

# 9

## FISCALLY CONSTRAINED PLAN





## 9.0 Fiscally Constrained Plan

### 9.1 Funding Processes

#### 9.1.1 Funding State & Federal Highway Projects & Programs

The funding process for the Pueblo Area Council of Governments (PACOG) region is based on guidance from two key recent project prioritization processes:

1. Colorado Department of Transportation's (CDOT's) *STIP Development Guidance and Project Priority Programming Process (4P)* (FY2021–FY2024)<sup>46</sup>
2. Funding Advancement for Surface Transportation and Economic Recovery (FASTER) Safety Mitigation Program Guidelines<sup>47</sup>

The purpose of this section is to present these two processes in the context of PACOG funding decisions.

#### 9.1.2 STIP 4P Funding Process

The STIP process is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for the programming of regionally significant transportation projects, within fiscal constraints and consistent with the CDOT Development Program and the Statewide Transportation Plan (SWP), for a period of at least four years. The *STIP Development Guidance and 4P Process* guidance is “consistent with Policy Directive (PD) 703.0 Annual Budget, Project Budgeting and Cash Management Principles, Part V., Section F, which outlines the general policy foundation for the STIP. This guidance reflects current regulations and policies and supersedes the Project Priority Programming Process (4P) and STIP Development Guidelines adopted in February 2015.” (p. 1)

#### FISCALLY CONSTRAINED PLAN

The updated *STIP Development Guidance* (pp. 1–2) defines the following terms, relevant to PACOG:

- **Development Program** – a 10-year program of Regionally Significant Projects and other major projects consistent with the long-range Statewide Transportation Plan (SWP). The first four years of the Development Program will match the Statewide Transportation Improvement Program (STIP).
- **Fiscal Constraint for the STIP** – includes sufficient financial information for demonstrating that projects in the STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. Financial constraint applies to each program year.
- **Four-Year Work Plan** – a detailed plan for approved transportation projects scheduled for implementation over a four-year time frame including project locations, descriptions, detailed schedules, and estimated expenditures that can be used to track progress and for cash management purposes.
- **Non-Regionally Significant Project** – projects that are not considered to be of appropriate scale for individual identification in the STIP in a given program year and which are grouped in the STIP under a STIP Program or Regional Sub-Program.
- **Program List** – a list of Non-Regionally Significant projects corresponding with STIP Programs or Regional Sub-Programs.
- **Regionally Significant Project** – a project serving regional transportation needs and of significant scale to be typically included in transportation demand modeling for air quality emissions analysis and identified individually in the STIP.

<sup>46</sup> CDOT, *STIP Development Guidance and Project Priority Programming Process (4P)*, May 2020, <https://www.codot.gov/programs/planning/assets/statewide-transportation-improvement-program-stip/stip-development-guidance-and-4p-process-updated-june-2020.pdf>.

<sup>47</sup> CDOT, *FASTER Safety Mitigation Program Guidelines and Application*, 2014. Please note that data based upon this source remains unchanged from the 2040 L RTP unless otherwise noted. An update to the 2014 guidelines is pending release in 2021.



