



PUEBLO AREA COUNCIL OF GOVERNMENTS

FY 2005 UPWP

ANNUAL REPORT

Oct 1, 2004 to Sep 30, 2005

Unified Planning Work Program

Pueblo, Colorado

METROPOLITAN PLANNING ORGANIZATION



December 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

SUMMARY OF WORK TASKS

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 FY 2006-7 UPWP, developing the FY 2007-12 TIP, amendments to the FY 2005-10 TIP/STIP, land use regulations, transit policies, trail policies, neighborhood policies, roadway classifications, intelligent transportation systems (ITS), transportation financing at federal, state, and local levels, and urban design policies that accommodate 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. In FY 2005, a new 2005-2010 TIP was in place and administered as part of the regular two-year update cycle.

2.0 Regional Transportation Data, Analysis, and Planning

These work tasks address data collection, storage, usage, and analysis relating to short-range and long-range transportation planning. They also address the relationship of transportation planning at a comprehensive and regional scale including transportation as it relates to other comprehensive regional planning activities such as land use, economic development, open space preservation, recreation, and other infrastructure and implementation strategies. During FY 2005, additional emphasis was placed on integrating GIS tools into the planning process and using the newly-developed website (www.PACOG.net) to communicate more information to the public – especially maps and explanatory graphics.

THE BUDGET, ACTUAL EXPENDITURES BY MONTH, AND EXPENSES AS A PERCENT OF BUDGET FOR ALL WORK TASKS IN THE FY 2005 UPWP ARE SHOWN IN TABLES 1 AND 2 AT THE END OF THIS REPORT. (IF YOU ARE VIEWING THIS ELECTRONICALLY, THE TABLES ARE THE FIRST TWO TABS IN THE ACCOMPANYING SPREADSHEET FILE.)

A GRAPHICAL OVERVIEW OF THE FY 2005 UPWP WORK TASKS, SCHEDULES, AND PROGRESS APPEARS AS TABLE 3. (IF YOU ARE VIEWING THIS ELECTRONICALLY, THAT TABLE IS THE THIRD TAB IN THE ACCOMPANYING SPREADSHEET FILE.)

1.0 PROGRAM ADMINISTRATION AND MANAGEMENT

1.1 Management, Support, and Coordination

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$ 94,084		
Federal CPG Funds (82%)	77,149		
PACOG Local Matching Funds	16,935		
Other Funds (if contributed)			
Total for Task 1.1	\$ 94,084	\$ 92,093	97.9%

Objective 1: To manage, support, improve, adapt, and coordinate the continuing transportation planning process.

FY 2005 Results:

- 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
- Administrative support for the PACOG Board
- Administrative support for the TTC and CAC
- Managed agendas and schedules for TTC and CAC meetings
- Development of annual amendment for the UPWP
- Preparation of the UPWP for FY 2006-07
- Administration of consultant contracts for Area Study of Dillon-Eden-Platteville and network review for TransCAD model
- Completion of the LRTP and PACOG Board adoption on December 9, 2004

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.

Responsibilities: This work was previously performed by the MPO Administrator (who continues to review policy issues) but technical reviews have been re-assigned to the Senior Transportation Planner as part of task 2.4.

FY 2005 Results:

- One special study recommended in the Long Range Transportation Plan.
- One evaluation of a proposed distribution center 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.

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.

FY 2005 Results: The MPO Administrator met regularly with Pueblo Transit officials to consider and integrate transit needs in all planning projects with issues or recommendations in all reports. Special meetings were held to complete the Transit Element of the Long Range Regional Transportation Plan (Task 2.6). The Senior Transportation Planner assisted Pueblo Transit in preparing a public information program grant application for FTA 5313(b) funding. The grant was awarded and Pueblo Transit is working with a consultant on the project.

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.

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.

FY 2005 Results: The MPO Administrator met with City planners to identify bicycle and pedestrian needs in all planning projects. Special meetings were held to develop the Bicycle and Pedestrian Element of the Long Range Regional Transportation Plan (Task 2.6) with identification of issues and recommendations for future area and sub-area studies. Planners continued to work on updating an area map which could be re-printed in bulk and distributed through schools and civic organizations but the final copy was not completed by the end of the FY so the funds were carried over into the FY 2006-07 UPWP for expenditure in FY 2006.

Objective 5: To maintain and amend the Transportation Improvement Program (TIP) for FY 2005 – 2010.

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

FY2005 Results:

Tracked projects in the PACOG 2005 - 2010 Transportation Improvement Program to ensure that expected state and federal funding sources are accurately accounted for and programmed. Evaluated and processed ten amendments to the 2005-10 Transportation Improvement Program and forwarded them to CDOT for inclusion in the STIP.

