

# FY2022-2025 TIP Local Agency Unscheduled Pool

Project Title	Project Sponsor	Description	Funding Type	2025	2026	2027	2028	2029	2030	Total	Project Score
<b>STP-Metro and TAP</b>											
			Federal Funding Pool (estimates)	8,566,935	8,566,935	8,566,935	8,566,935	8,566,935	8,566,935	51,401,610	
			Remaining Funds	<b>281,804</b>	<b>310,078</b>	<b>538,459</b>	<b>1,487,728</b>	<b>8,566,935</b>	<b>8,566,935</b>	<b>19,751,939</b>	
Bus Stop ADA Compliance/ Accessibility	Colorado Springs - MMT	This project would remove ADA barriers and make improvements to approximately 250 bus stops making them accessible and ADA compliant as required by law. Each bus stop is unique with a different set of needs to make it compliant, ranging from installing an ADA loading ramp, to more complex improvements such as raising or lowering portions of existing adjacent sidewalk to obtain the acceptable cross-slope and running grade. The project would install sidewalk and pedestrian ramps, if needed, to provide riders with an accessible route to continue their travel.	Federal	155,231	1,397,082	-	-	-	-	<b>1,552,313</b>	259.6
			Local	32,268	290,419	-	-	-	-	<b>322,687</b>	
			<b>Total</b>	<b>187,499</b>	<b>1,687,501</b>	-	-	-	-	<b>1,875,000</b>	
SH67 Phase 1 - construction (priority 1)	Woodland Park	The SH-67 Phase I project is to widen the highway from 2-lanes to 4-lanes including dedicated left turn lanes, bi-directional center turn lane; accel/decel lanes; and an underground stormwater system. This multi-modal project includes sidewalks on the west side connecting pedestrian facilities with Evergreen Heights Drive and Stone Ridge Village. Improvements are between mile markers 77 and 78. Design is complete	Federal	1,462,500	-	-	-	-	-	<b>1,462,500</b>	231.4
			Local	487,500	-	-	-	-	-	<b>487,500</b>	
			<b>Total</b>	<b>1,950,000</b>	-	-	-	-	-	<b>1,950,000</b>	
SH67 Phase 2 - preconstruction (priority 2)	Woodland Park	SH 67 Phase II project is to design and complete all clearaces for future improvements including bidirectional center turn lanes, significant drainage facilities, and deceleration and acceleration lanes between Kelley's to Research Drive. This "mid-section" design will fill a gap between Kelley's and Research located in a high traffic volume, half-mile segment of SH 67. Currently, the highway corridor is a two-lane regional highway, classified as NR-B (Non-rural Arterial) with a posted speed of 50 mph. Surrounding residential subdivisions and Tamarac Business Center (including Teller County Offices) add significant traffic to the roadway. Woodland Park is anticipating major development of the undeveloped commercial and residential properties which will add significant traffic volumes, exacerbating this important transportation corridor. The scope has changed from the 2045 LRTP list by phasing the design/clearaces in 2024 and constuction after 2025.	Federal	496,740	1,986,960	-	-	-	-	<b>2,483,700</b>	284.1
			Local	103,260	413,040	-	-	-	-	<b>516,300</b>	
			<b>Total</b>	<b>600,000</b>	<b>2,400,000</b>	-	-	-	-	<b>3,000,000</b>	
Chelton Road Bridge over Spring Creek	Colorado Springs	Replace existing bridge with hydraulically adequate structure.	Federal	1,700,000	3,220,000	-	-	-	-	<b>4,920,000</b>	224.8
			Local	353,388	726,612	-	-	-	-	<b>1,080,000</b>	
			<b>Total</b>	<b>2,053,388</b>	<b>3,946,612</b>	-	-	-	-	<b>6,000,000</b>	

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Transit ITS Enhancements	Colorado Springs -MMT	Provide and improve transit operational efficiency and customer experience through ITS enhancements that include, but are not limited to, variable message sign (VMS) expansion, a fare system upgrade or replacement and/or incorporation of mobile ticketing capabilities, transit signal priority, interactive voice recognition (IVR) systems, automatic vehicle location (AVL) systems, and automatic passenger counters (APC) throughout the system.	Federal	1,490,220	-	-	-	-	-	<b>1,490,220</b>	87.9
			Local	309,780	-	-	-	-	-	<b>309,780</b>	
			<b>Total</b>	<b>1,800,000</b>	-	-	-	-	-	<b>1,800,000</b>	
Austin Bluffs Parkway/Garden of the Gods Road/ Nevada Avenue Intersection Design	Colorado Springs	The project will improve operations and safety for the intersection of ABP/GOG/Nevada Avenue and includes roadway and bridge widening. The scope of the project includes traffic analysis but remains consistent with the 2045 project description.	Federal			3,200,000	-	-	-	<b>3,200,000</b>	193.1
			Local		-	800,000	-	-	-	<b>800,000</b>	
			<b>Total</b>	-	-	<b>4,000,000</b>	-	-	-	<b>4,000,000</b>	
ADA compliance program	El Paso County	EPC is completing an inventory of ROW infrastructure for ADA compliance. This application is for funding to measure ADA attributes to determine if they are compliant and to prioritize and plan for improvements. With this funding request, we will be working on a variety of roads in the unincorporated area within the MPO boundary to carry out an ADA Compliance Program. Projects will include, repair/install sidewalk , repair/install curb cuts, pedestrian crossing improvements/signals, barrier removal, etc. While we realize that minor design, ROW or clearances may be needed at limited locations, our goal is to focus on construction in existing ROW.	Federal			3,183,187	3,183,187	-	-	<b>6,366,374</b>	188.6
			Local			869,582	869,581	-	-	<b>1,739,163</b>	
			<b>Total</b>			<b>4,052,768</b>	<b>4,052,768</b>	-	-	<b>8,105,536</b>	

