



**Annual Listing of Federally
Obligated Projects
FFY 2024**

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f) of Title 23, U.S. code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Table of Contents

Table of Contents

Purpose of Report	3
Background	3
Regional Transportation Plan.....	5
Transportation Improvement Program	5
Public Involvement	6
Obligation Report	6
FY 2024 Federally Obligated Projects	7
Federal Transit Administration (FTA)	8
Pueblo Transit	9

Purpose of Report

On December 4, 2015, President Obama signed a law known as the Fixing Americas Surface Transportation ACT (FAST ACT). To increase transparency of the disbursement of Federal transportation fund, Section 450.334 of FAST Act requires DOTs and Metropolitan Planning Organizations (MPO's) to publish an annual list of projects which utilize Federal funds that were obligated during the year. More specifically, the law states:

“(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year (b). The listing shall be prepared in accordance with Sec. 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year and shall at a minimum include the TIP information under Sec. 450.326(g)(1) and (4) and identify, for each project the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years (c) The listing shall be published or to otherwise made available in accordance with the MPOS’s public participation criteria for the TIP.”

The Federal Highway Administrations (FHWA) defines “obligation” as “the federal government’s legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project’s eligible costs.”¹

Per FAST ACT requirements, this report lists all transportation projects in Colorado’s Pueblo metropolitan region for which federal transportation funds were obligated during federal fiscal year 2024 (October 1, 2023 – September 30,2024).

Background

The Pueblo Area Council of Governments (PACOG) region encompasses all of Pueblo County as shown in Figure 1. The planning area contains the population centers of Pueblo, Pueblo West, Colorado City, Beulah Valley, Avondale, Boone and other. The City of Pueblo dominates the MPO with a population totaling over 160,00 people. Located at the confluence of the Arkansas River and Fountain Creek, it has been an important crossroads for transportation and trading for more than 150 years, making it the economic hub of southeastern Colorado. Pueblo is also an important city in Colorado’s Front Range Urban Corridor. The Historic Arkansas River Project (HARP) is a notable river walk in the Union Avenue Historic Commercial District of Pueblo. Over the last twenty years, the population of the regions has increased, and its economy has become more diverse. Interstate-25 and U.S. Highway 50 are the key connection to other Colorado cities and to the nation.

¹ Financing Federal Aid Highways Glossary. <https://www.fhwa.dot.gov/planning/glossary/> , December 22,2021

