



**PUEBLO AREA COUNCIL OF GOVERNMENTS**

**FY 2006-2007**

# **Unified Planning Work Program**

**Oct 1, 2005 to Sep 30, 2006**

**Oct 1, 2006 to Sep 30, 2007**

**Pueblo, Colorado**

**METROPOLITAN PLANNING ORGANIZATION**



**OR?**



**July 2005**

Prepared by the:  
**Pueblo Area Council of Governments**  
Urban Transportation Planning Division

In cooperation with the:  
**Colorado Department of Transportation**  
and the  
U. S. Department of Transportation  
**Federal Highway Administration**  
and the  
**Federal Transit Administration**

# **PACOG**

## **FY 2006-2007 UPWP**

### **Fiscal Year 2006-2007**

### **Unified Planning Work Program**

### **Pueblo, Colorado**

### **Metropolitan Planning Organization**

**July 2005**

Prepared by the:  
**Pueblo Area Council of Governments**  
Urban Transportation Planning Division

In cooperation with the:  
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and the  
U. S. Department of Transportation  
**Federal Highway Administration**  
and the  
**Federal Transit Administration**

**RESOLUTION NO. \_\_\_\_\_**

**ADOPTING THE PACOG FY 2006-2007  
UNIFIED PLANNING WORK PROGRAM**

Whereas, the PACOG is the designated Metropolitan Planning Organization for the Pueblo area as designated by the Governor of Colorado in accordance with 23 U.S.C. 134(b); and

Whereas, the PACOG has developed a Unified Planning Work Program and Budget for the 2006 and 2007 Federal Fiscal Years (FFY) in compliance with Title 23 U.S.C. and Section 5303 of the Federal Transit Act; and

Whereas, the proposed Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FFY 2006-2007; and

Whereas, the proposed Unified Planning Work Program was submitted to the state and federal funding agencies for review, comment and recommendation; and

Whereas, the comments and recommendations of funding agencies have been received and incorporated into the final Program draft;

Now, therefore, be it resolved that the PACOG Unified Planning Work Program for FFY 2006-2007 is hereby approved and adopted.

Further, be it resolved that the PACOG Board of Directors hereby authorizes and directs the Urban Transportation Planning Division and the MPO Administrator to administer and implement this UPWP in accordance with all applicable federal, state, and local laws and regulations.

PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2005 by the PACOG.

\_\_\_\_\_  
Chairperson, Pueblo Area Council of Governments (Pueblo MPO)

ATTEST:

\_\_\_\_\_  
PACOG Recording Secretary

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

In accordance with 23 CFR 450.334 and 450.220 and the Transportation Equity Act for the 21<sup>st</sup> Century, the Colorado Department of Transportation and the PACOG Metropolitan Planning Organization for the Pueblo urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l);
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
- III. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Colorado under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (FR Vol. 64 No. 21; 49 CFR Part 26) and;
- V. The Provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37, and 38).

For the  
Pueblo Area Council of Governments

For the  
Colorado Department of Transportation

\_\_\_\_\_  
Chairperson, PACOG

\_\_\_\_\_  
Executive Director or designee

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
PACOG Recording Secretary

**PUEBLO AREA COUNCIL OF GOVERNMENTS  
ANNUAL TITLE VI ASSURANCES  
FISCAL YEAR 2006-2007**

1. There have been no lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the Pueblo Area Council of Governments within the fiscal year, July 1, 2004, through June 30, 2005.
2. There are no pending applications to any federal agency by the Pueblo Area Council of Governments other than to the FHWA and the FTA.
3. There were no civil rights compliance reviews performed on the Pueblo Area Council of Governments by any local, state, or federal agency during the period July 1, 2004, through June 30, 2005.
4. Title VI will be enforced by the Pueblo Area Council of Governments for all of its contractors. All contracts with the Pueblo Area Council of Governments include contract provisions or compliance measures that, in effect, state that failure to comply with Title VI requirements will result in termination of the contract.

**Pueblo Area Council of Governments**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
PACOG Recording Secretary

## CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, the Chairperson of the Pueblo Area Council of Governments (PACOG), the designated Metropolitan Planning Organization (MPO), hereby certify on behalf of the Pueblo MPO that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, 'Disclosure Form to Report Lobbying,' in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or transaction imposed by Section 1352, Title 31, U.S. Code.

