

1 PIKES PEAK AREA COUNCIL OF GOVERNMENTS

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DRAFT

5

FY 2007 through FY 2012

6

# Transportation Improvement Program

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For the Colorado Springs Urbanizing Area

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**DRAFT**

FY 2007 through FY 2012

TRANSPORTATION IMPROVEMENT PROGRAM

for the

Colorado Springs Urbanizing Area

DATE OF APPROVAL HERE

Prepared by

PIKES PEAK AREA COUNCIL OF GOVERNMENTS

in Cooperation with the

Colorado Department of Transportation

Federal Highway Administration

and

Federal Transit Administration

TABLE OF CONTENTS

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36

**COMMONLY USED TRANSPORTATION TERMS AND ABBREVIATIONS** ..... iii

**EXECUTIVE SUMMARY** ..... v

**INTRODUCTION** ..... 1

**TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT** ..... 1

**PROJECT PRIORITIZATION PROCESS**..... 2

**CONSISTENCY WITH OTHER PLANS** ..... 5

- Bicycle and Pedestrian Facilities Plan ..... 5
- Congestion Management System ..... 5
- 2030 Regional Transportation Plan ..... 5
- State Implementation Plan for Carbon Monoxide..... 6
- Transit Development Plans ..... 6
- Transportation Disadvantaged..... 6
- Unified Planning Work Program..... 6

**PUBLIC PARTICIPATION** ..... 7

**REVENUE**..... 9

- Strategic Corridor Projects (7<sup>th</sup> Pot)..... 10
- System Quality..... 10
- Mobility ..... 10
- Safety Program ..... 12
- Maintenance and Operations ..... 12
- Regional Priorities Program ..... 12
- Public Transportation Projects..... 12

**TRANSPORTATION IMPROVEMENT PROGRAM CONFORMITY**..... 13

**PROJECT FUNDING TABLES** ..... 14

1 **APPENDICES**

2

3 Appendix A: FY 2007-2012 Conformity Determination

4 Appendix B: Resolutions

5 Appendix C: Public Review And Comments

6 Appendix D: Public Involvement Plan

# Commonly Used Transportation Terms and Abbreviations

|    |         |  |
|----|---------|--|
| 4  | AADT    | Annual Average Daily Traffic                                     |
| 5  | AASHTO  | American Association of State Highway & Transportation Officials |
| 6  | ADA     | Americans with Disabilities Act of 1991                          |
| 7  | APCD    | Colorado Air Pollution Control Division                          |
| 8  | AQCC    | Colorado Air Quality Control Commission                          |
| 9  | AQTC    | PPACG's Air Quality Technical Committee                          |
| 10 | ATAC    | Aviation Technical Advisory Committee                            |
| 11 | BTS     | Bureau of Transportation Statistics                              |
| 12 | CAAA    | Clean Air Act Amendment of 1990                                  |
| 13 | CAC     | PPACG's Community Advisory Committee                             |
| 14 | CBD     | Central business district, a land use type used in modeling      |
| 15 | CDOT    | Colorado Department of Transportation                            |
| 16 | CDPHE   | Colorado Department of Public Health and Environment             |
| 17 | CFR     | Code of Federal Regulations                                      |
| 18 | CMAQ    | Congestion Mitigation Air Quality Improvement                    |
| 19 | CMS     | Congestion Management System                                     |
| 20 | CO      | Carbon monoxide  |
| 21 | CSDOT   | Colorado Springs Department of Transportation                    |
| 22 | CTPP    | Census Transportation Planning Package                           |
| 23 | DBE     | Disadvantaged Business Enterprise                                |
| 24 | EMME/2  | A travel demand model (for forecasting traffic)                  |
| 25 | EPA     | United States Environmental Protection Agency                    |
| 26 | FAA     | Federal Aviation Administration                                  |
| 27 | FHWA    | Federal Highway Administration                                   |
| 28 | FMVECP  | Federal Motor Vehicle Emission Control Program                   |
| 29 | FR      | Federal Register   |
| 30 | FRA     | Federal Railroad Association                                     |
| 31 | FTA     | Federal Transit Administration (formerly UMTA)                   |
| 32 | FY      | Fiscal Year  |
| 33 | GIS     | Geographic Information Systems                                   |
| 34 | GPS     | Global Positioning System  |
| 35 | HOT     | High Occupancy Toll  |
| 36 | HOV     | High Occupancy Vehicle   |
| 37 | I/M     | Vehicle inspection and maintenance program                       |
| 38 | ISTEA   | Intermodal Surface Transportation Efficiency Act (1991)          |
| 39 | ITS     | Intelligent Transportation System                                |
| 40 | LRP     | Long-range Plan  |
| 41 | MOBILE6 | EPA approved model for forecasting pollutant emissions           |