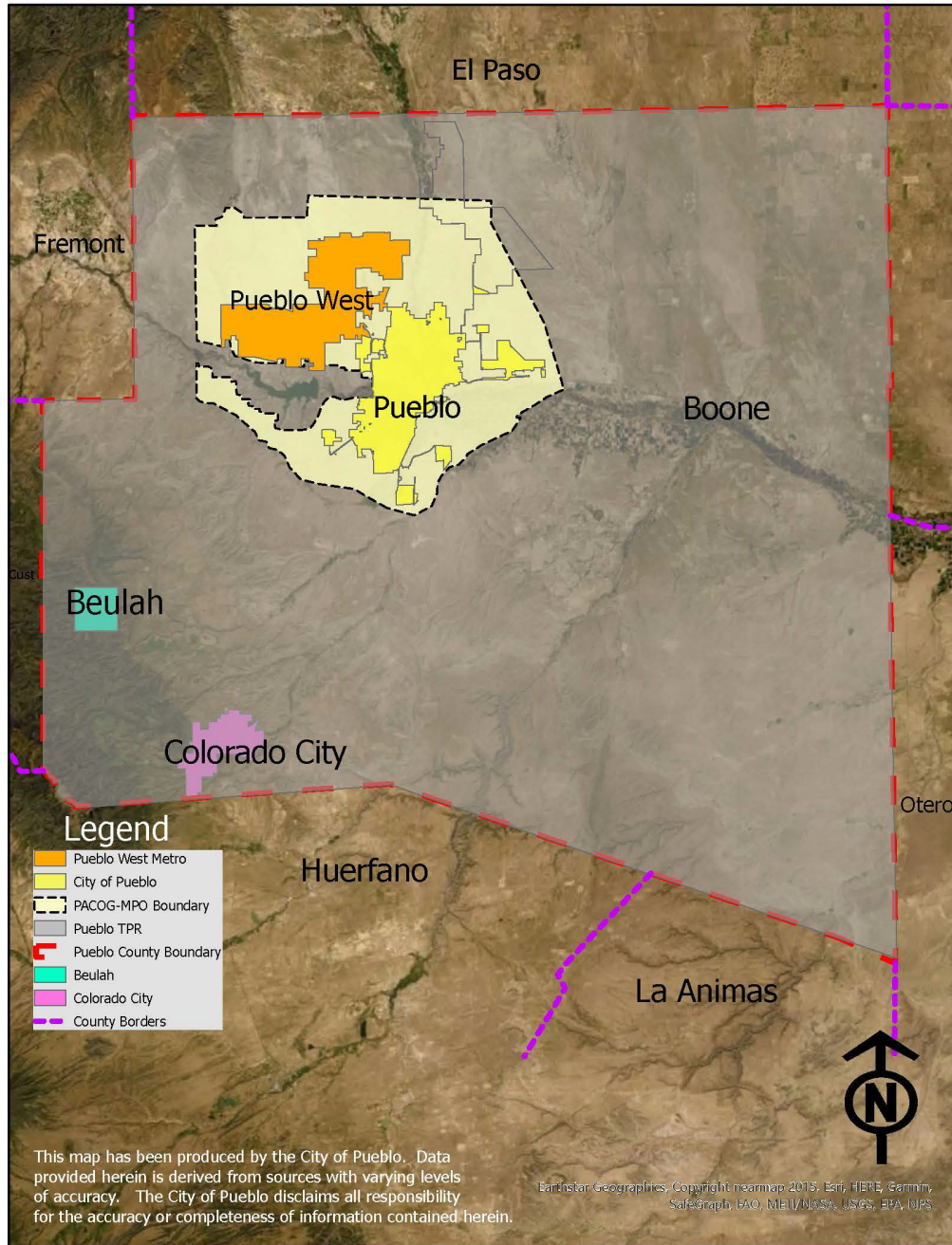


Figure 1.

Regional Transportation Plan

The PACOG MPO develops a 25-year transportation plan (RTP) that includes all projects, currently funded or not, the MPO would like to see completed. The total of all the projects is called the vision plan which covers the entire 25-year period that is included in the RTP. The vision plan is categorized into four different categories which are as follows:

- 10- Year Capital Improvement Program (CIP) projects which are funded by CDOT,
- State/Federally funded projects that are not found within the 10-year CIP
- Locally funded projects, and
- Developer driven projects

The 10-Year CIP covers from FY 2022-FY 2025 and lists the projects which are funded with CDOT money. Although the CIP covers a 10-year span of projects, not all projects within are guaranteed to be funded and constructed. The first four year of the 10-year CIP make up the Transportation Improvement Program (TIP) which is discussed below and known as the fiscally constrained portion. The remaining six years of the 10-year CIP is comprised of projects that will be moved into the TIP each year as funding becomes available. This six-year period contains only projects which are considered eligible for state and federal funding each year as new funds become available.

Many projects exist that are state and federally funded but are not programmed to the 10-year CIP. These are projects which fall on state/federally highways, but funds have not yet become available to allow them to be placed on the 10-year CIP.

Locally funded projects are those which are not on a state/federal highway system and cannot be paid for using any state or federal monies. They are projects which are truly local to the region.

Lastly, the developer driven projects are those which will be funded through developer funds as more businesses come into the region. Theoretically, if a business wants to come into the region, access to their industry will be needed, and the connection from a main road to their business will have to be established and paid for by the developer. These projects are in areas that are thought to be good industrial and business sites which will require further expansion of roads to accommodate incoming industries.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public transit, highway, bicycle, and pedestrian projects programmed to revive federal and state transportation funds in the next four years. The TIP implements the fiscally constrained portion of the RTP. The TIP is updated on a yearly basis to include projects for the next four years.

The PACOG MPO approved the FY 2025-FY 2028 TIP on May 23, 2024. It is updated as needed with amendments provided by the Colorado Department of Transportation (CDOT) and other governmental agencies.

Public Involvement

The PACOG MPO engages the public in the regional transportation planning process and ensures it meets federal requirements that MPOs provide complete information timely public notice, public access to key decisions, and early and continuing involvement in developing the RTP, TIP and other products. The PACOG MPO has held public meetings allowing for public input on key issues, continues to update the PACOG website (www.pacog.net) and posts important information to the local newspaper and PACOG social media pages to allow the public to contact the MPO and voice their concerns.

Obligation Report

The project specific tables presented herein show the Statewide Transportation Improvement Program (STIP) WBS identification number, project code number, the CDOT (or TIP) project description, project sponsor, the federal obligations amount, and the amount, if any, of funding associated with advance construction for each project. A description of each of these items is presented below.

- The STIP WBS I.D. is a work breakdown structure identification number assigned to each project selected for inclusion in the TIP and STIP.
- The Project Code Number on highway-related projects is a tracking number assigned by CDOT for financial management purposes. FTA assigns the identification number for Transit projects.
- The Project Sponsor is the agency responsible for initiating, managing, and completing the project and, in many if not all cases, for providing matching funds.
- The Federal Obligation is the approved federal portion available during the federal fiscal year. The obligation amounts for each of the projects are summed to show the total obligation by TIP funding category.
- The Federal Advance Construction amount is related to arrangements made to begin projects without a guarantee of federal funds but with federal approval of the project in anticipation federal funds will become available in the future. The state may later apply to have the project converted to federal-aid funding.

