



Pikes Peak Area  
Council of Governments

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Communities Working Together

**Pikes Peak Council of Governments**  
**Transportation Improvement Program**  
**Policies and Procedures**

**Approved by the PPACG Board of Directors**

**April 2023**

## **Pikes Peak Area Council of Governments Transportation Improvement Program Policies and Procedures**

These 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. These 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.

**Introduction:** Federal transportation planning regulations require any urbanized area with a population over 50,000<sup>1</sup> to form a Metropolitan Planning Organization (MPO). If that urbanized area has a population over 200,000, that MPO is recognized as a Transportation Management Area (TMA)<sup>2</sup> and additional federal regulations apply.

As an MPO/TMA the Pikes Peak Area Council of Governments (PPACG) is required to develop a long-range transportation plan (LRTP) and transportation improvement program (TIP) for the Colorado Springs Urbanized Area (UZA). It should be noted that the federally recognized UZA boundary and the MPO operating boundary are different than the service boundary for PPACG as the Council of Governments for the Pikes Peak region, Park, Teller, and El Paso Counties.

In Colorado, the state is divided into 15 Transportation Planning Regions (TPRs). There are five MPOs in Colorado and their boundaries are the same as TPRs one through the five. All other parts of the state not included in an MPO boundary are included in TPRs six through fifteen.

The area within PPACG, as the Council of Governments (COG), includes the Pikes Peak MPO (TPR #1) and a portion of the Central Front Range Transportation Planning Region (TPR#14).

These policies and procedures only apply to the development of the program for the Pikes Peak MPO/TMA. Projects that are located, or programs that operate, outside the MPO boundary including Park, Teller, and El Paso Counties follow the process established by the Colorado Department of Transportation (CDOT) for the Central Front Range Transportation Planning Region (TPR #14).

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<sup>1</sup> 23 CFR 450.310(a)

<sup>2</sup> 23 CFR 450.310 (c)

**Hierarchy of Authorities:** These policies and procedures are intended to be compliant with the federal regulations<sup>3</sup> that apply to transportation planning & programming. Because of the relationship between PPACG as the MPO/TMA and PPACG as TPR#1, these policies and procedures are complementary to the CDOT TPR process where possible. Finally, the PPACG Board of Directors may have additional policies that provide clarity or additional utility to meet the specific needs of the region provided these policies do not contradict federal regulations or state statutes.

**Modification:** Unless previously delegated by the PPACG Board, the modification, deletion, or addition of policy requires an action of the PPACG Board. Procedures may be modified by the PPACG TAC or staff, provided modifications are not in conflict with PPACG Board direction, CDOT rule or Federal Highway Administration (FHWA)/ Federal Transit Administration (FTA) regulation.

**Continuation:** The TIP Policies and Procedures are to remain in effect unless modified by action of the PPACG Board of Directors or other authorized body. Additional guidelines and procedures may be modified, added or deleted by the PPACG Executive Director acting upon Board policies in lieu of Board action. Change in FHWA or FTA policy or regulation may also necessitate revision of these Policies and Procedures.

**Compatibility with Existing Legislation:** Colorado Revised Statutes are already in place for Highway Users Tax Funds (HUTF); related eligibility requirements remain in place and are not impacted by these Policies and Procedures.

TIP development will occur per 2 Code of Colorado Regulations 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions.

These Policies and Procedures will be administratively updated to reflect changes necessitated by changes in state and federal regulations.

**Relevant federal regulations:** Below is a summary of the relevant federal regulations that apply to the transportation planning process in general or development of the TIP specifically. Appendix “A” contains the specific citations.

- The MPO shall conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
- The metropolitan transportation planning process needs to be done in coordination with CDOT and the statewide transportation planning process.
- The MPO shall develop the plan in consultation with all interested parties.
- The MPO shall include public participation as part of the transportation planning process.
- The MPO planning process shall incorporate performance measures and targets.