Objective 6: Coordination of Sub-area studies. In addition to special areas identified in the LRTP, to assess standards for subdivisions and land developments located in the urban/rural fringe areas and assess the potential planning, design, and financial implications of the new transportation facilities. To evaluate estimates of the general costs and benefits associated with additional requirements for private developers and the public.

Responsibilities: This work was re-assigned to the Senior Transportation Planner for coordination with the City and the County of Pueblo, Pueblo West, and private developers as warranted. The City of Pueblo separately funded a study by consultants which showed that the rate of growth in Pueblo was generally too low to support impact fees and recommended changing the focus of the study to analyzing the feasibility of a transportation utility.

FY 2005 Results: PACOG prepared and presented an analysis of the potential for a utility, but the Pueblo City Council felt it was premature to act. Provided data to consultants for use in the special area study of the Pueblo West roadway network and connection to I-25 at the proposed Dillon-Eden-Platteville split diamond. This project also established right-of-way requirements as requested by CDOT Region 2.

Objective 7: To create and secure necessary approvals for the UPWP for FY 2006-07, including budgets and projected allocations. For FY 2006, this may include work or revisions to incorporate the relevant features of the SAFETEA-LU modifications to UPWP funding – particularly the “takedown” for FHWA PL funds.

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

FY 2005 Results: The FY 2006-07 UPWP including estimated budgets with contingency plans and schedules for different possible funding levels was approved by PACOG, CDOT, and FHWA to serve as the fundamental basis for the transportation planning process in the PACOG MPO/TPR during FY 2006 and FY 2007.

1.2 Public Information and Involvement

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$11,400		
Federal CPG Funds (82%)	9,348		
PACOG Local Matching Funds	2,052		
Other Funds (if contributed)			
Total for Task 1.2	\$ 11,400	\$1,139	10.0%

By creating committees composed of members of TTC, CAC, and members of the general public to review each of the elements of the Long Range Transportation Plan final draft, it was not necessary to hold as many advertised public meetings,

hearings, and open houses. In addition, the delay in printing the Regional Trails Map resulted in substantially reduced printing costs for FY 2005. These reduced expenses resulted in the remaining funds being carried over to FY 2006.

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.

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.

FY 2005 Results:

- A final draft of a written Public Involvement Policy was developed, reviewed, and presented to the PACOG Council for adoption. This was formally adopted by PACOG in December 2004.
- A PACOG MPO website (developed “in-house” and activated in September 2004) was continually expanded and improved by the Senior Socioeconomic Planner. The site (**www.PACOG.net**) provides the public with electronic access to meeting schedules and agendas, transportation related documents, traffic volume maps, demographic information, MPO contacts, and links to other transportation websites.
- Attendance and presentations at two public forums, community meetings, and workshops on transportation planning.
- Information dissemination on transportation planning as requested by groups or individuals, and scheduling public input sessions for planning.

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.

FY 2005 Results:

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

1.3 Professional Development

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$ 7,500	\$ 7,967	106.2%
Federal CPG Funds (82%)	6,150		
PACOG Local Matching Funds	1,350		
Other Funds (if contributed)	\$ 7,500	\$5,261	70.2%
Total for Task 1.2	\$ 15,000	\$ 13,328	88.2%

Both the Senior Transportation Planner and the temporary Environmental Planner attended TransCAD and FHWA Travel Demand Modeling courses. The addition of the Environmental Planner caused a slight overrun in travel and training expenses budgeted in the UPWP. The additional staff training was possible because the MPO Administrator's travel and training costs were covered by the TPR Rural Planning Grant.

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. During FY 2005, the out-of-state travel consisted of sending the two Planners to Asheville, NC for FHWA Introduction to Travel Demand Modeling and to Newton, MA for Caliper Corporation's basic TransCAD modeling software applications course.
2. Professional training and conferences. The Senior Transportation Planner and Environmental Planner each attended two formal training courses plus FHWA "short courses" at the Lakewood, CO center. The MPO Administrator attended four in-state conferences – two in Lakewood and two in Denver; and two out-of-state AMPO meetings, one in October in San Antonio, TX and one in March in Washington, DC.
3. Dues and publications. Subscriptions to the ITE Journal and the APA Journal.