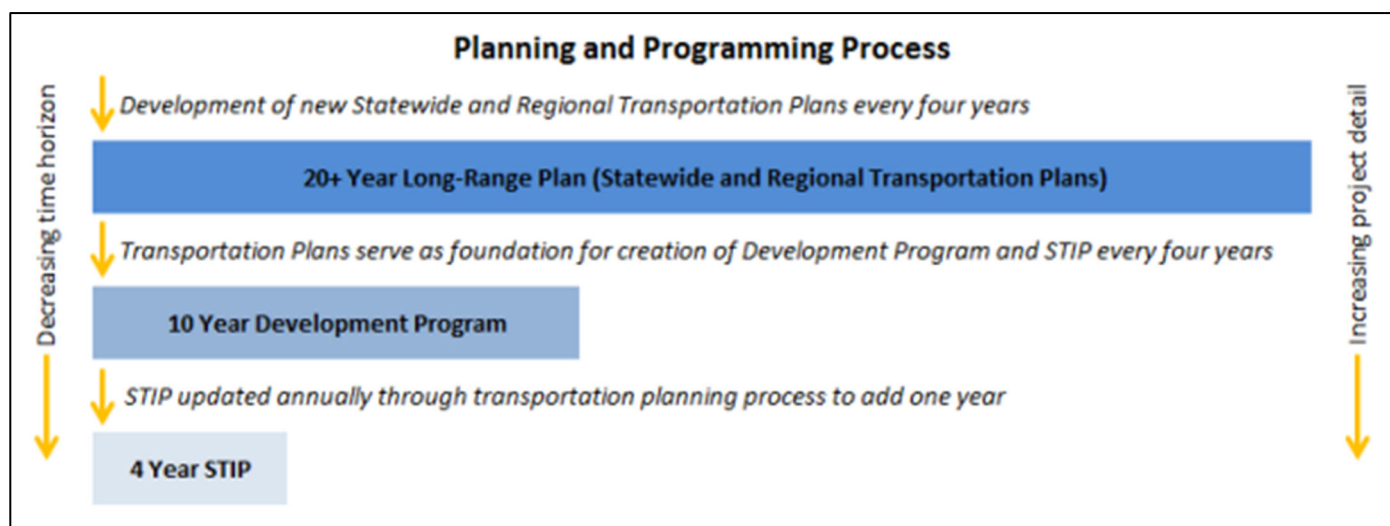
### FISCALLY CONSTRAINED PLAN

- **STIP: Statewide Transportation Improvement Program** – A federally required, fiscally constrained statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
- **TIP: Transportation Improvement Program** – A federally required, fiscally constrained prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan

transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

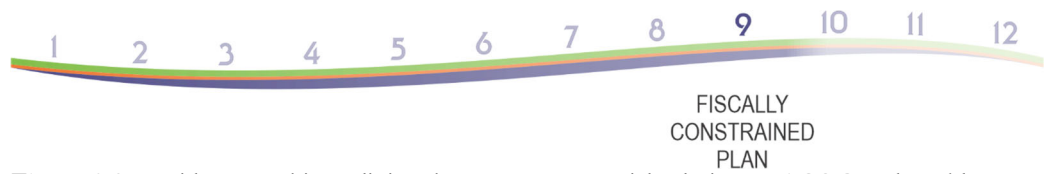
Regulatory guidance is provided for the project prioritization under the STP process. Additionally, information is given on the procedural steps in integrating with the 20-year Statewide Transportation Plan, a 10-year Development Program, and a four-year STIP.

**Figure 9.1** provides a graphic outlining the planning and programming process.



**Figure 9.1: STIP Planning and Programming Process**



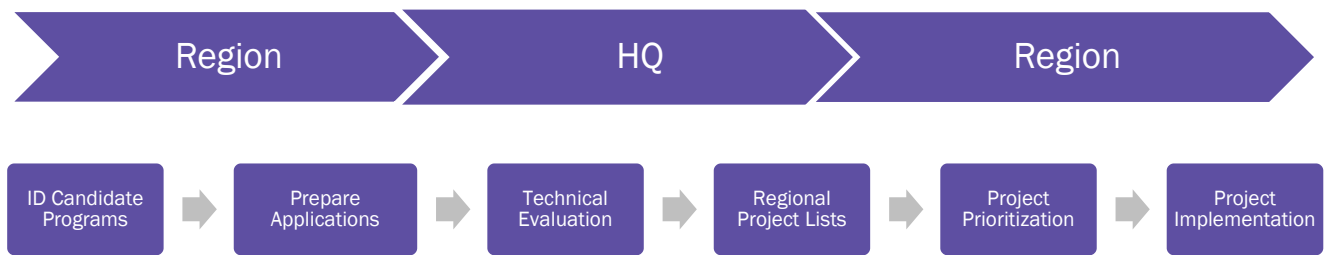


**Figure 9.2** provides a graphic outlining the process by which a safety issue becomes a candidate for FASTER Safety Mitigation (FSM) funds.