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<sup>3</sup> <https://www.law.cornell.edu/uscode/text/23>

- The MPO, as a TMA, shall have a congestion management process incorporated into the planning process.
- The TIP shall cover a period not less than 4 years.
- The TIP shall be updated at least every 4 years.
- The TIP may cover more than 4 years. FHWA and the FTA will consider the projects in the additional years as informational.
- The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.
- The TIP shall include, for each project or phase, the following:
  - Sufficient descriptive material (*i.e.*, type of work, termini, and length) to identify the project or phase;
  - Estimated total project cost, which may extend beyond the 4 years of the TIP;
  - The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
  - Identification of the agencies responsible for carrying out the project or phase;
- Each project or project phase included in the TIP shall be consistent with the approved LRTP.
- The TIP must be fiscally constrained by fund source by year.

**Regionally Significant 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, as well as all regionally significant projects to be funded with non-federal funds [23 CFR 450.326(f)].

**PPACG Policies:**

*TIP Schedule*

TIP PO1.0 - PPACG adopts a new TIP every two years. CDOT adopts a new Statewide Transportation Improvement Program (STIP) every year and has implemented a 10-

year program. CDOT and PPACG will coordinate to reconcile any discrepancies on a regular basis.

TIP PO1.1 - CDOT and PPACG recognize this fact and are working to address this issue through statewide planning efforts and the planning memorandum of agreement between the two agencies. Currently, the PPACG 2019-2022 TIP is in sync with CDOT's 2019-2022 STIP.

### TIP Development

TIP PO2.0 – The TIP shall be fiscally constrained in each individual fund source, in each of the first four years of the TIP.

TIP PO3.0 – Only projects that are consistent with the region's long-range transportation plan (LRTP) are eligible to be in the TIP. In both the LRTP and the TIP, projects must be described with sufficient detail that a reasonable determination of consistency may be made.

TIP PO4.0 - Projects in the first year of the TIP constitute the “agreed to” list of projects for project selection purposes.

TIP PO4.1 - Any project in the first year of the TIP is automatically considered “selected,” and no further action is needed.

TIP PO5.0 – Projects may not appear in the first two years of the TIP unless the phase shown within those years is fully funded and local match will be available for the year programmed.

TIP PO5.1 - Full funding for all phases must be reasonably foreseeable for any project to be considered for programming in the TIP

TIP PO6.0 - In accordance with federal regulation, projects in the second, third, and fourth years of the TIP [23 CFR 450.332(a)] and STIP may be advanced in place of another project. To proceed with any project beyond the first year of the TIP, specific actions must be undertaken as outlined in PO10.0 – PO13.0.

TIP PO7.0 – Privately funded projects must provide evidence of funding to be included in the TIP. The jurisdiction shall confirm in writing to PPACG that the private funding is reasonably expected in the year of expenditure programmed in the TIP.

TIP PO8.0 – Regional Surface Transportation Program (STP) Metro (STBG program), Carbon Reduction Program (CRP), and Transportation Alternatives Program (TAP)

(STBG-set aside program) 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.

TIP PO8.1 - The Unscheduled Pool will also allow the jurisdictions to plan and space out projects and phases of projects. Projects in the pool will be prioritized using the same scoring criteria as the first four years and listed by year. Projects can include:

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

TIP PO8.2 – Each fiscal year of the Unscheduled Pool does not need to be fiscally constrained. While fiscal constraint is not required for the Unscheduled Pool, the utility of the planning exercise would be diminished if some level of constraint is not used. Years five through ten shall be constrained within the total five-year resource allocation estimates from the LRTP.

TIP PO8.3 – 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. When a new call for projects is announced, sponsors must resubmit their project applications with any updated cost estimates and scope. However, provided the sponsoring jurisdiction has been developing the project, advancing these projects should be strongly considered. Priority for construction phases of projects that have already received funding for preconstruction (i.e., design, NEPA, ROW) should be considered.

TIP PO9.0 – Federally funded projects must be programmed by phase unless all phases can be completed within one federal fiscal year. Otherwise, project sponsors must request programming of preconstruction activities first and separate from the construction phase. Upon completion of the pre-construction work, sponsors may come back to the region for the programming of the construction phase with an updated cost estimate and scope.

TIP PO9.1 – Project selection will continue to look at the entirety of the project when scoring as part of the performance-based programming process.

