

Appendix A. Strategic Action Plan

Value Statements and Propositions

A strategic action plan necessarily begins with a set of value statements and propositions. These elements are drawn from the legacy Pueblo Area Council of Governments (PACOG) guidelines and are consistent with MAP-21 guidelines as well as the framework set by the Colorado Department of Transportation (CDOT). Based on MAP-21 guidelines, PACOG has, for the first time in plan development, included concrete targets in the planning goals first presented in Chapter 1 of this report. The comprehensive planning goals of enhancing Safety and Infrastructure Condition, providing for Congestion Relief, supporting Freight Movement & Economic Vitality, System Reliability and Environmental Sustainability, Reducing Project Delivery Delays, and Supporting Multi-Modal Transportation are the fundamental areas that PACOG is addressing in this strategic plan. Framing these tactics is a set of planning values and propositions which form the PACOG strategic plan.

PACOG Strategic Planning Values

The following **values** form the planning framework for PACOG.

- We concur that the MPO is the appropriate agency to address the regional transportation/congestion issues facing the Pueblo MPO area.
- We strive to create a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.
- We address regional transportation/congestion issues by working together, recognizing that the collective objectives of the MPO may at times take precedence over the local objectives of individual member entities.
- We seek to form partnerships between member entities and between the public and private sectors to plan and implement transportation/ congestion solutions.
- We actively engage the governing bodies of the member entities and the general public in the transportation planning efforts of the MPO.
- We establish policies and prioritize needs based on valid data and use objective, fair and consistent processes.

PACOG Strategic Planning Propositions

The following **propositions** form the planning framework for PACOG. These propositions are echoed in the comments from the public outreach effort conducted by PACOG. Citizens of the region stand firmly behind these concepts as found in the summary of their comments (Appendix B).

- **Safety and Infrastructure State of Good Repair:** These planning goals are of the highest importance in the region.
- **Economic Vitality:** For citizens of the region, economic vitality, through time savings for cars and trucks, transit innovations, and support of tourism are regional goals.
- **Decreased Reliance on Single Occupancy Vehicles (SOVs):** This proposition is a shared regional goal ensuring that, as time goes on, people will be able to choose from a number of viable options for transportation.
- **Transit and Alternative Modes:** All modes of transportation are inter-connected, including walk and bicycle, and travel and transfers can be accomplished without inconvenient delays. Investment in walking and bicycling opportunities builds the region in multiple ways: health, economics and beauty.
- **Transit and Alternative Modes:** This proposition states that the region endorses continued emphasis on passenger rail and/or express bus connecting the Pueblo region with the other Front Range cities.

Vision Plan Project Major Categories

Much of the PACOG Strategic Plan with respect to committed Transportation Improvement projects (TIP) projects and programmed 10-Year Capital Improvements Program (CIP) projects has been discussed in the Vision Plan, found in Chapter 7. In the interest of completeness, the final tables are reproduced in this appendix as **Table 1**. It is well to note that PACOG also prepares a Vision Plan in partnership with CDOT that covers the longer, 25-year planning horizon that has been discussed throughout this 2040 Long Range Transportation Plan (LRTP) documentation. The Vision Plan includes projects that do not currently have funding. The funding and programming categories included in the Vision Plan are:

- 10-Year Capital Improvements Program (CIP) projects which are funded by CDOT.

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- State/Federally funded projects that are not found within the 10-year CIP.
- Locally funded projects, and
- Developer driven, privately funded projects.

In the interests of practicality and completeness, planning and modeling is conducted using scenarios assembled from one or all of these categories, as regional development rises and falls based on the economic, not the planning, environment. Detailed information on the four categories can be found in the Vision Plan section (Chapter 7). **Table 1** is organized to present a summary listing of roadway projects, by funding and programming category.

Summary

The 2040 LRTP was designed to guide development and infrastructure decisions in the PACOG region through mid-century and beyond. Many of the detailed components from plan development and implementation can be found at <http://www.pacog.net/>, the MPO website which will receive continuous update through the 2040 RTP closure. Updates to the PACOG LRTP are conducted on a 4-year cycle. The next PACOG LRTP will use the strategies developed in the current plan as a starting point. PACOG's public policies, its understanding of the wealth of human capital in the region, and sustained investment in transportation have positioned the region for ongoing sustainable prosperity.

