



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Agenda
Community Advisory Committee
Wednesday, February 25, 2026, 3:00 PM

In-Person

Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)

Meeting ID: 211 664 243 226 09

Passcode: vS73R62S

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 389 963 758

1. Call to Order / Establish a Quorum / Introductions

2. Agenda Approval

3. Consent Items

(These items will be acted upon as a whole, unless they are called up for discussion by a Committee member or a citizen wishing to address the Committee.)

A. Approval of the minutes (January 28, 2026) ☒

4. Public Comments / Presentations

Public comments can be made before or during the meeting. Public comments during the meeting is limited to three minutes and can be done at the meeting location or remotely by using the posted Microsoft Teams link. Individuals are encouraged to notify the meeting organizer at ppacg@ppacg.org before the start of the meeting with the agenda item they would like to comment on. Public comments can be submitted before the meeting via email to ppacg@ppacg.org for distribution to the committee members.

5. Action Items

A. Transportation Improvement Program Amendment 8: Josh Squires, Transportation Planner ☒

B. Fiscal Year 2027-2031 Transportation Improvement Program: Josh Squires, Transportation Planner ☒

C. Committee Membership: Danelle Miller, Transportation Associate Director ☒

6. Information Items

A. Regional Freight Plan: John Liosatos, Transportation Director ☒

B. Public Participation Plan: Danelle Miller, Transportation Associate Director ✉

7. Member Entity Announcements

8. Meeting Schedule ✉

9. Adjournment

The Pikes Peak Area Council of Governments will not discriminate against qualified individuals with disabilities. Meetings are available to join remotely via Microsoft Teams, and meetings include live transcription for remote and in-person attendees using automated software. Should you require any additional auxiliary aids or services to participate, please contact ppacg@ppacg.org or (719) 471-7080 x139 as soon as possible so that we can do our best to accommodate your needs.

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Pikes Peak Area
Council of Governments
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Meeting Minutes
Community Advisory Committee
Wednesday, January 28, 2026, 3:00 PM

In-Person

Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)

www.microsoft.com/en-us/microsoft-teams/join-a-meeting

Meeting ID: 274 230 642 450 35

Passcode: B6Hk3Jp3

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 273 245 044

1. Call to Order / Establish a Quorum / Introductions

The meeting was called to order at 2:59 p.m.

2. Agenda Approval

Welling Clark motioned to approve the agenda; Chuck Broerman seconded. The motion was approved unanimously.

3. Consent Items

(These items will be acted upon as a whole, unless they are called up for discussion by a Committee member or a citizen wishing to address the Committee.)

A. Approval of the minutes (December 31, 2025)

Kathy Hisey motioned to amend the minutes to include the correct meeting schedule; Steve Schleiker seconded. Welling Clark abstained. The motion was approved unanimously.

4. Public Comments / Presentations

None.

5. Action Items

A. Regional Safety Action Plan: John Liosatos, Transportation Director, provided an overview of the safety action plan and answered questions related to the leadership commitment in the plan, reduction in fatalities, how the plan puts PPACG in the position to receive grants, and road infrastructure concerns.

Welling Clark motioned to recommend the Safety Action Plan be released for public comment; Kathy Hisey seconded. The motion was approved unanimously.

- B. Annual Safety Targets: Danelle Miller, Transportation Associate Director provided an overview of the annual safety targets.

Chuck Broerman motioned to recommend that PPACG support the state safety targets for 2026, Tyler Peoples seconded. The motion was approved unanimously.

6. Information Items

- A. Fiscal Year 2027-2031 Transportation Improvement Program: Josh Squires, Transportation Planner, gave an overview of the Transportation Improvement Program draft document and answered questions regarding how the public comment period.

7. Member Entity Announcements

- A. At-large Vacancy
Danelle Miller provided an overview of the vacancies and encouraged members to see if there are any organizations that would be interested in joining the committee.

8. Meeting Schedule

The next meeting will be held at the regularly scheduled time on February 25 at 3 p.m.

9. Adjournment

The meeting was adjourned at 3:35 p.m.