|    |          |   |
|----|----------|---|
| 1  | MPO      | Metropolitan Planning Organization  |
| 2  | MSA      | Metropolitan Statistical Area   |
| 3  | NAAQS    | National Ambient Air Quality Standard   |
| 4  | NEPA     | National Environmental Protection Act   |
| 5  | NHS      | National Highway System   |
| 6  | OBD      | Outlying business district, a land use type used in modeling                      |
| 7  | PMR-4    | Planning and Management Region 4  |
| 8  | PPACG    | Pikes Peak Area Council of Governments  |
| 9  | ROW      | Right of Way  |
| 10 | RTDP     | Rural Transit Development Plan  |
| 11 | SIP      | State Implementation Plan (for air pollutants)                                    |
| 12 | SOV      | Single Occupant Vehicle   |
| 13 | SPR      | Statewide Planning and Research   |
| 14 | SRP      | Short-range Plan  |
| 15 | STAC     | Colorado's State Transportation Advisory Committee                                |
| 16 | STAS     | PPACG's Specialized Transportation Advisory Sub-committee                         |
| 17 | STIP     | Statewide Transportation Improvement Program                                      |
| 18 | STP      | Surface Transportation Program  |
| 19 | TAC      | PPACG'S Transportation Advisory Committee   |
| 20 | TCD      | Traffic Control Device  |
| 21 | TCM      | Transportation Control Measure  |
| 22 | TDM      | Transportation Demand Management  |
| 23 | TDP      | Transportation Development Plan   |
| 24 | TEA-21   | Transportation Equity Act for the 21 <sup>st</sup> Century (1998, replaced ISTEA) |
| 25 | TIGER    | U.S. Census Bureau's <u>T</u> opologically <u>I</u> ntegrated <u>G</u> eographic  |
| 26 |          | <u>E</u> ncoding and <u>R</u> eferencing computer file                            |
| 27 | TIP      | Transportation Improvement Program  |
| 28 | TMA      | Transportation Management Area (+200,000 population MPO)                          |
| 29 | TRANPLAN | A travel demand model (for forecasting traffic)                                   |
| 30 | TRB      | Transportation Research Board   |
| 31 | TSM      | Transportation System Management  |
| 32 | UPWP     | Unified Planning Work Program   |
| 33 | USDOT    | United States Department of Transportation  |
| 34 | VHT      | Vehicle Hours Traveled  |
| 35 | VMS      | Variable Message Sign   |
| 36 | VMT      | Vehicle Miles Traveled  |

1  
2  
3 **EXECUTIVE SUMMARY**

4 The Pikes Peak Area Council of Governments (PPACG) was designated by the  
5 Governor of the State of Colorado in April 1977 as the Metropolitan Planning  
6 Organization (MPO) for the Pikes Peak Region, responsible for carrying out the  
7 transportation planning process. One of the primary responsibilities of a  
8 metropolitan planning organization is the development of a regional  
9 transportation improvement program. The fiscal year 2007-2012 Transportation  
10 Improvement Program (TIP) contains over 60 transportation projects (pages 15-  
11 36) for which federal financial assistance in the federal fiscal years 2007-2012 is  
12 being sought. All state, local and privately funded transportation projects that  
13 are expected to be completed within this time period and that have a  
14 regionally significant impact on air quality are also included. All projects that  
15 are to be implemented within the six years of this TIP are consistent with  
16 expected revenues totaling \$464,676,000.

17 The 2007-2012 TIP was developed in cooperation with the Colorado Department  
18 of Transportation and transit users in accordance with 23 CFR 450.324 using the  
19 seven planning factors required by the Transportation Equity Act for the 21<sup>st</sup>  
20 Century and is consistent with the *2030 Regional Transportation Plan*, its  
21 congestion management system, and the *Carbon Monoxide Maintenance Plan*  
22 *For the Colorado Springs Attainment/Maintenance Area*. Thirty-eight public  
23 meetings were held to provide citizens, local and state public agencies,  
24 representatives of transportation agencies, and other interested parties  
25 opportunities to assist in the development of, and provide comment on, the TIP  
26 prior to its approval.

27  
28 A determination was made that the projects identified in this TIP conform to the  
29 emissions budget identified in the *Carbon Monoxide Maintenance Plan For the*  
30 *Colorado Springs Attainment/Maintenance Area* as approved by the State of  
31 Colorado on February 15, 2004 and the U. S. Environmental Protection Agency  
32 (EPA) on October 7, 2004.  
33  
34  
35

1 **INTRODUCTION**

2  
3 The Pikes Peak Area Council of Governments (PPACG) was designated by the  
4 Governor of the State of Colorado in April 1977 as the Metropolitan Planning  
5 Organization (MPO) for the Pikes Peak Region (Figure 1), responsible for carrying  
6 out the transportation planning process.

7  
8 The 2007-2012 Transportation Improvement Program (TIP) includes all the  
9 transportation projects within the Colorado Springs Urbanizing Area for which  
10 federal or state funds will be used, as well as those of regional significance that  
11 are funded by local or private sources. The TIP identifies prioritized projects from  
12 the *2030 Regional Transportation Plan* that are to be implemented during the  
13 next six years. The TIP is fiscally constrained, meaning total annual project costs  
14 do not exceed anticipated revenues. The TIP discusses the project selection  
15 process and revenues; addresses consistency with other plans; verifies  
16 conformity with the Clean Air Act Amendments of 1990 (CAAA) and the state  
17 implementation plan (SIP); and lists the projects.