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Table 1: 2040 Vision Plan Roadway Improvements

4-Year TIP and 10-Year CIP Projects – State and Federally Funded				
ID#	Project	From	To	Cost
1	Interstate-25 through Pueblo (RAMP)	Ilex Street	City Center Drive	\$30,680,000
2	Interstate-25 Central Corridor Access Management and Hazmat Study	Ilex Street	29th Street	\$1,450,000
3	Interstate-25 - ITS Traffic Cameras	Milepost 109 (south of CR110/ Pinon Road)	Milepost 114.8 (at northbound on/off ramp for Frontage Road)	\$18,000
4	Interstate-25 North	13th Street	U.S. 50B Interchange	\$12,000,000
5	U.S. 50A West (EB) - Add the third lane and trail facilities; improve pedestrian crossings at signalized intersections (RAMP).	Wills Boulevard	McCulloch Boulevard	\$14,286,924
6	U.S. Highway 50A West (WB) - Complete the EA from Wills to McCulloch Boulevard; Add the third lane from Wills to the hill just West of Pueblo Boulevard; Realign to be Parallel to the EB alignment; Construct a New Bridge; and Rebuild the signal at U.S. 50/Pueblo Boulevard to accommodate the new WB alignment and traffic flow, as well as improve pedestrian crossings at signalized intersections.	Wills Boulevard	McCulloch Boulevard	\$20,423,924
7	U.S. Highway 50C Drainage Improvements	Aspen Road	21st Lane	\$5,500,000
8	U.S. 50C from 4th Street to Baxter Road (Mp. 0.0 to Mp.7.4)	4th Street	Baxter Road	\$7,510,000
9	U.S. Highway 50/Bonforte Blvd./ Hudson Avenue (intersection upgrades)	Bonforte Boulevard	Hudson Avenue	\$450,000
10	SH 96A at Abriendo Avenue - Intersection Improvements (Signal update, ADA Ramps and Pedestrian Crossing Improvements)	SH 96A (4th Street) and Abriendo Avenue Intersection		\$750,000
11	SH 96A at Chester Avenue - Add a left-Turn Lane and Replace the Signal	SH 96A (4th Street) and Chester Avenue		\$650,000
12	SH 96 at Acero Avenue	SH 96A (4th Street) and Acero Avenue		\$200,000
13	SH 96 at Bradford Avenue	SH 96A (4th Street) and Bradford Avenue		\$450,000
14	SH 45 at Hollywood Drive and at Lehigh Avenue - Signal Replacement and Pedestrian Crossing Improvements	SH 45 at Hollywood Drive and SH 45 at Lehigh Avenue		\$900,000
15	SH 45 from City Park to East Spaulding Avenue (Mp. 4.9 to 8.7)	City Park	East Spaulding Avenue	\$7,810,000
16	SH 45 North Extension Study	U.S. Highway 50A	Interstate-25 at Exit 108	\$500,000
27	Interstate-25 Eastside Frontage Road	Dillon Interchange	Eden Interchange	\$4,200,000
28	U.S. 50B (Mp. 332.1 and 333.9) (Continuous left lane where U.S. 50C and U.S. Highway 50B meet)	Intersection of U.S. Highway 50C and U.S. Highway 50B		\$2,000,000
29	U.S. 50 Access Management Plan	Interstate-25	Fortino Boulevard	\$250,000
60	SH 96A West of Pueblo - Shoulder Widening, Bridge Rail Replacement, Bike Lane and Other Safety Improvements	West of Pueblo		\$4,000,000
61	SH 47 Junction Interstate-25/U.S. 50 to East of Troy (Mp. 0.035 to Mp. 0.29)	Interstate-25/U.S. Highway 50 Intersection	East of Troy Avenue	\$7,741,000
62	SH 78 - Raised Median between Bandera Parkway and Surfwood Lane	Bandera Parkway	Surfwood Lane	\$400,000
Total – State and Federally Funded Projects in CIP				\$122,169,848

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Table 1: Vision Plan for Roadway Improvements (Continued)

