

# FY2022–2025 TRANSPORTATION IMPROVEMENT PROGRAM - DRAFT (FY21-24 TIP UPDATE)

Pikes Peak  
Area Council  
of  
Governments



Pikes Peak Area  
Council of Governments  
Communities Working Together

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## EXECUTIVE SUMMARY

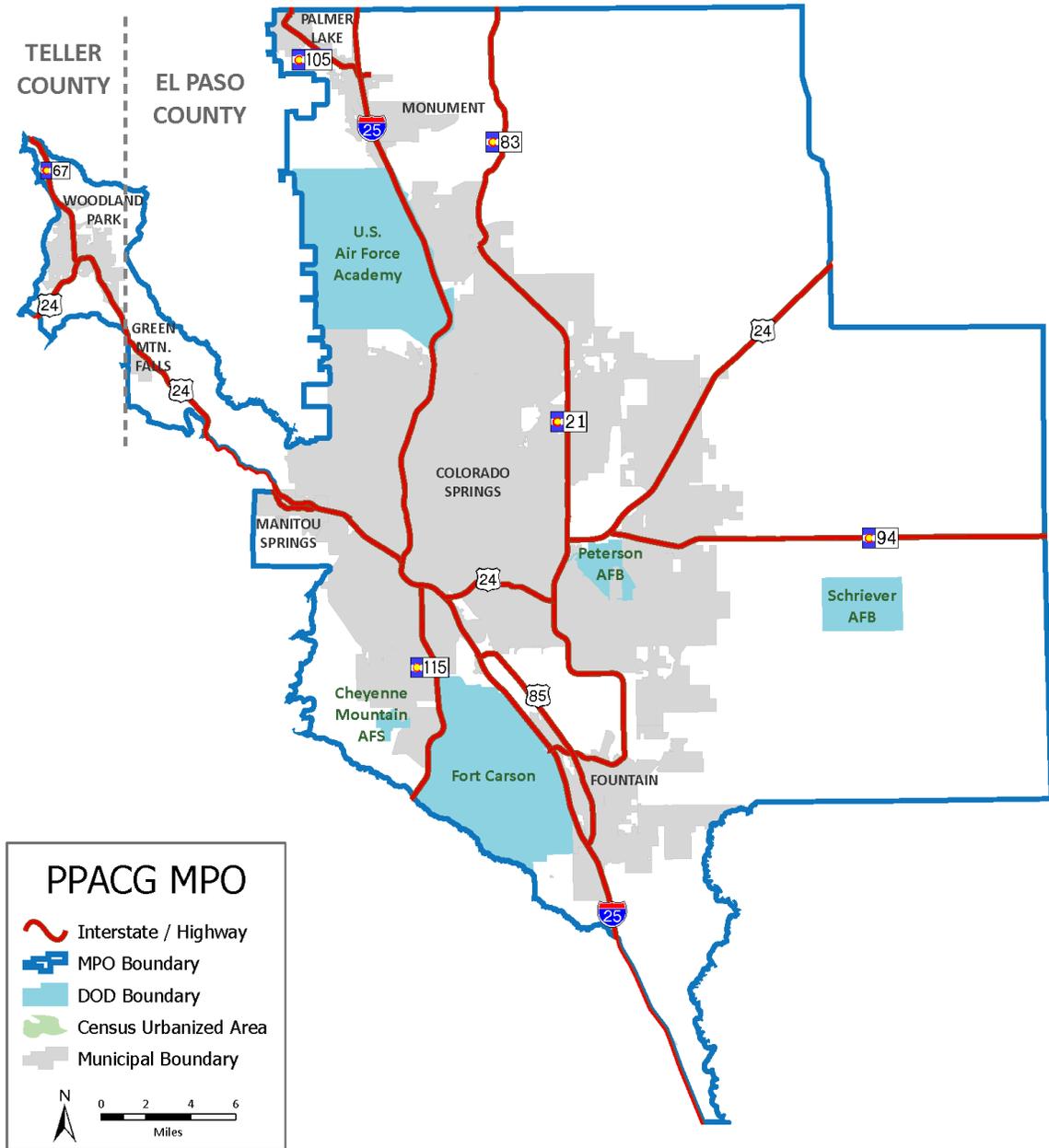
The Pikes Peak Area Council of Governments (PPACG) is the Pikes Peak region's designated Metropolitan Planning Organization (MPO). The MPO boundaries are shown in Figure 1. PPACG is responsible for the coordination and programming of federal and state transportation and transit funds for transportation and transit projects throughout the Pikes Peak Region. PPACG collaboratively works with its member agencies, the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Colorado Springs Mountain Metropolitan Transit (MMT) agency to coordinate transportation planning and funding resources for a variety of projects that address regional and local transportation needs and objectives.

The PPACG Transportation Improvement Program (TIP) is the region's short-range (four-year) implementation plan of the vision and needs for the region that was identified in the Moving Forward 2045 Plan, the region's long-range (20-year) plan. This TIP was developed using direction from PPACG's Board of Directors and input from its advisory committees.

Development of the PPACG TIP was done using the competitive project selection process from the region's long-range regional transportation plan. PPACG member agencies submitted projects that were essential to the region's transportation network. Projects submitted by member agencies were scored by PPACG staff and then further prioritized and selected by the Transportation Advisory Committee (TAC).

The TIP contains those projects selected and programmed with federal, state and local funding and is consistent with the region's Regional Transportation Plan and advances projects that enable the region to achieve the goals established by the regional transportation plan, FHWA, FTA and CDOT.

# Pikes Peak Region Metropolitan Planning Organization Area



# 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 the 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) 2022-2025 TIP Update was presented to the PPACG Board of Directors for release for public comment on May 12, 2021 and has planned approval for August 11, 2021. After approval by PPACG, the Governor and the Colorado Transportation Commission adopt the TIP update into the statewide transportation improvement program (STIP) by reference. 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 FY2022-2025 time period (FY is the state fiscal year from July 2021 to June 2025). The FY 2022– 2025 TIP is an update to and replaces the FY 2021–2024 TIP which was adopted on April 8, 2020.

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. More information on TIP revisions can be found in the PPACG TIP Policies and Procedures document at the link in Appendix B.

## **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 long range transportation plan (LRTP), updates to the LRTP 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 C.

## **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/wp-content/uploads/2020/01/2019-Approved-PPP.pdf>

Public Participation for the FY2022-2025 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 or via zoom 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. Any comments received and their responses can be found in Appendix J.

## **G. Title VI and Environmental Justice Analysis**

PPACG is guided by federal Title VI and environmental justice (EJ) mandates, and PPACG strives to not only meet these mandates, but to create an overall transparent, and inclusive planning process. This plan's guiding EJ principles, as outlined by the US Department of Transportation, are: To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To ensure we are following these principals, PPACG typically completes an EJ analysis before and after project selection outlined in Section III b iii, to help identify any adverse impacts that may arise from projects prosed for funding in this document. For this 22-25 TIP Update we have completed a streamlined analysis approach due to time constraints and the need to adopt the update as quickly as possible to align with the Statewide Transportation Improvement Program (STIP). The streamlined approach included just one analysis since no new capacity projects were being added, nor any new regional STP Metro or TAP projects. Additionally, all projects that go into the TIP are also required to be in our regional LRTP which also undergoes a full EJ analysis, and the latest adopted 2045 LRTP plan identified no significant issues with proposed projects. The streamlined Environmental Justice Analysis can be found in appendix G.