Executed this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

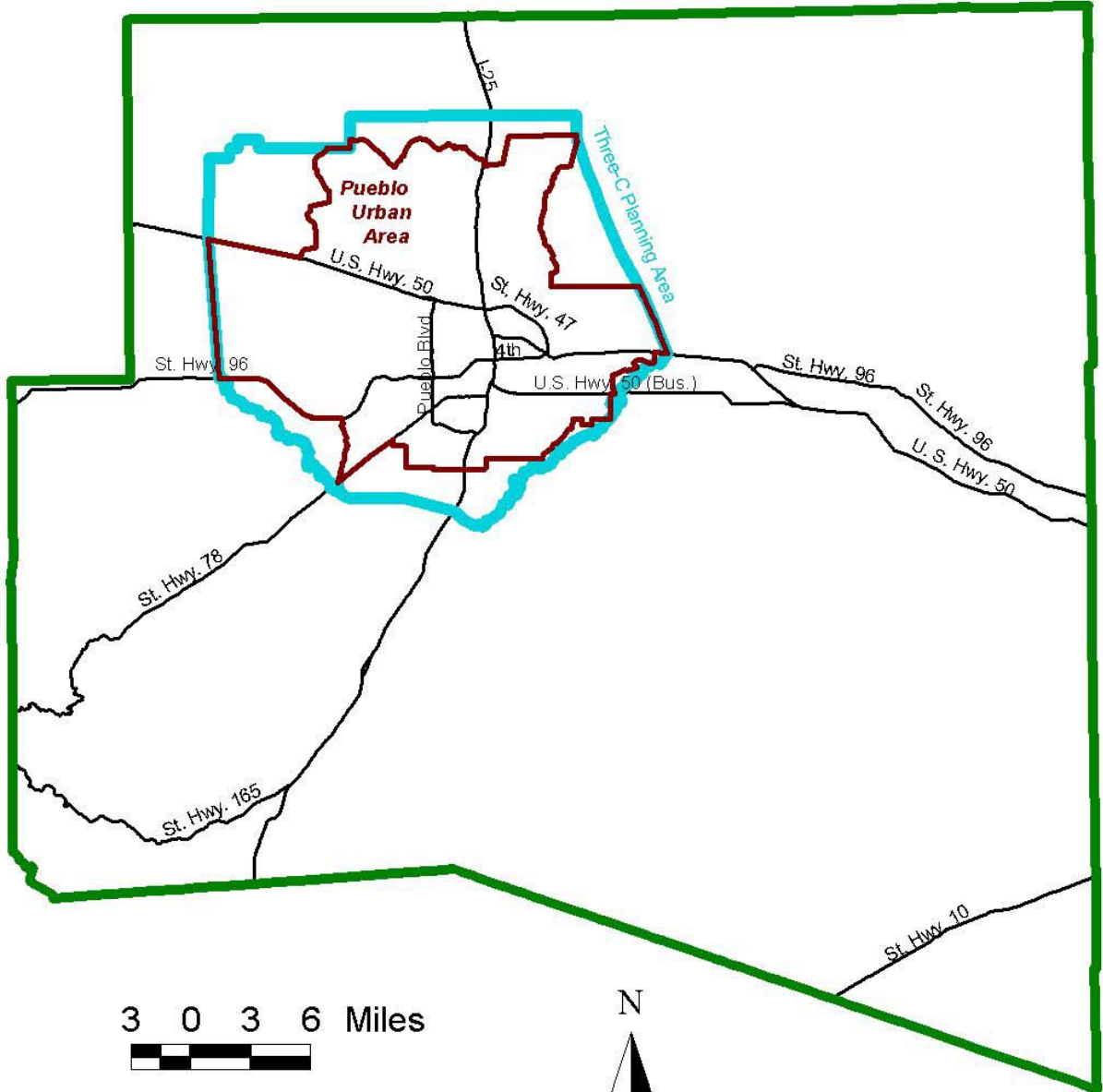
BY:

ATTEST:

\_\_\_\_\_  
Chairperson, PACOG

\_\_\_\_\_  
PACOG Recording Secretary

# PUEBLO URBAN AREA SKETCH MAP



Prepared by:  
PACOG/City of Pueblo  
Urban Transportation Planning Division  
4/30/03



**2000 URBANIZED AREA AND  
PACOG 2030 PLANNING AREA**

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## Commonly Used Transportation Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act of 1991
AASHTO	American Association of State Highway & Transportation Officials
BTS	Bureau of Transportation Statistics
CAAA	Clean Air Act as Amended
CAC	Citizens Advisory Committee
CAD	Computer Aided Drafting
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation Air Quality
CMS	Congestion Management System
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health & Environment
CO	Carbon Monoxide
CY	Calendar Year (Jan 1 to Dec 31)
DBE	Disadvantaged Business Enterprise
DTD	CDOT Division of Transportation Development
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Association
FTA	Federal Transit Administration
FFY	Federal Fiscal Year (Oct 1 to Sep 30)
GIS	Geographical Information Systems
GPS	Global Positioning System
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation System
L RTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MUTCD	<i>Manual on Uniform Traffic Control Devices for Streets and Highways</i>
NEPA	National Environmental Policy Act
NHS	National Highway System
NTSB	National Transportation Safety Board

RFP/Q	Request for Proposal/Qualifications
ROW	Right of Way
SFY	State Fiscal Year (Jul 1 to Jun 30)
SIP	State Implementation Plan
SOV	Single Occupant Vehicle
SPR	Statewide Planning & Research
STAC	Statewide Transportation Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWIFT	State Wide Improvements for Transportation
TAC	(not used in Pueblo, see CAC and TTC)
TAZ	Transportation Analysis Zone
TCD	Traffic Control Device
TCM	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transportation Development Plan
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIGER	U.S. Census Bureau's <u>T</u> opologically <u>I</u> ntegrated <u>G</u> eographic <u>E</u> ncoding and <u>R</u> eferencing computer file system
TIP	Transportation Improvement Program
TMA	Transportation Management Area (MPO with 200,000+ population)
TPR	Transportation Planning Region (designated in Colorado by Transportation Commission)
TRB	Transportation Research Board
TSM	Transportation System Management
TTC	Transportation Technical Committee
USDOT	United States Department of Transportation
UPAR	Urban Parks and Recreation
UPWP	Unified Planning Work Program
UTPD	Urban Transportation Planning Division
UTPP	Urban Transportation Planning Process
VMS	Variable Message Sign
VMT	Vehicles Miles Traveled
USGS	United States Geological Survey
"3C"	"Continuing, comprehensive, and coordinated..."

## **INTRODUCTION**

The purpose of the Unified Planning Work Program (UPWP) is to provide a management document containing descriptions and objectives for specific work tasks during the program period Federal Fiscal Years (FFYs) 2006 (October 1, 2005 through September 30, 2006) and 2007 (October 1, 2006 through September 30, 2007). This UPWP defines program areas with related objectives and allocates resources to these program activities and tasks. The UPWP also translates the general process guidelines into an action program for FFYs 2006 and 2007 that is designed to achieve the objectives previously set forth in the Memorandum of Agreement and previous UPWPs.

