tracks are used to evaluate vehicle stability, safety, endurance, reliability, and ride comfort. Using TTC's tracks eliminates the interferences, delays, and safety issues encountered on an operating rail system.

Railroad Test Track - RTT

A 13.5-mile loop with four 50-minute curves and a single 1 degree, 15 minute reverse curve, allows maximum speeds of 165 mph. All curves have 6-inches of super elevation. Track structure includes welded 136-pound per-yard rail, new concrete ties and treated hardwood ties with elastic fasteners. The track loop is also equipped with a rail break detection and switch indication system. The RTT's catenary system can deliver a single-phase, 60 Hz alternating current at 12.5, 25, or 50 kV, in a single or dual voltage condition. The contact wire height is currently set at a 22 feet-6 inch height. It is also possible to energize the system with DC power.

The RTT is the site of frequent high-speed stability and endurance tests for electric powered cars and locomotives. Total performance evaluations of North East Corridor locomotives are carried out on the RTT. Connected to the RTT and used for turning trains, is a Balloon Loop, which has a 7-degree, 30-minute curve with 4.5 inches super elevation, and a 5-degree reverse curve with 3.5 inches of super elevation. This loop is the site of the rail defect gauntlet track used for rail defect detection research.

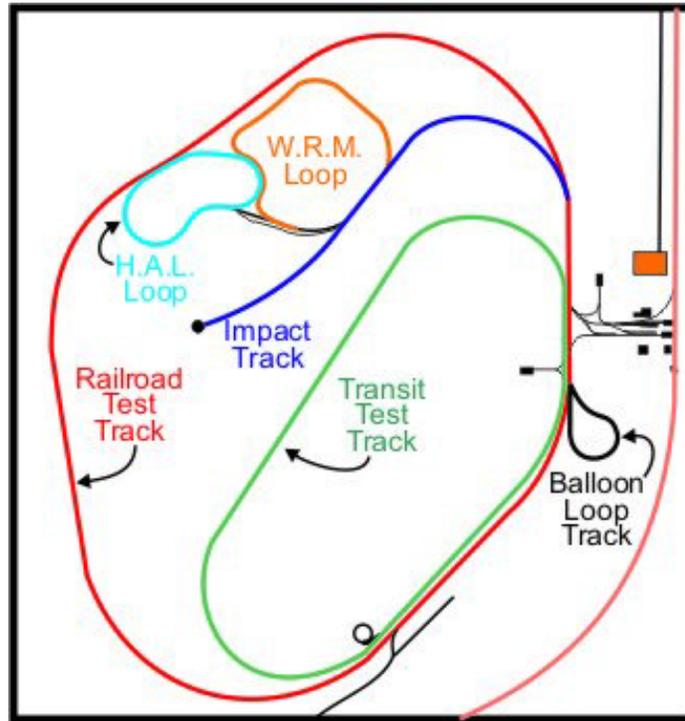
Transit Test Track - TTT

The Transit Test Track (TTT) is a 9.1-mile oval track, equipped with a third rail power system, used for vehicle performance and specification compliance testing. Investigation of vehicle performance is possible at speeds up to 80 miles per hour over six segments of different track material construction; e.g., continuous welded rail versus jointed rail, wood versus concrete ties.

The third rail DC electrified power system provides transit and commuter vehicles with a voltage variable from zero to 1,000 volts DC with a 3,700 amp continuous rating. The track includes a 10,000-foot-long overhead DC contact wire catenaries, suitable for low-speed operation and evaluation of high rail urban vehicles.

Located within the transit loop is the tight-turn or "screech loop." This 150-foot radius --

Figure TTC Rail Facilities



TTC's Role in Transportation Security

Protecting Our Railways

One way or another, we are all working to assure our security. Rail freight and passenger transportation systems are working around the clock to protect citizens, infrastructure, and services. Sabotage detection and prevention is now a critical arena for research and development.

Key infrastructure and equipment control centers, passenger stations, rail vehicles, track, yards, bridges, and tunnels are being hardened against potential terrorist threats. Methods for analysis, prevention, detection, and response to terrorism in the rail sector are rapidly evolving. TTCI, the leader in railroad technology, is responding, by offering methods to North American railways for keeping people safe.

It's Our Stock and Trade

We are involved with our nation's transit, intercity rail passenger, and freight rail systems and their providers. Destructive and non-destructive tests of new technology are routinely planned and performed. With an experienced staff of

engineering and technical experts, and a 52-square-mile isolated and secure facility, TTCI can design and carry out assessments of new safety, security and emergency response technology, simulating virtually any type of situation for your level of protection.

TTCI provides high quality, impartial assessment and validation of critical systems, equipment, and processes in the railroad environment.