The full Title VI plan can be found here:

<http://www.ppacg.org/wp-content/uploads/2019/10/Append.-B-Title-VI-Plan.pdf>

## **H. 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 VI Performance Management.

### 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 Revenues and Expenditures**

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 FY2022-2025 was identified through multiple steps. First, since this TIP is built upon the FY2021-2024 TIP, financial resources for fiscal years 2022, 2023 and 2024 were estimated and approved through the previous TIP cycle. For resource allocation estimates for Fiscal year 2025 funding was approved after the new long-range plan “Moving Forward 2045” was adopted, which included updated allocation estimates provided by CDOT and Mountain Metro Transit (MMT).

The FY2022-2025 TIP is fiscally constrained, meaning estimated costs are not more than anticipated revenues in total or for any individual year. The “Summary of PPACG Regional Revenues and Expenditures” table in section ii below outlines funding sources by type, estimated revenues by fund type and total expenditures for project costs by fund type. The table also details the remaining balance per fund type that is available to be allocated for projects in the future. To be fiscally constrained, the remaining balance for each fund type needs to be zero dollars or greater. Descriptions of funding sources can be found in Appendix D.

FY2022-2025 TIP Total Revenues and Expenditures by Fund Type						
Fund Type	Prior (roll forwards)	FY2022	FY2023	FY2024	FY2025	FY Totals
<b>Federal Funds</b>						
<b>FTA 5304</b>						
Revenues	\$0	\$40,000	\$0	\$0	\$0	\$40,000
Expenditures	\$0	\$40,000	\$0	\$0	\$0	\$40,000
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>FTA 5307</b>						
Revenues	\$0	\$10,646,599	\$7,409,593	\$7,353,896	\$7,999,874	\$33,409,962
Expenditures	\$0	\$10,646,599	\$7,409,593	\$485,907	\$0	\$18,542,099
Remaining Balance	\$0	\$0	\$0	\$6,867,989	\$7,999,874	\$14,867,863
<b>FTA 5310</b>						
Revenues	\$567,334	\$450,000	\$481,981	\$486,800	\$486,800	\$2,472,915
Expenditures	\$567,334	\$450,000	\$450,000	\$450,000	\$0	\$1,917,334
Remaining Balance	\$0	\$0	\$31,981	\$36,800	\$486,800	\$555,581
<b>FTA 5339</b>						
Revenues	\$694,709	\$2,323,156	\$708,672	\$715,759	\$980,135	\$5,422,431
Expenditures	\$694,709	\$2,323,156	\$708,672	\$715,759	\$0	\$4,442,296
Remaining Balance	\$0	\$0	\$0	\$0	\$980,135	\$980,135
<b>Region 2 TAP</b>						
Revenues	\$1,292,919	\$854,972	\$430,000	\$0	\$0	\$2,577,891
Expenditures	\$1,292,919	\$854,972	\$430,000	\$0	\$0	\$2,577,891
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Regional Priority Pool (RPP) Federal</b>						
Revenues	\$0	\$618,252	\$0	\$5,795,300	\$5,817,800	\$12,231,352
Expenditures	\$0	\$618,252	\$0	\$5,795,300	\$5,817,800	\$12,231,352
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>STBGP (Stimulus)</b>						
Revenues	\$7,869,598	\$0	\$0	\$0	\$0	\$7,869,598
Expenditures	\$7,869,598	\$0	\$0	\$0	\$0	\$7,869,598
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Surface Treatment Program (STP)</b>						
Revenues	\$0	\$20,642,344	\$21,771,889	\$6,894,834	\$0	\$49,309,067
Expenditures	\$0	\$20,642,344	\$21,771,889	\$6,894,834	\$0	\$49,309,067
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>STP Metro</b>						
Revenues	\$9,738,534	\$7,704,915	\$7,789,152	\$7,829,013	\$7,477,624	\$40,539,238
Expenditures	\$9,738,534	\$7,704,915	\$7,789,152	\$7,829,013	\$0	\$33,061,614
Remaining Balance	\$0	\$0	\$0	\$0	\$7,477,624	\$7,477,624
<b>Transportation Alternatives Program (TAP)</b>						
Revenues	\$2,600,715	\$472,681	\$512,178	\$514,741	\$858,816	\$4,959,131
Expenditures	\$2,600,715	\$472,681	\$512,178	\$514,741	\$0	\$4,100,315
Remaining Balance	\$0	\$0	\$0	\$0	\$858,816	\$858,816
<b>Water Quality Mitigation Federal</b>						
Revenues	\$3,126,198	\$123,113	\$907,283	\$0	\$0	\$4,156,594
Expenditures	\$3,126,198	\$123,113	\$907,283	\$0	\$0	\$4,156,594
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local Funds</b>						
<b>Local match</b>						
Revenues	\$2,714,850	\$5,119,363	\$3,322,709	\$610,560	\$0	\$11,767,482
Expenditures	\$2,714,850	\$5,119,363	\$3,322,709	\$610,560	\$0	\$11,767,482
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>PPRTA</b>						
Revenues	\$4,500,000	\$9,117,500	\$107,500	\$0	\$0	\$13,725,000
Expenditures	\$4,500,000	\$9,117,500	\$107,500	\$0	\$0	\$13,725,000
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>STP Metro Local Match</b>						
Revenues	\$2,893,891	\$1,556,798	\$1,322,706	\$1,566,907	\$0	\$7,340,302
Expenditures	\$2,893,891	\$1,556,798	\$1,322,706	\$1,566,907	\$0	\$7,340,302
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>TAP Local Match</b>						
Revenues	\$679,486	\$16,753	\$128,045	\$128,686	\$0	\$952,970
Expenditures	\$679,486	\$16,753	\$128,045	\$128,686	\$0	\$952,970
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>State Funds</b>						
<b>Bridge Enterprise</b>						
Revenues	\$0	\$9,976,000	\$11,638,750	\$0	\$0	\$21,614,750
Expenditures	\$0	\$9,976,000	\$11,638,750	\$0	\$0	\$21,614,750
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>FASTER</b>						
Revenues	\$0	\$900,000	\$0	\$0	\$0	\$900,000
Expenditures	\$0	\$900,000	\$0	\$0	\$0	\$900,000
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Multimodal Options Fund</b>						
Revenues	\$2,357,936	\$1,884,046	\$1,520,500	\$0	\$0	\$5,762,482
Expenditures	\$2,357,936	\$1,884,046	\$1,520,500	\$0	\$0	\$5,762,482
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Regional Priority Pool (RPP)</b>						
Revenues	\$0	\$246,771	\$0	\$1,204,700	\$1,182,200	\$2,633,671
Expenditures	\$0	\$246,771	\$0	\$1,204,700	\$1,182,200	\$2,633,671
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>SB267</b>						
Revenues	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
Expenditures	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Signal Pool</b>						
Revenues	\$0	\$1,360,000	\$0	\$0	\$0	\$1,360,000
Expenditures	\$0	\$1,360,000	\$0	\$0	\$0	\$1,360,000
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>State</b>						
Revenues	\$0	\$2,770,603	\$3,070,712	\$688,400	\$0	\$6,529,715
Expenditures	\$0	\$2,770,603	\$3,070,712	\$688,400	\$0	\$6,529,715
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>State Highway Fund</b>						
Revenues	\$0	\$63,900	\$0	\$744,866	\$0	\$808,766
Expenditures	\$0	\$63,900	\$0	\$744,866	\$0	\$808,766
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Water Quality Mitigation State</b>						
Revenues	\$572,694	\$851,286	\$0	\$0	\$0	\$1,423,980
Expenditures	\$572,694	\$851,286	\$0	\$0	\$0	\$1,423,980
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Revenues</b>	<b>\$39,608,864</b>	<b>\$79,939,052</b>	<b>\$61,121,670</b>	<b>\$34,534,462</b>	<b>\$24,803,249</b>	<b>\$240,007,297</b>
<b>Total Expenditures</b>	<b>\$39,608,864</b>	<b>\$79,939,052</b>	<b>\$61,089,689</b>	<b>\$27,629,673</b>	<b>\$7,000,000</b>	<b>\$215,267,278</b>
<b>Total Remaining Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,981</b>	<b>\$6,904,789</b>	<b>\$17,803,249</b>	<b>\$24,740,019</b>