TIP PO9.2 – Projects sponsors may apply for funding of a project in its entirety. However, if selected, the project should be programmed by phase, if applicable.

Any subsequent phase will be listed in the out years of the TIP or the unscheduled pool until an updated application has been submitted.

TIP PO9.3 - It is the intent of this policy that PPACG will program the construction phase of a project if the preconstruction phase was programmed. However, if the initial cost estimates for the construction phase are exceeded by 10%, the jurisdiction will work with the Technical Advisory Committee (TAC) to deliver the project by:

- Providing additional regional funding if available and the cost overruns are in line with the original scope of the project.
- Providing additional jurisdictional funding.
- Reducing the scope of the project, making sure to keep the original functionality that caused the region to fund the project in the first place.

TIP PO10.0 – Non-infrastructure programs or planning studies that are regional in nature must be included in both the TIP and the Unified Planning Work Program (UPWP).

TIP PO10.1 – Requests for non-infrastructure or planning studies to be included in the UPWP must be made to PPACG in writing by January of the federal fiscal year prior to the funding request.

TIP PO10.2 – Annual programmatic funding for these projects is not guaranteed. No long-term commitments should be made by the jurisdiction beyond the first year of the TIP.

### TIP Revisions

TIP PO11.0 – The TIP may be modified, either by a formal amendment, or an administrative modification.

TIP PO11.1 - TIP amendments are major revisions requiring a public comment period (outlined in the Public Participation Plan), official approval by the TAC, CAC and Board of Directors, followed by submission and approval by CDOT, with approval authority as delegated by the Governor. Amendments are required for:

- Addition or deletion of any federally funded projects (except as noted in the administrative modifications section below)
- Addition or deletion of any regionally significant state or locally funded projects (except as noted in the administrative modifications section below)

- Changes/adjustments to federal funds that are programmed by PPACG. (PPACG Board is the only body with the authority to remove or add regional funding to a project/program)
- Changes/adjustments to federal or state funds programmed or selected by CDOT (with approval from transportation commission or similar body).
- Significant changes to the scope of any project (e.g., changing the number of traffic through lanes, changing termini, addition or removal of multimodal features)
- Changes in a project's fund source(s) from non-federal to federal, or from federal to non-federal

TIP PO11.2 - TIP administrative modifications are minor revisions that may be made by PPACG staff without formal action by TAC, CAC, or the Board. PPACG staff will make changes to the TIP and final updates will also be emailed to relevant parties. Additionally, updates will be made to documents on the PPACG website. Administrative modifications include:

- Addition or deletion of any non-regionally significant state funded projects
- Adding or modifying Emergency Relief funded projects
- Adding or modifying state or local regionally significant projects that have already been through their own public involvement and approval processes
- Minor changes to the scope of any project not triggering an amendment as outlined above
- Changing a project's sponsoring agency when agreed upon by the two agencies affected and a formal agreement has been signed by the appropriate agency authorities
- Changes made to an existing project's amount of local funds, provided no other federal or state funding, scoping or termini changes are being made to the project and does not affect the local match requirement
- Adjustments to funds between preconstruction and construction



- Project roll forwards (moving a project within the programmed four years of the TIP) if:
  - Unable to obligate in current year of TIP and jurisdiction has provided adequate justification for the delay and
  - The obligation authority or apportionment has not lapsed, and funding is still available

TIP PO12.0 – Amendments may not add projects that are not consistent with the adopted LRTP.

TIP PO13.0 – Amendments may not add capacity-increasing projects unless applicable requirements of the Congestion Management Process (CMP) and air quality conformity rules for the region are met.

TIP PO13.1 – Amendments that impact the conformity emissions analysis (capacity projects that must be modeled) require the same public notice and opportunity for comment as the original TIP document.

TIP PO13.2 – For the purposes of these Policies and Procedures, a capacity increasing project is defined as one that adds an additional vehicular travel lane one mile or more per the CMP. Turn lanes, road widening (without adding additional travel lanes), bicycle, pedestrian and transit projects are not, for the purposes of this policy, considered capacity increasing.