The Pueblo Area Council of Governments (PACOG), which is the designated Metropolitan Planning Organization (MPO) for the Pueblo area as required by Title 23 of federal statutes, was organized in 1971. Membership of the Board of Directors consists of elected officials representing the City of Pueblo, Pueblo County, Pueblo School District 70, Colorado City Metropolitan District, Pueblo West Metropolitan District, Pueblo Board of Water Works, and the Salt Creek Sanitation District. The State Transportation Commission and the Citizen-based “2010 Commission” are each represented by one nonvoting member. PACOG also serves as the state designated Transportation Planning Region (TPR) for Pueblo County and the PACOG Board also serves as the Regional Planning Commission (RPC) in that capacity.

Responsibility for carrying out the “continuing, comprehensive, and coordinated” (“3C”) planning process rests jointly with the Colorado Department of Transportation (CDOT) and PACOG as described in the current Memorandum of Agreement. In practice, PACOG transportation planning activities are carried out by the Urban Transportation Planning Division, which may use the resources of the City of Pueblo Departments of Transportation or Community Development, Pueblo County Departments of Planning and Public Works, and various external consulting firms, as needed.

Contracts and agreements for the administration of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Consolidated Planning Grant (CPG) funds will be executed by CDOT and PACOG based on the program objectives of this UPWP and implemented by the Urban Transportation Planning Division as authorized and directed by the PACOG Board of Directors.

## **ORGANIZATION, MANAGEMENT AND FUNDING**

The "3C" planning process in Pueblo is designed to provide for joint agency participation with centralized program control and direction. Technical activities are coordinated through PACOG's Urban Transportation Planning Division by delegation agreement and contract between PACOG and the City of Pueblo.

The general objectives of the FY2006-2007 UPWP are to:

1. Assist all participating agencies in achieving applicable comprehensive planning goals and in fulfilling the statutory requirements of the reauthorization of the Transportation Efficiency Act for the 21st Century.
2. Assist all local agencies in fulfilling their continuing responsibilities to the community including, but not limited to,
  - a. Reviewing projects receiving Federal funds as provided for in Section 302 of the Demonstration Cities and Metropolitan Development Act of 1964; Title VI of the Intergovernmental Cooperation Act of 1968; and Section 102(2)(c) of the National Environmental Policy Act of 1969.
  - b. Using the products of the transportation planning process as a major contribution to other comprehensive planning activities, and providing the mechanisms for the continued integration of transportation planning with land use and other comprehensive planning.
  - c. Updating and revising basic transportation planning, regional socioeconomic, and transportation system operating data using applicable GIS or other technologies for these systems.
  - d. Modifying developed plans and programs as warranted by changes in travel patterns or urban conditions, and translating plans into action programs for project implementation.
3. Carry out specific transportation planning functions required for the continued certification of the Pueblo area urban transportation planning process including the biannual development and annual refinement of the UPWP, the biannual development of the TIP, and an update of the Long Range Transportation Plan every three years.

These program implementation objectives will be reached through the successful and timely completion of scheduled FFY 2006-2007 work tasks in each of the program areas. Specific goals and objectives are described in this document under the heading of "Program Areas."

# **SUMMARY OF PROGRAM AREAS**

## **1.0 Program Administration and Management**

These work tasks address the ongoing administration, progress reporting, financial reporting, interagency coordination, TIP development and administration, plan implementation, and organizational structure of the transportation planning program. They also deal with the development of policies and programs to promote sound planning practices such as: the FFY 2006-2007 UPWP, the SFY 2007-12 TIP, the 2030 Long Range Transportation Plan, related land use regulations, transit policies, trail policies, neighborhood policies, roadway classifications, ITS systems, transportation financing at federal, state, and local levels, and urban design policies that accommodate the various modes of transportation.

TIP development and administration specifically deals with the formal state and local procedures for implementing transportation plans and projects including TIP and STIP amendments. This program looks primarily at funding mechanisms for project implementation. Amendments to the 2005-2010 and 2007-2012 TIPs will be prepared as necessary as part of the administration of the UPWP.

Public involvement includes the provision of notice of regular meetings of the PACOG Board and the TTC/CAC, providing notice of special meetings which may address specific elements of the planning process, and providing an Internet website available to the public.

Professional development includes travel to regular meetings of the State Transportation Advisory Committee (STAC), the Colorado Transportation Commission, Association of Metropolitan Planning Organizations (AMPO) and many other specialized or topical meetings related to developments or policies affecting transportation planning. When needed, staff members attend specialized, technical, or professional training courses to stay abreast of new technologies or techniques in transportation planning.

## **2.0 Regional Transportation Data, Analysis, and Planning**

These work tasks address the data collection, storage, usage, analysis, and presentation relating to short-range and long-range transportation planning. They also address the relationship of transportation planning at a comprehensive and regional scale to other regional planning activities that may involve changes in socioeconomic conditions, land use and economic developments, open space preservation, parks and recreation, and other infrastructure and implementation strategies.

Specialized databases are created, updated, and maintained for traffic volume counts and locations of traffic crashes in the planning area. A travel demand model using TransCAD software is maintained, modified, and updated as additional data or techniques become available. The 2030 Long Range Transportation Plan is maintained and updated as may become necessary between complete updates on a three-year cycle. Studies of sub-areas (i.e. quadrants), corridors, special areas (i.e. neighborhoods), and/or special topics (i.e. transportation policies or standards) may be conducted to provide timely updates to the LRTP and to local agencies.