## 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 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.

- a. Inflation in the TIP: The Federal Highway Administration (FHWA) has provided guidance to planning organizations across the country to ensure that future years of the Transportation Improvement Program (TIP) document account for inflation. Sponsoring jurisdictions have been advised to account for the future costs of a project so that expenditures in the TIP reflect costs in the fiscal year of the expenditure. This accounting

for inflation is called “Year of Expenditure” (YOE). For the FY 2022-2025 TIP development process, all fiscal years were to be programmed in 2021 dollars. As such, jurisdictional funding requests needed to adjust current construction costs for inflation, using the project annual inflation rate from the World Economic Outlook Database or statista.com. Inflation rates are suggested as: FY2022 – 2.4%, FY2023 – 2.5%, FY2024 – 2.45%, and FY2025 – 2.37%.

#### iv. Project Carry Forwards and Roll Forwards

- A. Carry Forward projects were listed in the last TIP but were not in the most recent current fiscal year. These projects do not need to be rolled forward but instead need to be made current by carrying forward into the new TIP adoption. For example, FY22, FY23 and FY24 were in the previous Y21-24 TIP and will be made current by moving into the FY22-25 TIP.
- B. Roll-forwards from prior TIPs are projects that were listed in the most recent current TIP fiscal year of the last TIP but were not obligated (spent) in that year and needed additional time to complete. For example, FY21 projects and their associated funds were rolled forward into the new fiscal year or FY22 in the new FY22-25 TIP.

#### v. FY 21-24 TIP - Projects Completed or Significantly Delayed

Projects that were completed or significantly delayed from the previous FY21-24 TIP are listed in Appendix E. If projects were completed or the funds were obligated in the previous TIP than they are no longer required to be listed in the TIP. If a project did not obligate funds in the previous TIP and was delayed, it is typically rolled forward as outlined above. Occasionally a project will be cancelled, and funds will be returned to the region to be reallocated to another project. The Policies and Procedures Document in Appendix B goes into these processes in more detail.

#### vi. Maintenance and Operations of Regional Transportation System

The region and its jurisdictional partners are aware of the value of maintaining and operating (M&O) the existing transportation infrastructure in the region. With limited transportation dollars available now and into the foreseeable future, emphasis should be placed on infrastructure maintenance. It is more cost effective to do so than to replace facilities that have failed due to lack of maintenance.

Typical maintenance and operations type of activities include but are not limited to: adjustments due to inclement weather (closing flooded roads, de-icing bridges and snow plows at higher elevations), clearing sight-distances, traffic signal maintenance, signing and striping, and warrant studies and pavement management, from filling pot holes to full pavement overlays.

The chart below outlines what jurisdictions receive and pay in operations and maintenance in current and future fiscal years. Jurisdictions were asked to provide budget numbers as available for their transportation operations and maintenance activities system wide, so numbers would reflect both local roads as well as roads of regional significance.

Each jurisdiction receives a portion of the state Highway Users Tax Fund (HUTF) and each spend it on M&O activities. The 2C funding is a voter approved tax for Colorado Springs only. PPRTA funding is a regional taxing authority approved by the voters and a portion of the revenues goes to M&O activities for Colorado Springs, El Paso County, Manitou Springs, Ramah and Green Mountain Falls. CDOT funds comes from their asset management program for M&O activities on the roadways they manage.

PPACG FY2022-2025 Maintenance and Operations - Revenues and Expenses		
	FY22-25 Revenues	FY22-25 Expenses
HUTF	\$ 126,763,100	\$ 126,763,100
2C	\$ 228,747,560	\$ 228,747,560
PPRTA	\$ 174,950,914	\$ 174,950,914
CDOT	\$ 55,675,259	\$ 55,675,259
<b>Totals</b>	<b>\$ 586,136,833</b>	<b>\$ 586,136,833</b>

### vii. 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 an additional 5 unfunded fiscal years, 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. The unscheduled Pool List can be found in Appendix G.

## IV. PPACG FY2022-2025 PROGRAM OF PROJECTS

At a minimum, the TIP identifies a list of federally funded projects to be initiated within a specific four-year period. The State of Colorado requires that all state-funded projects be included. Federal regulations require that transit, highway, and other transportation improvement projects within the PPACG metropolitan planning area be included in the TIP if these projects are to be eligible for federal funding. The TIP must also include non-federally funded projects that are regionally significant. The “Summary of Projects by Fund Type” table is a summary of all projects listed in the FY22-25 TIP by fund type. For additional details on projects listed in this table see appendix F or by selecting the link to PPACG electronic TIP database identified below.

**A. FY2022-2025 Summary of Projects by Fund Type (pages 13a-13d)**

**B. PPACG also has an online database or eTIP that is used to electronically manage TIP projects and associated funds. All projects listed in the current TIP including the most up to date revisions and an interactive map can be found on the PPACG Public eTIP website found here once the TIP is adopted and active: <http://www.ppacg.org/transportation/transportation-improvement-program/>**