18  
19 **TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT**

20  
21 Before a project can be considered for inclusion in the TIP it must be shown to  
22 be consistent with the region's long-range transportation plan (LRP). If a  
23 potential project is consistent with the region's long-range plan, it is submitted to  
24 PPACG by a local government after going through that entity's development  
25 and public processes.

26  
27 The TIP is prepared by PPACG staff in cooperation with the Colorado  
28 Department of Transportation and transit operators in accordance with 23 CFR  
29 450.324. It is based upon recommendations from these agencies as well  
30 recommendations from PPACG's Transportation Advisory Committee,  
31 Community Advisory Committee and Air Quality Technical Committee. The  
32 draft TIP is reviewed by each committee during its regularly scheduled monthly  
33 meetings during the TIP development process. The final draft TIP is then  
34 presented to the PPACG Board of Directors for review and approval.

35  
36 The Transportation Advisory Committee is composed of staff representatives from  
37 all public agencies within the Colorado Springs Urbanizing Area which are  
38 involved in the construction, maintenance, operation, or planning of  
39 transportation facilities. Committee members include the Federal Highway  
40 Administration; the Federal Transit Administration; the Colorado Department of  
41 Transportation; the Colorado Air Pollution Control Division; El Paso and Teller  
42 Counties; the Cities of Colorado Springs, Fountain, Manitou Springs, and  
43 Woodland Park; the Towns of Green Mountain Falls, Monument and Palmer

1 Lake; Colorado Springs Transit; Colorado Springs Utilities; and local military  
2 installations.

3  
4 The Community Advisory Committee provides citizen input on the project  
5 selection process, the projects to be included in the TIP, and the public  
6 involvement process. The Committee is composed of citizen representatives of  
7 local governments and community groups as well as citizens-at-large.

8  
9 The Air Quality Technical Committee reviews the TIP from a perspective of how  
10 the projects in it affect carbon monoxide emissions and air quality. The  
11 Committee, similar to the Transportation Advisory Committee, has members  
12 representing local counties, municipalities and military bases; the Colorado  
13 Department of Transportation; the Colorado Air Pollution Control Division; and  
14 Colorado Springs Utilities.

15  
16 The PPACG Board of Directors considers the recommendations of PPACG's  
17 advisory committees. The Board comprises elected officials from each local  
18 government in the urbanizing area, representatives from the Colorado  
19 Transportation and Air Quality Control Commissions, and individuals representing  
20 public transportation and the local military bases. The public is provided  
21 opportunities to comment on the TIP prior to the Board taking final action.

22  
23 After approval by PPACG, as the metropolitan planning organization, and the  
24 Governor, the Colorado Transportation Commission adopts the TIP into the  
25 Statewide Transportation Improvement Program (STIP).

26  
27 After a TIP is adopted, it can be, and generally is, amended several times a  
28 year. There are several reasons for these modifications. Two of the more  
29 common include an addition or reduction in funding levels from federal, state,  
30 or local sources; or a change in the scope and/or costs of a project. These  
31 amendments are generally done on a monthly basis and can be brought  
32 forward by any member entity.

### 33 **PROJECT PRIORITIZATION PROCESS**

34  
35  
36 The Transportation Equity Act for the 21<sup>st</sup> Century (TEA21) requires a  
37 transportation improvement program to include:

- 38
- 39 1. A priority list of projects and project segments to be carried out within  
40 each 3-year period after the initial adoption of the transportation  
41 improvement program; and
  - 42  
43 2. A financial plan that demonstrates how the transportation improvement  
44 program can be implemented; indicates public and private funding

1 sources that are reasonably expected to be made available to carry out  
2 the plan; and recommends any innovative funding techniques to finance  
3 needed projects and programs, including value capture, tolls, and  
4 congestion pricing.  
5

6 The metropolitan planning organization, in the development of its transportation  
7 plans and programs, is to facilitate the continuing, cooperative, and  
8 comprehensive (3-C) planning process. In the development of its transportation  
9 plans and programs, the Transportation Equity Act for the 21<sup>st</sup> Century requires  
10 each metropolitan planning organization to, at a minimum, consider projects  
11 and programs that will:

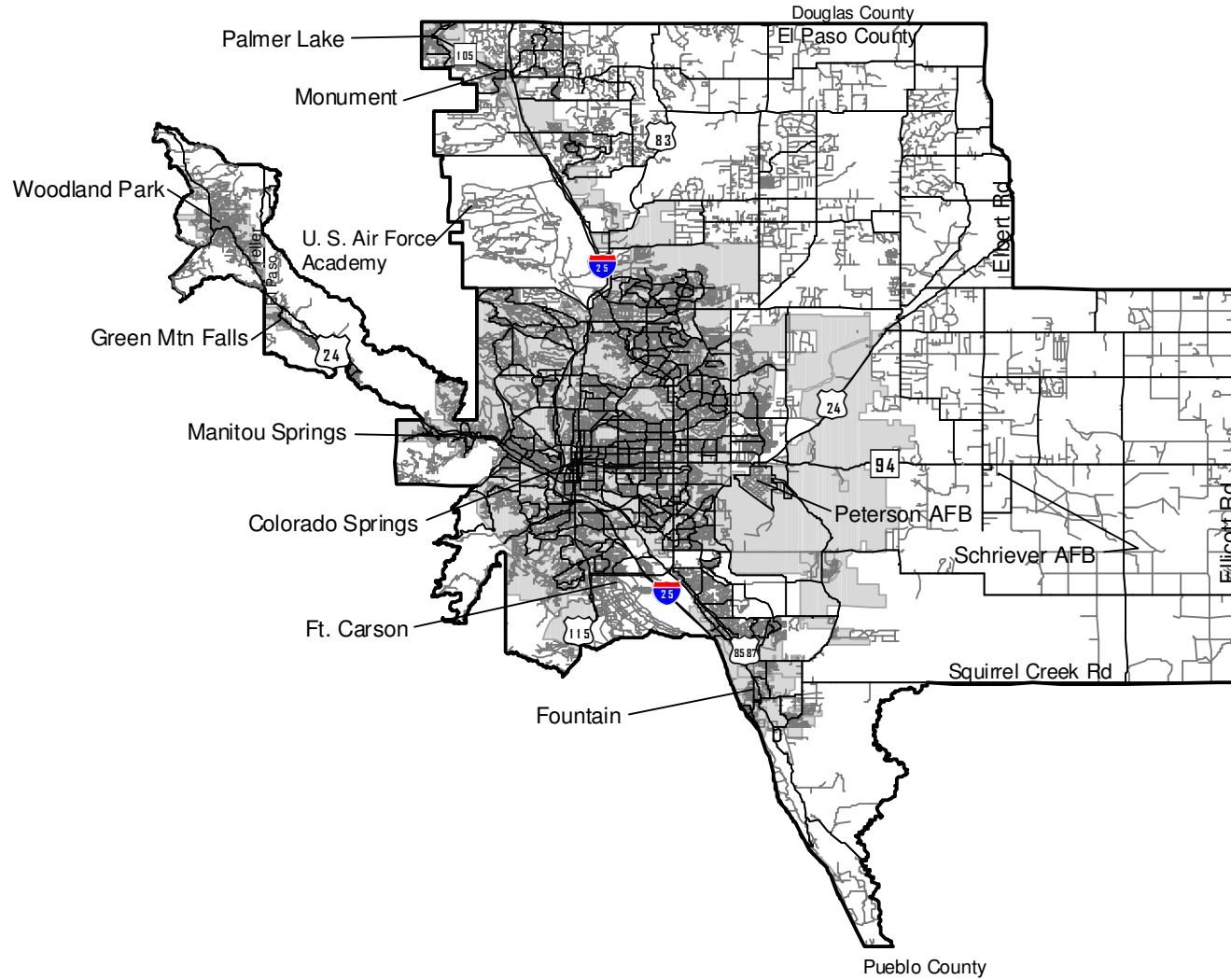
- 12  
13 1. Support the economic vitality of the United States, the States and  
14 metropolitan areas, especially by enabling global competitiveness,  
15 productivity, and efficiency;  
16
- 17 2. Increase the safety and security of the transportation system for motorized  
18 and non-motorized users;  
19
- 20 3. Increase the accessibility and mobility options available to people and for  
21 freight;  
22
- 23 4. Protect and enhance the environment, promote energy conservation,  
24 and improve quality of life;  
25
- 26 5. Enhance the integration and connectivity of the transportation system,  
27 across and between modes throughout the State, for people and freight;  
28
- 29 6. Promote efficient system management and operation; and  
30
- 31 7. Emphasize the preservation of the existing transportation system.  
32

33 During the development of the *2030 Regional Transportation Plan*, from which  
34 the 2007-2012 TIP projects were drawn, an extensive public process was used to  
35 develop goals and objectives that considered these seven planning factors.  
36 This information was then used to prioritize projects proposed for the *2030*  
37 *Regional Transportation Plan*. Project selection for the 2007-2012 TIP placed  
38 heavy emphasis on implementing projects in the *2030 Regional Transportation*  
39 *Plan*, but also considered other aspects of the projects such as opportunity and  
40 leveraging of funds.

1 Figure 1: Colorado Springs Urbanizing Area

2

## PPACG Transportation Planning Area (MPO) Boundary



1  
2 **CONSISTENCY WITH OTHER PLANS**  
3

4 The transportation plans and programs of the metropolitan planning  
5 organization are to be consistent with one another and with other related plans.  
6 The following sections discuss other plans that the TIP has used in its  
7 development or been compared with to ensure consistency.  
8

9 Bicycle and Pedestrian Facilities Plan  
10

11 The regional bicycle and pedestrian facilities element of the *2030 Regional*  
12 *Transportation Plan* reflects current demand and the intermodal emphasis of the  
13 surface transportation legislation. The PPACG Transportation Enhancement  
14 Subcommittee, a subcommittee of the Transportation Advisory Committee,  
15 assisted with the development of this element. It also reviews and prioritizes  
16 bicycle and pedestrian projects to be included in TIPs through the transportation  
17 enhancement process.  
18