Successful FSM projects include shoulders/rumble lanes, passing lanes, guardrails, drainage improvements, lighting, signal/intersection modifications, and sign/strip modifications, among others. CDOT has developed a comprehensive funding application request that considers the wide range of criteria and

potential solutions. PACOG and Pueblo County lie in CDOT's Region 2 with 13 other Colorado counties, located in the southeast sector of the state, and thus collaborate on applications for FASTER funding with sister agencies and entities.

A quarterly reconciliation report is also provided to the FHWA, FTA, and MPOs following the cycle shown in **Table 9.1**.



**Figure 9.2: How a Safety Issue Becomes a Project**

Source: CDOT, *FASTER Safety Mitigation Program Guidelines and Application*, 2014. Please note the 2014 guidelines are currently unavailable; an update is pending release in 2021.

**Table 9.1: Cycle for STIP Changes**

STIP Phase/Type of Change	Timeframe	Actions
STIP Annual Cycle	July to June	The 4-Year STIP goes into effect in July. STIP amendments can be processed throughout the year that the STIP is in effect.
STIP Amendments	Monthly	Amendments to the STIP can be made throughout the year pursuant to funding source/project type restrictions and requirements.
Changes to Add Another Year	October to April	The process of developing a new 4-Year STIP (with an additional year) begins in October.
Adoption of STIP	May	The new 4-Year STIP is adopted in May.
Federal Agency Approval	June	The new 4-Year STIP goes into effect in July.

Source: Data from CDOT Regional Planning Manager, email communication, January 21, 2021.



## FISCALLY CONSTRAINED PLAN

### 9.2 Funding Priorities

Projects included in the 2045 Fiscally Constrained Long Range Transportation Plan must have “committed” funding. Projects included in the “committed” category cover those included in the current, 2021–2025 Transportation Improvement Program (TIP), and those included in the 10-Year Capital Improvements Program (CIP). Additionally, the 2045 Fiscally Constrained Plan can include priority state and federally funded projects within the estimated 20-year funding cap set by CDOT. Finally, the LRTP will include privately or locally funded projects for which there is a binding funding commitment in place.

#### 9.2.1 2021–2025 TIP Funding Priorities

Twenty-two funded highway improvement projects are identified for near-term funding by the 2021–2025 TIP. **Table 9.2** and **Table 9.3**, below, summarize TIP programmed investments by funding source and corridor location. **Table 9.4** lists the highway projects included in the 2021–2025 TIP and associated funding levels. **Figure 9.3** shows the locations of the 2021–2025 TIP highway projects.

**Table 9.2: PACOG 2021 - 2025 Transportation Improvement Program (TIP) - Funding by Source**

Funding Program	2021	Rolled	2022	2023	2024	2025 RPP	5-Year Total
ADA – Curb Ramp Program	\$937,373		\$410,889				\$1,348,262
BRO – Bridge Off Systems	\$523,377						\$523,377
CBP – Construction Bridge Program	\$725,822			\$1,655,285			\$2,381,107
CWP – Construction Wall Program	\$847,674		\$436,987	\$93,339			\$1,378,000
MMO – Multimodal Options		\$1,300,000					\$1,300,000
RPP – Regional Priority Program	\$3,180,955		\$1,200,000	\$3,000,000		\$900,000	\$8,280,955
SB1 – Senate Bill 1 Sales & Use Tax	\$1,228,633	\$978,633					\$2,207,266
SB 267			\$6,080,000				\$6,080,000
SUR – Surface Treatment	\$1,440,000		\$12,013,733	\$4,999,200	\$15,052,000		\$33,504,933
TAP – Transportation Alternatives Program	\$194,000	\$3,869,765	\$410,447				\$4,474,212
FSA – FASTER Safety	\$2,575,306		\$500,000	\$138,148			\$3,213,454
SRTS – Safe Routes to School	\$279,180						\$279,180
FTA 5307 – Urban Area Formula Grants	\$3,885,424	\$3,318,027	\$3,885,424	\$3,885,424	\$3,885,424		\$18,859,723
<b>Total Funding</b>	<b>\$11,932,320</b>	<b>\$9,466,425</b>	<b>\$24,937,480</b>	<b>\$17,089,423</b>	<b>\$18,937,424</b>	<b>\$900,000</b>	<b>\$83,830,469</b>