TIP PO14.0 – Amendments and administrative modifications must maintain fiscal constraint by fund type and by year.

### TIP Funds

TIP PO15.0 – Federal funds typically become available on an annual basis. The region will work cooperatively to make sure that obligations for the coming year are identified early so that no Federal funds are lost because they were not obligated in a timely fashion.

TIP PO16.0 –Federal funds in the current year of the TIP must be obligated before the end of the federal fiscal year in order to avoid losing the funding to the region. However, if CDOT approves roll forwards for that year, projects and the associated funds may be rolled forward to the current TIP year. A formal request by the jurisdiction must be made to PPACG staff for an administrative amendment.

TIP PO17.0 – When a jurisdiction no longer needs funding for a project, it will notify PPACG that the funds are available for reprogramming.

TIP PO17.1 – Federal rules will dictate if previously expended funds shall be repaid to the region if a project is removed from the TIP or canceled after obligation.

TIP PO18.0 – Project cost savings or funds that are not required to complete the original or approved scope of the project, shall be returned to the regional fund balance for reprogramming to other projects.

TIP PO18.1 – Reprogramming of returned funds shall go through the regular TIP and/or cost overrun process.

TIP PO18.2 – Once a jurisdiction is aware of excess funding on a project, they must contact PPACG with the approximate time frame of the return and funding amount.

TIP PO18.3 – PPACG staff will notify all jurisdictions of the returned funds in an email that will serve as a “supplemental notice of funding availability”.

TIP PO18.4 – Jurisdiction returning the funds may be awarded those same funds for another project but shall be required to follow the same process as all the other jurisdictions requesting the returned funds. This follows the principle that funds are awarded to projects, not jurisdictions.

TIP PO19.0 - If a project is experiencing a cost-overrun, the project sponsor may address it by submitting the following types of TIP modifications:

TIP PO19.1- Project sponsors may overmatch using additional local funds. The TIP may be modified administratively.

TIP PO19.2- Project sponsors may request additional federal money from unanticipated sources and project reconciliation. This requires an open, competitive process and formal TIP amendment and approval.

TIP PO19.3- Project sponsors may request to change the scope of work or termini for a project in a way and to an extent that likely would not have resulted in a lower score during the TIP project selection process. This requires a formal TIP amendment request and approval.

TIP PO20.0 –

The regional priority of returned funds is:

1. Assist jurisdictions on projects that are experiencing cost overruns, provided the overruns are due to factors that were not reasonably foreseeable and NOT due to voluntary changes in the project scope identified in the project application.
2. Fully fund the construction phase of projects which are currently in preconstruction and have already had federal funds obligated to complete the project.
3. Fund any projects from the LRTP that can be ready to obligate in time.
4. Fund new transportation plans and studies, thereby requiring that these be amended into the Plan. Funding some plans and studies provides an opportunity for the smallest member jurisdictions to participate.
5. Flex all remaining funds to transit, making any necessary TIP amendments.

### Project Development Responsibilities

#### TIP PO21.0 – Sponsor responsibilities

TIP PO21.1- Complete project or project phases in a timely manner, project-level public involvement, project eligibility requirements, commitments made during the project development and programming process, and notify the PPACG staff when the project will not meet program funding deadlines.

TIP PO21.2 - When a proposed project is programmed in the TIP, the project sponsor makes a commitment to complete it as defined in the project proposal. Substantive amendments to the scope of a project or the project cost during the obligation phase could cause the project to be reevaluated. This could cause the project to be reduced in priority and thus lose the programmed funds. Lead agencies are responsible for ensuring timely completion of the project as described in the project proposal.

TIP PO 21.3 - To access the programmed funds for a project, sponsors must meet all federal requirements. Sponsors must work with PPACG, CDOT, FHWA, FTA or other federal funding agencies to ensure that federal requirements are met in a time frame that will assure programmed funds can be authorized.