Projects Not in 10-Year CIP - State and Federally Funded				
ID#	Project	From	To	Cost
30	Stanton Street	Ilex Street/D Street	Arkansas River	\$4,200,000
		Arkansas River	Santa Fe Drive	\$1,300,000
		Bridge over Arkansas River		\$400,000
35	Pueblo Boulevard	U.S. Highway 50 West	Railroad Crossing	\$11,100,000
		Railroad Crossing	Eagleridge Boulevard	\$5,200,000
		Eagleridge Boulevard	Drew Dix Boulevard	\$4,300,000
		Drew Dix Boulevard	Railroad Crossing	\$21,900,000
		Railroad Crossing	Purcell Boulevard	\$7,500,000
		Purcell Boulevard/I-25 Interchange Improvements		\$12,000,000
Railroad Crossing		\$4,800,000		
46	Dillon Drive	U.S. Highway 50 Bypass	29th Street	\$4,400,000
63	Interstate-25	City Center (1st)	13th St	\$130,000,000
		13th St	U.S. Highway 50B	\$110,000,000
		US50B	North of 29th St	\$50,000,000
64	US 50A West of Pueblo	West of Purcell Boulevard	SH 45 (Pueblo Boulevard)	\$25,000,000
		MCCulloch Boulevard	West McCulloch Boulevard	\$3,600,000
65	US 50B Drainage Improvements	Pueblo	Granada	\$30,000,000
66	US 50C Drainage Improvements	Santa Fe Drive	U.S. Highway 50B	\$10,000,000
Total – State and Federally Funded Projects Not in CIP				\$439,300,000
Locally Funded Projects				
31	Joe Martinez Boulevard	Purcell Boulevard	Pueblo Boulevard	\$22,200,000
32	Spaulding Avenue	Pueblo Boulevard	Merriweather Drive	\$16,100,000
		Merriweather Drive	Purcell Boulevard	\$5,200,000
33	West Pueblo Connector	8th Street	Railroad Crossing	\$2,200,000
		Railroad Crossing	Atlanta Avenue	\$1,700,000
		Atlanta Avenue	18th Street	\$3,200,000
		Railroad Yard Crossing		\$24,400,000
34	8th Street	Blake Street	West Pueblo Connector	\$3,700,000
40	29th Street	Wills Boulevard	Railroad Crossing	\$300,000
49	Home of Heroes Road	Dillon Dr.	Railroad Crossing	\$1,000,000
		Railroad Crossing	Fountain Creek	\$1,000,000
		Fountain Creek	Jerry Murphy Rd.	\$3,200,000
		Railroad Crossing		\$2,400,000
		Bridge over Fountain Creek		\$2,400,000
Total – Locally Funded Projects				\$89,000,000
Privately Funded/Development Driven Projects				
39	Spaulding Avenue	11th Street	18th Street	\$1,400,000
		22nd Street	24th Street	\$700,000
		24th Street	29th Street	\$1,000,000
		29th Street	31st Street	\$3,100,000
40	29th Street	Railroad Crossing	Wildhorse Creek	\$700,000
		Wildhorse Creek	Pest House Creek	\$500,000
		Pest House Creek	Spaulding Avenue	\$300,000
		Spaulding Avenue	24th Street	\$1,300,000
		Railroad Crossing		\$4,800,000
		Bridge over Pest House Creek		\$3,300,000
Bridge over Wildhorse Creek		\$3,300,000		

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Table 1: Vision Plan for Roadway Improvements (Continued)