Source: Data from CDOT Regional Planning Manager, email communications, January 21, February 1, April 14, April 23, and May 26, 2021.

**Table 9.3: PACOG TIP Funding by Corridor (2021–2025)**

ID#	Facility Corridor	2021	Rolled	2022	2023	2024	2025 RPP	5-Year Total
1	Interstate 25	\$3,728,633	\$978,633	\$1,200,000	\$3,138,148	\$161,732	\$400,000	\$9,607,146
2	U.S. Highway 50	\$6,194,451		\$12,450,720	\$6,747,824	\$13,517,768		\$38,910,763
3	State Highway 47					\$1,372,500		\$1,372,500
4	State Highway 165/95A	\$75,306		\$500,000				\$575,306
5	Off-Corridor	\$1,933,930	\$5,169,765	\$6,901,336			\$500,000	\$14,505,301
<b>Total Funding</b>		<b>\$11,932,320</b>	<b>\$6,148,398</b>	<b>\$21,052,056</b>	<b>\$9,885,972</b>	<b>\$15,052,000</b>	<b>\$900,000</b>	<b>\$64,970,746</b>

Source: Data from CDOT Regional Planning Manager, email communications, January 21, February 1, April 14, April 23, and May 26, 2021.

**Table 9.4: PACOG TIP Projects by Funding Year (2021 - 2025)**

ID	Funding Program	Project	2021	Rolled	2022	2023	2024	2025 RPP	5-Year Total
1	Regional Priority Program (RPP); Senate Bill 1 Sales & Use Tax (SB1)	I-25 through Pueblo	\$3,728,633	\$978,633					\$4,707,266
2	Construction Wall Program (CWP)	U.S. 50B Mill /Overlay I25 to 36th Lane	\$847,674		\$436,987	\$93,339			\$1,378,000
3	Curb Ramp Upgrades to ADA Compliance (ADA)	ADA Improvements in the Pueblo TPR Area	\$937,373		\$410,889				\$1,348,262
4	Construction Bridge Program (CBP)	U.S. 50 Scour Critical Counter Measures K-18-BY, BZ	\$303,214						\$303,214
5	Construction Bridge Program (CBP)	U.S. 50B I 25 to 26th Lane	\$422,608			\$1,655,285			\$2,077,893
6	Bridge Off Systems (BRO)	S Pueblo PURHAR-0.1 FRNT	\$523,377						\$523,377
7	Multimodal Options (MMO); Region (TAP)	Santa Fe Ave Streetscape Ph 1B 1st Street and I-25		\$261,349					\$261,349
8	Multimodal Options (MMO); Region (TAP)	Arkansas River Trail Phase 4		\$970,618					\$970,618
9	TAP - Region (TAP); Multimodal Options (MMO)	Minnequa Lake Trail Connection	\$194,000	\$194,000					\$388,000
10	Multimodal Options (MMO)	City of Pueblo Prairie Avenue MM upgrades		\$1,300,000					\$1,300,000
11	Regional Priority Program (RPP)	U.S. 50 West	\$1,469,963						\$1,469,963
12	Regional Priority Program (RPP); Surface Treatment (SUR)	U.S. 50C Drainage Improvements	\$1,710,992						\$1,710,992
13	Regional Priority Program (RPP)	I-25 Dillon Frontage Road			\$1,200,000	\$3,000,000		\$400,000	\$4,600,000
14	Surface Treatment (SUR)	Elizabeth-U.S. 50 to Ridge Drive	\$1,440,000			\$160,000			\$1,600,000
15	Surface Treatment (SUR)	U.S. 50B mill and overlay I25 to 36th lane			\$12,013,733	\$4,839,200	\$2,177,068		\$19,030,001
16	Surface Treatment (SUR)	U.S. 50A Pueblo County Line to West of Purcell Blvd					\$11,340,700		\$13,340,700
17	Surface Treatment (SUR)	SH 47A Preventative Maintenance					\$1,372,500		\$1,372,500
18	Surface Treatment (SUR)	I-25 and US 50 B Interchange					\$161,732		\$161,732
19	TAP - Region (TAP)	Pueblo West-SDS Trail N Park		\$513,176					\$513,176
20	TAP - Region (TAP)	City of Pueblo Northern Avenue Phase 3		\$625,000					\$625,000
21	TAP - Region (TAP)	Pueblo West Joe Martinez Trail		\$671,294	\$410,447				\$1,081,741
22	TAP - Region (TAP)	Arkansas Levee Construction		\$634,328					\$634,328
23	FSA – FASTER Safety SB 267	I 25 Pueblo Wall Repair MP 103.5 CWP				\$138,148			\$138,148
24	FSA – FASTER Safety	SH 96A & SH 165 Culvert Repair/Cleaning	\$73,306		\$500,000				\$575,306
25	Safe Routes to School (SRTS)	Haaff Elementary School	\$279,180						\$279,180
27	Senate Bill 267 (SB 267)	North Pueblo Mobility Hub			\$3,900,000				\$3,900,000
28	Senate Bill 267 (SB 267)	Pueblo Admin Facility/ Match			\$2,180,000				\$2,180,000
	Regional Priority Program (RPP)	Pueblo Area Project(s)						\$500,000	\$500,000
<b>Total Cost</b>			<b>\$11,932,320</b>	<b>\$6,148,398</b>	<b>\$21,052,056</b>	<b>\$9,885,972</b>	<b>\$15,052,000</b>	<b>\$900,000</b>	<b>\$64,970,746</b>

Source: Data from CDOT Region 2 Planning Manager, email communications, January 21, 2021, February 1, April 14, April 23 and May 4, 2021.

