

**Appendix E**  
**PACOG Letter of Concurrence**

**This page intentionally left blank.**

JF0940

January 4, 2011

Bill Moore, M. ITE  
MPO Administrator  
Pueblo Area Council of Governments MPO/TPR  
223 N. Santa Fe Ave.  
Pueblo, CO 81003

**RE: US 50 West PEL Study: Swallows Rd. to Baltimore Ave.  
Request for Certification of Travel Demand Modeling**

Dear Mr. Moore:

Thank you for your active involvement in the US 50 West PEL Study Technical Advisory Team (TAT). As you know, we have recently completed the traffic analysis of multiple action plans for addressing the congestion and safety needs in the US 50 corridor. You have seen the results of this analysis at periodic TAT meetings, and we have had many internal discussions about appropriate techniques to apply the PACOG regional travel demand model for this PEL study. As we prepare to present the results of screening action plans at a community work session, we would like to request and document your concurrence on the modeling process, assumptions, and results.

**Model Process and Assumptions**

J.F. Sato and Associates (JFSA) received the PACOG regional travel demand model files for the base year of 2005 and for the *2035 Long Range Transportation Plan* fiscally-constrained network in August 2009. The model implements the four-step process of trip generation, trip distribution, mode split, and highway assignment. JFSA worked extensively with you and your staff to ensure that we understood how to run the model correctly and to develop some additional refinements, including:

- Updated estimates of current and future external-external and internal-external vehicle trip tables
- Updated values for use in the model's speed and capacity tables
- New TransCAD GISDK code to implement special trip generators as described in the model documentation
- Use of a 2035 socioeconomic database supplied by PACOG, constrained to the State Demographer's control total forecasts for Pueblo County, but not assuming that the bulk of the population and employment growth would occur in the Pueblo Springs Ranch or Seranto developments
- A review of school district boundaries for the seed matrix used in school trip distribution
- Explicit calculation of transit person trip matrices and HOV vehicle trip matrices
- Addition of Juniper Rd. through Lake Pueblo State Park as essentially a toll facility
- Reduction of capacity at the at-grade intersections of Platteville Blvd. and 29<sup>th</sup> Street with the BNSF railroad tracks reflecting when gates are lowered so that trains may pass
- Development of a post-assignment process based on National Cooperative Highway Research Program Report 255 to adjust 2035 forecasts to reflect inherent differences between 2005 traffic counts and the output of the model calibration run

### Model Results

The attached sheets summarize the traffic forecasts and Levels of Service (LOS) analysis we have also presented at previous TAT meetings. Three action plans are represented:

- **No Action**, which reflects the *2035 Long Range Transportation Plan* fiscally-constrained network, with no improvements to US 50 between Swallows Rd. and Baltimore Ave.
- **Action Plan 7**, which concentrates improvements on US 50 so that US 50 becomes a six-lane freeway with grade-separated interchanges at Main McCulloch Blvd., Purcell Blvd., SH 45 (Pueblo Blvd.), Wills Blvd. and Baltimore Ave.
- **Action Plan 10**, which combines improvements to US 50 with alternative routes, specifically the Pueblo Blvd. Extension north to Platteville Blvd. and the West Pueblo Connector from the intersection of Purcell Blvd. and Joe Martinez Blvd. to the intersection of Santa Fe Ave. and D St.

The versions of Action Plans 7 and 10 shown pass LOS screening and will be evaluated for potential environmental impacts.

If you agree that the attached results are reasonable (as are the latest versions of other results presented to the TAT) and that JFSA has appropriately applied the PACOG regional travel demand model for the US 50 corridor, please indicate your concurrence by signing below. Also let us know if there are assumptions or results you would prefer to have documented in more detail.

Sincerely,



M. Scott Ramming, PE  
Project Manager

PACOG has reviewed the attached information, as well as results presented at TAT meetings and by internal email, and concurs that the PACOG regional travel demand model has been used appropriately to produce such results.



Bill Moore, M. ITE  
MPO Administrator  
Pueblo Area Council of Governments

Attachments