Projects Not in 10-Year CIP - State and Federally Funded				
ID#	Project	From	To	Cost
30	Stanton Street	Ilex Street/D Street	Arkansas River	\$4,200,000
		Arkansas River	Santa Fe Drive	\$1,300,000
		Bridge over Arkansas River		\$400,000
35	Pueblo Boulevard	U.S. Highway 50 West	Railroad Crossing	\$11,100,000
		Railroad Crossing	Eagleridge Boulevard	\$5,200,000
		Eagleridge Boulevard	Drew Dix Boulevard	\$4,300,000
		Drew Dix Boulevard	Railroad Crossing	\$21,900,000
		Railroad Crossing	Purcell Boulevard	\$7,500,000
		Purcell Boulevard/I-25 Interchange Improvements		\$12,000,000
		Railroad Crossing		\$4,800,000
46	Dillon Drive	U.S. Highway 50 Bypass	29th Street	\$4,400,000
63	Interstate-25	City Center (1st)	13th St	\$130,000,000
		13th St	U.S. Highway 50B	\$110,000,000
		US50B	North of 29th St	\$50,000,000
64	US 50A West of Pueblo	West of Purcell Boulevard	SH 45 (Pueblo Boulevard)	\$25,000,000
		MCCulloch Boulevard	West McCulloch Boulevard	\$3,600,000
65	US 50B Drainage Improvements	Pueblo	Granada	\$30,000,000
66	US 50C Drainage Improvements	Santa Fe Drive	U.S. Highway 50B	\$10,000,000
Total – State and Federally Funded Projects Not in CIP				\$439,300,000
Locally Funded Projects				
31	Joe Martinez Boulevard	Purcell Boulevard	Pueblo Boulevard	\$22,200,000
32	Spaulding Avenue	Pueblo Boulevard	Merriweather Drive	\$16,100,000
		Merriweather Drive	Purcell Boulevard	\$5,200,000
33	West Pueblo Connector	8th Street	Railroad Crossing	\$2,200,000
		Railroad Crossing	Atlanta Avenue	\$1,700,000
		Atlanta Avenue	18th Street	\$3,200,000
		Railroad Yard Crossing		\$24,400,000
34	8th Street	Blake Street	West Pueblo Connector	\$3,700,000
40	29th Street	Wills Boulevard	Railroad Crossing	\$300,000
49	Home of Heroes Road	Dillon Dr.	Railroad Crossing	\$1,000,000
		Railroad Crossing	Fountain Creek	\$1,000,000
		Fountain Creek	Jerry Murphy Rd.	\$3,200,000
		Railroad Crossing		\$2,400,000
		Bridge over Fountain Creek		\$2,400,000
Total – Locally Funded Projects				\$89,000,000
Privately Funded/Development Driven Projects				
39	Spaulding Avenue	11th Street	18th Street	\$1,400,000
		22nd Street	24th Street	\$700,000
		24th Street	29th Street	\$1,000,000
		29th Street	31st Street	\$3,100,000
40	29th Street	Railroad Crossing	Wildhorse Creek	\$700,000
		Wildhorse Creek	Pest House Creek	\$500,000
		Pest House Creek	Spaulding Avenue	\$300,000
		Spaulding Avenue	24th Street	\$1,300,000
		Railroad Crossing		\$4,800,000
		Bridge over Pest House Creek		\$3,300,000
		Bridge over Wildhorse Creek		\$3,300,000

Table 1: Vision Plan for Roadway Improvements (Continued)

Privately Funded/Development Driven Projects (Continued)				
ID#	Project	From	To	Cost
53	Lehigh Avenue	Lynn Meadows Drive	Goodnight Creek	\$1,000,000
		Goodnight Creek	Bandera Parkway	\$3,100,000
		Bandera Parkway	McCarthy Boulevard	\$2,600,000
		Bridge over Goodnight Arroyo		\$3,300,000
54	McCarthy Boulevard	Stonemoor Hills	Red Creek Springs Road	\$1,500,000
		Red Creek Springs Road	Lehigh Avenue	\$800,000
		Lehigh Avenue	Arroyo	\$1,200,000
		Arroyo	Siena Drive	\$1,400,000
		Siena Drive	State Highway 78	\$1,500,000
55	Nolan Trace	State Highway 78	Bridle Trail	\$1,200,000
		Bridle Trail	Bandera Parkway	\$2,200,000
		Bandera Parkway	Encino Drive	\$1,400,000
		Encino Drive	Little Burnt Mill Road	\$1,300,000
		Little Burnt Mill Road.	Hollywood Drive	\$1,300,000
		Hollywood Drive	Prairie Avenue	\$1,500,000
		Prairie Avenue	Palmer Avenue	\$2,200,000
		Palmer Avenue	Lake Avenue	\$400,000
Arkansas Valley Conduit Drainage Culvert		\$500,000		
56	Bridle Trail	City Limits	Nolan Trace	\$1,600,000
57	Hollywood Drive	Raccoon Lane.	Nolan Trace	\$500,000
		Nolan Trace	Lake Avenue	\$1,200,000
58	South Pueblo Parkway	Greenhorn Drive	Railroad Crossing	\$6,700,000
67	Dillon Drive	Eagleridge Boulevard / 47th Street	Home of Heroes Road	\$3,400,000
		Home of Heroes Road	Interstate 25	\$5,500,000
Total - Developer Driven – Privately Funded Projects				\$271,300,000
Total – All Projects				\$921,769,848