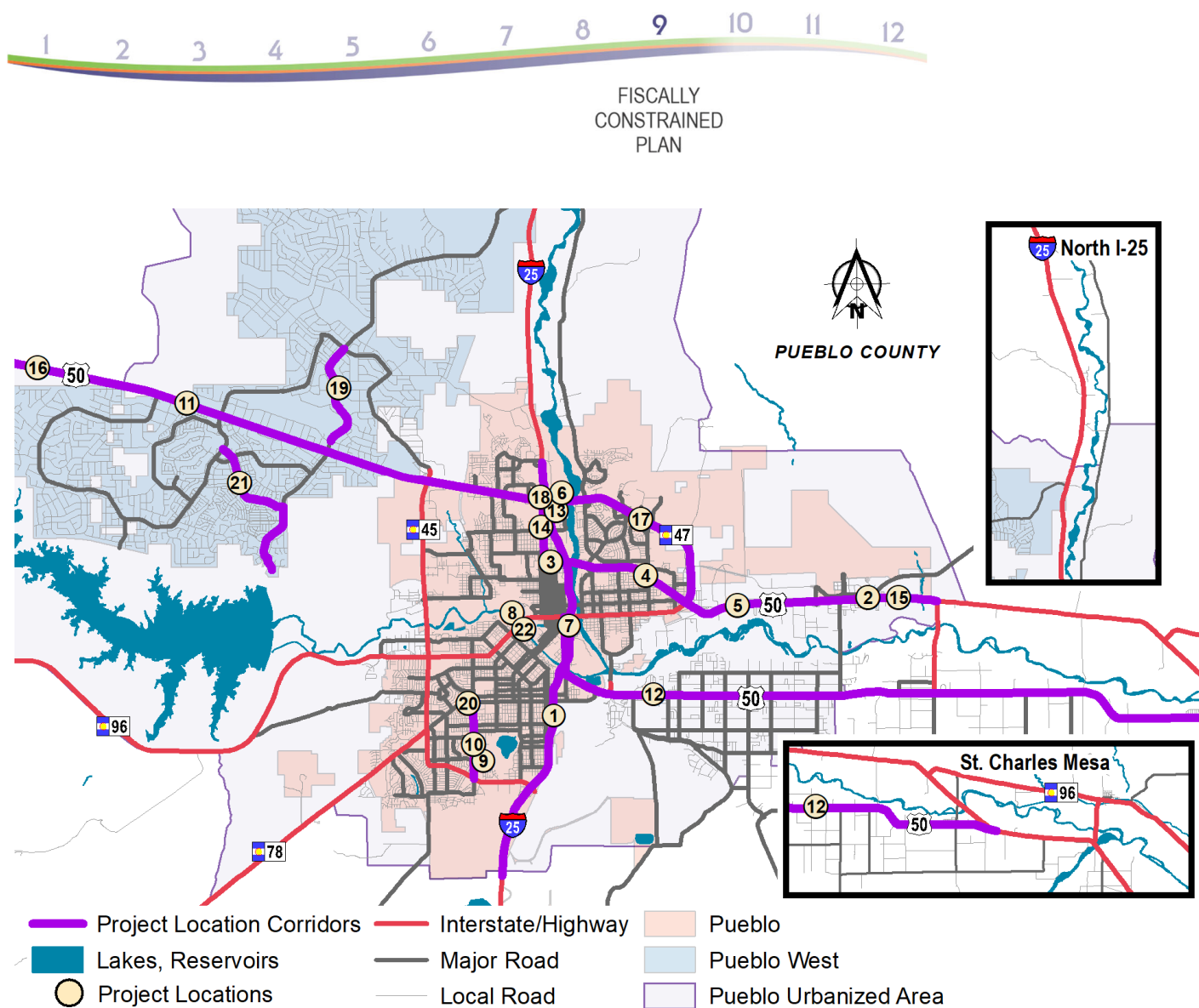


Figure 9.3: Transportation Improvement Program Project Locations (2021–2025)



# FISCALLY CONSTRAINED PLAN

## 9.2.2 10-Year CIP Funding Priorities

The 10-Year CIP identified seven additional projects for funding during the period from

2025 to 2030. These projects are listed in **Table 9.5.**

**Table 9.5: 2045 Fiscally Constrained LRTP 10-Year CIP Projects 2025–2030**

ID/#	Project	From	To	2020
				Total Cost
23	SH 96A West of Pueblo - Shoulder Widening, Bridge Rail Replacement, Bike Lane, and Other Safety Improvements	West of Pueblo		\$11,500,000
24	I-25 Improvements	North of 13th Street	North of U.S. Highway 50B	\$100,000,000*
25	SH 47 four (4) Lane Extension to US50B (Approximately .5 Mile) Interchange Improvements	13th Street	U.S. Highway 50B	\$8,000,000
26	I-25 Exit 108 Replace Single Box Covert	MP 107.5 South of Exit 108	MP 108.5 North of Exit 108	\$11,000,000
27	U.S. Highway 50C Drainage Improvements	1 Block East of 36th Lane	1 Block West of 36th Lane	\$5,500,000
28	SH 45 North Extension Study	U.S. Highway 50A	I-25 at Exit 108	\$1,000,000
29	Dillon Drive E. of I-25 Frontage Road Construct a New 2-Lane Facility; In Addition, Construct a Roundabout at Exit 104 West of I-25	MP 104.5 South of Platteville Boulevard	MP 104.5 N. of Platteville Boulevard	\$3,000,000
Total Cost				\$68,000,000.00

\*The total cost of the project is estimated to be \$128 M at present time. CDOT Region 2 expects \$60.0 M SB267, \$3.4 M Surface Treatment, \$6.6 M Faster Safety, and \$30 M Bridge Enterprise (BE funding is likely but not yet guaranteed) funds. There is a construction funding gap of \$28M.

