

## **II. FEDERAL REQUIREMENTS**

### **a. Purpose of the TIP**

This Transportation Improvement Program (TIP) identifies state and federally funded surface transportation projects to be implemented in the Pikes Peak region during current four federal fiscal is developed under the federal guidance and requirements contained within the FAST Act, the current federal transportation law. The TIP is intended to fulfill the following purposes:

- To serve as a short-range implementation tool to achieve compliance with the goals of the regional long-range transportation plan (LRTP);
- To provide continuity of current transportation improvement projects with those identified in previous TIPs;
- To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding sources and geographic area;
- To establish a prioritization of projects proposed for federal and state funding. The project allocations are to be consistent with the funds reasonably anticipated to be available for such projects in the area;
- To establish a prioritization of projects to effectively utilize federal funds as they become available;
- To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's air quality; and
- To utilize performance-based planning and programming techniques by establishing and monitoring regional performance measures and targets.

### **b. Relationship to the LRTP**

As the designated MPO, PPACG is responsible for developing a 20-year regional transportation plan (RTP), updates to the RTP every four years, and a four-year short-term transportation improvement program (TIP). Every project included in the TIP must be consistent with the Regional Long-Range Transportation Plan (LRTP), which is adopted every 4-5 years. 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.

## **c. Consistency with Other Plans**

The transportation plans and programs of the MPO must be consistent with one another and with other related plans. In developing the TIP, the following plans were considered to ensure consistency.

- The Regional Non-Motorized Transportation Plan, which reflects current demand for bicycle and pedestrian facilities and the intermodal emphasis of federal surface transportation legislation.
- The Congestion Management Program, which evaluates projects that significantly increase capacity for single-occupancy vehicles.
- The Human Services Public Transportation Coordination Plan Update, included as an element of the 2045 RTP, which recommends an implementation program focusing on a fixed-route transit system for transportation-disadvantaged persons and improved coordination and gradual expansion of the existing private, nonprofit paratransit service.
- The Unified Planning Work Program, which presents two years of transportation planning activities proposed for the metropolitan planning region.
- The Mountain Metropolitan Transit Plan, which identifies a regional vision for transit and recommends an implementation strategy to meet future needs.

## **d. Air Quality Conformity**

Under Section 176(c) of the Clean Air Act, as amended in 1990, MPOs are required to show conformity of its TIP with the State Implementation Plan (SIP) for air quality before it can be adopted if the region exceeds EPA standards for zone pollutants. In October 2019, PPACG's status as a maintenance area for Carbon Monoxide expired and therefore no longer has requirements as a maintenance area. This however, could change if the region exceeds EPA standards for ozone pollutants in the future. For additional information on Air Quality Conformity requirements, please see Appendix D.

## **e. Regionally Significant Projects**

In addition to all federally funded projects, regionally significant projects must be included in the TIP in accordance with current federal planning regulations. Projects are defined as regionally significant if they are (1) projects, regardless of funding source, that require action by FHWA or FTA or (2) are funded with federal funds other than those administered by FHWA or FTA. See Appendix B (Policies and Procedures) for more information on determining regional significance.

## **f. Public Participation**

Federal transportation legislation and MPO planning regulations require public involvement in the development of the long-range transportation plan and TIP. The MPO must provide the opportunity for citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties to review and comment on the proposed program. PPACG's public participation process for the TIP is outlined in the Public Participation Plan (PPP) which can be found at:

<http://www.ppacg.org/file/2019/10/Append.-A-Public-Participation-Plan.pdf>

Public Participation for the FY2021-2024 TIP, included committee and Board meetings that were open to the public and a 30-day public review period. During the public review period, comments could be submitted in writing, via the PPACG web site ([www.ppacg.org](http://www.ppacg.org)), or submitted in person at a PPACG committee meeting. PPACG advisory committees are given 30 days before recommended adoption to carefully evaluate all public comments before finalizing the TIP.

## **g. Transportation Performance Management**

The *Moving Ahead for Progress in the 21st Century Act (MAP-21)*, signed into law in 2012, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes. The *Fixing America's Surface Transportation (FAST) Act*, signed in 2015, builds on the MAP-21. It changes and provides long-term funding certainty for surface transportation infrastructure planning and investment. Specific information regarding PPACG's performance measures, targets and project impact can be found in Section V Performance Management.