Full-scale, hands-on training for emergency responders (Hazmat) has been a specialty of TTCI's since 1985. Our experience in rail equipment testing and our close relationship with the freight and passenger rail industries are fundamental assets to the mission of emergency preparedness.

Over 20,000 students from the rail, chemical, and public emergency response industries have taken their training at TTCI's Emergency Response Training Center. More than 80 railcars, intermodal, and highway transportation vehicles and containers are used to provide highly realistic training scenarios. New emergency response technologies and procedures are routinely tested and evaluated by the staff and students at ERTC.

ERTC is Colorado's State Training Center for Domestic Preparedness

Customized training programs are provided to the chemical industry, public and private emergency response teams, government agencies, and military to counter terrorism in the rail environment. ERTC's staff of experienced trainers is also supplemented with TTCI's Bureau of Explosives inspectors, internationally recognized experts in hazardous materials transportation.

Source: TTC Website:

Future Training Facility Needs

In addition to training that the TTC has done in the past, the TTC has been working to develop a subway tunnel simulator at the site for training of emergency workers to handle tunnel and subway accidents or terrorist attacks with funding from the U.S. Department of Homeland Security.

Rail Abandonment and Acquisition Issues

**Selections related to the PACOG study area from:
POTENTIAL RAIL LINE ACQUISITION REPORT
TO THE
TRANSPORTATION LEGISLATIVE
REVIEW COMMITTEE
PREPARED BY THE COLORADO
DEPARTMENT OF TRANSPORTATION
Draft August 2007, Third draft, 8/6/07**

Introduction

The purpose of this report is to provide the Transportation Legislative Review Committee (TLRC) with the Colorado Department of Transportation's report on rail abandonments and recommendations relative to possible rail line acquisitions. This is the tenth report submitted by the Executive Director of the Department to the TLRC on rail abandonment pursuant to 43-1-1303 (3) C.R.S.

There have been no rail abandonment activities during the past year to report. However, during the past year there have been some other activities and initiatives by the Department and others that could impact rail abandonments and rail acquisition in the future. **Part I** provides **Background Information** on past and ongoing activities. **Part II** describes **New Initiatives and Activities** which have been undertaken over the past year. Finally, **Part III** lists the **Recommendations** of the Department.

Part I Background Information

(A) Rail System in Colorado.

Colorado's rail system consists of almost 3,000 miles of track. A significant portion of this system, about 86%, is owned and operated by two Class I national railroad companies, the Union Pacific (UP) and BNSF railroad companies. The other 14%, about 424 miles, is owned and operated by eight regional railroad companies or by the State of Colorado (the NA Towner Line).

Population and employment growth in Colorado has led to an increase in travel demand that is straining the capacity of the highway system in some corridors. In high growth corridors, where traditional highway solutions require additional right of way or cannot fully meet commuter and freight needs, the rail right-of-way may need to be preserved, even if rail operations cease, to maintain the possibility of future transportation uses for the corridor.

(B) Past Legislative actions.

In 1997, the General Assembly enacted SB 37, concerning the disposition of abandoned railroad rights-of-way in Colorado. According to this legislation, an existing rail line, railroad right-of-way or an abandoned railroad right-of-way is eligible for acquisition by the Department, if the Executive Director determines it serves one or more of the following purposes:

- (1) Preservation of the rail line for freight or passenger service;
 - (2) Maintenance of a rail corridor for future transportation purposes or interim recreational purposes;
 - (3) Access to surrounding state manufacturing facilities and agricultural areas;
- and
- (4) Any public use of the rail line or railroad right-of-way that is compatible with future use as a railroad or other transportation system.

The legislation also requires the Colorado Transportation Commission to review any property determined to be eligible for acquisition and approve the acquisition before the Executive Director submits the prioritized list of rail lines or rights-of-way to be acquired to the TLRC (43-1-1303)(2)).

43-1-1308 C.R.S., states that “the members of the Transportation Legislative Review Committee shall make a written report setting forth its recommendations, findings, and comments as to each recommendation for the acquisition of railroad rights-of-way and their uses and submit the report to the General Assembly.”

43-1-1301(2) C.R.S., stipulates that the “Executive Director shall submit a prioritized list with recommendations to the TLRC concerning the railroad rights-of-way or rail lines to be acquired by the state and their proposed use.”

During the 1998 Legislative Session, HB-98-1395 was passed by the Legislature and signed by the Governor. That bill allocated \$10.4 million to the State Rail Bank Fund to purchase the North Avondale (NA) to Towner rail line from the UP and to subsequently lease or sell the line to a short line operator. The line was purchased from the UP in July 1998 and subsequently advertised for sale. Since that time the State has leased the line to short line operators. (See item G. below.)