# 1.0 PROGRAM ADMINISTRATION AND MANAGEMENT

## 1.1 Management, Support, and Coordination

<b>Total UPWP Funds Budgeted</b>	<b>\$ 96,109</b>
<b>Federal CPG Funds (82%)</b>	<b>78,809</b>
<b>PACOG Local Matching Funds</b>	<b>17,300</b>
<b>Other Funds (if contributed)</b>	
<b>Total for Task 1.1</b>	<b>\$ 96,109</b>

**Objective 1:** To manage, support, improve, adapt, and coordinate the continuing transportation planning process. **Estimated percent of Task 1.1 budget: 50% or approximately \$48,000.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division and the City Department of Finance.

Results:

- Provide program management and fiscal administration
- Regular participation in regional planning activities
- Regular participation in statewide committees for various special studies
- Regular attendance at STAC meetings (and TC meetings as necessary)
- Financial reporting, billing, and progress reports to CDOT
- Develop communications and reports for the PACOG Council
- Prepare formal resolutions for adoption by the PACOG Council
- Develop communications and reports for the TTC and CAC
- Manage agendas and schedules for TTC and CAC meetings
- Develop any necessary amendments for the UPWP
- Preparation of the next fiscal year's UPWP
- Participation in Regional ITS Architecture and Standards Development
- Preparation of RFP/RFQs for consultant services
- Administration of consultant contracts

**Objective 2:** To review annexation plans, city and county subdivisions, major city and county zoning change requests, site plans and planned developments for impacts on transportation and for land use issues affecting the transportation system. To evaluate the impact of development which may require amendments to the PACOG Comprehensive Plan, the PACOG Long Range Transportation Plan or the Transportation Improvement Program. **Estimated percent of Task 1.1 budget: 7.5% or approximately \$7,200.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division and the City Departments of Transportation and Public Works.

Results:

- Reports on amendments to the Long Range Transportation Plan.
- Conducts data analysis and prepares reports to support Area, Subarea, and Corridor Studies in the PACOG area.

**Objective 3:** To provide the Pueblo area with the best opportunity to develop a multi-modal transportation system by integrating transit planning into all transportation planning efforts. **Estimated percent of Task 1.1 budget: 7.5% or approximately \$7,200.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division and assigned staff members from the Pueblo Transit system.

Results: Consideration of transit needs in all planning projects with issues or recommendations in all reports. Provision of technical assistance to develop and utilize transit on-board surveys to support the Regional TransCAD Model.

**Objective 4:** To provide the Pueblo area with the best opportunity to be multi-modal by considering bicycle and pedestrian planning in all transportation planning efforts. **Estimated percent of Task 1.1 budget: 5% or approximately \$4,800 (see also Task 1.2 below)**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division, Parks and Trails Planners, and the Pueblo Transit System.

Results: Consideration of bicycle and pedestrian needs in all planning projects with written identification of issues or recommendations in area and sub-area studies. In FY 2005 the updating, printing, and distribution of bicycle and pedestrian trail system maps (approximately 15,000 copies) for the Pueblo area .

**Objective 5:** To maintain and amend, when appropriate, the Transportation Improvement Program (TIP) for FY 2005 – 2010. **Estimated percent of Task 1.1 budget: 5% or approximately \$4,800.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division.

Results: Maintain the adopted 2005 - 2010 Transportation Improvement Program to ensure that expected federal, state, and innovative funding sources are accurately accounted for and programmed. Evaluate, recommend, and process amendments to the Transportation Improvement Program, as necessary.

**Objective 6:** To coordinate the planning activities associated with the Special Sub-area Transportation Studies described in Section 2.5, below. Arrange for the use of additional senior planning staff with expertise in land use, neighborhood issues, and non-motorized transportation modes, as necessary. Monitor work progress and costs. **Estimated percent of Task 1.1 budget: 5% or approximately \$4,800.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division in coordination with the City and the County of Pueblo, Pueblo West, and private developers as warranted. The City of Pueblo has agreed to provide the additional senior planning assistance to assure that all elements of the areas which may be affected by changes in transportation plans will be considered in an integrated manner.

Results: Better forecasts and plans of development or street use impacts, analysis of public/private partnerships and private initiatives tied to specific projects for developing the long-term projections for the long range impacts of development of major suburban employment centers and accessibility to the central city.

**Objective 7:** To create and secure necessary approvals for updates and revisions to the UPWP for FFY 2007, including budgets and allocations. For FY 2006, this may include work or revisions to incorporate joint or coordinated planning studies conducted in cooperation among the four Front Range MPOs. **Estimated percent of Task 1.1 budget: 5% or approximately \$4,800.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division.

Results: UPWP modifications or clarifications approved by PACOG, CDOT, and FHWA to serve as the fundamental basis for the transportation planning process in the Pueblo MPO/TPR during FFY 2006-07.

**Objective 8:** To develop and secure all necessary approvals of the Transportation Improvement Program (TIP) for FY 2007 – 2012. **Estimated percent of Task 1.1 budget: 10% or approximately \$9,600.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division, CDOT Region 2, and members of the TTC and CAC.

Results: Prepare the 2007 - 2012 Transportation Improvement Program to ensure that expected federal, state, and innovative funding sources are accurately accounted for and programmed. Secure all necessary approvals and adoption from PACOG, CDOT, and FHWA.



**Objective 9:** To develop and submit the Annual Report for the FY 2005 Unified Planning Work Program. **Estimated percent of Task 1.1 budget: 5% or approximately \$4,800.**

Responsibilities: This work is performed by the MPO Administrator with additional support from the Urban Transportation Planning Division.

Results: Annual Report to CDOT and FHWA on planning progress in the Pueblo area.