TIP PO21.4 – Project sponsors are required to provide semi-annual project status reviews to CDOT and PPACG (each March and September or as otherwise scheduled by PPACG in cooperation with the funding agencies). Failure by a sponsoring agency to provide this information may jeopardize the

priority of their state or federally funded project(s) in the TIP. The following information shall be provided:

1. Do the funds programmed in the current fiscal year of the TIP have a reasonable expectation of being obligated or secured (based on the “project readiness” criteria)?
2. Does the project’s total programmed funding:
  - a. meet the total estimated project cost?
  - b. significantly exceed the total estimated project costs?
  - c. fall significantly short of the total estimated project costs?
3. How is any shortfall of programmed funds being addressed?
4. Are there any other project situations that affect timing, amount, or category of the programmed funds?
5. Have the project’s scope and termini changed from what is noted in the TIP?
6. A status report on federal funding for each project including:
  - a. What amount of federal funding has been obligated in this FY?
  - b. What amount of federal funding is expected to be obligated in this FY?
  - c. What is the date(s) of obligation?
  - d. What funding category(ies) was obligated?
  - e. How much was not obligated and needs to “roll forward” into the next FY?

TIP PO21.5 - Based on the information provided and other information, the sponsoring agency will request that the TIP be revised, if necessary, according to procedures for TIP Revisions.

#### TIP PO22.0 – PPACG responsibilities

TIP PO22.1- PPACG acts as a resource to member governments to facilitate the project development process.

TIP PO22.2 - PPACG will help to ensure funds will be obligated in the year they were programmed through the following process:

- Initial Letter/email of awarded project notice of inclusion in the TIP and outline of jurisdiction responsibilities. Will include documentation that outlines the process for obligating funds with CDOT’s Region 2 Local Agency team.
- Six months prior to the Fiscal Year (FY) the project is listed, PPACG sends email to inform jurisdictions of upcoming project/funds.

- PPACG will check back at three months prior to FY the project is listed to ensure forms are started or complete.
- Quarterly check in meetings on project status between PPACG and CDOT and project sponsor.
- Six months prior to the end of the FY the project is listed in, there will be an evaluation of progress to determine if the project needs to return funds or possibly needs to be rolled forward.
- Three months prior to the end of the FY the project is listed in the TIP, PPACG will hold a progress evaluation and recommendation meeting with jurisdiction project managers.

TIP PO22.4 – PPACG staff will hold semiannual status workshops as needed for TAC regarding the status of programmed projects in the region.

TIP PO22.5 - If projects are unable to proceed to funding obligation according to the schedule outlined in the TIP, this information must be brought to the attention of PPACG staff at the earliest opportunity. PPACG staff will then follow the policies outlined in TIP PO15.0-PO20.0 regarding TIP funds.

TIP PO22.6 - Every other year, as part of the adoption of the new TIP, PPACG staff will review the status of all current and programmed projects with each project sponsor to determine if there are any projects that may need to be amended into the new TIP. Unobligated funds and associated projects are not guaranteed to be amended into a new TIP adoption, and all efforts should be made to obligate funds in the year a project is programmed.

TIP PO22.7 – Annually, if FHWA and CDOT have determined funds are available for roll over, PPACG staff will take appropriate TIP actions.

TIP PO23.0 – Policy compliance is the responsibility of PPACG staff and all committee members. However, individual jurisdiction requests may at times require an exception be made to one or more policies. Having a robust and well-managed set of policies on how to deal with requested exceptions allows the committee(s) to be proactive, rather than reactive, when it comes to compliance management.

TIP PO23.1 -- Following any proposed new TIP funding request(s) or amendment(s) to an already approved TIP, PPACG staff shall conduct a compliance review in advance of any TAC meeting scheduled to consider the request(s) and to present compliance management considerations for the committee's discussion.

TIP PO23.2 – Upon completion of compliance management review, any individual funding request that requires an exception to established policy, procedures or manner for inclusion in the TIP shall require a waiver request by

the jurisdiction's TAC representative. PPACG staff will seek the Community Advisory Committee (CAC)'s review and recommendation prior to the request being considered by the Board of Directors.