Attendees

Present	Name	Agency/Affiliation
	Andrea Perry	League of Women Voters
	Brad Simmons	El Paso County
	Cali Standard	City of Colorado Springs
X	Chuck Broerman	At-large
X	Chuck Theobald	City of Colorado Springs
X	Ed Dills	Town of Ramah
	Gary Shugart	At-large
	Harold Larson	Northern El Paso County Coalition of Community Organizations
X	Kathy Hisey	Town of Calhan
X	Karen Lusby	Town of Monument
X	Kevin Clark	El Paso County
X	Mattie Gullixson	City of Colorado Springs
X	Steve Schleiker	At-large
X	Summer Earthsong	City of Fountain
X	Teresa Cheek	At-large
X	Tyler Peoples	At-large
X	Welling Clark	El Paso County
X	Staff and guests	Pikes Peak Area Council of Governments



Date: February 25, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Josh Squires, Transportation Planner

Subject: Transportation Improvement Program Amendment 8

Action Requested: Review and Recommend

Summary

On January 15, 2026, the Pikes Peak Area Council of Governments conducted a Project Selection Workshop to review project funding balances and priorities within the Fiscal Year 2026 Transportation Improvement Program. As a result of that discussion, several funding adjustments were identified to reconcile available balances and align programmed funds with current project needs.

The proposed Fiscal Year 2026 Transportation Improvement Program Reconciliation of Funds includes adjustments to Carbon Reduction Program, Surface Transportation Block Grant, and Transportation Alternatives Program funding categories. The reconciliation reallocates available funding from projects with excess or deferred funds to projects ready for implementation or requiring additional resources.

Key changes:

- Reduction of Surface Transportation Block Grant funds from Woodmen Rd.: State Highway 21 to 1,000' east of Black Forest Rd. (Transportation Improvement Program ID 2023-004) and reallocation to El Paso County Wetland Bank: Akers Drive (Transportation Improvement Program ID 2019-015).
- Adjustment of Carbon Reduction Program funding for Mountain Metropolitan Transit Vehicle Purchase (Transportation Improvement Program ID 2019-091) to reflect updated project needs.
- Addition of Transportation Alternatives Program funding to Ruxton Ave. Reconstruction (Transportation Improvement Program ID 2021-007) and Galley Road Sidewalks (Transportation Improvement Program ID 2021-009)

Project overview reports and a detailed spreadsheet of funding adjustments are included for reference and clarity.

Proposed Motion

Recommend approval of the Fiscal Year 2026 Transportation Improvement Program Reconciliation of Funds for Carbon Reduction Program, Surface Transportation Block Grant, and Transportation Alternatives Program funding categories to the Pikes Peak Area Council of Governments Board of Directors.

Attachments

- 1) Amendment #8 Project Overview Report
- 2) Fiscal Year 2026 Transportation Improvement Program Reconciliation Finding Adjustment Spreadsheet

Strategic Plan Goals

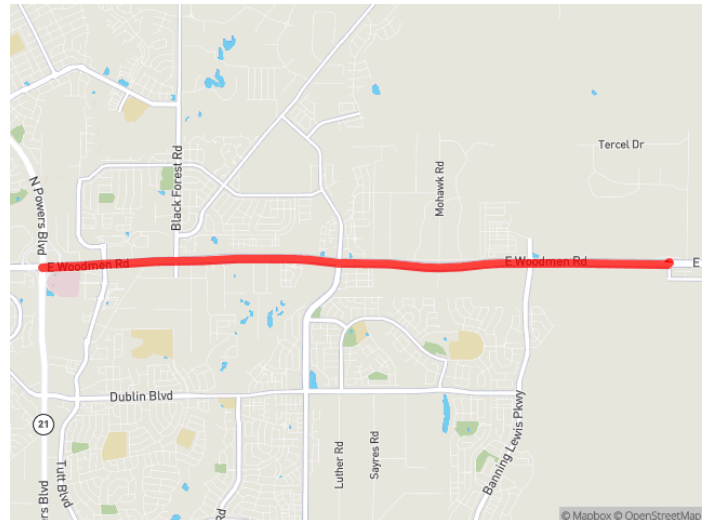
- ☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
- ☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.

