

### III. PPACG TIP DEVELOPMENT

The TIP is prepared by PPACG staff in cooperation with the Colorado Department of Transportation (CDOT), Mountain Metropolitan Transit (MMT), and Fountain Municipal Transit in accordance with federal legislation (23 CFR 450.326). It is based on recommendations from these agencies as well as recommendations from PPACG's Transportation Advisory Committee, Community Advisory Committee and Board of Directors. The draft TIP is reviewed by each committee during regularly scheduled monthly meetings during the TIP development process. The goal of this process is to achieve a program that reaches consensus regarding regional priorities and consensus regarding the application of federal funds to regional priorities.

Committee members include representatives from:

- the Federal Highway Administration;
- the Federal Transit Administration;
- the Colorado Department of Transportation;
- the Colorado Air Pollution Control Division;
- El Paso and Teller Counties;
- the Cities of Colorado Springs, Fountain, Manitou Springs, and Woodland Park;
- the Towns of Green Mountain Falls, Monument, and Palmer Lake;
- Mountain Metropolitan Transit;
- Fountain Municipal Transit; and
- local military installations.

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

The PPACG Board of Directors considers the recommendations of PPACG's advisory committees and staff. The Board is comprised of elected officials from each local government in the urbanizing area, representatives from the Colorado Transportation and Air Quality Control Commissions, and individuals representing public transportation and the local military bases. The public is provided opportunities to comment on the TIP prior to the Board taking final action as outlined in PPACG's Public Involvement Plan (PPP).

## a. Financial Plan

### i. Funding Sources

The financial plan is the mechanism for demonstrating financial constraint—showing that there will be sufficient funds to implement proposed improvements and to operate and maintain the transportation system. Funding for the four TIP years FY2021-2024 was identified through multiple steps. First, since this TIP is built upon the FY2019-2022 TIP, financial resources for fiscal years 2021 and 2022 were approved through the previous TIP cycle. For resource allocations for Fiscal years 2023 and 2024, funding was approved after the new long-range plan “Moving Forward 2045” was adopted, which included updated allocations provided by CDOT and Mountain Metro Transit (MMT).

See Appendix D for the full resource allocations approved for the FY2021-2024 TIP and the 2045 Plan and for specific information on funding sources (federal, state, and local). The FY2021-2024 TIP is fiscally constrained, meaning costs are not more than revenues in total or for any individual year. Funding sources and projects costs for individual projects are shown in the TIP funding tables in Section V: PPACG FY 2021-2024 Program of Projects.

### ii. FY2021-2024 Regional Program Funding

Revenues for the PPACG Regional Funds for the FY2021-2024 TIP are:

<i>Funding Category</i>	<i>FY21*</i>	<i>FY22*</i>	<i>FY23*</i>	<i>FY24*</i>	<i>Total</i>
TAP	\$629,416	\$630,036	\$546,965	\$546,965	\$2,353,382
STP-Metro	\$7,318,625	\$7,325,650	\$7,860,306	\$7,860,306	\$30,684,887
Transit 5307	\$6,922,842	\$6,998,750	\$7,281,085	\$7,353,896	\$28,556,573
Transit 5310	\$441,513	\$445,928	\$481,981	\$486,800	\$1,856,222
Transit 5339	\$837,653	\$846,029	\$715,759	\$722,916	\$3,122,357

## **b. TIP Project Prioritization and Selection**

### **i. Project Screening**

Each project proposed for the TIP must meet certain minimum requirements. The following eligibility criteria are posed as “yes/no/not applicable” questions in determining if a proposed project is even eligible to be included in the TIP. A “no” answer precludes the project from further consideration.

- Is the proposed project consistent with the LRTP in terms of scope and regional impact?
- Does the proposed project include a reasonable cost estimate and a funding plan that includes an inflation factor to accurately reflect Year of Expenditure (YOE)?
- Is the proposed project eligible for the requested federal aid program? In MPO boundary? Federal aid eligible roadway?
- Can the project meet NEPA, design, right-of-way and/or construction milestones within the TIP time frame?
- Will the completed project comply with ADA requirements?
- Will the project comply with Title VI and environmental justice requirements?

### **ii. Project Evaluation**

As a management tool for monitoring progress in implementing the LRTP, PPACG staff evaluates each project’s ability to fulfill the goals of the LRTP. The eligible candidate projects for the 2021-2024 TIP were evaluated using the same criteria as were used for the 2045 Transportation Plan. This is a direct indicator of how well a proposed project implements the goals of PPACG’s LRTP and helps the region meet the performance measures and targets as outlined in the LRTP and in section III-C of the TIP. Local jurisdictions are encouraged to use the evaluation system while they are preparing their projects for submission as a checklist to ensure their projects are fulfilling the goals of the LRTP. More detailed information on selection criteria can be found in the LRTP at : <http://www.ppacg.org/2045-long-range-transportation-plan/>

### **iii. Project Selection**

Competitive selection of projects for implementation is necessary to decide which projects receive funding in any particular fiscal year. Typically, there are more requests for funding than are available in each year. Therefore, projects scores are initially reviewed and then evaluated at a project selection workshop. The project prioritization workshop is made up of members of TAC and applicants which further refines the selected list by regional needs and priorities. Additionally, most projects on state facilities are selected by CDOT in cooperation with PPACG and committee members. Regardless, project selection does not exceed the total amount expected to be available for the years listed in the TIP. Additionally, each project cost estimate is expected to include an inflation factor to accurately reflect the Year of Expenditure (YOE) dollars.

#### iv. Unscheduled Pool

Regional federal funds have a use it or lose it policy, unless CDOT expressly states that we may roll forward funds from previous years. Therefore, if those funds are not obligated in the year they are programmed, then that money could be lost from the region. To help mitigate the possibility of losing regional funds, the TIP shall have an appendix with a prioritized listing of regional projects for years 5-10, called the "Unscheduled Pool" which can be amended into the current TIP years if funding were to become available and other regional funding priorities have been met.

The unscheduled pool will also allow the jurisdictions to plan and space out projects and phases of projects. Projects can include:

- Projects received during the 'Call for Projects' application submissions which did not fit within the fiscally constrained four-year program.
- The construction phases of projects listed in the first four years of the TIP.

The unscheduled pool is not a guarantee of funding nor does it guarantee a project will automatically advance into the first four years of the TIP when a new TIP is developed. Additional information regarding the unscheduled pool can be found in the TIP Policies and Procedures document linked in Appendix B.