## **PPACG Procedures:**

### *TIP Development*

TIP PR1.0 – To start a new TIP process, completed every other year, PPACG staff shall develop the annual federal funding estimate for the upcoming TIP. Development of these estimates shall be done in conjunction with FHWA and the State of Colorado. These estimates shall reconcile previous estimates of federal allocations vs. actual revenues to develop the estimated amount for the new TIP years.

TIP PR1.1 – PPACG staff shall present the fund estimates to the TAC for their review and recommendation. PPACG staff shall adjust the estimates based on the recommendations of the TAC as appropriate for the development of the bi-annual Notice of Funding Availability/Call for Projects.

TIP PR1.2 – A competitive selection criteria based on federal guidance, applicable performance measures and regional priorities, shall be used by TAC and PPACG staff to score and select projects for inclusion in the TIP.

TIP PR2.0 – PPACG staff shall issue Call for Projects, which outlines the instructions and funds available over the upcoming TIP period, by fund source.

TIP PR2.1 - The Call for Projects will include the “Year of Expenditure” (YOE) factor to be used in the calculation of expenditures anticipated in future years of the TIP.

TIP PR2.2 – The Call for Projects shall include the due date for receiving funding requests/applications from project sponsors.

TIP PR2.3 – PPACG shall make available, as attachments or web postings, all of the necessary forms associated with the Call for Projects.

Tip PR3.0 – The TAC is tasked with development of a draft project list. TAC will review the application scores matrix prepared by PPACG staff, public involvement results prior to the TIP Development Meeting. Based on the technical knowledge and expertise of those reviewing the score matrix, the scores may be adjusted, as appropriate. Scores

act as a guide to prioritizing projects; however, the TAC is to use their best judgement in developing the recommended project list.

TIP PR3.1 – After reviewing the funding available, by fiscal year and fund source, TAC shall prioritize the funding requests by fund source and by fiscal year.

TIP PR3.2 – Annual fiscal constraint must be achieved in the first four years of the TIP by program year.

TIP PR4.0 – Once a proposed project list has been drafted, it will be modeled for air quality conformity, if applicable, and Title VI and Environmental Justice compliance.

TIP PR5.0 - Development of draft TIP materials shall be scheduled so that TIP public open house(s) to review the proposed project list and the results of the air quality conformity process can occur in February.

TIP PR6.0 – After development of the draft TIP, PPACG is required to solicit public comment for at least 30-days. The Public Participation Plan (PPP) requires that the full public comment results then be made available to the TAC at least 30 days *before* recommendation (in the case of TAC and CAC) or approval (Board) of a draft TIP is sought. Both the Public Comment period and the PPACG committee process shall culminate in a PPACG Board meeting where the TIP is properly noticed for adoption.

#### TIP Amendment Procedures

TIP PR7.0 – When a TIP amendment is requested by a jurisdiction, PPACG staff will first determine if the request follows policies that govern TIP amendments. If so, the request will be presented as described in the PPP at the next TAC meeting for a recommendation.

TIP PR7.1 – Member jurisdictions must submit a justification letter so that PPACG staff can include sufficient information in the TAC memo. The letter shall describe how the amendment will change the project from what was originally described in the project’s application. It is expected that members will be present at TAC meetings to defend their request.

TIP PR7.2 – If the amendment causes funding to be returned to the region or cancelation of a project, an email Notice of Funding Availability will be sent out to all eligible jurisdictions letting them know the funding has been returned to the region and is available for reprogramming. The email will contain information about what type of funding is available, how much and when it needs to be obligated.

TIP PR8.0 – TAC will review proposed TIP amendments and make recommendations to the Board. When reprogramming funding has been returned to the region, the TAC shall consider the regional priorities outlined in PO20.0.