Source: "Pueblo Area Council of Governments 5-10 Year Development Pipeline Projects - Highway/Bridge Projects: Priority Capital Funding," 10-Year Pipeline Highway Submitted 1\_9\_2020.pdf.<https://county.pueblo.org/sites/default/files/2021-01/2021-2024%20TIP%20NARRATIVE%20DRAFT.pdf>.





### 9.2.3 Funding Priorities Beyond 2030

After adjusting for state and federal funding for committed projects identified by the 2021–2025 TIP and those identified by CDOT in the 10-Year CIP, the RPP program typically has a remaining balance. Ten projects from the previous 2040 LRTP Vision Plan were identified as high priorities to be implemented using

available funding balance as part of the 2045 Fiscally Constrained Plan. **Table 9.6** below lists these projects and their associated costs. Since project costs were originally provided in 2015 dollars, a cost escalation process was used to convert 2015 to 2020 dollars.

**Table 9.6: Additional 2045 Planning Horizon State/Federally Funded Projects Beyond 2030**

ID#	Project	From	To	2020 Total Cost
30	U.S. Highway 50B (MP 332.1 and 333.9) (Continuous Left Lane where U.S. Highway 50C and U.S. Highway 50B Meet)	Intersection of U.S. Highway 50C and U.S. Highway 50B		\$2,000,000
31	U.S. Highway 50B Drainage Improvements	Pueblo	Granada	\$30,000,000
32	Pueblo Boulevard - U.S. Highway 50 to Platteville Road	U.S. Highway 50 West	Railroad Crossing	\$11,100,000
		Railroad Crossing	Eagleridge Boulevard	\$7,500,000
		Eagleridge Boulevard	Drew Dix Boulevard	\$5,200,000
33	Pueblo Boulevard Platteville Road to I-25 Exit 108	PHASE 2 OF CONSTRUCTION		
		Drew Dix Boulevard	Railroad Crossing	\$24,900,000
		Railroad Crossing	Purcell Blvd	\$7,500,000
		Purcell Boulevard/I-25 Interchange Improvements		\$12,000,000
		Railroad Crossing		\$7,300,000
34	U.S. Highway 50B East at Troy to Pueblo Airport – Guardrail	Troy Avenue	Pueblo Memorial Airport	\$3,000,000
35	SH 78 at MP 20 & MP 28 Bridge Widening and Shoulder Widening	MP 20	MP 28	\$4,000,000
36	Interstate 25	City Center (1st Street)	13th Street	\$200,000,000
		U.S. Highway 50B	North of 29th Street	\$62,000,000
37	US Highway 50A - Add 3rd Thru Lane on U.S. Highway 50A Eastbound & Westbound between Purcell Blvd & McCulloch Blvd. Construct a Grade-Separate Interchange at U.S. Highway 50A/McCulloch. Improve the Median Safety and Intersections on U.S. Highway 50A between McCulloch & Swallows Rd	Purcell Boulevard	Swallows Road	\$50,000,000
38	SH 78 - Raised Median between Bandera Parkway and Surfwood Lane with Intersection Improvements and Raised Median	Bandera Parkway	Surfwood Lane	\$3,400,000
<b>Total Cost</b>				<b>\$435,400,000</b>

Source: "Pueblo Area Council of Governments 2040 Long Range Transportation Plan Projects - Highway/Bridge Projects: Funding To Be Determined," 10\_Year Pipeline Highway Submitted 1\_9\_2020.pdf.