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Signal Connectivity by Fiber Optic Cable (ITS)	El Paso County	<p>El Paso County seeks to continue improvements its transportation systems through the application of Intelligent Transportation Systems (ITS). The purpose of the EPC ITS Master Plan is to document the development of a strategic masterplan to provide the County with the framework necessary to improve mobility throughout the transportation network. Intelligent Transportation Systems (ITS) use technology to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. The ITS Master Plan will provide a framework for determining the County's future ITS needs. This master plan will formulate a strategy for the development and maintenance of El Paso County's ITS network; incorporate various methodologies in conformance with national, statewide, and regional architecture, and aid in the formation of a sound basis for design, plans, specifications, estimates, operations and maintenance to phase implementation for the potential ITS projects. Transportation management is increasingly relying on technology, software, and applications, because it is inefficient to try to build our way out of congestion.</p>	Federal		413,950		-	-	-	<b>413,950</b>	
			Local		86,050		-	-	-	<b>86,050</b>	91.7
			<b>Total</b>		<b>500,000</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>500,000</b>	
Loy Creek Rd./ Rampart Range Improvements	El Paso County	<p>The project includes design, ROW, utilities and clearances needed to convert the gravel road to pavement by constructing 3 inches of asphalt on 6 inches of base material, widening shoulders, drainage improvements, new guardrails and retaining walls, signage, and intersection improvements.</p>	Federal		827,900		3,146,020	-	-	<b>3,973,920</b>	
			Local		172,100		653,980	-	-	<b>826,080</b>	85.7
			<b>Total</b>		<b>1,000,000</b>		<b>3,800,000</b>	<b>-</b>	<b>-</b>	<b>4,800,000</b>	
Creekwalk Trail	Manitou Springs	<p>Creekwalk Trail - Schryver Park to Manitou Ave./Old Mans Trail Intersection is part of the PPACG non-motorized trail plan. This trail ranks among the top 10 most critical for completion in the plan. Creek walk is also park of the larger regional "American Discovery Trail" connection the Midland Trail to the Ute Trail. The trail also provides critical connections to Garden of the Gods via Becker's Lane, downtown Manitou Springs, parks and open spaces, and Manitou Springs High Sschool and Middle Sschool. The trail will help to disperse vehicle congestion in the downtown area by providing alternatives to driving for residents and visitors, particularly in the city implements a planned bike share program. This request is for construction of the segment from Shryver Park to Manitou Ave./Old Mans Trail INtersection for a distance of approx. 4000 ft. This is the first construction phase for the PPACG 2017-2022 project precosntruction funding.</p>	Federal			750,000	750,000	-	-	<b>1,500,000</b>	
			Local			155,906	155,906	-	-	<b>311,812</b>	n/a
			<b>Total</b>			<b>905,906</b>	<b>905,906</b>	<b>-</b>	<b>-</b>	<b>1,811,812</b>	

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Ruxton Ave.	Manitou Springs	The Ruxton Ave. Pedestrian and Drainage Improvements is a project to upgrade Ruxton Ave. from Manitou Ave. to the COG railway. The project involves the reconstruction of Ruxton Ave. with upgraded sidewalks, utilities, approach roadways and parking opportunities. It is the intent of the project to implement the findings of the Mobility study presently underway. This may include transit and road tolling opportunities.	Federal			348,324		-	-	<b>348,324</b>	n/a
			Local			72,407		-	-	<b>72,407</b>	
			<b>Total</b>			<b>420,731</b>		-	-	<b>420,731</b>	
Shooks Run Trail Improvements (Legacy Loop)	Colorado Springs	Construct a pedestrian bridge over shooks run per the Envision Shooks Run Facilities Master Plan (future trail detour). This project is a portion of the overall project description	Federal		410,965	546,965		-	-	<b>957,930</b>	154.2
			Local		85,429	113,701		-	-	<b>199,130</b>	
			<b>Total</b>		<b>496,394</b>	<b>660,666</b>		-	-	<b>1,157,060</b>	
<b>Total Unscheduled Pool</b>			<b>Federal</b>	<b>8,285,131</b>	<b>8,256,857</b>	<b>8,028,476</b>	<b>7,079,207</b>	<b>-</b>	<b>-</b>	<b>31,649,671</b>	
			<b>Local</b>	<b>1,905,756</b>	<b>1,773,650</b>	<b>2,011,596</b>	<b>1,679,467</b>	<b>-</b>	<b>-</b>	<b>7,370,469</b>	
			<b>Total</b>	<b>10,190,887</b>	<b>10,030,507</b>	<b>10,040,072</b>	<b>8,758,674</b>	<b>-</b>	<b>-</b>	<b>39,020,140</b>	