FY 2005 Results:

- Professional development of new staff members after resignation of Sr. Transportation Planner in April.
- Understanding of integrating NEPA into the long-range transportation planning process.
- Participation in STAC and TC Meetings and Workshops
- Attendance at collaborative statewide MPO activities
- Participation in studies of statewide or regional significance

SUMMARY OF TASK 1.0 – PROGRAM ADMINISTRATION

	Budget	Actual	Percent
1.1 Management, Support, and Coordination	\$94,084	\$ 92,092	97.9%
1.2 Public Info and Involvement	\$11,400	\$ 1,139	10.0%
1.3 Professional Development	\$7,500	\$ 7,967	106.2%
TOTAL FOR UPWP TASK 1.0	\$112,984	\$ 101,198	89.6%
Federal CPG Funds (82%)	\$92,647	\$72,815	89.6%
PACOG Local Matching Funds	\$20,337	\$15,984	89.6%
Other Funds (if contributed)	\$7,500	\$5,261	70.2%
Total with Other Funds	\$120,484	\$ 106,459	88.4%

See Tasks 1.1, 1.2, and 1.3 above for explanations of lower or higher expenditures than originally budgeted for FY 2005.

Estimated percent of total UPWP/CPG for Task 1.0: 31.8%

ACTUAL PERCENT FOR TASK 1.0: 41.4% *

* This apparent increase in the percentage for 1.0 Program Administration is actually a result of a much greater relative decrease in 2.0 Transportation Data and Analysis. Please see explanations in the following section 2.0.

2.0 TRANSPORTATION DATA AND ANALYSIS

2.1 Transportation Data and Mapping

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$ 55,044		
Federal CPG Funds (82%)	45,136		
PACOG Local Matching Funds	9,908		
Other Funds (if contributed)			
Total for Task 2.1	\$ 55,044	\$47,527	55.8%

Due to the delay in updating the travel demand model (see task 2.6 below), the Senior Socioeconomic Planner was only utilized for 50% of the time instead of the 80% of time originally budgeted; however a temporary Environmental Planner was also employed to begin building an environmental data base for the Linking Planning and NEPA requirements. This accounts for the lower expenditures. Several reports on growth trends, population growth, and employment trends were produced and posted to the www.PACOG.net website (they can be viewed there). The environmental data base is still under development and no final products were released in FY 2005.

Objective: 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.

1. Obtain, update, convert, and refine socioeconomic data for the Pueblo area.
2. Integrate data into GIS formats and databases and update regional mapping functions using aggregated and disaggregated data
3. Prepare long range forecasts of significant socioeconomic variables and use comparative GIS mapping to illustrate changes over time.

Responsibilities: This work is performed by the Senior Socioeconomic Planner on a part-time (approximately 80%) basis with additional support from a temporary Environmental Planner and the Urban Transportation Planning Division.

FY 2005 Results:

- Development and maintenance of Internet web pages for displaying all available regional data for PACOG. The website (www.PACOG.net) went online in late September 2004. *(The Senior Socioeconomic Planner accomplished this work "in-house" at substantially lower cost and with an independent website.)*
- Continued incorporation of 2000 Census geography into base maps and GIS databases. *(Partially delayed due to lateness of release of CTPP Part III)*

- Establish interconnected relationship between GIS and TransCAD using common data sets. *(Delayed due to delay in travel demand model update.)*
- Maintain updated base maps with information from the Regional Comprehensive Land Use Plan and the Roadway Corridor and R/W Preservation Plan. Provide review copies to TTC/CAC and CDOT as requested. *(Most of these maps are now available on www.PACOG.net and others are being converted and posted regularly.)*
- Provide mapping information to support adoption and revision of subdivision regulations and master street/roadway plans for the City and County.
- Integrate transportation modeling demographic data and GIS files into the LRP update in cooperation with project consultants. *(Delayed due to delay in travel demand model update.)*
- Data collection into electronic files and interim reports in preparation for the update of the Long Range Transportation Plan. *(Environmental data was the primary focus since the travel model update was delayed..)*
- Calculations of local impacts and support for MPO estimates of economic impacts and forecasts.
- Annual and quarterly statistics and maps showing population growth and potential impacts on transportation network expansion. *(See www.PACOG.net)*

2.2 Traffic Counting Program - Modified

	Budget	Actual	Percent
Total UPWP Funds	\$ 6,000		
Federal CPG Funds (82%)	\$4,920		
PACOG Local Matching Funds	1,080		
Other Funds (if contributed)			
Total for Task 2.2	\$ 6,000	\$ 9,780	163.0%

Objective: To obtain updated traffic count information and maps, conduct approximately 100 traffic volume counts, and upgrade the traffic counting data and maps. Acquired three additional traffic counters for conducting area traffic counts and MPO studies as required. With this acquisition, purchases of new equipment is completed and the MPO has 10 modern counters for use in continuous counting and updates. This continuous program is coordinated annually with CDOT in order to avoid duplication of highway count locations.