19 Congestion Management System  
20

21 For those metropolitan planning organizations with a population greater than  
22 200,000 that are classified as non-attainment or maintenance areas, the  
23 Transportation Equity Act for the 21<sup>st</sup> Century requires projects that significantly  
24 increase capacity for single-occupant vehicles to be included in an approved  
25 congestion management system. A congestion management system combines  
26 travel demand management, land use, and multimodal planning solutions to  
27 mitigate congestion. The congestion management system was updated and  
28 included in the *2030 Regional Transportation Plan*. Projects in the *2030 Plan* and  
29 in this TIP were evaluated and selected using the congestion management  
30 system criteria.  
31

32 2030 Regional Transportation Plan  
33

34 Before a project can be considered for inclusion in the TIP it must be shown to  
35 be consistent with the region's long-range transportation plan. The *2030*  
36 *Regional Transportation Plan* is the current regional, long-range transportation  
37 plan for the Colorado Springs Urbanizing Area. The *2030 Plan* describes  
38 strategies intended to meet the transportation needs of the Urbanizing Area for  
39 the next 24 years, and is the primary means for determining eligibility for federal  
40 funding.  
41

42 The projects in the 2007-2012 TIP were drawn from the *2030 Regional*  
43 *Transportation Plan* and/or are consistent with its goals and objectives.  
44

1 State Implementation Plan for Carbon Monoxide

2  
3 Because the Colorado Springs Urbanizing Area is a maintenance area for  
4 carbon monoxide, the 2007-2012 TIP must conform to the carbon monoxide  
5 maintenance plan and the Clean Air Act Amendments of 1990. No project in  
6 the 2007-2012 TIP contradicts any requirements or commitments in the  
7 maintenance plan. Modeling indicates future transportation-related emissions  
8 will be less than the established emissions budget of 531 tons/day. There are no  
9 transportation control measures in the maintenance plan that are required to be  
10 in the TIP. Appendix A details the conformity determination analyses and  
11 Appendix B presents the resolution approving the conformity determination.

12  
13 Transportation Disadvantaged

14  
15 The current *Specialized Transportation Plan for Persons with Disabilities and*  
16 *Elderly Persons* is included as an element of the *2030 Regional Transportation*  
17 *Plan*. It recommends an implementation program focusing on an accessible  
18 fixed-route transit system for transportation disadvantaged persons who are able  
19 to use accessible buses. The plan further recommends improved coordination  
20 and gradual expansion of the existing private non-profit paratransit service for  
21 transportation-disadvantaged persons who are unable to use accessible fixed-  
22 route transit service.

23  
24 In the adopted plan, demand/response paratransit service, similar to that  
25 currently operated under the City of Colorado Springs contract services  
26 program by private non-profit agencies, was found to be a necessity for serving  
27 the majority of transportation disadvantaged persons who are unable to use  
28 accessible bus services. Many of the goals of the plan are now mandated by  
29 the Americans with Disabilities Act. Transit projects in the 2007-2012 TIP are  
30 consistent with the goals of the *Specialized Transportation Plan for Persons with*  
31 *Disabilities and Elderly Persons*.

32  
33 Unified Planning Work Program

34  
35 The Unified Planning Work Program (UPWP) presents two years of transportation  
36 planning activities proposed for the metropolitan planning region. The UPWP  
37 includes descriptions of specific work activities, their review processes, staffing  
38 needs, timelines, and expenditure and revenue estimates for the metropolitan  
39 planning organization. Planning activities requested for 49 USC 53 Section 5307  
40 funding by the City of Colorado Springs are also included in the work program.  
41 The UPWP for FY 2006 and FY-2007, covering the period from October 1, 2005,  
42 through September 30, 2007, was approved by the PPACG Board of Directors on  
43 July 13, 2005.

## PUBLIC PARTICIPATION

1  
2  
3 Before a metropolitan planning organization can give final approval to the TIP, it  
4 must provide the opportunity for citizens, affected public agencies,  
5 representatives of transportation agency employees, private providers of  
6 transportation, and other interested parties to review and comment on the  
7 proposed program. PPACG's Public Involvement Procedures call for the  
8 development of a participation plan for each plan and TIP that is developed.  
9 The 2007-2012 TIP development participation plan described the overall process  
10 that PPACG would undertake to ensure that elected officials, staff from  
11 agencies in the region, and the general public would have opportunity to be  
12 involved in the TIP's preparation. That document is included as Appendix D in  
13 this document. Over thirty public and monthly committee meetings held from  
14 April 2005 through June 2006 provided the public numerous opportunities to  
15 participate in the development and review of the draft TIP before it received  
16 final approval on (insert actual date- proposed to be June 14, 2006).