Project	TIP-ID	Fund type	Pre-Amendment Amount	Adjustment	Post-Amendment Amount	Notes
Woodmen Rd.: SH 21 to 1,000' east of Black Forest Rd.	2023-004	STP Metro	\$4,431,579	(\$3,254,940)	\$1,176,639	
		Local Match	\$921,216	(\$676,622)	\$244,594	
El Paso County Wetland Bank: Akers Drive	2019-015	STP Metro	\$30,179	\$2,980,440	\$3,010,619	There was no local match required for the existing \$30K because this project utilized toll credits.
		Local Match	\$0	\$619,560	\$619,560	
MMT Vehicle Purchase	2019-091	CRP	\$683,528	(\$367,517)	\$316,011	
		Local Match	\$142,089	(\$76,398)	\$65,691	
Ruxton Ave. Reconstruction	2021-007	TAP	\$0	\$800,000	\$800,000	
		Local Match	\$0	\$200,000	\$200,000	
Galley Road Sidewalks	2021-009	TAP	\$0	\$640,184	\$640,184	
		Local Match	\$0	\$160,046	\$160,046	

2023-004 - Woodmen Rd.: SH 21 to 1,000' east of Black Forest Rd.

The project will improve east/west travel and safety for City and County residents. Included with the City's project is a revaluation of the approved EA and design to add two additional travel lanes (one in each direction) from SH 21 to 1000' east of Black Forest Road. Most of Woodmen Road east of SH 21 was designed for widening to the median so the need for additional ROW would be minimized. Woodmen Road is a Significant Corridor on the PPACG Congestion Management Corridor, is on the NHS, is a designated truck route for the City of Colorado Springs; confirming it essential for the transport of goods, services, material and people. Woodmen Road is key to the economic health of the community and the widening project will address existing and future traffic congestion as the City and County continue to grow eastward. Included with the project is the construction of the bike trail as identified in both the Regional Non-motorized Plan and the City's Bike Master Plan, and ADA compliant pedestrian infrastructure including connections to the Sand Creek Tier I Regional Trail.

Lead Agency:	Colorado Springs
Project Type:	Roadway Capacity
Plan Revision Name:	Amend #8
Total Cost:	\$9,908,969
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	Principal Arterial
Performance Measures:	Congestion, Pavement Condition, Safety, Travel Time Reliability



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	STP Metro	\$0	\$0	\$1,176,639	\$4,853,646	\$2,173,351	\$0	\$0	\$8,203,636
CON	STP Metro Local Match	\$0	\$0	\$244,594	\$1,008,953	\$0	\$0	\$0	\$1,253,547
CON	STP Metro Local Match	\$0	\$0	\$0	\$0	\$451,786	\$0	\$0	\$451,786
Total CON		\$0	\$0	\$1,421,233	\$5,862,599	\$2,625,137	\$0	\$0	\$9,908,969
Total Programmed		\$0	\$0	\$1,421,233	\$5,862,599	\$2,625,137	\$0	\$0	\$9,908,969

2019-091 - MMT Vehicle Purchase

Purchase up to nine (9) hybrid transit vehicles, with MMT committing local match funds.

Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Vehicles
Plan Revision Name:	Amend #8
Total Cost:	\$20,212,777
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	Transit, Travel Time Reliability

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
NA	Carbon Reduction Program	\$0	\$0	\$316,011	\$1,229,007	\$0	\$0	\$0	\$1,545,018
NA	FTA 5307	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
NA	FTA 5339 (c)	\$0	\$0	\$7,623,000	\$0	\$0	\$0	\$0	\$7,623,000
NA	Local	\$0	\$0	\$4,148,852	\$0	\$0	\$0	\$0	\$4,148,852
NA	Local	\$0	\$0	\$0	\$255,480	\$0	\$0	\$0	\$255,480
NA	Local Match for CRP	\$0	\$0	\$65,691	\$0	\$0	\$0	\$0	\$65,691
NA	Local Overmatch	\$0	\$0	\$3,574,736	\$0	\$0	\$0	\$0	\$3,574,736
Total NA		\$0	\$0	\$18,728,290	\$1,484,487	\$0	\$0	\$0	\$20,212,777
Total Programmed		\$0	\$0	\$18,728,290	\$1,484,487	\$0	\$0	\$0	\$20,212,777

2019-015 - El Paso County Wetland Bank: Akers Drive

Design and construction of approximately 20 acres of mitigation for inclusion in the El Paso County Wetland Umbrella Mitigation Bank. Utilizing toll credits to replace local match requirement.