(C) Past Transportation Commission actions.

The Transportation Commission believes that certain significant rail corridors represent an irreplaceable state transportation resource and that it is critical to preserve them. That’s because once they are lost, the cost of recreating equivalent corridors in the future will be prohibitive.

In June 2000 the Colorado Transportation Commission approved a **Rail Corridor Preservation Policy**, which states the following reasons why rail transportation is important to Colorado:

- Preserving rail corridors for future use may save money, since the cost to preserve a corridor for future transportation purposes is often far less than having to purchase an equivalent corridor in the future.
- Rail transportation may be needed in certain corridors to supplement the highway

system and to provide adequate mobility and travel capacity.

- Rail transportation can be a cost-effective and environmentally preferable mode of transportation in certain situations.
- Preserving existing freight rail service by preventing a railroad from being abandoned can reduce the maintenance costs on state highways, since the transportation of displaced rail freight to trucks will increase deterioration of the state highway system.
- Freight rail service can serve as an economic lifeline to the economic health of a community when there are no other modes that adequately and economically serve the needs of the community.

The Rail Corridor Preservation Policy identified the following criteria to be used to prioritize corridors for funding:

- Magnitude of negative impacts upon adjacent highways.
- Immediacy of the possible abandonment of the rail line.
- Immediacy of possible encroachment on an existing rail corridor that may jeopardize the implementation of passenger rail service in the corridor.
- Estimated cost to acquire the rail corridor.
- Opportunity for public-private partnerships.

In order to facilitate a more comprehensive examination of which rail corridors are of interest to the State, the Transportation Commission directed CDOT staff to identify State Significant Rail Corridors. In November 2000, CDOT prepared a list of **State Significant Rail Corridors**, which were adopted by the Transportation Commission as part of the Statewide Transportation Plan. The criteria used to identify these state significant rail corridors included existing and potential future demand for passenger and freight services and local/regional support for the preservation of the corridor.

(D) Abandonment Activity

There were no rail abandonments during the past year. It should be noted, however, that there have been magazine reports that BNSF is planning to eliminate or sell its Albuquerque to La Junta route. BNSF has since said it is reviewing all of its options and “no decision has been made yet on the future of that part of our operations.” This line, which goes through Trinidad on its way to La Junta, carries Amtrak’s Southwest Chief service. BNSF is also said to be continuing to evaluate the need for its line from Pueblo to Las Animas. Within the industry there has been speculation that the BNSF may attempt to sell this line sometime in the future. The Department will continue to monitor this situation.

(E) Potential Rail Lines for Acquisition

When a rail line is not economically viable to operate, the result is often either (1) the sale of the line, usually from the two Class I national railroads (UP and/or BN), to small,

regional railroad companies; or, (2) a formal request for abandonment to the Surface Transportation Board (STB) by the owner of the rail line. Rather than abandon a line, a larger railroad company will usually solicit bidders for the purchase of the line by a short line operator or regional railroad in an effort to maintain rail service along the line. These smaller railroad companies usually have lower operating costs and do not need the same volume of business on the line as the larger railroads to be profitable.

The ability to respond quickly to a potential abandonment can be an important factor in ensuring corridor preservation: once a Request to Abandon has been formally filed with the STB, abandonment can take place as little as 90 days later.

The issue of rail lines being abandoned is of statewide importance due to the impact these abandonments may have on the remainder of the transportation system. As lines are lost, the freight that was being moved by rail must then be moved by truck, causing additional deterioration of the local roadways and/or state highways. In addition, some businesses cannot survive without access to a rail line, thereby causing these businesses to either relocate to another area in the state or to move out of state. Also, once a railroad corridor is abandoned, it is unlikely it will be returned to rail service or be available for any transportation purpose, especially if the rail tracks are salvaged and the ROW is sold or reverts to adjoining property owners.

There are three lines that continue to be considered at risk of future abandonment and are considered railroad lines of state significance. [The line relevant to this LRTP is] as follows:

Tennessee Pass Line (UP)

The Tennessee Pass line runs from near Gypsum, over Tennessee Pass and along the Arkansas River to Pueblo. The Tennessee Pass line has been of high concern to CDOT because of its potential to carry both passengers and freight, and because it is the only trans-mountain alternative in Colorado to the Moffat Tunnel line, which often runs near capacity. This rail line may be key in the event there would be a significant increase in trans-mountain rail demand due to increased development on the Western Slope or if the Moffat Tunnel were damaged or closed for any reason. Such an event would have a significant impact on Colorado, particularly on the Western Slope, since the railroads would be forced to move freight through Wyoming. No freight has been shipped on the Tennessee Pass Line since 1996, but it does not appear that the UP will abandon this line in the near future.