17  
18 The availability of the draft TIP document for public review was advertised in  
19 local newspapers. Opportunities to participate in the TIP development were  
20 publicized via mass mailings to community groups, neighborhood organizations,  
21 economic development groups, civic clubs, educational facilities, and many  
22 other organizations and individuals on PPACG's mailing list. In addition, press  
23 releases were prepared and distributed to the local media announcing the TIP's  
24 availability for review. Libraries and local government entities were used as  
25 depositories for the TIP document to assist PPACG in making it accessible to the  
26 public. The full TIP document with maps was also provided to the public through  
27 the PPACG web site where it could be viewed and downloaded in a standard  
28 PDF format. A 30-day comment period was provided. Comments were  
29 submitted in writing, from the PPACG web page, or were made in person to the  
30 PPACG committees charged with reviewing the TIP. Comments received and  
31 PPACG's responses to them are provided in Appendix C. Before taking action  
32 on the 2007-2012 TIP, PPACG advisory committees reviewed and considered all  
33 public comments.

34  
35 Two public meetings were held during development of the 2007-2012 TIP. The  
36 first public meeting was held August 4, 2005, at PPACG. The purpose of this  
37 meeting was to obtain public input on the TIP public participation plan, the  
38 methodology and criteria for developing the new TIP. The second public  
39 meeting was held April 18, 2006, to seek public comment on the draft TIP.  
40 During the 30-day public review period, advisory committees included a TIP  
41 public comment item on their agendas. At these meetings, visualization tools  
42 such as tables, charts, maps, fact sheets, and relevant plans were provided to  
43 enhance the public's understanding of the TIP development process and  
44 related planning activities. Information was given on accessing PPACG's

1 website where the draft TIP could be viewed and/or downloaded. Attendees  
2 were asked to fill out and submit comment sheets.

3  
4 Public agencies, representatives of transportation agency employees, and  
5 private transportation providers are either members of PPACG committees  
6 directly responsible for reviewing the TIP or are included on the mailing list to  
7 receive and review copies of the TIP.

### 8 9 Environmental Justice

10  
11 The framework for choosing regional transportation projects for inclusion in the  
12 2007 through 2012 Transportation Improvement Program was established for the  
13 *2030 Regional Transportation Plan*. Because transportation issues and decisions  
14 can have profound inter-related benefits and impacts on the regional  
15 community, the *2030 Regional Transportation Plan Vision, Goals and Objectives*  
16 strived to measure and weigh the social, environmental, and economic effects.

17  
18 A variety of public involvement techniques were used to ensure that the  
19 broadest possible input was received to aid in the development of the *2030*  
20 *Regional Transportation Plan*. Elected officials, local government staff, federal  
21 and state regulatory agency personnel, transit and specialized transportation  
22 providers, human service agencies, citizens representing all geographic areas of  
23 the region and community-based organizations are ongoing participants on  
24 PPACG's advisory and policy committees. For the development of the *2030*  
25 *Regional Transportation Plan*, the input from a broad range of perspectives was  
26 sought and facilitated. The following audiences were specified for outreach:

- 27
- Businesses
  - Faith-based organizations
  - Citizen groups
  - Civic organizations
  - Disabled populations
  - Emergency response organizations
  - High school and college students
  - Homeowners associations
  - Human service agencies
  - Low-income populations
  - Media
  - Military installations
  - Minority populations
  - Native Americans
  - Neighborhood associations
  - Parent teacher associations
  - Private transportation providers
  - Regulatory agencies
  - School districts
  - Senior populations and organizations
  - Tourist organizations
  - Users of all modes of transportation
  - Youth service organizations

28

1 A mailing list was assembled to ensure that these audiences were notified of the  
2 plan development schedule, public participation opportunities, draft document  
3 availability, and public comment opportunities.  
4

5 As part of PPACG's ongoing planning efforts, the development of the 2007  
6 through 2012 Transportation Improvement Program TIP followed a similar  
7 process, with the *2030 Regional Transportation Plan Goals and Objectives*  
8 playing an integral role. The 2007 through 2012 TIP project prioritization and  
9 selection process incorporated the *2030 Plan* Evaluation Criteria with additional  
10 criteria to determine immediate need, readiness, cost effectiveness, cost  
11 savings, leveraging public dollars with private dollars, and overmatch.  
12

### 13 **REVENUE**

14

15 The revenues identified in the 2007-2012 TIP have been developed with the  
16 cooperation of state and local transportation officials. Factors used to aid  
17 forecasts include:  
18

- 19 • The Pikes Peak region contains 14.54% of the state population
- 20 • The Pikes Peak region contains 2.97% of the state highway lane miles.
- 21 • The Pikes Peak region contains 2.20% of the state highway centerline miles.
- 22 • The PPACG and the CDOT have a signed MOU which specifies that, for  
23 planning purposes, the PPACG is entitled to 9.48% +/- 1% of the statewide  
24 total allocation.  
25

26 Revenues for projects listed in this TIP come from many sources, generally  
27 grouped as follows: federal highway and transit programs, state programs, local  
28 programs, and private sources. Within these general programs are the following  
29 funding categories:  
30

- 31 • **Strategic Corridor Projects.**
- 32 • **System Quality:** including surface treatment, bridge on and off system,  
33 maintenance, and transit capital.
- 34 • **Mobility:** including congestion relief, enhancements, STP-Metro, CMAQ,  
35 and S&I maintenance.
- 36 • **Safety:** including rockfall, hazard elimination, hotspots, traffic signals,  
37 safety enhancements, and traffic operations.
- 38 • **Program Delivery:** including operations and maintenance, capital  
39 equipment, and property.
- 40 • **Regional Priority Projects (RPP).**
- 41 • **Discretionary / Earmarks.**
- 42 • **Tolling.**  
43

