

I. INTRODUCTION

The Pikes Peak Area Council of Governments (PPACG) was designated in April 1977 by the Governor of the State of Colorado as the Metropolitan Planning Organization (MPO) for the Pikes Peak region (Figure 1), responsible for carrying out the regional transportation planning process. PPACG serves as a regional forum for the discussion and coordination of local and regional transportation issues and for the development of transportation policies and programs.

As the designated MPO, PPACG is responsible for developing a 20-year regional transportation plan (RTP) every four years, and a four-year short-term transportation improvement program (TIP) at least every four years. PPACG updates their TIP every two years. Every project included in the TIP must be consistent with the Regional Long-Range Transportation Plan (LRTP). Decisions regarding the roadways, bike and pedestrian ways, and transit services in the Pikes Peak Metropolitan planning area are determined by the LRTP, which identifies specific transportation needs for the area. Those needs are translated into fundable projects and programmed for implementation with federal, state, or local funds by means of the TIP. While the LRTP establishes goals and a framework, the TIP serves as the tool for program implementation.

The final draft of the Fiscal Year (FY) 2021-2024 TIP was presented to the PPACG Board of Directors for release for public comment on January 9, 2020 and has planned approval for April 8, 2020. After approval by PPACG, the Governor and the Colorado Transportation Commission adopt the TIP into the statewide transportation improvement program (STIP). It includes all the transportation projects within the Pikes Peak MPO Region for which federal or state funds will be used, as well as those of regional significance that are to be funded by local or private sources during the FY2021-2024 time period (FY is the state fiscal year from July 2020 to June 2023). The FY 2021– 2024 TIP replaces the FY 2019–2022 TIP which was adopted on April 11, 2018.

After a TIP is adopted, it can be—and generally is—amended several times a year. There are several reasons for these modifications. Three of the more common include an addition or reduction in funding from federal, state, or local sources; a change in the scope and/or cost of a project; or a rollover to subsequent years. These amendments are generally done on a monthly basis and can be brought forward by any member entity.