Lead Agency:	El Paso County
Project Type:	Water Quality
Plan Revision Name:	Amend #8
Total Cost:	\$5,250,893
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

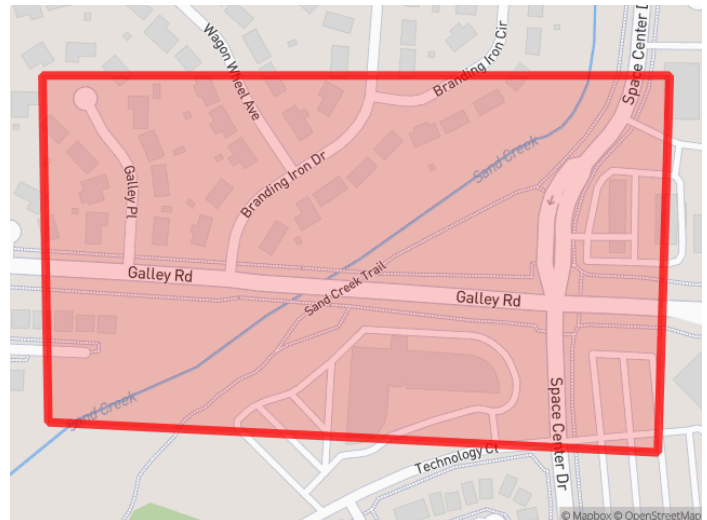


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	Carbon Reduction Program	\$0	\$0	\$1,241,850	\$0	\$0	\$0	\$0	\$1,241,850
CON	Local Match for CRP	\$0	\$0	\$258,150	\$0	\$0	\$0	\$0	\$258,150
CON	Local Match for STP Metro	\$0	\$0	\$619,560	\$0	\$0	\$0	\$0	\$619,560
CON	STP Metro	\$0	\$0	\$3,010,619	\$0	\$0	\$0	\$0	\$3,010,619
CON	TAP	\$0	\$0	\$120,714	\$0	\$0	\$0	\$0	\$120,714
Total CON		\$0	\$0	\$5,250,893	\$0	\$0	\$0	\$0	\$5,250,893
-	Local Match for TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$0	\$5,250,893	\$0	\$0	\$0	\$0	\$5,250,893

2021-009 - Galley Road Sidewalks

As part of a larger project that EPC has been funding and completing in phases, this project would design a new bridge to replace a Texas low water crossing. At this time, stormwater flows over the road at the intersection and drains into Sand Creek. The project will design a bridge or box culvert to convey the stormwater under the road to allow for safe multimodal traffic across the intersection that meets current ADA standards. While we are confident we can complete the design, we hope to obtain ROW and potentially relocate utilities. However the funding needed for ROW and utilities is estimated at this time. The intent of the project is to create a shovel-ready construction project.

Lead Agency:	El Paso County
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Amend #8
Total Cost:	\$5,800,524
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

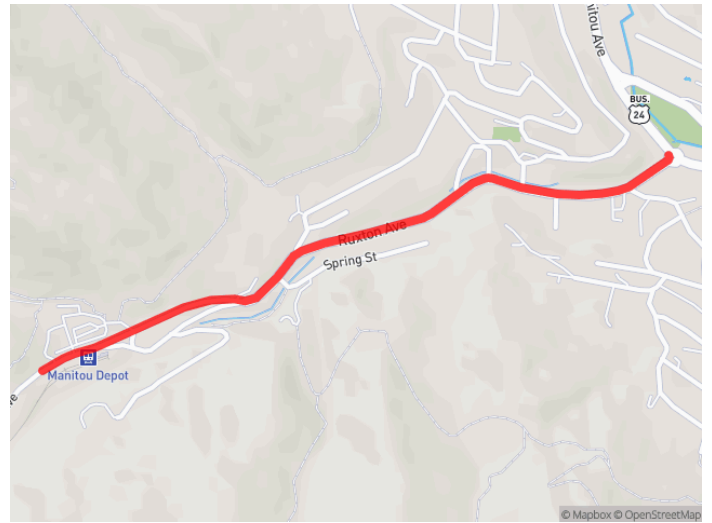


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	Carbon Reduction Program	\$0	\$0	\$0	\$0	\$1,229,007	\$1,229,007	\$0	\$2,458,014
CON	Local	\$0	\$0	\$0	\$0	\$255,480	\$255,480	\$0	\$510,960
CON	TAP	\$0	\$0	\$640,184	\$0	\$812,528	\$812,528	\$0	\$2,265,240
CON	TAP Local Match	\$0	\$0	\$160,046	\$0	\$203,132	\$203,132	\$0	\$566,310
Total CON		\$0	\$0	\$800,230	\$0	\$2,500,147	\$2,500,147	\$0	\$5,800,524
Total Programmed		\$0	\$0	\$800,230	\$0	\$2,500,147	\$2,500,147	\$0	\$5,800,524