**FY2022-2025 TIP Projects Summary by Fund Type**

ID	Agency	Title	Prior	2022	2023	2024	2025	Total
<b>State Bridge Enterprise</b>								
2019-143	CDOT	BUILD Grant/MAMSIP: I-25 Corridor and S. Academy Bridge	\$0	\$9,976,000	\$11,638,750	\$0	\$0	\$21,614,750
<b>State Bridge Enterprise Totals</b>			\$0	\$9,976,000	\$11,638,750	\$0	\$0	\$21,614,750
<b>State FASTER</b>								
2019-123	CDOT	I 25 South Academy SB Improvements	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2021-031	Colorado Springs - MMT	Fixed Route Vehicle Replacement	\$0	\$700,000	\$0	\$0	\$0	\$700,000
<b>State FASTER Totals</b>			\$0	\$900,000	\$0	\$0	\$0	\$900,000
<b>Federal Transit 5304</b>								
2021-059	Colorado Springs - MMT	Academy Boulevard High Capacity Transit Corridor Improvement Study	\$0	\$40,000	\$0	\$0	\$0	\$40,000
<b>Federal Transit 5304 Totals</b>			\$0	\$40,000	\$0	\$0	\$0	\$40,000
<b>Federal Transit 5307</b>								
2019-089	Colorado Springs - MMT	MMT Planning	\$0	\$406,684	\$0	\$0	\$0	\$406,684
2019-088	Colorado Springs - MMT	MMT Operating	\$0	\$1,414,354	\$0	\$0	\$0	\$1,414,354
2019-093	Colorado Springs - MMT	MMT Downtown Transit Center	\$0	\$7,336,230	\$7,409,593	\$0	\$0	\$14,745,823
2019-091	Colorado Springs - MMT	MMT Vehicle Purchase 5307	\$0	\$1,489,331	\$0	\$485,907	\$0	\$1,975,238
<b>Federal Transit 5307 Totals</b>			\$0	\$10,646,599	\$7,409,593	\$485,907	\$0	\$18,542,099
<b>Federal Transit 5310</b>								
2019-096	PPACG	Mobility Management - 5310	\$567,334	\$450,000	\$450,000	\$450,000	\$0	\$1,917,334
<b>Federal Transit 5310 Totals</b>			\$567,334	\$450,000	\$450,000	\$450,000	\$0	\$1,917,334
<b>Federal Transit 5339</b>								
2019-130	Colorado Springs - MMT	Two battery electric buses and two charging stations - Rt. 23 expansion	\$0	\$1,621,500	\$0	\$0	\$0	\$1,621,500
2019-094	Colorado Springs - MMT	MMT Vehicle Purchase 2 - 5339	\$694,709	\$701,656	\$708,672	\$715,759	\$0	\$2,820,796
<b>Federal Transit 5339 Totals</b>			\$694,709	\$2,323,156	\$708,672	\$715,759	\$0	\$4,442,296
<b>Local Match</b>								
2021-031	Colorado Springs - MMT	Fixed Route Vehicle Replacement	\$0	\$175,000	\$0	\$0	\$0	\$175,000
2019-089	Colorado Springs - MMT	MMT Planning	\$0	\$101,671	\$0	\$0	\$0	\$101,671
2019-088	Colorado Springs - MMT	MMT Operating	\$0	\$141,354	\$0	\$0	\$0	\$141,354
2019-130	Colorado Springs - MMT	Two battery electric buses and two charging stations - Rt. 23 expansion	\$0	\$540,500	\$0	\$0	\$0	\$540,500
2021-018	Colorado Springs - MMT	Enterprise Asset Management (EAM) System Implementation	\$250,000	\$0	\$0	\$0	\$0	\$250,000
2021-034	Colorado Springs	Pike Ride Expansion	\$0	\$14,346	\$0	\$0	\$0	\$14,346
2021-035	Colorado Springs	31st St. and Pikes Peak Crossing Improvement Project	\$0	\$42,000	\$0	\$0	\$0	\$42,000
2021-039	El Paso County	North Gate Struthers Permanent Water Quality Pond	\$173,455	\$0	\$0	\$0	\$0	\$173,455
2019-020	El Paso County	Ute Pass Trail Pedestrian Improvements	\$80,000	\$0	\$0	\$0	\$0	\$80,000
2021-024	Colorado Springs - MMT	Alternative Transit Services Implementation	\$320,000	\$0	\$0	\$0	\$0	\$320,000
2019-093	Colorado Springs - MMT	MMT Downtown Transit Center	\$0	\$1,834,058	\$1,852,398	\$0	\$0	\$3,686,456
2019-091	Colorado Springs - MMT	MMT Vehicle Purchase 5307	\$0	\$638,331	\$0	\$121,477	\$0	\$759,808
2021-023	Manitou Springs	Creek Walk Trail, Phases 4 and 5: Survey, Right-of-Way Acquisition, Design, and Construction	\$50,000	\$50,000	\$0	\$0	\$0	\$100,000
2021-022	Envida	Coordinated Mobility on Demand in the Pikes Peak Region	\$121,069	\$28,931	\$0	\$0	\$0	\$150,000
2021-021	El Paso County	South Powers Boulevard Multimodal Corridor Study	\$200,000	\$0	\$100,000	\$0	\$0	\$300,000
2021-020	Colorado Springs	Colorado Springs Signalized Crossings at Rock Island Trail and Murray Blvd., Shooks Run at Uintah St., and Dublin Park Trail at Dublin Blvd.	\$193,000	\$246,175	\$0	\$0	\$0	\$439,175
2021-019	Woodland Park	Woodland Park Pedestrian Ramps, Sidewalks, and Trail Overlay	\$262,867	\$261,440	\$0	\$0	\$0	\$524,307
2021-027	El Paso County	EPC ADA Asset Measurements and Construction Project	\$500,000	\$500,000	\$500,000	\$0	\$0	\$1,500,000
2021-029	Colorado Springs	Hancock Sidewalk - Sand Creek Trail To Academy Blvd.	\$61,000	\$60,000	\$383,000	\$0	\$0	\$504,000
2021-017	PPACG	23 U.S.C. Section 104 and Section 5303 Metropolitan Planning	\$197,643	\$197,643	\$197,643	\$197,643	\$0	\$790,572
2019-096	PPACG	Mobility Management - 5310	\$132,139	\$112,500	\$112,500	\$112,500	\$0	\$683,290
2019-094	Colorado Springs - MMT	MMT Vehicle Purchase 2 - 5339	\$173,677	\$175,414	\$177,168	\$178,940	\$0	\$705,199
<b>Local Match Totals</b>			\$2,714,850	\$5,119,363	\$3,322,709	\$610,560	\$0	\$11,981,133