FISCALLY  
CONSTRAINED  
PLAN

## 9.4 Transit Funding Priorities

Committed transit funding is identified in the 2021–2024 Transportation Improvement Program. Funding in the FTA-5307 Small Urban Transit category is earmarked to support Pueblo Transit fixed-route services. Funding in the FTA-5310 category is earmarked to support specialized transportation services for seniors

and individuals with disabilities. Funding in the FTA-5311 Rural Area Formula Grants category is earmarked for transit services to areas outside of the Urbanized Area (UZA). FASTER funds provide additional transit enhancement projects. Urban and rural transit project funding from the approved 2021–2025 TIP is shown in **Table 9.7**, detailing funding program and allocated project amount.

**Table 9.7: Transit Funding (2021–2024)**

Funding Program	Project Description	Fund Source	SFY 2020 Rolled	SFY 2021	SFY 2022	SFY 2023	SFY 2024	4-Year Funding Total
FTA – 5307 Small Urban Transit	Pueblo Transit Operating	FTA		\$2,092,862	\$2,092,862	\$2,092,862	\$2,092,862	\$8,371,448
		City of Pueblo		\$1,418,933	\$1,418,933	\$1,418,933	\$1,418,933	\$5,675,732
Small Urban Transit Totals				\$3,511,795	\$3,511,795	\$3,511,795	\$3,511,795	\$14,047,180
FTA 5307 Small Urban Transit CARES Act	Pueblo Transit Maintenance and Admin Facility- Design	FTA	\$1,618,027					\$1,618,027
		Local	\$1,700,000					\$1,700,000
5307 Small Urban CARES Act				\$3,318,027				\$3,318,027
FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	SRDA Admin & Operating	FTA		\$84,269	\$84,269	\$84,269	\$84,269	\$337,076
		Local		\$84,269	\$84,269	\$84,269	\$84,269	\$337,076
Enhanced Mobility Administration & Operating Totals				\$168,538	\$168,538	\$168,538	\$168,538	\$674,152
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA – 5310 Capital Projects-SRDA	FTA		\$56,623	\$56,623	\$56,623	\$56,623	\$226,492
		Local		\$18,874	\$18,874	\$18,874	\$18,874	\$75,496
Enhanced Mobility Capital Projects Totals				\$75,497	\$75,497	\$75,497	\$75,497	\$301,988
Rural Area Formula Grants	FTA - 5311	FTA		\$100,751	\$100,751	\$100,751	\$100,751	\$403,004
		Local		\$28,843	\$28,843	\$28,843	\$28,843	\$115,372
Rural Area Formula Grants Totals				\$129,594	\$129,594	\$129,594	\$129,594	\$518,37694
Small Urbanized Transit - Capital Projects Vehicle Replacement of 35' Hybrid Vehicle	FTA - 5399	FTA		TBD	TBD	TBD	TBD	TBD
		Local		TBD	TBD	TBD	TBD	TBD
Small Urbanized Capital Projects Totals		TBD		TBD	TBD	TBD	TBD	TBD
ITS Project with FASTER Funds IT Equipment (Farebox & Mobile Ticketing)	FASTER	State		TBD	TBD	TBD	TBD	TBD
		Local		TBD	TBD	TBD	TBD	TBD
ITS Project with FASTER Funds Totals				TBD	TBD	TBD	TBD	TBD
Small Urbanized Transit - Capital Projects Replacement of three 30' vehicles	FTA - 5339	FTA		TBD	TBD	TBD	TBD	TBD
		Local		TBD	TBD	TBD	TBD	TBD
Small Urbanized Capital Projects Totals				TBD	TBD	TBD	TBD	TBD
Total Funding (2021–2024)			\$3,318,027	\$3,885,424	\$3,885,424	\$3,885,424	\$3,885,424	\$18,859,723

Source: Data from FTA regional liaison and Pueblo Transit operations manager, email communications, March 4, 2021 and May 4, 2021.