(F) State Rail Bank Fund Activities

Although no expenditures are proposed from the State Rail Bank Fund for FY 2007, CDOT anticipates pursuing funds for preservation of state significant rail lines identified in the most recent Statewide Transportation Plan, if the rail company owning them chooses to initiate abandonment. CDOT continues to be concerned, however, that budgetary mechanisms are not currently in place to preserve these corridors in a timely fashion, should any of these lines be abandoned when the Legislature is out of session.

As noted earlier, abandonment can occur with as little as 90 days notice. One concept that deserves consideration is placement by the Legislature of significant funds in the Rail Account of the State Infrastructure Bank, which the Transportation Commission could draw upon should a state significant rail line need to be acquired. CDOT would then pursue repayment to the Rail Account of the State Infrastructure Bank for any acquisition expense from the Legislature during the following Legislative session. This would enable the Transportation Commission to be more responsive to any abandonments that may occur.

It should also be noted that while no expenditures are proposed from the State Rail Bank Fund, CDOT's Public Benefits and Costs Study (see discussion below in II (B)) may generate interest in state participation in a rail relocation project and may lead to new interest in the rail bank and a request for funding in the future.

(G) Status of NA Towner Line

During the 1998 Legislative Session, HB-98-1395 was passed by the Legislature and signed by the Governor, allocating \$10.4 million to the State Rail Bank to purchase the North Avondale (NA) Towner Rail Line from the UP and to subsequently lease or sell the line to a short line operator. The line was purchased from the UP in July 1998 and subsequently advertised for sale. In March 2000, CDOT leased the NA Towner Line to the Colorado Kansas and Pacific Railway Company (CKP) for five years with an option to buy. CKP operated rail service on the line beginning April 2000.

During the 2002 Legislative session, HB 1350 was signed into law. That bill amended HB-98-1395, (1) directing CDOT to renew the current NA Towner lease, provided the lessee is financially solvent and responsible; (2) extending the length of the lease from 5 to 10 years; (3) instructing CDOT to lease the line for as long as is reasonably possible and to offer the lessee an option to buy; (4) requiring CDOT to waive any bonding requirements if the lessee has demonstrated financial solvency and responsibility after one year of such lease; and, (5) authorizing CDOT to suspend any volume-based rent in the lease so long as such rent is placed into an escrow account used for infrastructure improvements approved by CDOT. That legislation was developed in response to the difficulties experienced by the CKP as a result of drought and low crop yields.

In 2003, the CKP experienced two derailments and did not realize significant freight traffic from the local community. The CKP struggled to maintain service, and in February 2004 was unable to secure insurance for operating the line. CDOT requested that CKP stop operation until that situation was rectified. While a number of options were explored, the CKP was unable to overcome its operational and insurance problems. CDOT staff received approval from the Transportation Commission in June 2004 to begin lease termination proceedings.

In February 2005, CDOT released a Request for Proposal for a purchase of the NA Towner Line. CDOT received five proposals from two firms and after completing the Request for Proposal Process, CDOT selected the V&S Railway Inc. to purchase the line for \$10.3 million in January, 2006. The purchase agreement stipulated a down payment of 1 million dollars that was collected at the contract initiation with a balance of \$9.3

million due in six years. Significant details of the purchase agreement include that V&S Railway will operate the line for six years, agreement to a “first right to repurchase” should V&S Railway be unwilling or unable to continue to operate the line post-purchase agreement and an agreement to operate the line with adherence to State and Federal regulations.

In January 2006, the V&S (aka VST) began rehabilitation and improvements of the Line which included: track repair, track replacement, repair of active crossing equipment, and returning the track to Class II operating standards. The first grain train returning the Line to service was conducted in September 2006. Since then the Line has remained operational and provided rail service to the area.

Part II New Initiatives and Activities

This section describes new initiatives or major activities in the rail field, some of which have included CDOT as an active participant. Listed are initiatives or activities that could have a future impact on rail service, abandonments and/or acquisitions [relevant to the PACOG LRTP].

(A) Denver Union Station

CDOT continues to participate as a partner in the development of Denver Union Station (DUS). The City and County of Denver, RTD, DRCOG and CDOT jointly purchased the 19.5-acre Denver Union Station (DUS) site and agreed to fund the development of a master plan, a rezoning of the property, and an Environmental Impact Statement. The master plan and zoning application were completed and the EIS is nearing completion.