## PPACG Acronyms (Updated 3.2023)

AAA	Area Agency on Aging
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway & Transportation Officials
ACOE	Army Corps of Engineers
ACT	Accessible Coordinated Transportation
ADA	Americans with Disabilities Act (1990)
AICUZ	Air Installation Compatible Use Zone (Study)
AF CURE	Arkansas Fountain Coalition Urban River Evaluation
AFB	Air Force Base
AFS	Air Force Station
AMPO	Association of Metropolitan Planning Organizations
AoA	Administration on Aging (U.S.)
APA	American Planning Association
APCD	Air Pollution Control Division (Colorado)
AQCC	Air Quality Control Commission (Colorado)
AQTC	Air Quality Technical Committee (PPACG)
ARCH	Adult Resources for Care and Help
ARRA	American Recovery and Reinvestment Act
AVO	Average Vehicle Occupancy
AVR	Average Vehicle Ridership
BAH	Basic Allowance for Housing
BEA	Bureau of Economic Analysis
BLM	Bureau of Land Management
BLS	Bureau of Labor Statistics
BMPs	Best Management Practices
BRAC	Base Closure and Realignment
BRO	Off-System Bridge Program
BIO	Bridge Inspection Program
BTS	Bureau of Transportation Statistics
C4A	Colorado Association of Area Agencies on Aging
CAA	Clean Air Act
CAB	Combat Aviation Brigade
CAC	PPRTA Citizen Advisory Committee
CAC	Community Advisory Committee (PPACG)
CAD	Computer Aided Drafting
CARC	Colorado Association of Regional Councils
CBEF	Center for Business and Economic Forecasting
CCI	Colorado Counties, Inc.
CDHS	Colorado Department of Human Services
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEDIS	Colorado Economic and Demographic Information System
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement
CML	Colorado Municipal League
CMP	Congestion Management Process
CO	Carbon Monoxide
CONO	Council of Neighbors and Organizations
COPs	Certifications of Participation

COS	Colorado Springs
CPG	Consolidated Planning Grant
CPI	Consumer Price Index
CRP	Carbon Reduction Program
CRS	Colorado Revised Statutes
CSU	Colorado Springs Utilities
CTAB	Citizens' Transportation Advisory Board (Colorado Springs)
CVHT	Congested Vehicle Hours Traveled
CVMT	Congested Vehicle Miles Traveled
CWA	Clean Water Act
CWCB	Colorado Water Conservation Board
CWP	Clean Water Plan
DBE	Disadvantaged Business Enterprise
DBMS	Data Base Management System
DEIS	Draft Environmental Impact Statement
DMDC	Defense Manpower Data Center
DMTF	Defense Mission Task Force
DNR	Division of Natural Resources (State of Colorado)
DOD	Department of Defense (U.S.)
DOE	Department of Energy (U.S.)
DOLA	Colorado Department of Local Affairs
DOT	Department of Transportation (U.S.)
DRCOG	Denver Regional Council of Governments
DRMAC	Denver Regional Mobility and Access Council
DTD	Division of Transportation Development (CDOT)
DUS	Denver Union Station
E&D	Elderly and Disabled
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency (U.S.)
EPC	El Paso County
EV	Electric Vehicle
FAA	Federal Aviation Administration
FASTER	Funding Advancements for Surface Transportation & Economic Recovery
FCC	Federal Communications Commission
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMVECP	Federal Motor Vehicle Emission Control Program
FONSI	Finding of No Significant Impact
FR	Federal Register
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GPS	Global Positioning System
HAC	Highway Advisory Commission (El Paso County)
HB	House Bill
HBA	Housing and Building Association
HCM	Highway Capacity Manual
HFMCM	Peak Military Care Network

HMA	Housing Market Analysis
HOT	High Occupancy Toll
HOV	High-occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HUTF	Highway Users Trust Fund
ICMA	International City/County Management Association
IGA	Intergovernmental Agreement
IPA	Integrated Plan Assessment
ISDS	Individual Sewage Disposal System
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JARC	Job Access/Reverse Commute
LOS	Level of Service
LRP/LRTP	Long-Range Plan/Long-Range Transportation Plan
LRT	Light Rail Transit
MAC	Military Affairs Committee
MAP-21	Moving Ahead for Progress in the 21st Century (latest federal legislation)
MCC	Mobility Coordinating Committee (PPACG AAA)
MOA	Memorandum of Agreement
MOBILE6	EPA Approved model to predict pollutant emissions from vehicles
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
N4A	National Association of Area Agencies on Aging
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCEA	National Center on Elder Abuse
NCOA	National Council on Aging
NEPA	National Environmental Policy Act NEPA Documents (part of the "NEPA process"):
Cat Ex	Categorical Exclusion
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of no Significant Impact
ROD	Record of Decision
NFRMPO	North Front Range Metropolitan Planning Organization
NFRQPA	North Front Range Water Quality Planning Association
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NORAD	North American Aerospace Defense Command
NOx	Nitrogen oxides
NWCCOG	Northwest Colorado Council of Governments
O&M	Operations and Maintenance
O3	Ozone
OAA	Older Americans Act (1969)
OEA	Office of Economic Adjustment
OSD	Office of Secretary of Defense