**FY2022-2025 TIP Projects Summary by Fund Type**

ID	Agency	Title	Prior	2022	2023	2024	2025	Total
<b>State Multimodal Option Funds</b>								
2021-018	Colorado Springs - MMT	Enterprise Asset Management (EAM) System Implementation	\$250,000	\$0	\$0	\$0	\$0	\$250,000
2021-024	Colorado Springs - MMT	Alternative Transit Services Implementation	\$320,000	\$0	\$0	\$0	\$0	\$320,000
2021-023	Manitou Springs	Creek Walk Trail, Phases 4 and 5: Survey, Right-of-Way Acquisition, Design, and Construction	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000
2021-022	Envida	Coordinated Mobility on Demand in the Pikes Peak Region	\$121,069	\$28,931	\$0	\$0	\$0	\$150,000
2021-021	El Paso County	South Powers Boulevard Multimodal Corridor Study	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000
2021-020	Colorado Springs	Colorado Springs Signalized Crossings at Rock Island Trail and Murray Blvd., Shooks Run at Uintah St., and Dublin Park Trail at Dublin Blvd.	\$193,000	\$246,175	\$0	\$0	\$0	\$439,175
2021-019	Woodland Park	Woodland Park Pedestrian Ramps, Sidewalks, and Trail Overlay	\$262,867	\$261,440	\$0	\$0	\$0	\$524,307
2021-026	Colorado Springs - MMT	Bus Stop ADA Compliance	\$0	\$537,500	\$537,500	\$0	\$0	\$1,075,000
2021-027	El Paso County	EPC ADA Asset Measurements and Construction Project	\$500,000	\$500,000	\$500,000	\$0	\$0	\$1,500,000
2021-029	Colorado Springs	Hancock Sidewalk - Sand Creek Trail To Academy Blvd.	\$61,000	\$60,000	\$383,000	\$0	\$0	\$504,000
<b>State Multimodal Option Fund Totals</b>			<b>\$2,357,936</b>	<b>\$1,884,046</b>	<b>\$1,520,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,762,482</b>
<b>Local PPRTA</b>								
2021-059	Colorado Springs - MMT	Academy Boulevard High Capacity Transit Corridor Improvement Study	\$0	\$10,000	\$0	\$0	\$0	\$10,000
2021-026	Colorado Springs - MMT	Bus Stop ADA Compliance	\$0	\$107,500	\$107,500	\$0	\$0	\$215,000
2019-141	El Paso County	BUILD Grant/MAMSIP: South Academy PPRTA	\$4,500,000	\$9,000,000	\$0	\$0	\$0	\$13,500,000
<b>Local PPRTA Totals</b>			<b>\$4,500,000</b>	<b>\$9,117,500</b>	<b>\$107,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,725,000</b>
<b>Federal Region 2 TAP</b>								
2021-034	Colorado Springs	Pike Ride Expansion	\$0	\$56,972	\$0	\$0	\$0	\$56,972
2021-035	Colorado Springs	31st St. and Pikes Peak Crossing Improvement Project	\$0	\$168,000	\$0	\$0	\$0	\$168,000
2019-020	El Paso County	Ute Pass Trail Pedestrian Improvements	\$320,000	\$0	\$0	\$0	\$0	\$320,000
2019-017	Colorado Springs	Sand Creek Trail: Palmer Park Boulevard to Constitution Avenue	\$172,919	\$0	\$0	\$0	\$0	\$172,919
2021-023	Manitou Springs	Creek Walk Trail, Phases 4 and 5: Survey, Right-of-Way Acquisition, Design, and Construction	\$200,000	\$200,000	\$0	\$0	\$0	\$400,000
2021-026	Colorado Springs - MMT	Bus Stop ADA Compliance	\$0	\$430,000	\$430,000	\$0	\$0	\$860,000
2021-033	El Paso County	El Paso County ADA Inventory and ADA Improvements	\$600,000	\$0	\$0	\$0	\$0	\$600,000
<b>Federal Region 2 TAP Totals</b>			<b>\$1,292,919</b>	<b>\$854,972</b>	<b>\$430,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,577,891</b>
<b>Federal Regional Priority Pool</b>								
2022-002	CDOT	Mobility/Safety Improvements SH 21, MM 132-154	\$0	\$0	\$0	\$0	\$413,950	\$413,950
2022-005	CDOT	US24 West over Ridge Road	\$0	\$0	\$0	\$0	\$1,241,850	\$1,241,850
2021-058	CDOT	SH 21 Corridor	\$0	\$225,000	\$0	\$0	\$0	\$225,000
2022-006	CDOT	Woodland Park Reliever Route Study	\$0	\$0	\$0	\$0	\$436,450	\$436,450
2021-043	CDOT	I25 PEL Monument to C470	\$0	\$0	\$0	\$413,950	\$0	\$413,950
2019-076	CDOT	US 24 at 31st Street Intersection Improvements	\$0	\$393,252	\$0	\$0	\$0	\$393,252
2021-047	CDOT	US24E Mobility/Safety Improvements	\$0	\$0	\$0	\$413,950	\$0	\$413,950
2021-048	CDOT	SH67D North of Woodland Park Drainage	\$0	\$0	\$0	\$1,655,800	\$0	\$1,655,800
2022-004	CDOT	US24GMobility/Safety Improvements US 24 East, MM 311-350	\$0	\$0	\$0	\$0	\$413,950	\$413,950
2022-001	CDOT	SH21 (Powers Blvd.) and Airport Road Interchange Design	\$0	\$0	\$0	\$1,655,800	\$1,655,800	\$3,311,600
2022-003	CDOT	US24 East Widening Garret to Woodmen	\$0	\$0	\$0	\$1,655,800	\$1,655,800	\$3,311,600
<b>Federal Regional Priority Pool Totals</b>			<b>\$0</b>	<b>\$618,252</b>	<b>\$0</b>	<b>\$5,795,300</b>	<b>\$5,817,800</b>	<b>\$12,231,352</b>
<b>State Regional Priority Pool</b>								
2021-021	El Paso County	South Powers Boulevard Multimodal Corridor Study	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2022-002	CDOT	Mobility/Safety Improvements SH 21, MM 132-154	\$0	\$0	\$0	\$0	\$86,050	\$86,050
2022-005	CDOT	US24 West over Ridge Road	\$0	\$0	\$0	\$0	\$258,150	\$258,150
2021-058	CDOT	SH 21 Corridor	\$0	\$46,771	\$0	\$0	\$0	\$46,771
2022-006	CDOT	Woodland Park Reliever Route Study	\$0	\$0	\$0	\$0	\$63,550	\$63,550
2021-043	CDOT	I25 PEL Monument to C470	\$0	\$0	\$0	\$86,050	\$0	\$86,050
2021-047	CDOT	US24E Mobility/Safety Improvements	\$0	\$0	\$0	\$86,050	\$0	\$86,050
2021-048	CDOT	SH67D North of Woodland Park Drainage	\$0	\$0	\$0	\$344,200	\$0	\$344,200
2022-004	CDOT	US24GMobility/Safety Improvements US 24 East, MM 311-350	\$0	\$0	\$0	\$0	\$86,050	\$86,050
2022-001	CDOT	SH21 (Powers Blvd.) and Airport Road Interchange Design	\$0	\$0	\$0	\$344,200	\$344,200	\$688,400
2022-003	CDOT	US24 East Widening Garret to Woodmen	\$0	\$0	\$0	\$344,200	\$344,200	\$688,400
<b>State Regional Priority Pool Totals</b>			<b>\$0</b>	<b>\$246,771</b>	<b>\$0</b>	<b>\$1,204,700</b>	<b>\$1,182,200</b>	<b>\$2,633,671</b>
<b>State SB267</b>								
2019-093	Colorado Springs - MMT	MMT Downtown Transit Center	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021-065	CDOT	Monument Park and Ride	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2021-066	CDOT	Woodmen Road Mobility Hub	\$0	\$600,000	\$0	\$0	\$0	\$600,000
<b>State SB267 Totals</b>			<b>\$0</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200,000</b>