A master developer has been selected for the project. Passage of the FasTracks tax initiative has provided approximately \$200 million for the DUS project. In addition, \$50 million has been authorized for the project in the SAFETEA-LU transportation bill, and as mentioned below, nearly \$17 million has been made available for the DUS project from the Senate Bill 1 Strategic Transit Program Still, there is a significant funding shortfall for the transportation improvements at DUS. The master developer is charged with identifying public funding as well as private development income, with which to pay for these improvements.

DUS is expected to become an important transportation hub for the Denver metro area, Front Range and state. It is expected to bring together many passenger modes into this 19-acre site, including commuter rail, light rail, regional buses, Amtrak, regional trains, Greyhound, taxis, and cars. The site will also include transit oriented private development.

CDOT will continue to play a major role in this process to ensure that DUS maintains its role as a significant local, regional and statewide transportation facility.

(B) Discussions regarding Rail Relocation

CDOT, UP, BNSF and RTD have been discussing possible rail infrastructure relocation and freight line consolidation for several years. These exchanges have focused on the

development of a long-term plan to ease traffic congestion and improve freight and passenger mobility along the Front Range without impacting the competitive balance between railroads or economic health of businesses within the state.

In 2003 the two railroads came to agreement on the types and locations of improvements that would constitute a desirable relocation and consolidation project. CDOT then agreed to conduct a public benefits and costs study of those proposed improvements in order to identify and quantify public benefits, drawbacks and costs associated with a possible transportation partnership with the railroads. A major purpose of the study was to assess whether or not the benefits of this partnership are such that it would be worthwhile to the public to continue to consider participating in and supporting a relocation and consolidation project. This study was an initial phase of a larger effort that will require a more detailed and comprehensive analysis.

The final study was released in May 2005. The study indicates that there are significant public (and private) benefits associated with this project. Both railroads have indicated that they are interested in continuing to work with CDOT and others to implement this project. CDOT and the railroads are making plans to move on to additional phases of work, in which they will further refine the project by identifying funding sources and financing alternatives, determining a phasing strategy, measuring environmental impacts, and developing engineering plans. There have been some differences with the railroads about exactly how to proceed with the scope of work for the additional phases of work. CDOT believes it has addressed those differences with a plan to proceed and expects to begin the next phase of work soon.

As an indicator of interest in implementation, the UP has already made improvements that were proposed at Utah Junction in North Denver, clearing one of the rail bottlenecks that was proposed for improvement by the two railroads and examined in the Public Benefits and Costs Study. The UP has also taken final steps towards purchasing the old Denver Rock Island rail line, leading towards another major improvement set forth in the Study, and is negotiating with RTD regarding usage of its ROW for some of the RTD FasTracks passenger rail lines.

It is worth noting that the new Federal transportation reauthorization bill (SAFETEA-LU) established a new grant program for local rail line relocation and improvement projects. States can apply for grants for a construction project for the improvement of the route or structure of a rail line that either mitigates the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development. While the bill authorizes \$350 million each year through 2009, very little funding has been appropriated for this program.

In 2005 Congress awarded Colorado \$2 million in transportation funding with which to conduct its next phase of work for the relocation project. In May of 2007 CDOT selected PB Americas, Inc. to assist in the Colorado Rail Relocation Implementation Study using the earmarked funds. The Purpose of this Study is to determine what steps have to be carried out to form a public/private partnership; to better define and finalize

the project scope and costs; to determine how the costs should be shared based on public and private benefits; to investigate funding sources; develop a project financing plan; and develop strategies for carrying out the required environmental “next steps”. The Study is expected to be completed by December, 2008.

(C) Senate Bill 1 Strategic Transit Program Funding

Senate Bill 1 (1997) provides General Fund dollars, amounts above certain thresholds, for “strategic transportation projects.” A 2002 revision to the bill requires that at least 10% of such revenues be used for strategic transit projects. With the passage of Referendum C in 2005, SB 1 dollars once again became available, so the Transportation Commission appointed a Task Force that was charged with defining project goals, establishing a project selection and prioritization process, and recommending a project list to the Commission.

The Task Force issued a Call for Projects, with an established goal of “increasing transit ridership through improved transit connections between communities...” The Task Force evaluated all applications and recommended funding for 18 projects, and the Commission adopted that project list. The project list covers a five year time period, from 2006 through 2010. Some projects have already been awarded funding, while the award of funds for 2008-2010 projects will be dependent on the availability of SB 1 funds in those years. Among those projects were four that were passenger rail related, as follows:

- Front Range Commuter Rail, a private nonprofit corporation, was awarded \$1.2 million to conduct a High Speed Rail Feasibility Study in the I-25 and I-70 West corridors. The application built upon the fact that in 2002 CDOT submitted a letter to the U.S. Department of Transportation expressing an interest in having these two corridors designated as the eleventh High Speed Rail Corridor under a High Speed Rail program established by Congress. Front Range Commuter Rail requested funding with which to study the feasibility of instituting high speed rail on the I-25 corridor from the Wyoming state line to the New Mexico state line, and on the I-70 West corridor from DIA to the Utah border. Front Range Commuter Rail proposed to extend the study into the states of New Mexico and Wyoming, and to obtain additional federal funding for the study.