## 1.2 Public Information and Involvement

<b>Total UPWP Funds Budgeted</b>	<b>\$ 11,400</b>
<b>Federal CPG Funds (82%)</b>	<b>9,348</b>
<b>PACOG Local Matching Funds</b>	<b>2,052</b>
<b>Other Funds (if contributed)</b>	
<b>Total for Task 1.2</b>	<b>\$ 11,400</b>

**Objective 1:** To provide accurate and meaningful information to the public, local units of government, and participating agencies regarding the objectives, activities and progress of the transportation planning program. To create opportunities for continuing public participation in transportation planning; policy decisions through outreach programs; and to convey public opinion to staff and decision makers. **Estimated percent of Task 1.2 budget: 60% or approximately \$ 7,000.**

Responsibilities: Work will be performed by the Urban Transportation Planning Division in coordination with member agencies of PACOG. Local media, advertising, and printing firms will be used as required.

Results:

- Maintenance of written public involvement policies formally adopted by PACOG.
- Printing and distribution of approximately 15,000 regional trail system maps.
- Attendance and presentations at public forums, community meetings, and workshops on transportation planning.
- Information dissemination on transportation planning upon request to groups or individuals, and scheduling public input sessions for planning studies.
- An annual status report in an easily read format and assistance in developing Internet information sites for large local transportation projects.
- Coordination of website upgrades with the City and County to provide electronic access to transportation related documents and other websites.

**Objective 2:** Within the framework of FHWA, FTA, and CDOT policies with respect to environmental justice, to create and maintain an open-door public involvement program and process which meets the need of the transportation planning process and the needs of the citizenry. To determine awareness of and support for various transportation planning projects and services for multiple modes of transportation, especially as they impact minority and low-income groups in the entire region. **Estimated percent of Task 1.2 budget: 40% or approximately \$4,400.**

Results:

- Public involvement processes that meet or exceed compliance with federal requirements, including environmental justice policies.
- Public hearing announcements including targeting for local minority publications.

### 1.3 Professional Development

<b>Total UPWP Funds Budgeted</b>	<b>\$ 7,500</b>
<b>Federal CPG Funds (82%)</b>	<b>6,150</b>
<b>PACOG Local Matching Funds</b>	<b>1,350</b>
<b>Other Funds (if contributed)</b>	<b>\$ 6,300</b>
<b>Total for Task 1.3</b>	<b>\$ 13,800</b>

**Objective:** To maintain and improve the professional capabilities of the transportation planning staff, and remain informed about state, regional and national transportation planning functions.

1. Travel to meetings and conferences. At this time, out-of-state travel is estimated to account for 50%. **Estimated percent of Task 1.3 budget: 40% or \$3,000.**
2. Professional training and conferences. Out-of-state training is estimated to be 50% until additional information becomes available about future training opportunities through Caliper, NHI, NTI, TMIP, CTPP, and FHWA. **Estimated percent of Task 1.3 budget: 40% or \$3,000.**
3. Dues and publications. **Estimated percent of Task 1.3 budget: 20% or \$1,500 for transportation planning subscriptions and organizations.**

Responsibilities: Attendance at training, conferences, seminars, and other meetings will be done by the Urban Transportation Planning Division. Specialized training may be provided by outside agencies or institutions. Significant meeting reports and workshop results will be made to the TTC/CAC.

Results:

- Professional development of staff
- Participation in STAC and TC Meetings and Workshops

- Attendance at collaborative statewide MPO activities
- Participation in studies of statewide or regional significance
- Membership and participation in AMPO (new activity)

## SUMMARY OF TASK 1.0 – PROGRAM ADMINISTRATION

1.1 Management, Support, and Coordination	\$ 96,109
1.2 Public Info and Involvement	\$ 11,400
1.3 Professional Development	\$ 7,500
<b>TOTAL FOR UPWP TASK 1.0</b>	<b>\$ 115,009</b>
Federal CPG Funds (82%)	\$ 94,307
PACOG Local Matching Funds	\$ 20,702
Other Funds (if contributed)	\$ 6,300
<b>Total with Other Funds</b>	<b>\$ 121,309</b>

**Estimated percent of total UPWP/CPG for Task 1.0: 36%**

## 2.0 TRANSPORTATION DATA AND ANALYSIS

### 2.1 Transportation Data and Mapping

<b>Total UPWP Funds Budgeted</b>	<b>\$ 71,010</b>
<b>Federal CPG Funds (82%)</b>	<b>58,228</b>
<b>PACOG Local Matching Funds</b>	<b>12,782</b>
<b>Other Funds (if contributed)</b>	
<b>Total for Task 2.1</b>	<b>\$71,010</b>

**Objectives:** To assemble and maintain consistent and accurate information on the surface transportation system to support the transportation planning, analysis, and management functions, including GIS based systems and conversions. To maintain and improve the necessary base maps for regional transportation planning in the TransCAD model and ArcGIS systems which utilize the information. To maintain and update the PACOG website with socio-economic data, transportation information and public information about upcoming transportation-related meetings.

1. Obtain, update, convert, and refine socioeconomic data for the Pueblo area. **Estimated percent of Task 2.1 budget: 40% or \$28,000.**
2. Obtain, update, convert, and refine environmental data for the Pueblo area. **Estimated percent of Task 2.1 budget: 30% or \$21,000.**
3. Develop, update, and maintain PACOG MPO/TPR website. **Estimated percent of Task 2.1 budget: 10% or \$7,000.**
4. Prepare long range forecasts of significant socioeconomic variables and use comparative GIS mapping to illustrate changes over time. Integrate data into GIS formats and databases for posting on the website. Update regional mapping functions using aggregated and disaggregated data. **Estimated percent of Task 2.1 budget: 20% or \$14,000.**

**Responsibilities:** This work is performed by the Senior Socioeconomic Planner with additional support from the Urban Transportation Planning Division.