**FY2022-2025 TIP Projects Summary by Fund Type**

ID	Agency	Title	Prior	2022	2023	2024	2025	Total
<b>State Signal Pool</b>								
2019-142	CDOT	BUILD Grant/MAMSIP: I-25 Safety Improvements Signal Pool	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019-128	CDOT	SH 21 at Palmer Park and Constitution Signal Replacements	\$0	\$1,160,000	\$0	\$0	\$0	\$1,160,000
<b>State Signal Pool Totals</b>			\$0	\$1,360,000	\$0	\$0	\$0	\$1,360,000
<b>State Highway Fund</b>								
2022-010	CDOT	US 24G Falcon Hwy to West of Elbert Rd.	\$0	\$0	\$0	\$744,866	\$0	\$744,866
2019-139	CDOT	Minor Ramp Rehabs: I-25 and N. Academy/Briargate/InterQuest/NORAD	\$0	\$63,900	\$0	\$0	\$0	\$63,900
<b>State Highway Fund Totals</b>			\$0	\$63,900	\$0	\$744,866	\$0	\$808,766
<b>State</b>								
2019-076	CDOT	US 24 at 31st Street Intersection Improvements	\$0	\$81,748	\$0	\$0	\$0	\$81,748
2019-123	CDOT	I 25 South Academy SB Improvements	\$0	\$1,273,540	\$1,204,700	\$0	\$0	\$2,478,240
2019-125	CDOT	US 24 West MP 284 to 292 Rehab	\$0	\$1,304,483	\$144,943	\$0	\$0	\$1,449,426
2019-120	CDOT	I 25 Filmore to Garden of the Gods	\$0	\$0	\$640,281	\$344,200	\$0	\$984,481
2021-014	CDOT	US 24 West Woodland Park to Divide Rehab	\$0	\$110,832	\$1,080,788	\$344,200	\$0	\$1,535,820
<b>State Totals</b>			\$0	\$2,770,603	\$3,070,712	\$688,400	\$0	\$6,529,715
<b>Federal STBGP (Stimulus)</b>								
2019-022	Fountain	Fountain Creek Regional Trail Extension Through Downtown Fountain	\$191,963	\$0	\$0	\$0	\$0	\$191,963
2019-042	El Paso County	Arnold Avenue Bridge Replacement	\$825,621	\$0	\$0	\$0	\$0	\$825,621
2019-046	Fountain	Indiana Avenue & BNSF Crossing Improvements	\$2,050,706	\$0	\$0	\$0	\$0	\$2,050,706
2019-012	Colorado Springs - MMT	MMT Route 12, Phase 3 Enhancements	\$480,828	\$0	\$0	\$0	\$0	\$480,828
2019-049	Colorado Springs	Academy Boulevard Reconstruction: Airport Road to Academy Loop	\$267,047	\$0	\$0	\$0	\$0	\$267,047
2021-060	PPACG	PPACG Stimulus Relief Payments	\$1,092,491	\$0	\$0	\$0	\$0	\$1,092,491
2019-035	El Paso County	Walker Road (SH 105) Corridor Improvements	\$2,298,006	\$0	\$0	\$0	\$0	\$2,298,006
2019-048	Colorado Springs	Paseo Road Bridge Replacement	\$662,936	\$0	\$0	\$0	\$0	\$662,936
<b>Federal STBGP (stimulus) Totals</b>			\$7,869,598	\$0	\$0	\$0	\$0	\$7,869,598
<b>Federal STP</b>								
2022-010	CDOT	US 24G Falcon Hwy to West of Elbert Rd.	\$0	\$0	\$0	\$3,583,234	\$0	\$3,583,234
2019-139	CDOT	Minor Ramp Rehabs: I-25 and N. Academy/Briargate/InterQuest/NORAD	\$0	\$307,400	\$0	\$0	\$0	\$307,400
2019-123	CDOT	I 25 South Academy SB Improvements	\$0	\$6,126,460	\$5,795,300	\$0	\$0	\$11,921,760
2019-125	CDOT	US 24 West MP 284 to 292 Rehab	\$0	\$6,275,316	\$697,258	\$0	\$0	\$6,972,574
2019-120	CDOT	I 25 Filmore to Garden of the Gods	\$0	\$0	\$3,080,119	\$1,655,800	\$0	\$4,735,919
2019-140	CDOT	BUILD Grant/MAMSIP: I-25 Safety Improvements - Surface Treatment	\$0	\$7,400,000	\$7,000,000	\$0	\$0	\$14,400,000
2021-014	CDOT	US 24 West Woodland Park to Divide Rehab	\$0	\$533,168	\$5,199,212	\$1,655,800	\$0	\$7,388,180
<b>Federal STP Totals</b>			\$0	\$20,642,344	\$21,771,889	\$6,894,834	\$0	\$49,309,067
<b>Federal STP Metro</b>								
2019-035	El Paso County	Walker Road (SH 105) Corridor Improvements	\$0	\$1,937,484	\$0	\$0	\$0	\$1,937,484
2019-048	Colorado Springs	Paseo Road Bridge Replacement	\$38,083	\$0	\$0	\$0	\$0	\$38,083
2019-029	El Paso County	Charter Oak Ranch Road Reconstruction	\$6,814,564	\$0	\$0	\$0	\$0	\$6,814,564
2021-003	Woodland Park	SH67 Widening - Ph. 1	\$0	\$0	\$0	\$1,462,500	\$0	\$1,462,500
2019-030	PPACG	PPACG Statewide Household Travel Survey	\$700,000	\$0	\$0	\$0	\$0	\$700,000
2019-015	El Paso County	El Paso County Wetland Bank: Akers Drive	\$0	\$101,418	\$0	\$0	\$0	\$101,418
2019-014	Manitou Springs	Creek Walk Trail Phase 3	\$19,947	\$0	\$0	\$0	\$0	\$19,947
2019-025	El Paso County	South Academy Boulevard Expansion	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2021-001	Colorado Springs	31st Street and Fontanero Bridge Reconstruction	\$0	\$0	\$3,756,083	\$0	\$0	\$3,756,083
2019-020	El Paso County	Ute Pass Trail Pedestrian Improvements	\$828,000	\$0	\$0	\$0	\$0	\$828,000
2019-042	El Paso County	Arnold Avenue Bridge Replacement	\$390,779	\$14,728	\$0	\$0	\$0	\$405,507
2021-007	Manitou Springs	Ruxton Ave. Reconstruction	\$0	\$0	\$706,719	\$2,235,032	\$0	\$2,941,751
2021-005	Fountain	Link Road Reconstruction	\$0	\$0	\$800,800	\$964,600	\$0	\$1,765,400
2019-028	Monument	Jackson Creek Parkway Expansion	\$319,975	\$1,299,947	\$0	\$0	\$0	\$1,619,922
2021-006	Palmer Lake	Palmer Lake Elementary School Roadway and Safety Improvements	\$0	\$0	\$145,682	\$846,168	\$0	\$991,850
2021-033	El Paso County	El Paso County ADA Inventory and ADA Improvements	\$0	\$202,119	\$928,846	\$968,707	\$0	\$2,099,672
2021-002	El Paso County	Bradley Road Widening	\$477,967	\$0	\$1,291,358	\$1,192,342	\$0	\$2,961,667
2019-045	Colorado Springs - MMT	MMT Transit Planning Studies	\$149,219	\$149,219	\$159,664	\$159,664	\$0	\$617,766
<b>Federal STP Metro Totals</b>			\$9,738,534	\$7,704,915	\$7,789,152	\$7,829,013	\$0	\$33,061,614