Based on a requirement from CDOT that a public body take responsibility for the project, a number of local governments in the two corridors joined together and formed the Rocky Mountain Rail Authority for the purpose of conducting the study.

Given that CDOT is actively engaged in study transportation options in the I-70 West corridor through its current PEIS, and is conducting the railroad relocation study mentioned above, CDOT is playing a significant oversight role in this High Speed Rail Feasibility Study. In particular, CDOT is working to ensure that this study is coordinated with other existing studies and does not duplicate work from other studies.

(D) Rail Governance Study

CDOT is conducting a study, using Federal Transit Administration funds, to identify governance structure options for developing, planning, financing, and operating a regional or statewide passenger rail authority in Colorado and into other states. The

study will include a legal review and analysis of existing Colorado law to determine governance structure options of a passenger rail authority, if one was to be developed in the state.

Part III Recommendations

There are no major rail lines in Colorado which have been abandoned in the past year nor are there any which are considered to be at high risk of abandonment at the current time. Consequently, at this time the Department is not recommending to the TLRC that any railroad rights-of-way or rail lines be acquired by the state. However, the Department is recommending the following actions:

- The first priority is to continue to monitor the NA Towner line. CDOT has taken steps to maintain an operator for the line, with an emphasis on trying to keep the line open for freight service rather than salvaged. It has been difficult to maintain freight service on the line given the low levels of revenue.
- The second priority is to continue CDOT's cooperative project to examine opportunities for the relocation and improvement of freight service along the Front Range. The goal of these efforts would be to improve freight movement, create new economic opportunities, improve safety and air quality, and reduce congestion. Such improvements could also present opportunities for rail passenger placement in or along railroad rights-of-way. CDOT, following publication of its Public Benefits and Costs Study, is conducting the next phase of work, examining what it would take to implement the project. There are still major engineering, funding and financing steps that must be undertaken before a project can proceed.
- The third priority is to monitor the status of the Valmont/Boulder Branch line. It does not appear the UP will abandon the portion of this line east of I 25. This line is critical to preserving options to relieve congestion on I 25, US 36, and US 85 and therefore should be preserved for future passenger rail service.
- The fourth priority is to monitor the status of the Tennessee Pass line. While there is no indication that the UP will abandon this line in the near future, the line 11 has not been used for over eight years. If this line is abandoned, the State should purchase it to preserve it for freight service in the future.
- The fifth priority is to monitor the status of the Fort Collins Branch line. While this line does not appear to be at risk of abandonment at this time, it is identified as a rail corridor of state significance since it connects Greeley and Ft. Collins to the North I 25 corridor, and is identified as part of the preferred alternative in the North Front Range Transportation Alternatives Feasibility Study.

Detailed Support Information for the Pueblo Memorial Airport

A Brief History of Pueblo Memorial Airport

Three days after the bombing of Pearl Harbor, Franklin D. Roosevelt designated Pueblo, Colorado as a defense area on December 10, 1941 creating expectations of operations, which would affect the business life of the city. Two weeks after this announcement, 3700 acres of land were acquired on the outskirts of Pueblo and the construction of one of the most influential training bases in the United States was underway. Pueblo Army Air Base was constructed to meet military demands to train bomber pilots and their crews for World War II. The base brought with it the stigma of war but it also brought with it commerce and economic expansion. The base trained from 6,000 to 8,000 military personnel and had been the workplace for around 750 civilian employees. Included in these numbers were several Chinese units that were trained in aerial gunnery as well as formation flying over the skies of Colorado.

The Army base construction started in late March of 1942, and training was under way 91 days later, although floors of some buildings were still littered by scraps of construction materials. Lights had not yet been installed along the runways when training started. As a temporary measure, flare pots, holding a quart of kerosene, were set along the runways. The pots were lit by hand at dusk each day for the few weeks before electric lights were installed. The Pueblo base was one of several established in southern Colorado after the attack at Pearl Harbor Dec. 7, 1941. Pueblo Army Air Base trained crews in B-24s, B-17s, and near the end of the war, B-29s. The most famous crewmember who trained at the base was movie star Clark Gable, who trained in a B-24. After the war ended, many World War II bases' missions quickly came to an end. The Pueblo base closed in 1946 and many buildings were sold and removed. In 1948, it was handed over to Pueblo for commercial and public use. The base became Pueblo Memorial Airport. The history of the Air Base is preserved with the [Pueblo Historical Aircraft Society](#) and its [Pueblo Weisbrod Aircraft Museum](#).