OST	Office of the Secretary of Transportation
P3	Public-Private Partnership
PACOG	Pueblo Area Council of Governments
PCS	Permanent Change of Station
PM10	Particulates/fine dust less than 10 microns in size
PM2.5	Particulates/fine dust less than 2.5 microns in size
PPAAA	Pikes Peak Area Agency on Aging
PPACG	Pikes Peak Area Council of Governments
PPAR	Pikes Peak Association of Realtors
PPK	Block Grant Stimulus
PPM	Parts Per Million
PPRTA	Pikes Peak Rural Transportation Authority
RAC	Area Agency on Aging Regional Advisory Committee (PPACG AAA)
RAISE	Rebuilding American Infrastructure with Sustainability and Equity (Federal grant program)
RAMP	Responsible Acceleration of Maintenance and Partnerships
RAQC	Regional Air Quality Council
RFP	Request for Proposal
RFQ	Request for Qualifications
RGP	Regional Growth Plan
RIMS	Regional Input-Output Modeling System
ROD	Record of Decision
ROI	Return on Investment –or– Region of Influence
ROW	Right of Way
RPP	Regional Priorities Program
RSA	Regional Statistical Area
RTD	Regional Transportation District (Denver)
RTDP	Rural Transit Development Plan
RTP	Regional Transportation Plan
SAF	Small Area Forecast
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SB	Senate Bill
SIP	State Implementation Plan (for Air Quality)
SMART (goals)	Specific, Measurable, Attainable, Results oriented, Time bound
SOV	Single Occupant Vehicle
SPR	Statewide Planning and Research
SRP	Short-Range Plan
SRTS	Safe Routes to School Funds
STAC	State Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG	Surface Transportation Block Grant Program
STBG - Urban	Surface Transportation Block Grant Program - Urbanized areas
SW	Space Wing (Air Force)
SWMP	Stormwater Management Plan
TAC	Transportation Advisory Committee (PPACG)
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCD	Traffic Control Device
TCM	Transportation Control Measure
TDM	Transportation Demand Management

TDP	Transportation Development Plan
TEA	Transportation Enhancement Activity
TEA-21	Transportation Equity Act for the 21st Century (1998)
TELUM	Transportation Economic Land Use Model
TES	PPACG Transportation Enhancements Subcommittee
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMDL	Total Maximum Daily Load
TMO/TMA	Transportation Management Organization/Transportation Management Agency
TOD	Transit Oriented Development
TPR	Transportation Planning Region
TRB	Transportation Research Board
TRS	Technical Review Subcommittee (for the AAA RAC)
TSM	Transportation System Management
TSSIP	Traffic Signal System Improvement Program
TTI	Travel Time Index
UAS	Unmanned Aircraft System
UCCS	University of Colorado - Colorado Springs
UFAS	Uniformed Federal Accessibility Standard
UGB/A	Urban Growth Boundary/Area
UPH	Unaccompanied Personnel Housing
UPWP	Unified Planning Work Program
USAF	United States Air Force
USAFA	United States Air Force Academy
USC	United State Code
USDOT	United States Department of Transportation
USFS	United States Forest Service
USGS	United States Geological Survey
UZA (UA)	Urbanized Area (Census)
V/C	Volume-to-capacity ratio
VHA	Veterans Health Administration
VHT	Vehicle Hours Traveled
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQCC	Water Quality Control Commission (Colorado)
WQCD	Water Quality Control Division (Colo Dept. Public Health & Env)
WQMC	Water Quality Management Committee (PPACG)