**FY2022-2025 TIP Projects Summary by Fund Type**

ID	Agency	Title	Prior	2022	2023	2024	2025	Total
<b>Local STP Metro</b>								
2019-020	El Paso County	Ute Pass Trail Pedestrian Improvements	\$172,121	\$0	\$0	\$0	\$0	\$172,121
2019-022	Fountain	Fountain Creek Regional Trail Extension Through Downtown Fountain	\$39,904	\$0	\$0	\$0	\$0	\$39,904
2019-046	Fountain	Indiana Avenue & BNSF Crossing Improvements	\$426,292	\$0	\$0	\$0	\$0	\$426,292
2019-012	Colorado Springs - MMT	MMT Route 12, Phase 3 Enhancements	\$99,952	\$0	\$0	\$0	\$0	\$99,952
2019-049	Colorado Springs	Academy Boulevard Reconstruction: Airport Road to Academy Loop	\$55,512	\$0	\$0	\$0	\$0	\$55,512
2019-048	Colorado Springs	Paseo Road Bridge Replacement	\$104,151	\$0	\$0	\$0	\$0	\$104,151
2019-029	El Paso County	Charter Oak Ranch Road Reconstruction	\$1,416,580	\$0	\$0	\$0	\$0	\$1,416,580
2021-003	Woodland Park	SH67 Widening - Ph. 1	\$0	\$0	\$0	\$487,500	\$0	\$487,500
2019-014	Manitou Springs	Creek Walk Trail Phase 3	\$4,146	\$0	\$0	\$0	\$0	\$4,146
2021-002	El Paso County	Bradley Road Widening	\$0	\$0	\$0	\$38,333	\$0	\$38,333
2019-025	El Paso County	South Academy Boulevard Expansion	\$0	\$831,501	\$0	\$0	\$0	\$831,501
2021-001	Colorado Springs	31st Street and Fontanero Bridge Reconstruction	\$0	\$0	\$780,798	\$0	\$0	\$780,798
2019-035	El Paso County	Walker Road (SH 105) Corridor Improvements	\$477,699	\$402,755	\$0	\$0	\$0	\$880,454
2021-007	Manitou Springs	Ruxton Ave. Reconstruction	\$0	\$0	\$146,909	\$464,608	\$0	\$611,517
2021-005	Fountain	Link Road Reconstruction	\$0	\$0	\$137,817	\$166,008	\$0	\$303,825
2019-028	Monument	Jackson Creek Parkway Expansion	\$66,515	\$270,227	\$0	\$0	\$0	\$336,742
2021-006	Palmer Lake	Palmer Lake Elementary School Roadway and Safety Improvements	\$0	\$0	\$30,908	\$175,898	\$0	\$206,806
2021-033	El Paso County	El Paso County ADA Inventory and ADA Improvements	\$0	\$21,296	\$193,084	\$201,370	\$0	\$415,750
2019-045	Colorado Springs - MMT	MMT Transit Planning Studies	\$31,019	\$31,019	\$33,190	\$33,190	\$0	\$128,418
<b>Local STP Metro Totals</b>			<b>\$2,893,891</b>	<b>\$1,556,798</b>	<b>\$1,322,706</b>	<b>\$1,566,907</b>	<b>\$0</b>	<b>\$7,340,302</b>
<b>Federal TAP</b>								
2019-017	Colorado Springs	Sand Creek Trail: Palmer Park Boulevard to Constitution Avenue	\$592,959	\$0	\$0	\$0	\$0	\$592,959
2021-033	El Paso County	El Paso County ADA Inventory and ADA Improvements	\$36,688	\$0	\$0	\$0	\$0	\$36,688
2019-022	Fountain	Fountain Creek Regional Trail Extension Through Downtown Fountain	\$199,203	\$0	\$0	\$0	\$0	\$199,203
2019-014	Manitou Springs	Creek Walk Trail Phase 3	\$424,033	\$0	\$0	\$0	\$0	\$424,033
2019-045	Colorado Springs - MMT	MMT Transit Planning Studies	\$200,000	\$0	\$0	\$0	\$0	\$200,000
2021-011	Colorado Springs	School Safety Mobile Education Program	\$0	\$0	\$136,000	\$0	\$0	\$136,000
2019-016	Colorado Springs - MMT	MMT Route 1 & 7, Pedestrian/Transit Accessibility and Bicycle Lanes	\$534,282	\$0	\$0	\$0	\$0	\$534,282
2019-019	Colorado Springs	Rock Island Trail Construction. Sand Creek Trail to Constitution Avenue	\$613,550	\$0	\$0	\$0	\$0	\$613,550
2019-015	El Paso County	El Paso County Wetland Bank: Akers Drive	\$0	\$405,671	\$0	\$0	\$0	\$405,671
2021-009	El Paso County	Galley Road Sidewalks	\$0	\$67,010	\$76,178	\$368,918	\$0	\$512,106
2021-008	El Paso County	Jackson Creek Regional Trail	\$0	\$0	\$300,000	\$0	\$0	\$300,000
2021-010	Colorado Springs	Shooks Run Trail Improvements	\$0	\$0	\$0	\$145,823	\$0	\$145,823
<b>Federal TAP Totals</b>			<b>\$2,600,715</b>	<b>\$472,681</b>	<b>\$512,178</b>	<b>\$514,741</b>	<b>\$0</b>	<b>\$4,100,315</b>
<b>Local TAP Match</b>								
2019-017	Colorado Springs	Sand Creek Trail: Palmer Park Boulevard to Constitution Avenue	\$191,470	\$0	\$0	\$0	\$0	\$191,470
2021-033	El Paso County	El Paso County ADA Inventory and ADA Improvements	\$13,640	\$0	\$0	\$0	\$0	\$13,640
2019-022	Fountain	Fountain Creek Regional Trail Extension Through Downtown Fountain	\$41,409	\$0	\$0	\$0	\$0	\$41,409
2019-014	Manitou Springs	Creek Walk Trail Phase 3	\$106,008	\$0	\$0	\$0	\$0	\$106,008
2019-045	Colorado Springs - MMT	MMT Transit Planning Studies	\$40,000	\$0	\$0	\$0	\$0	\$40,000
2021-011	Colorado Springs	School Safety Mobile Education Program	\$0	\$0	\$34,000	\$0	\$0	\$34,000
2019-016	Colorado Springs - MMT	MMT Route 1 & 7, Pedestrian/Transit Accessibility and Bicycle Lanes	\$133,571	\$0	\$0	\$0	\$0	\$133,571
2019-019	Colorado Springs	Rock Island Trail Construction. Sand Creek Trail to Constitution Avenue	\$153,388	\$0	\$0	\$0	\$0	\$153,388
2021-008	El Paso County	Jackson Creek Regional Trail	\$0	\$0	\$75,000	\$0	\$0	\$75,000
2021-010	Colorado Springs	Shooks Run Trail Improvements	\$0	\$0	\$0	\$36,456	\$0	\$36,456
2021-009	El Paso County	Galley Road Sidewalks	\$0	\$16,753	\$19,045	\$92,230	\$0	\$128,028
<b>Local TAP Match Totals</b>			<b>\$679,486</b>	<b>\$16,753</b>	<b>\$128,045</b>	<b>\$128,686</b>	<b>\$0</b>	<b>\$952,970</b>
<b>Federal Water Quality Mitigation</b>								
2021-039	El Paso County	North Gate Struthers Permanent Water Quality Pond	\$834,420	\$0	\$0	\$0	\$0	\$834,420
2021-040	Colorado Springs	Fairfax Tributary Pond	\$2,291,778	\$0	\$0	\$0	\$0	\$2,291,778
2019-144	CDOT	BUILD Grant/MAMSIP: I-25 and CO94 Safety Improvements	\$0	\$123,113	\$907,283	\$0	\$0	\$1,030,396
<b>Federal Water Quality Mitigation Totals</b>			<b>\$3,126,198</b>	<b>\$123,113</b>	<b>\$907,283</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,156,594</b>
<b>State Water Quality Mitigation</b>								
2021-040	Colorado Springs	Fairfax Tributary Pond	\$572,694	\$0	\$0	\$0	\$0	\$572,694
2019-085	CDOT	I 25/Powers Boulevard Freeway Storm Water Basin	\$0	\$851,286	\$0	\$0	\$0	\$851,286
<b>State Water Quality Mitigation Totals</b>			<b>\$572,694</b>	<b>\$851,286</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,423,980</b>
<b>Grand Total</b>			<b>\$39,608,864</b>	<b>\$79,939,052</b>	<b>\$61,089,689</b>	<b>\$27,629,673</b>	<b>\$7,000,000</b>	<b>\$215,480,929</b>