Pueblo Memorial Airport Runway Details

Runway 8L/26R has an east-west configuration and is the primary commercial service runway. Runway 17/35 is a crosswind runway with a north-south configuration, and Runway 8R/26L is a small runway on the edge of the apron in front of the terminal intended only for use by small aircraft. Runways 8L/26R and 17/35 are constructed of asphalt with a porous friction course (PFC) overlay to improve surface drainage and increase aircraft braking action. The Runway 8R/26L pavement section includes a 3 to 4" asphalt overlay on 7" of Portland Cement Concrete (PCC).

Runway 8L/26R is the primary runway and is 10,496 feet long by 150 feet wide. The runway is designed to accommodate aircraft weighing up to 75,000 lbs. with a single main landing gear configuration (SWG); 170,000 lbs. for aircraft with dual-wheeled main landing gear (DWG); and 250,000 lbs. for aircraft with dual-tandem main landing gear (DTW). The runway is scheduled to

be rehabilitated in year 2008. The runway is lighted by High Intensity Runway Lights (HIRL) and includes a Medium Intensity Approach Lighting System with Runway Alignment Indicators (MALSR) to the 8L end and Instrument Landing Systems (ILS) to both runway ends.

Runway 17/35 is the crosswind runway and is also designed to meet ARC C-III standards. The runway is 8,308 feet long and 150 feet wide. Runway 17/35 is designed to accommodate aircraft weighing up to 93,000 SWG, 110,000 DWG and 170,000 DTW. The runway is a non-precision instrument runway (GPS approaches) and is lighted with Medium Intensity Runway Lights (MIRL).

Like Runway 8L/26R, Runway 17/35 is designed to meet ARC C-III standards. As such, it should meet the same maximum longitudinal grade requirements as the primary runway (1.5% max. and $\leq 0.8\%$ for the first 25%). While it meets the 1.5% maximum criteria with a maximum grade of 1.2%, both ends of the runway exceed the 0.8% criteria and have grade in excess of 1.0% for the first 25% of runway length. The effective gradient for the runway is 0.9725%.

Runway 8R/26L is a parallel runway to 8L/26R intended for use during visual flight conditions by small aircraft only. It is separated from the primary runway by approximately 732 feet, which is slightly greater than the minimum 700' parallel runway separation requirements specified in AC 150-5300-13.

Runway 8R/26L is designed for aircraft weighing up to 20,000 lbs. SWG. It is not lighted, and is intended for daylight use only under Visual Meteorological Conditions (VMC). The runway has a maximum grade of .97% and an effective gradient of 0.2995%. Runway 8L/26R has an east-west configuration and is the primary commercial service runway. Runway 17/35 is a crosswind runway with a north-south configuration, and Runway 8R/26L is a small runway on the edge of the apron in front of the terminal intended only for use by small aircraft. Runways 8L/26R and 17/35 are constructed of asphalt with a porous friction course (PFC) overlay to improve surface drainage and increase aircraft braking action. The Runway 8R/26L pavement section includes a 3 to 4" asphalt overlay on 7" of Portland Cement Concrete (PCC).

Runway 8L/26R is the primary runway and is 10,496 feet long by 150 feet wide. The runway is designed to accommodate aircraft weighing up to 75,000 lbs. with a single main landing gear configuration (SWG); 170,000 lbs. for aircraft with dual-wheeled main landing gear (DWG); and 250,000 lbs. for aircraft with dual-tandem main landing gear (DTW). The runway is scheduled to be rehabilitated in year 2008.

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Runway 8R/26L is a parallel runway to 8L/26R intended for use during visual flight conditions by small aircraft only. It is separated from the primary runway by approximately 732 feet, which

is slightly greater than the minimum 700' parallel runway separation requirements specified in AC 150-5300-13.

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Scheduled Passenger Air Service

The Pueblo Memorial Airport experienced steady increases in commercial passenger enplanements from the 1960s, to a peak in 1987 of 49,177 total enplanements. During the late 1980s, the airport was served by America West, Continental Express, Mesa and TWA.

Enplanements at Pueblo remained consistent with 1987 figures until 1992, when Colorado Springs Municipal Airport (COS) began to attract passengers with a new low cost carrier based at the airport, Western Pacific. Located just 45 miles from Pueblo, completion of Colorado Spring's new terminal in October 1994 and associated surface transportation improvements have continued to lure airlines and passengers from PUB. COS currently has scheduled service by America West, American, Continental, Delta, Mesa, Northwest and United Airlines. Denver International Airport, a two hour drive from Pueblo also attributes passengers away from PUB with it's United and Frontier hubs offering direct flights to most major domestic markets.