2021-007 - Ruxton Ave. Reconstruction

The Ruxton Ave. Pedestrian and Drainage Improvements is a project to upgrade Ruxton Ave. from Manitou Ave. to the COG railway. The project involves the reconstruction of Ruxton Ave. with upgraded sidewalks, utilities, approach roadways and parking opportunities. It is the intent of the project to implement the findings of the Mobility study presently underway. This may include transit and traffic management alternatives.

Lead Agency:	Manitou Springs
Project Type:	Roadway Reconstruction
Plan Revision Name:	Amend #8
Total Cost:	\$5,303,268
County:	El Paso
Municipality:	City of Manitou Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety, Travel Time Reliability



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	Local Match for STP Metro	\$0	\$0	\$740,592	\$0	\$0	\$0	\$0	\$740,592
CON	Local Match for TAP	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
CON	STP Metro	\$0	\$0	\$3,562,676	\$0	\$0	\$0	\$0	\$3,562,676
CON	TAP	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Total CON		\$0	\$0	\$5,303,268	\$0	\$0	\$0	\$0	\$5,303,268
Total Programmed		\$0	\$0	\$5,303,268	\$0	\$0	\$0	\$0	\$5,303,268



Date: February 25, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Josh Squires, Transportation Planner

Subject: Fiscal Years 2027-2031 Transportation Improvement

Action Requested: Review and Recommend

Summary

The draft Fiscal Year 2027–2031 Transportation Improvement Program is available for the Transportation Advisory Committees review and consideration. Pikes Peak Area Council of Governments staff is requesting a recommendation to Board of Directors to release the draft Transportation Improvement Program for a 30-day public comment period.

The Transportation Improvement Program identifies regional transportation priorities and programs federal and regional funding, including Surface Transportation Block Grant, Transportation Alternatives Program, Carbon Reduction Program, and other applicable funding sources for fiscal years 2027 through 2031. The draft document reflects projects and funding recommendations developed through the regional project selection process and committee input.

Following the public comment period and incorporation of feedback, the final Transportation Improvement Program is anticipated to be presented to the Pikes Peak Area Council of Governments Board of Directors for adoption in April 2026. Upon adoption, the Fiscal Year 2027–2031 Transportation Improvement Program will go into effect on July 1, 2026.

Proposed Motion

Recommend approval to the Board of Directors to release the draft Fiscal Year 2027–2031 Transportation Improvement Program for a 30-day public comment period.

Attachments

- 1) Draft Fiscal Year 2027-2031 Transportation Improvement Program Document
- 2) Fiscal Year 2027-2031 Transportation Improvement Program Funding Adjustments and Awards Spreadsheet

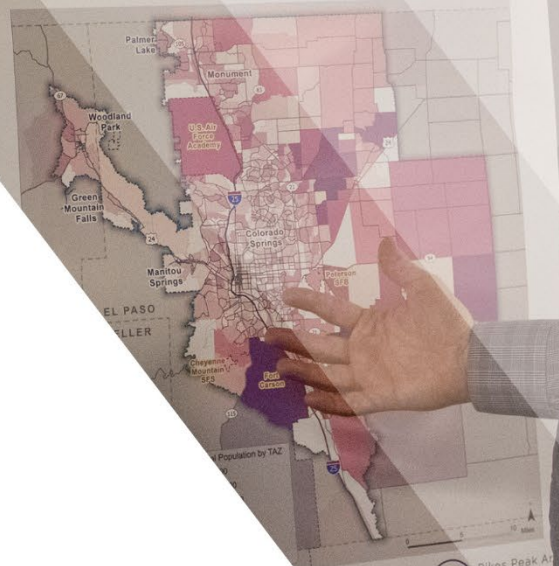
Strategic Plan Goals

- ☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
- ☐ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.