## V. PPACG TIP MANAGEMENT

### A. TIP Policies and Procedures

The TIP policies and procedures are intended to provide clarity and consistency to the transportation planning and programming process in the Pikes Peak region. The policies provide a platform for the decision-making process so that every jurisdiction and mode of transportation is treated consistently. The procedures describe the process by which the region will conduct the planning & programming process so that there is transparency for the PPACG member jurisdictions and the public. The full TIP Policies and Procedures Document can be found at the link in Appendix B.

### B. TIP Revisions - Amendments and Modifications

TIP revisions can be made at any time throughout the life of the TIP. CDOT allows revisions to be sent to them at any time. The MPO has regular monthly meetings that allow proposed revisions to be brought forward. For all TIP amendments the opportunity for public participation is provided in accordance with *Public Involvement Procedures for the Pikes Peak Area Metropolitan Planning Organization*. TIP amendments are available for public comment at least seven days prior to their consideration by the Board of Directors, in addition to the time allotted for public comment at the TAC and CAC meetings. After approval by the Board of Directors, the amendment is forwarded to CDOT HQ for approval and inclusion, without modification, in the Colorado STIP. The STIP is then passed on to the Governor for final approval and signatures. More detailed information regarding TIP Revisions can be found in the TIP Policies and Procedures Document linked in Appendix B.

### C. Project Sponsor and MPO Responsibilities

All agencies that are eligible to propose transportation projects for the TIP have several responsibilities to be met once a project has been programmed. These include:

- Completing the project or project phase in a timely manner;
- Offering opportunities for project-level public involvement;
- Keeping commitments made during the project development and programming process; and
- Notifying PPACG staff when the project will not meet program funding deadlines.

When a proposed project is programmed in the TIP, the project sponsor makes a commitment to complete it as defined in the project proposal. A detailed outline of sponsor and PPACG staff roles and responsibilities can be found in the Policies and Procedures document linked in Appendix B.

# VI. Performance Management

## A. Transportation Performance Management

The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. In short, TPM:

- Is systematically applied, a regular ongoing process.
- Provides key information to help decision makers, allowing them to understand the consequences of investment decisions across transportation assets or modes.
- Improves communication between decision makers, stakeholders and the traveling public.
- Ensures targets and measures are developed in cooperative partnerships and are based on data and objective information.

This approach, using goals, measures and data, will assist in making informed decisions about how to invest transportation funding. A better performing transportation system can be achieved by setting performance targets, developing plans, reporting results and being accountable for performance. The net result is connected and productive communities that focus on the efficient delivery of goods and safe, reliable journeys to work, school, shopping and community activities.

Moreover, both the State and MPOs must clearly connect the attainment of performance measure targets through statewide and regional planning activities. TPM outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements. These include:

1. **National Goals:** Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.
2. **Measures:** FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
3. **Targets:** Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations.
4. **Plans:** Strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
5. **Reports:** Reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
6. **Accountability and Transparency:** FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

## B. PPACG Performance Measures and Target Setting

Federal regulations require that states and MPOs incorporate performance-based planning into their long-range and short-range planning processes. Federally required performance measures assess conditions and performance related to the national goals. There are a total of twenty federally required performance measures: five safety, four pavement condition, two bridge condition, two travel time reliability, one freight movement, four transit, and two congestion mitigation and air quality. Additionally, in July 2020, any public transportation agency that receives federal funds was required to complete a Public Transportation Agency Safety Plan which includes additional transit safety measures and the MPO was required to adopt those targets through their board processes as well. PPACG anticipate adopting these targets in June 2021. While performance measures provide a metric for comparison, targets identify desired trends (or are specific numerical figures) associated with the performance measure and provide direction to strategy analysis and performance tracking. Depending on the target, the state DOT and MPO must set new targets annually, every two years or every four. More details can be found in the 2045 Moving Forward Long Range Transportation Plan (<http://www.ppacg.org/2045-long-range-transportation-plan/>).

State DOTs and MPOs are required to establish performance targets for each federal performance measure. MPOs may develop their own performance targets in cooperation with State DOTs and transit agencies, or they may choose to support the state's targets. For the federally required measures, PPACG committees and staff chose to support the state set targets. This is the preferred option because it helps to avoid duplication of effort and promotes consistency between state and regional planning and programming. All performance measures, targets and associated scoring criteria can be found in Appendix H.

## C. Project Impacts

Per federal requirements, MPOs must describe in the TIP how the program of projects contributes to achievement of the performance targets identified in the LRTP. Specifically, a description of the anticipated effect of the TIP toward achieving the performance targets that links investment priorities to those performance targets.

PPACG's program of projects is tied to performance measures and targets in two ways:

- 1. Through the LRTP planning process and project selection.* Selection of performance measures was closely tied to development of goals and objectives, since performance measures are used to assess progress toward meeting objectives and in turn regional goals. Those goals and measures were then used to create project selection criteria for the LRTP. Once projects were listed in the LRTP, they were eligible for programming in the TIP using the same criteria and scores.
- 2. Each project listed in the TIP is linked with a performance measure(s)/target area.* This helps to more specifically identify how the projects are helping to meet particular goals, performance measures, and targets, as set in the LRTP. This is identified in the listing of projects in the PPACG online TIP database and the project description report in Appendix F. Each project description page identifies which federal performance measure or measures the project helps to improve. Please note that this does not mean that the project does not help to improve other measures, but that they are the primary measure(s) this project seeks to help improve.