**Results:**

- Integration of updated geographic layers into base maps and GIS databases.
- Enhancement of connectivity between GIS and TransCAD using common data sets.
- Preparation of updated base maps with information from the Regional Comprehensive Land Use Plan and the Roadway Corridor and R/W Preservation Plan. Provide annual review copies to TTC/CAC and CDOT.

- Refinement of mapping information to support adoption and revision of subdivision regulations and master street/roadway plans for the City, County, and Metropolitan Districts.
- Integration of transportation modeling demographic data and GIS files as needed for special studies and/or project consultants.
- Allocation of current demographic estimates using post-censal datasets to the TAZ level.
- Collection of data into electronic files and interim reports in conjunction with update of the Travel Demand Model.
- Calculations of local impacts of state highways and support for MPO estimates of economic impacts and forecasts.
- Preparation of reports showing annual and quarterly statistics and maps showing population growth and potential impacts on transportation network expansion.
- Publication of Internet web pages, graphics, and data for displaying all available regional data for PACOG website.

## 2.2 Traffic Counting Program

<b>Total UPWP Funds Budgeted</b>	<b>\$ 9,354</b>
<b>Federal CPG Funds (82%)</b>	<b>7,670</b>
<b>PACOG Local Matching Funds</b>	<b>1,684</b>
<b>Other Funds (if contributed)</b>	
<b>Total for Task 2.2</b>	<b>\$ 9,354</b>

**Objective:** To obtain updated traffic count information and maps, conduct approximately 150 traffic volume counts, and upgrade the traffic counting data and maps. This continuous program is coordinated annually with CDOT in order to avoid duplication of count locations.

**Responsibilities:** Work will be coordinated by the Urban Transportation Planning Division and performed by the City Traffic Engineer's office (who may contract with outside firms).

**Results:**

- Updated traffic counts at approximately 150 locations within the "3C" area reported in appropriate tables and maps.
- Continued programming of consistent and regular traffic counting to support transportation modeling and presentation mapping.
- Additional traffic counts and tabulation within the TPR to provide for a county-wide traffic counting program to provide data for identifying non-urban transportation impacts on urban areas.
- Location specific counts taken by and in cooperation with the City Traffic Engineer for evaluation of potential TSM or TDM programs, using equipment acquired with planning funds expended in the FY 2004 and FY 2005 UPWPs.

- Integration of annual traffic counts into Long Range Forecasts of traffic volumes on major facilities to update trends and travel demand model.
- To provide some traffic counts for local agencies on an as-needed and as-available basis using equipment acquired during FY 2004-05.

### 2.3 Accident Monitoring Program

<b>Total UPWP Funds Budgeted</b>	<b>\$ 10,060</b>
<b>Federal CPG Funds (82%)</b>	<b>8,249</b>
<b>PACOG Local Matching Funds</b>	<b>2,233</b>
<b>Other Funds (if contributed)</b>	
<b>Total for Task 2.3</b>	<b>\$ 10,060</b>

**Objective:** To monitor high-accident locations within the Pueblo Area plus some other developed areas in the County where data is available. This is a continuous program to update and store accident records and to analyze problem locations. Develop GIS-based exhibits for public and policy-maker presentations.

1. Update and maintain databases and coordinate updates with task 2.2. **Estimated percent of Task 2.3 budget: 50% or \$5,000.**

2. Analyze traffic and collision data for trends, prepare projections and reports for planning uses. **Estimated percent of Task 2.3 budget: 50% or \$5,000.**

**Responsibilities:** Work will be coordinated by the Urban Transportation Planning Division and performed by the City Traffic Engineer's office. This work is typically done by part-time Traffic Interns under supervision by the Traffic Engineer and in conjunction with Task 2.2.

**Results:**

- Annual updates of the Computerized Accident Management Information System for Pueblo Urbanized Area to be used in conjunction with traffic volume counts and forecasts to analyze long-term impacts of traffic safety problems.
- Annual report to agencies and committees with GIS-based location maps.

### 2.4 Transportation Modeling, Planning, and Plan Maintenance

<b>Total UPWP Funds Budgeted</b>	<b>\$ 74,988</b>
<b>Federal CPG Funds (82%)</b>	<b>61,490</b>
<b>PACOG Local Matching Funds</b>	<b>13,498</b>
<b>Other Funds (if contributed)</b>	
<b>Total for Task 2.4</b>	<b>\$ 74,988</b>

**Objective 1:** To continue implementing interactive electronic transportation modeling systems. Using TransCAD modeling software, the UTPD will continue to integrate traffic, transit, other multi-modal data, and land use and statistical information into electronic formats which will improve the interfaces with external GIS software (such as ArcGIS). The TransCAD model provides information on traffic forecasts, route choice behavior in alternative roadway scenarios, alternative transit scenarios, and other multi-modal systems along with enhanced transportation network mapping. **Estimated percent of Task 2.4 budget: 40% or \$30,000.**

**Objective 2:** Develop and maintain related regional databases for major roadways and other transportation elements and improvements and adapt to ArcGIS compatible formats and mapping. Establish linkages between ArcGIS generated information and maintain maps and mapping interfaces for data analysis and presentation. **Estimated percent of Task 2.4 budget: 30% or \$25,000.**

**Objective 3:** Utilize the PACOG Regional Travel Demand Model, including network re-coding, model coefficient evaluation, sub-model calibration and validation, and sensitivity analysis to support the Special sub-area studies described in Section 2.5, below. Perform annual upgrade to latest available version of TransCAD software. **Estimated percent of Task 2.4 budget: 30% or \$20,000.**

**Responsibilities:** Objectives 1, 2, and 3 are the continuing responsibility of the Senior Transportation Planner using updated data from Tasks 1.1, 2.1, 2.2, 2.3, 2.5, 2.6 and other sources with support from the Urban Transportation Planning Division. Objective 3 has been added for FY 2006-07 to support other special transportation studies.