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PPACG collaborated with its local government members to integrate development plans and create a comprehensive "best-fit" land use model for the region that also adheres to the State Demography Office projected population. The process allowed known developments and entitlements to be accounted for in the regional land use forecast alongside the use of historical data like accessory dwelling unit (ADU) permits and residential build rates. Forecasted population is mapped by Transportation Analysis Zone (TAZ).



FISCAL YEARS 2027-31

TRANSPORTATION IMPROVEMENT PROGRAM

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Executive Summary

The Pikes Peak Area Council of Governments serves as the designated Metropolitan Planning Organization for the Pikes Peak Region. The Metropolitan Planning Organization planning boundary is shown in Figure 1. As the Metropolitan Planning Organization, the Pikes Peak Area Council of Governments is responsible for coordinating regional transportation planning activities and programming federal and state transportation and transit funds for projects throughout the region.

The Pikes Peak Area Council of Governments carries out these responsibilities in close coordination with its member jurisdictions, the Colorado Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and Mountain Metropolitan Transit. Through this collaborative process, the Pikes Peak Area Council of Governments works to align transportation planning, funding, and project delivery efforts to address both regional and local transportation needs and priorities.

The Transportation Improvement Program is the region's short-range, fiscally constrained implementation plan that advances the vision, goals, and investment priorities established in the Pikes Peak Area Council of Governments 2050 Long Range Transportation Plan. The Transportation Improvement Program translates long range planning objectives into a prioritized program of near-term transportation projects and investments.

Development of the Transportation Improvement Program follows the Pikes Peak Area Council of Governments' adopted performance-based and competitive project selection process, as outlined in the Long Range Transportation Plan and the Transportation Improvement Program Policies and Procedures. Pikes Peak Area Council of Governments member agencies submit projects for consideration based on identified transportation needs. Eligible projects are evaluated and scored using adopted criteria, reviewed and prioritized by the Transportation Advisory Committee, and ultimately approved by the Pikes Peak Area Council of Governments Board of Directors.

The adopted Transportation Improvement Program includes projects programmed with federal, state, and local funding and is consistent with the goals, performance

measures, and strategies of the regional transportation planning framework. Collectively, these investments support progress toward regional transportation objectives and advance federal and state priorities established by Federal Highway Administration, Federal Transit Administration, and Colorado Department of Transportation.