FY 2024 Listing Federally

Obligated Projects

Federal Highway Administration			
Project Name	Fund Type	STIP	Federal-Aid Funds
HIGHWAY US 50			
US 50A West Purcell Interchange	National Highway Performance	SPB70004.999	\$ 162,000.00
US 50A Pueblo Regional Pond E Mpo 311.5	Surface Transportation	SPB70004.999	\$ (5,215.00)
US 50A Pueblo West Purcell Interchange	National Highway Performance	SR27010.002	\$ 897,260.00
US 50B I-25 East Resurfacing	National Highway Performance	SR25216.156	\$ 247,143.00
US 50B I-25 East Resurfacing	National Highway Performance	SR25216.156	\$ 29,908.00
I-25			
I-25 at US 50B Reconstruction	Highway Safety Improvements	SPB3865.999	\$ 254,462.00
I-25 at US 50B Reconstruction	Highway Safety Improvements	SPB3865.999	\$ 79,280.00
I-25A Pueblo Interchange IMP at Exit 108	National Highway Performance	SR26867.119	\$ (557.00)
I-25A Pueblo Pavement Rehab MP 92-102.6	National Highway Performance	SR25216.178	\$ (76,461.00)
I-25A Pueblo Pavement Rehab MP 92-102.6	National Highway Performance	SR25216.178	\$ (90,630.00)
I-25A Pueblo Pavement Rehab MP 92-102.6	National Highway Performance	SR25216.178	\$ (90,630.00)
I-25A Pueblo Pavement Rehab MP 92-102.6	National Highway Performance	SR25216.178	\$ (1,648.00)
I-25A Pueblo Pavement Rehab MP 92-102.6	National Highway Performance	SR25216.178	\$ 5,000,000.00
I-25 at Exit 104- Dillon Drive IMP	Surface Transportation	SST7099.004	\$ 2,000,000.00
I-25 at Exit 104- Dillon Drive IMP	Surface Transportation	SST7099.004	\$ 2,000,000.00
I-25 at Exit 104- Dillon Drive IMP	Surface Transportation	SST7099.004	\$ 994,229.00
SH 45 & 47			
SH 47A Pueblo Area Microsurfacing	Surface Transportation	SR25216.161	\$ 400,000.00
SH 47A Pueblo Area Microsurfacing	Surface Transportation	SR25216.161	\$ 416,854.00
SH 47A Pueblo Area Microsurfacing	Surface Transportation	SR25216.161	\$ 621,004.00
CO 45 & Mirror Signal Project	Highway Safety Improvements	SR26644.108	\$ 232,119.00
FREIGHT			

R2 Freight Corridor Timber Brgs Retrofit	National Highway Freight	SR25164.076	\$	(5,279.00)
R2 Freight Corridor Timber Brgs Retrofit	National Highway Freight	SR25164.076	\$	(10,000.00)
R2 Freight Corridor Timber Brgs Retrofit	National Highway Freight	SR25164.076	\$	322.00
R2 Freight Corridor Timber Brgs Retrofit	National Highway Freight	SR25164.076	\$	75,000.00
R2 Freight Corridor Timber Brgs Retrofit	National Highway Freight	SR25164.076	\$	271,478.00
R2 Freight Corridor Timber Brgs Retrofit	National Highway Freight	SR25164.076	\$	26,944.00
OFF CORRIDOR				
Joe Martinez Trail	Transportation Alternatives	SR25079.079	\$	1,070,309.00
HAAFF Elementary SRTS	Transportation Alternatives	SR26868.033	\$	129,364.00
Arkansas River Trail Upgrade - Phase 4	Transportation Alternatives	SR25079.058	\$	616,494.00
Pueblo West TAP III SDS	Transportation Alternatives	SR25079.068	\$	(4,380.00)
Lake Ave & Orman Ave Roundabout	Highway Safety Improvements	SR26644.103	\$	161,447.00
Pueblo County Arts Center	Carbon Reduction Program	SST7104.004	\$	325,000.00
CPG				
FY24-25 PACOG Consolidated Planning Grant	Federal Grants	SST5274.007	\$	7,730.00
FY24-25 PACOG Consolidated Planning Grant	Metro Planning	SST5274.007	\$	(334,362.00)
FY24-25 PACOG Consolidated Planning Grant	Metro Planning	SST5274.007	\$	301,471.00
FY24-25 PACOG Consolidated Planning Grant	Metro Planning	SST5274.007	\$	386,480.00
MULTIPLE LOCATIONS				
Region 2 Culverts Program	Surface Transportation	SR26710.048	\$	449,999.00
TOTAL			\$	16,537,135.00

Federal Transit Administration (FTA)

Sponsor	Project Description	TIP ID	Funding Type	Federal Obligation	Total Cost	Federal Cost	Federal Cost Remaining
Senior Resource Development Agency, Pueblo, Inc. (Pueblo SRDA)	2024-5310 Operating	2024.044	FTA-5310	\$85,000.00	\$170,000.00	\$85,000.00	\$0.00

Pueblo Transit

Award #	Funding Program	Date Awarded	Amount of Local funds	Amount of Federal funds
CO-2023-022	Areas of Persistent Poverty	13-Nov-23	80/20 Split	\$180,000
			Total	\$180,000