**Results:**

- An updated region-wide travel demand model using the latest data, software, hardware, and interfaces.
- Continued implementation and use of the TransCAD Modeling System.
- Checks for validation of existing model while updating.
- Utilizing updated US Census Information to improve the system.
- Develop ArcGIS system interfaces with TransCAD system.
- Staff training for interpreting transportation modeling results.
- Participation in user group workshops with other MPOs.
- Transfer of some transportation mapping functions to use transportation modeling software with GIS presentations.
- Updated preliminary forecasts using changes in land use projections from the Comprehensive Plan.
- Incremental calibration of transportation modeling software using new or recoded network data as it becomes available.
- Continuity of the inputs to the existing Long Range Transportation Plan as needed.

- Data collection into electronic files in support of the update of the Long Range Transportation Plan to 2030.
- Data analysis and distribution to support Area, Subarea, and Corridor Studies in the PACOG area.

## 2.5 Sub-area Special Transportation Studies

<b>Total UPWP Funds Budgeted</b>	<b>\$ 15,417</b>
<b>Federal CPG Funds (82%)</b>	<b>12,642</b>
<b>PACOG Local Matching Funds</b>	<b>2,775</b>
<b>Other</b>	
<b>Total for Task 2.5</b>	<b>\$ 15,417</b>

**Objective :** To create special area studies with maps, traffic volume forecasts, and updates as required from the regional TransCAD model. These studies are necessary to supplement the Long Range Transportation plan because of potentially significant changes in land use, traffic generation, and traffic patterns in corridors in the urban area. To analyze policies and potential programs for feasibility and applicability in the Pueblo area.

1. One of the most difficult issues in dealing with the implementation of the Long Range Transportation Plan is the dilemma between the public and private sector as to how major roadway construction for the future can be accomplished. Strategies and policies need to be analyzed or formulated to provide for phased construction or financing of improvements in order to optimize the use of limited capital funds and subsequent maintenance expenditures.
2. Substantial interest has been generated in the development of a passenger and commuter rail service in the Front Range corridor as through freight rail operations are moved eastward onto the Plains. This study will provide a baseline assessment of the extensive existing railroad facilities in Pueblo, the potential uses of these facilities, alternative sites for future passenger depots, and the potential demand for such a service by Pueblo area residents.
3. US 50 between Pueblo West and Pueblo Boulevard and as far east as I-25 has become increasingly congested and hazardous. Alternative E-W routes from as far north as the Purcell interchange to as far south as 11<sup>th</sup> Street will be analyzed individually and in various combinations to develop quantitative estimates of the amount of traffic which could be diverted from US 50 to other parallel facilities serving various traffic destinations in the Pueblo area or out-of-county northward. As part of the study south of US 50, corridor analysis will be coordinated with the City of Pueblo development of an Honor Farm (Recreation Area) Master Plan. All corridors in that area must receive special attention for context-sensitive design to complement the terrain, environmental features, and future land uses.



Responsibilities: Work will be performed and coordinated by the Urban Transportation Planning Division and the City Transportation Department (or by outside consultants working with these departments) so these additional funds are needed to obtain input and expertise from senior planning staff with advanced knowledge and experience in corridor planning, land use planning, transit access analysis, bicycle and pedestrian access planning, and neighborhood traffic and parking issues. The estimated cost is based on a total contribution of 25% of an FTE at the Senior Planner level or engaging consultants on a part-time basis to work with existing MPO staff members.

Results:

- Socioeconomic profiles and system inventories.
- Physical and human environmental overviews.
- Mobility demand analysis and forecasts.
- Evaluation of roadway and major corridor impacts.
- Context -sensitive design alternatives for corridors.
- Public Transportation impacts.
- Bicycle and Pedestrian impacts.
- Analysis of freight movements and inter-modal facilities.
- Analysis of passenger/commuter rail feasibility.
- Sub-area transportation alternatives with regional impacts.
- Rail potential recommendations for Pueblo area.
- Identification of potential rail station sites in major rail corridors.

**2.6 Long Range Transportation Plan and Updates**

<b>Total UPWP Funds Budgeted</b>	<b>\$ 24,267</b>
<b>Federal CPG Funds (82%)</b>	<b>19,899</b>
<b>PACOG Local Matching Funds</b>	<b>4,368</b>
<b>Other (RPG Transit Element)</b>	
<b>Total for Task 2.2</b>	<b>\$ 24,267</b>

**Objective :** To create an updated regional Long Range Transportation Plan for 2030 or 2035 with maps, traffic volume forecasts, and upgrades to the regional TransCAD model.

Responsibilities: Work will be coordinated by the Urban Transportation Planning Division but most or all of the work will be performed during the next complete update cycle beginning in FY 2007. The funds shown in FY 2006 will be carried forward to accomplish the major plan update.