Currently, PUB has scheduled commercial activity offered by Great Lakes Aviation with daily service to/from Denver International Airport. Great Lakes offers two flights daily (Monday-Friday) with one flight offered on both Saturday and Sunday. Currently, they are operating a 19-passenger Beechcraft 1900-D turboprop aircraft. In addition, Allegiant Air Charters offers intermittent charter service from PUB to Nevada for one week (5 days) a month using a MD-83 aircraft.

The airport is part of the Essential Air Service (EAS) program. EAS is a U.S. Department of Transportation program designed to make passenger air service possible in markets that may otherwise not have service. The program was a spin-off of the Airline Deregulation Act of 1978, and was intended to allow air service to continue in the smaller markets that would be less profitable once free market forces took hold of the industry.

In order to qualify for EAS funding, an airport has to be greater than 70 highway miles from the nearest medium or large hub airport. The program pays subsidies from the federal government to the airlines for flying to certain authorized markets to ensure that service is provided and a slight profit is realized by the carrier. The latest authorization approved a \$780,997 annual subsidy to Great Lakes Aviation, Ltd., to provide EAS with a 19-passenger B1900D Aircraft. The authorization expires January 31, 2008. At this time, there are no reasons to indicate that the program will not be extended at that time.

Three data sources were examined regarding historic enplanement activity at PUB and include; Terminal Area Forecasts (TAF), Air Carrier Activity Information System (ACAIS) and Airport Records. This data is represented in **Table 3-6**.

Historic Enplanements

Year	ACAIS	TAF	Airport Records
1984	n/a	16,372	14,582
1985	19,916	15,514	15,771
1986	n/a	45,647	34,435
1987	n/a	56,452	49,177
1988	n/a	65,068	43,384
1989	n/a	59,288	44,824
1990	64,307	63,921	48,219
1991	n/a	65,045	45,004
1992	n/a	34,563	28,411
1993	29,606	30,440	27,895
1994	n/a	19,840	16,649
1995	12,729	14,396	12,852
1996	n/a	11,421	10,018
1997	n/a	7,743	7,353
1998	4,606	4,933	4,532
1999	n/a	5,348	5,396
2000	5,213	5,281	5,776
2001	4,176	4,390	3,812
2002	3,496	4,191	3,394
2003	3,901	3,519	3,332
2004	4,511	4,804	3,307

n/a – not available

Since a subsidy to the airline is guaranteed, often the market is not always viewed by the carrier as a demand-driven profit center, and thus schedules and marketing efforts are not geared towards an attempt to stimulate demand. This can become a critical issue, with fewer passengers taking the flights due to undesirable schedules, destinations and ticket prices, which ultimately can lead to fewer passengers and potentially jeopardize future EAS funding.

In addition to the scheduled air service, Allegiant Air provides non-scheduled charter flights to Nevada gaming destinations from PUB.

Current Schedule

Currently, PUB has two daily commercial passenger flights. The schedule is in the form of two arrivals and two departures to/from Denver International Airport (DEN), as shown in **Table 3-7**.

Current Great Lakes Aviation Flight Schedule

PUB - DEN	DEN - PUB
10:05A-10:44A (M-F)	9:15A-9:55A (M-F)
5:30P-6:09P (M-F)	4:40P-5:20P (M-F)
1:40P-2:19 (S,S)	12:50P-1:30 (S,S)

Source: www.oagflights.com 2//20/2006

Commercial Aircraft Types

Current scheduled passenger service is provided by Great Lakes Aviation on a 19-passenger Beechcraft 1900-D. Unscheduled charter service is primarily provided by Allegiant Air using a Boeing 737 and McDonnell Douglas MD-83 aircraft.

Selected Enplanement Forecast

As long as the EAS program funds a carrier to operate at PUB, the airport will likely have scheduled commercial service. If Congress fails to authorize the program in the future, or the U.S. Department of Transportation takes Pueblo out of the program, the future of air service would be more uncertain. It is also possible that a new carrier initiates service at the airport and stimulates demand. With these uncertainties, it is projected that future enplanements will not be greater than those presented in the TAF and therefore the TAF enplanement forecasts have been selected. The TAF is forecasting 7,714 enplanements in 2005 and 8,346 by 2025. The Enplanement forecast along with the three historic data sources are shown in Figure 3-3.

**Figure 1-1
PUB Historic and Forecasts Enplanements**