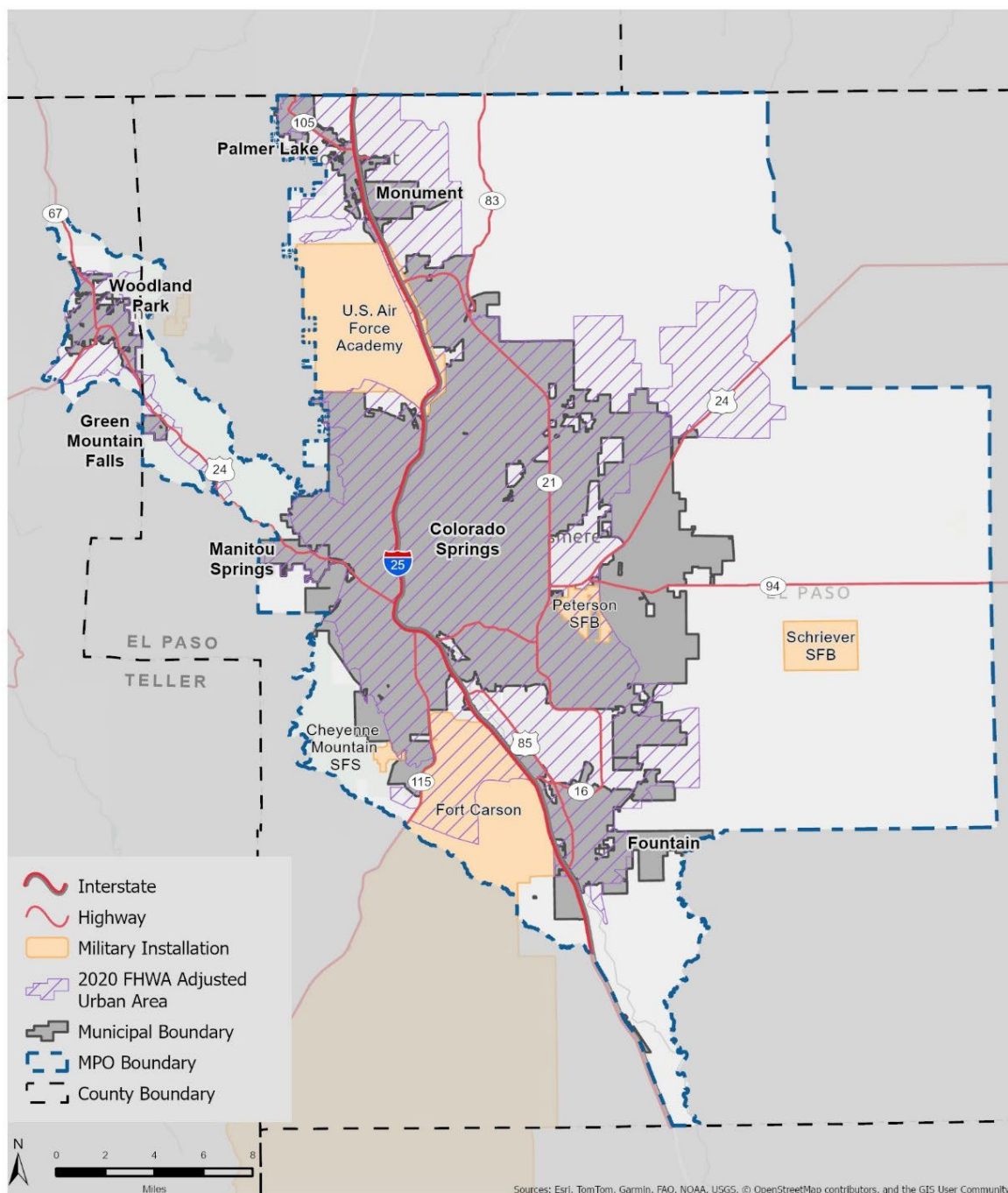


Figure 1 Pikes Peak Region Metropolitan Planning Organization Area



Introduction

The Pikes Peak Area Council of Governments was designated in April 1977 by the Governor of Colorado as the Metropolitan Planning Organization for the Pikes Peak Region ([see Figure 1](#)). As the designated Metropolitan Planning Organization, the Pikes Peak Area Council of Governments is responsible for carrying out a continuing, cooperative, and comprehensive regional transportation planning process in accordance with federal regulations outlined in 23 CFR Part 450¹ and 49 CFR Part 613². The Pikes Peak Area Council of Governments serves as a regional forum for the discussion and coordination of local and regional transportation issues, and for the development of transportation policies, plans, and programs that guide investment decisions in the region.

As part of this process, the Pikes Peak Area Council of Governments is responsible for developing two key documents:

- A regional Long Range Transportation Plan updated at least every five years, which identifies transportation goals, needs, and priorities for a minimum 20-year horizon.
- A Transportation Improvement Program, which identifies short-range, fiscally constrained projects that implement the Long Range Transportation Plan.

In addition to this written document, the Pikes Peak Area Council of Governments maintains an [electronic Transportation Improvement Program system](#), developed in partnership with EcoInteractive, to support the management, reporting, and tracking of all Transportation Improvement Program projects. The Transportation Improvement Program approved by the Pikes Peak Area Council of Governments Board of Directors, Colorado Department of Transportation, and the Colorado Governor serves as the official Transportation Improvement Program of record. The electronic Transportation Improvement Program functions as the supporting project-management platform where amendments, administrative modifications, and financial updates are applied in real time. To ensure consistency between the two, the Pikes Peak Area Council of Governments updates the Transportation

¹ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450>

² <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-613>



Improvement Program on the Pikes Peak Area Council of Governments website each time a formal revision is approved, and the same changes are entered into the electronic Transportation Improvement Program. This alignment allows the public, agencies, and federal partners to clearly see both the approved Transportation Improvement Program and the most current project information. For more information regarding the electronic Transportation Improvement Program, [please see the electronic Transportation Improvement Program section](#).