The updated traffic volume count map for the Pueblo Metropolitan Area was completed in September and distributed to TTC/CAC members. The map is also posted to www.PACOG.net so that it is publicly available to any interested parties.

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).

FY 2005 Results:

- Updated traffic counts at approximately 100 locations within the “3C” area reported in appropriate tables and maps. (*Posted to www.PACOG.net*)
- Acquired three additional computer-compatible traffic counters to provide local support for continued programming of consistent and regular traffic counting to support transportation modeling, growth forecasting, and presentation mapping.
- Continued traffic counts and tabulation conducted outside the “3C” area within the Pueblo TPR for a county-wide traffic counting program to provide data for identifying non-urban transportation impacts on the urban area. All areas are within the travel-demand model boundaries and support work task 2.6.
- Location specific counts taken by and in cooperation with the City Traffic Engineer for inclusion in recommendations for operational improvements.
- 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.

2.3 Accident Monitoring Program - Modified

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$ 12,408		
Federal CPG Funds (82%)	10,175		
PACOG Local Matching Funds	2,233		
Other Funds (if contributed)			
Total for Task 2.3	\$ 12,408	\$ 3,466	28.0%

Two Traffic Interns were expected to work a total of approximately 24 hours per week, however only Intern applied and was employed for only six months . Thus, expenditures were much lower and \$4,000 was transferred to task 2.2 to acquire the three additional traffic counters. With the improvements in electronic crash data acquisition and storage in the past two years, the annual update report, database, and maps were completed in September. This information was distributed to the TTC/CAC and made available to the public on www.PACOG.net.

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.

Since it was necessary to hire only one Traffic Intern to work with the traffic volume and accident databases, transferred \$4,000 in funds to acquire traffic counters as shown in Item 2.2 above.

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 Traffic Interns under supervision by the Traffic Engineer and in conjunction with Task 2.2.

FY 2005 Results:

- Annual updates of the Computerized Accident Management Information System for Pueblo Urbanized Area to be used in conjunction with traffic volume 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

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$ 71,754		
Federal CPG Funds (82%)	58,838		
PACOG Local Matching Funds	12,916		
Other Funds (if contributed)			
Total for Task 2.4	\$ 71,754	\$ 60,975	85.0%

The Senior Transportation Planner was vacant for approximately two months of the fiscal year. This accounts for the reduction in expenditures.

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

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.

Objective 3: Update and maintain plans, maps, and databases for other regional planning elements such as land use, parks, public facilities, and other data with regional significance.

Responsibilities: Objectives 1, 2, and 3 will become the continuing responsibility of the Senior Transportation Planner after the delayed work on the travel demand model is completed in FY 2005. Updated data from Tasks 1.1, 1.2, 2.1, 2.2, 2.3, will be used along with other sources and support from the Urban Transportation

Planning Division. The original Objective 4 was re-assigned to Task 2.6 to support the LRP update and will be accomplished by employing outside consultants.

FY 2005 Results:

Moved to Task 2.6 or postponed further until FY 2006

- A complete 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.
 - 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.
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In FY 2005, the Senior Transportation Planner:

- Implemented the Public Involvement Policy for PACOG.
- Continued to handle all public participation functions for the MPO.
- Participated in user group workshops with other MPOs.
- Transferred some additional GIS and transportation mapping functions to the temporary Environmental Planner and Senior Socioeconomic Planner.
- Researched and collected data into electronic files in support of the update of the quadrant and local area plans in support of the adopted 2030 Plan.
- Assisted Pueblo Transit with implementing portions of the Transit Element of the 2030 Plan. *(See Transit Element recommendations on www.PACOG.net)*
- Consulted with City of Pueblo planners for the City's development of core parts of the Bicycle and Pedestrian Element of the 2030 Plan. *See Bike and Ped recommendations on www.PACOG.net)*
- Participated in local planning reviews as the PACOG representative.

2.5 Sub-area Transportation Studies

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$13,761		
Federal CPG Funds (82%)	11,284		
PACOG Local Matching Funds	2,477		
Other			
Total for Task 2.5	\$ 13,761	\$ 0.00	0.0%

Two sub-area studies had originally been planned: Pueblo West roadways (in conjunction with a proposed Wal-Mart distribution center) and US 50A West between

Pueblo and Pueblo West; and evaluation of street directionality and capacity in near North Pueblo historical neighborhoods. WalMart decided to locate distribution center in Cheyenne, so first study was unnecessary; and the historical surveys of the neighborhoods were not completed, so the second study could not be done.