## SUMMARY OF TASK 2.0 – TRANSPORTATION DATA/ANALYSIS

2.1 Transportation Data and Mapping	\$ 71,010
2.2 Traffic Counting	\$ 9,354
2.3 Accident Monitoring	\$ 10,060
2.4 Transportation Modeling, Planning, and Maintenance	\$ 74,988
2.5 Sub-area transportation studies	\$15,417
2.6 Long Range Plan Update	\$ 24,267
<b>TOTAL TASK 2.0</b>	<b>\$ 205,096</b>
Federal CPG Funds	168,179
PACOG Local Matching Funds	36,917
Other	
<b>Total with other funds</b>	<b>\$ 205,096</b>

**Estimated percent of total UPWP/CPG for Task 2.0: 64%**

## **ONGOING AND RELATED REGIONAL PLANNING PROJECTS**

### **1. The Pueblo Regional Comprehensive Land Use Plan.**

Started in 1998, this regional plan serves as a basis for land use projections for a population forecast of 200,000 (approximately in the year 2030, with projections available in five year increments after 2005). The plan is being maintained and updated by the City of Pueblo and Pueblo County.

### **2. The Overall Economic Development Plan.**

This is a regional economic development plan of economic strategies for all of Southeastern Colorado. The final SCED report, developed by Pueblo County, was submitted to the Economic Development Administration and is reviewed and modified as region-wide economic factors change.

### **3. City of Pueblo Parks and Recreation Master Plan.**

Currently, this plan is not fully funded but the City Planning and Parks and Recreation Departments are evaluating the use of UPAR funds or incorporating Parks into the City's quadrant planning process to develop this plan.

### **4. The Arkansas River Master Plan.**

This plan has been completed and projects are now being designed and implemented. The project phases will enhance land uses, especially open space and recreation, for land adjacent to the Arkansas River. The estimated cost of implementing the plan is approximately \$6.6 million for planning and implementation from local, state, and federal sources and will take multiple years to complete.

### **5. The New Pueblo Freeway (I-25 Corridor) Plan.**

This plan was developed through an extensive inter-agency and public participation process to examine multiple alternatives for the reconstruction of I-25 through Pueblo from the El Paso county line to the Stem Beach interchange. Each segment of the freeway and affected land areas were studied with respect to such issues as land use, accessibility, connectivity to the street system, transit routing and service, and other related issues. A preferred alternative route was identified and work began in FY 2003 on the EIS for the NEPA-required preferred, existing, and no-build alternatives.

### **6. The Pueblo City/County Human Investment Plan.**

This plan was developed to provide strategies for addressing a wide array of human needs and services including (but not limited to) such issues as education, community wellness, advanced technical training, demand responsive transit, government communications and information services, community centers, job readiness, and family strengthening. The analysis and planning are being used by a broad consortium of some 20 City and County Agencies and some 50 local non-profit and for-profit entities. Some of the information contained in this plan provides insight into potential Environment Justice issues which may be related to various transportation planning and improvement projects.

**7. The Historic Arkansas Riverwalk of Pueblo (HARP).**

The HARP project is currently planning for additional phases which will continue to improve the attractiveness of the lower downtown area and Convention Center complex with additional channels and adjacent land uses for commercial or other types of compatible development. The continuing phases will enhance the pedestrian and trail environment in the area and improve accessibility to existing and potential public transit services.

**8. The US 50 Corridor from Pueblo to the Kansas State Line.**

This extensive corridor study was conducted by CDOT through its consultants includes the evaluation of alternative routes and roadway alignments in the Pueblo area from I-25 to the east Pueblo County boundary. These corridors serve such major traffic generators as Memorial Airport, the Airport Industrial Park, Colorado State University at Pueblo, and the Pueblo Chemical Depot (currently the site of the initial construction of an extensive chemical demilitarization process). A Tiered Environmental Impact Study (TEIS) begins in FY 2005 and will continue through Fy 2006 and into FT 2007.

**9. The 2030 Pueblo Area Long Range Transportation Plan.**

This update was performed during FY 2004 and the final document was adopted by the PACOG Board in December 2004. It serves as the multi-modal plan for transportation in the 3C area and the Transportation Planning Region (all of Pueblo County). This plan will be completely reviewed and updated as part of the FY 2007 UPWP.

**10. City of Pueblo Neighborhood and Quadrant Plans**

Similar to the quadrant planning process which PACOG had been using for transportation planning between FY 2000 and FY 2004, the City of Pueblo is now beginning a series of quadrant plans for other significant urban issues: land use, parks and recreation, public facilities, and the like. Beginning in 2005, the quadrant studies for transportation will be coordinated with the City's quadrant planning to ensure consistency with respect to assumptions, data and data sources, projected growth patterns and growth boundaries.

**11. City of Pueblo Honor Farm Master Plan**

Beginning in late 2005, one of the special studies for transportation will be coordinated with the City's major effort to develop a Master Plan for the Honor Farm area which covers most of the land between Pueblo West and Pueblo south of US 50. This coordinated study is necessary to ensure consistency with respect to assumptions, data and data sources, projected land use patterns, environmental constraints, context-sensitive transportation corridors, and recreational use and growth boundaries.

**PROGRAM FINANCING – ATTACHMENT. SEE FY 2005 ESTIMATED COSTS AND FY 2006 BUDGET. FOUR ALTERNATIVE SCENARIOS FOR FY 2007 FUNDING AND BUDGET HAVE BEEN PREPARED FOR PRELIMINARY CONSIDERATION.**

**PROGRAM ACTIVITY SCHEDULING – BASIC SCHEDULE FOR 2006 AND 2007 APPEARS IN LARGE ATTACHMENT. A REDUCED WORK SCHEDULE BASED ON CONSTANT FUNDING INTO FY 2007 HAS BEEN PREPARED AND APPEARS AS ONE OF THE ALTERNATIVE SCENARIOS. THE SCHEDULE FOR THE OTHER THREE SCENARIOS WOULD NOT BE CHANGED.**

## **PROGRAM CONTACTS**

Participation in the transportation planning process is critical to building a desirable community. If you have questions regarding this report, or if you would like to become involved in the transportation planning process, please contact one of the following persons.

**Urban Transportation Planning Division  
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