1 While most projects identified in the TIP have Federal funds associated with  
2 them, PPACG has included transportation projects with 100% local or private  
3 funding for informational and air quality conformity analyses. Ratios to match  
4 federal funds vary by the funding program:

- 5
- 6 • National Highway System is 82.79% federal and 12.21% local;
- 7 • Surface Transportation Program (STP) is 82.79% federal and 12.21% local;
- 8 • Congestion Mitigation and Air Quality Improvement (CMAQ) Program is  
9 variable and generally ranges from 80% to 100% federal;
- 10 • Interstate Maintenance funding is 91.21% federal and 8.79% local; and
- 11 • Most transit funding is 80% federal and 20% local.

### 12

### 13 Strategic Corridor Projects (7<sup>th</sup> Pot)

### 14

15 State Strategic Corridor, or 7th Pot, moneys are those funds designated for  
16 construction of 28 specific projects identified by the Colorado General Assembly  
17 and the Colorado Transportation Commission. Fourteen of these projects,  
18 totaling \$1,991,863,000 have not been completed. Two of the four largest  
19 projects that have not been completed are within the PPACG region. The I-25  
20 and Powers Boulevard corridors total \$384,866,000, or 19.3% of the remaining  
21 balance.

22

23 The 6-year statewide program is \$435,345,000. The Pikes Peak region is forecast to  
24 receive approximately \$78,198,000, or 17.9% of the statewide total. This number is  
25 highly dependent upon economic and political conditions.

### 26

### 27 System Quality

### 28

29 This program includes funds necessary to maintain the transportation  
30 infrastructure. This generally refers to the traveling surface of roads, the costs to  
31 replace or repair bridges, purchase of transit equipment, and other general  
32 maintenance activities. The Colorado Department of Transportation has  
33 identified one bridge in the Colorado Springs Urbanizing Area that is structurally  
34 deficient and in need of repairs. The 6-year statewide program is \$1,976,413,000.  
35 Of this PPACG is forecast to receive \$71,282,000 or 3.61% of the statewide total.

### 36

### 37 Mobility

### 38

39 This program includes funds to reduce congestion and facilitate travel  
40 throughout the region. It is within this category that PPACG has the most  
41 discretion to select projects. The 6-year statewide program is \$986,976,000. Of this  
42 PPACG is forecast to receive \$101,853,000 or 10.32% of the statewide total.  
43 Specific funding categories are detailed below.

- 1 1. The Congestion Mitigation and Air Quality Improvement (CMAQ) funding  
2 is for federally designated air quality non-attainment or maintenance  
3 regions. These funds can only be used on transportation projects that will  
4 reduce ozone, carbon monoxide, or particulate matter pollution. Projects  
5 funded under this program in the Colorado Springs Urbanizing Area must  
6 contribute to maintaining the federal air quality standard for carbon  
7 monoxide. CMAQ funds may not be used for projects that only increase  
8 capacity for single occupant vehicles. The 6-year statewide program is  
9 \$224,262,000. Of this PPACG is forecast to receive \$32,741,000 or 14.60% of  
10 the statewide total.  
11
- 12 2. The 6-year statewide Transportation Enhancement program is \$62,322,000.  
13 Of this PPACG is forecast to receive \$5,016,000 or 8.05% of the statewide  
14 total. Transportation enhancement projects fall into the following federally  
15 defined categories:  
16
- 17 a. Facilities for pedestrians and bicycles;
  - 18 b. Acquisition of scenic easements and scenic historic sites;
  - 19 c. Scenic or historic highway programs;
  - 20 d. Landscaping and other scenic beautification;
  - 21 e. Historic preservation;
  - 22 f. Rehabilitation of operation of historic transportation buildings,  
23 structures, or facilities;
  - 24 g. Preservation of abandoned railway corridors;
  - 25 h. Control and removal of outdoor advertising;
  - 26 i. Archaeological planning and research; and
  - 27 j. Mitigation of water pollution due to highway runoff.
- 28
- 29 3. The Surface Transportation Program-Urban (Metro) funds are only  
30 distributable to urban areas with over 200,000 in population. They are for  
31 reconstruction, major widening, new construction, intersection  
32 improvements, safety, operational improvements, environmental  
33 clearances and preliminary engineering of eligible roads within the  
34 urbanizing area. These projects are proposed by local entity staffs, citizens  
35 or elected officials and are selected by the metropolitan planning  
36 organization, in consultation with the CDOT. The 6-year statewide  
37 program is \$279,331,000. Of this PPACG is forecast to receive \$48,995,000  
38 or 17.54% of the statewide total.  
39
- 40 4. Congestion Relief is a new program of the Colorado Transportation  
41 Commission designed to relieve congestion on state highways that have a  
42 volume to capacity ratio greater than 0.85. The 6-year statewide program  
43 is \$61,028,000. Of this PPACG is forecast to receive \$6,541,000 or 10.72% of  
44 the statewide total.