2.6 Long Range Plan Update

	Budget	Actual	Percent
Total UPWP Funds Budgeted	\$107,124		
Federal CPG Funds (82%)	87,842		
PACOG Local Matching Funds	19,282		
Other			
Total for Task 2.6	\$ 107,124	\$ 21,743	20.3%

The updating of the travel demand model was budgeted at an estimated \$50,000 but it was necessary to suspend work on the task again because of the resignation of the Sr. Transportation Planner responsible for geo-rectification of the roadway network coding. New MPO Staff were enrolled in training as soon as possible, but could not re-start the project before the end of the fiscal year. Less than \$2,500 was spent, so the remainder of the contract (\$41,300) was carried forward to FY 2006.

Expenditures of \$19,500 occurred with the 2030 LRTP consultant to provide more detailed analysis of the Dillon-Eden-Platteville proposed interchange area and the potential changes in traffic patterns on I-25, Dillon Drive, and Platteville Blvd. At the request of CDOT Region 2, possible future ramp alignments at Eden were studied to determine the need for additional R/W and appropriate setbacks for reconstruction into a split-diamond configuration to improve connectivity with planned arterial corridors.

Objective : To create an updated Long Range Transportation Plan (Year 2030) with maps, traffic volume forecasts, and upgrades to the regional TransCAD model. This update will be coordinated with and provide input to CDOT's update of the Statewide Long Range Plan. To evaluate the completed Quadrant plans and integrate them into the elements of the PACOG Regional Plan.

Develop and implement a complete overhaul of the PACOG Regional Travel Demand Model, including network re-coding, model coefficient evaluation or correction, model calibration and validation outside of the I-25 corridor, upgrading to latest available version of TransCAD software, including installation on new hardware, and other necessary adjustments required to produce consistent results with the updated and upgraded model. *(This update was suspended after two months work when it became apparent that the geo-rectification process contained more technical detail work than there was time the MPO Staff could commit.)*

Responsibilities: Work was coordinated by the Urban Transportation Planning Division but most of the work was done through ongoing contracts with outside professional consulting firms selected by RFP during FY 2003.

FY 2005 Results:

- The 2030 LRTP was adopted by the PACOG Board in December 2004 (early in FY 2005). It included:
- Updated Visions (including Corridor Visions), Goals, and Objectives for regional transportation in the PACOG area and impacts with related planning issues through enhanced public participation.
- Updated regional socioeconomic profiles and system inventories.
- Updated physical and human environment inventories.
- Updated mobility demand analysis and forecasts.
- Updated Roadway Element and major corridor identification.
- Updated Public Transportation and complete Transit Element.
- Updated Bicycle and Pedestrian Elements
- Updated Aviation Element.
- Updated analysis of freight movement services and inter-modal facilities.
- Integrated and updated analysis of transportation alternatives.
- Preferred Alternatives Transportation Plan
- Forecasts of regional transportation financial sources
- Fiscally Constrained Plan, with constraints on each element identified in the Preferred Alternatives Plan.

SUMMARY OF TASK 2.0 – TRANSPORTATION DATA/ANALYSIS

	Budget	Actual	Percent
2.1 Transportation Data and Mapping	\$55,044	\$47,527	86.3%
2.2 Traffic Counting	\$6,000	\$9,781	163.0%
2.3 Accident Monitoring	\$12,408	\$3,466	27.9%
2.4 Transportation Modeling, Planning, and Maintenance	\$71,754	\$60,975	85.0%
2.5 Sub-area Transp. Studies	\$13,761	\$0	0%
2.6 Long Range Plan Update	\$107,124	\$21,743	20.3%
TOTAL TASK 2.0	\$266,091	\$143,492	53.9%
Federal CPG Funds	\$218,195	\$117,663	53.9%
PACOG Local Matching Funds	\$47,896	\$25,829	53.9%
Other	\$0	\$0	N/A
Total with other funds	\$266,091	\$143,492	53.9%

Estimated percent of total UPWP/CPG for Task 2.0: 70.2%

Actual percent of total UPWP/CPG for Task 2.0: 58.6%

CONTACT INFORMATION

If there are questions or comments about this report, please contact one of the following persons.

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FOR ADDITIONAL INFORMATION ABOUT THE PACOG MPO, PLEASE VISIT OUR GROWING WEBSITE ONLINE AT:

www.PACOG.net