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Safety Program

Funds in this area are to improve safety and eliminate hazards statewide. Funds are distributed in a grant program administered by the Colorado Department of Transportation (CDOT). After CDOT makes its selections, the approved projects are adopted into the TIP. The 6-year statewide program is \$634,882,000. Of this PPACG is forecast to receive \$32,372,000 or 5.1% of the statewide total.

Maintenance and Operations

These are state or local funds used to maintain (fill potholes, sand, plow, etc.) or operate (signals, traffic monitoring, variable message signs, etc.) roadways. The State and local governments anticipate \$248,401,000 being available within the PPACG region over the next six years. The 6-year statewide program is \$632,095,000. Of this PPACG is forecast to receive \$17,691,000 or 2.8% of the statewide total.

Regional Priorities Program funds address primarily local projects on the state highway system. Typical projects include reconstruction, major widening, new construction, intersection improvements, safety, operational improvements, environmental clearances and preliminary engineering.

Projects are identified by local entity staff, elected officials and the Colorado Department of Transportation. The 6-year statewide program is \$196,672,000. Of this PPACG is forecast to receive \$12,681,000 or 6.45% of the statewide total.

Public Transportation Projects

The Federal Transit Administration administers program funds authorized by three sections of public law, Sections 5307, 5309 and 5310 of Title 49 USC. The Section 5307 funds are available for public transportation capital projects and to finance the planning and improvement of equipment and facilities for use in public transportation, including the renovation and improvement of historic transportation facilities. For urbanized areas with a population of 200,000 or more, Section 5307 funds are apportioned and flow directly to a designated recipient. In the Colorado Springs Urbanizing Area, only the City of Colorado Springs is designated as a Section 5307 recipient.

Section 5309 funds are used for discretionary grants and loans for general purpose public transportation capital projects and for those projects designed and carried out to meet the special needs of elderly individuals and individuals with disabilities.

1 Section 5310 transit funds are allocated to the State and are distributed through  
2 a discretionary grant program. This category of funds is for projects meeting the  
3 special transportation needs of elderly persons and persons with disabilities.  
4 Eligible categories of projects include planning, capital, and operating  
5 assistance. Eligible recipients include private non-profit organizations and public  
6 entities.

7  
8 Public transportation funds administered by the FTA are competitive grant funds.  
9 Proposed projects must be included in the TIP to be eligible. Once grants are  
10 awarded, projects and funding are amended in the TIP.

11  
12 The TIP public participation process serves as public notice for the Federal Transit  
13 Administration, Sections 5307 and 5309 grants Program of Projects.

### 14 15 **TRANSPORTATION IMPROVEMENT PROGRAM CONFORMITY**

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17 The Colorado Springs Urbanizing Area has been designated as a maintenance  
18 area for carbon monoxide. As such, PPACG's transportation plans, programs,  
19 and projects must demonstrate conformity with the Clean Air Act Amendments  
20 of 1990 (CAAA) and with the *Carbon Monoxide Maintenance Plan for the*  
21 *Colorado Springs Attainment/Maintenance Area* as revised in February 2004.  
22 Regulations developed by the Environmental Protection Agency (EPA) and the  
23 U.S. Department of Transportation define the process to determine conformity.  
24 Those regulations provide that conformity of the 2007-2012 TIP can be  
25 demonstrated:

- 26  
27 1. If the TIP's projects do not interfere with the maintenance of the federal air  
28 quality standard for carbon monoxide;
- 29  
30 2. If the carbon monoxide emissions from projects included in the TIP do not  
31 exceed the emissions budget of 531 tons/day; and
- 32  
33 3. If the TIP provides for the expeditious implementation of transportation  
34 control measures in the applicable state implementation plan.

35  
36 The applicable state implementation plan is the *Carbon Monoxide*  
37 *Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*.  
38 There are no mandatory transportation control measures in the Maintenance  
39 Plan that must be included in the TIP.

40  
41 Projects in the TIP were analyzed from a collective, regional perspective using  
42 the EPA MOBILE 6 air emissions modeling program to determine conformance.  
43 Certain transportation projects do not impact regional carbon monoxide  
44 emissions. These are air quality neutral projects that, because of their nature, will

1 not affect the outcome of any emissions analyses. Types of projects that were  
2 not included in the Mobile 6 emission analyses for this reason were safety-related  
3 improvements; planning and engineering studies; right-of-way acquisition;  
4 landscaping; sign removal; and noise barriers. Projects that were included in the  
5 analyses are presented in Appendix A.

6  
7 The conformity analysis indicates the 2007-2012 TIP does conform to the  
8 requirements of the Clean Air Act Amendments and the emissions budget  
9 established in the maintenance plan. The PPACG resolution approving the  
10 conformity determination is in Appendix B.

11

12 **PROJECT FUNDING TABLES**

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14 The following project tables show the projects selected for the 2007-2012  
15 Transportation Improvement Program (TIP), the cost of the projects, the category  
16 of funds the projects will receive, and the years they will receive the funds.  
17 Some projects will not be completed within the years of the TIP and their future,  
18 and as yet unfunded, costs are indicated in the future column.