Federal regulations require Metropolitan Planning Organizations to prepare and maintain a Transportation Improvement Program at least every four years; however, the State of Colorado requires Metropolitan Planning Organizations to update their Transportation Improvement Programs every two years, which provides for a more frequent review of project priorities and funding allocations.

The Pikes Peak Area Council of Governments Fiscal Years 2027–2031 Transportation Improvement Program includes five years of projects. Consistent with federal regulations, the first four years constitute the current Transportation Improvement Program period, while the fifth year is included as an illustrative year. The illustrative year is provided to support longer-term planning by project sponsors; however, a future Transportation Improvement Program update will be required to formally program funding for projects in that year. Each project included in the Transportation Improvement Program must be consistent with the [adopted Long Range Transportation Plan](#). The Long Range Transportation Plan establishes the regional transportation goals, performance targets, and investment priorities, while the Transportation Improvement Program serves as the implementation tool that programs specific projects for funding and delivery.

The final draft of the Fiscal Years 2027–2031 Transportation Improvement Program is scheduled for release to the public in the first quarter of calendar year 2026 for a formal public comment period, followed by adoption by the Pikes Peak Area Council of Governments Board of Directors in the same quarter. Upon adoption, the Transportation Improvement Program is sent to the Colorado Department of Transportation and the Governor of Colorado for approval. Once approved, the Transportation Improvement is incorporated into the [Statewide Transportation Improvement Program](#), which consolidates all federally and state-funded transportation projects across Colorado's five Metropolitan Planning Organization

regions. After the Governor approves the Transportation Improvement Program it is submitted to the Federal Highway Administration and the Federal Transit Administration for federal approval.

The Statewide Transportation Improvement Program includes surface transportation projects within the Pikes Peak Metropolitan Planning Organization area that will use federal funds, as well as projects funded through certain state funds and regionally significant projects funded through local or private sources during the fiscal years 2027–2031 period. (Note: The fiscal years 2027-2031 period spans July 1, 2026, through June 30, 2030, and aligns with the state fiscal years). The Fiscal Year 2027–2031 Transportation Improvement Program will replace the Fiscal Year 2025–2029 Transportation Improvement Program, which took effect on July 1, 2024.

After adoption, the Transportation Improvement Program may be amended to reflect a variety of changes that occur during the program's life cycle. Amendments may be needed for reasons such as changes to project funding, scope, cost, or schedule. Additional reasons for amendments may include the addition or removal of projects, adjustments related to federal or state requirements, or administrative modifications. Amendments occur on a regular basis and may be initiated by any Pikes Peak Area Council of Governments member entity. Further details on the amendment process are provided in the Pikes Peak Area Council of Governments Transportation Improvement Program Policies and Procedures ([see Appendix B](#)).

Federal Requirements

Purpose of the Transportation Improvement Program

The Transportation Improvement Program identifies state and federally funded surface transportation projects to be implemented in the Pikes Peak Region during the current federal fiscal years. It is developed in accordance with federal guidance and requirements contained in the Infrastructure Investment and Jobs Act (Public Law 117-58³) and regulations in 23 CFR Part 450⁴ and 49 CFR Part 613⁵.

The Transportation Improvement Program fulfills several key purposes:

- Serves as a short-range implementation tool to achieve the goals and objectives of the [regional Long Range Transportation Plan](#).
- Ensures continuity of current and previously approved projects to maintain investment momentum across Transportation Improvement Program cycles.
- Identifies specific transportation projects recommended for implementation by mode, improvement type, funding source, and geographic area.
- Establishes prioritization and programming of projects to ensure the effective use of federal and state funds that are reasonably anticipated to be available.
- Provides a framework to reduce congestion, improve mobility and safety, and support air quality improvement goals.
- Implements performance-based planning and programming by monitoring regional performance measures and targets consistent with federal and state guidance.

Relationship to the Long Range Transportation Plan

As the designated Metropolitan Planning Organization for the Pikes Peak region, the Pikes Peak Area Council of Governments is responsible for developing both a 20-year Long Range Transportation Plan, updated at least every five years, and a short-range Transportation Improvement Program. Every project included in the

³ <https://uscode.house.gov/statutes/pl/117/58.pdf>

⁴ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450>

⁵ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-613>



Transportation Improvement Program must be consistent with the adopted Long Range Transportation Plan⁶, which establishes regional transportation needs, priorities, and strategies.

Decisions related to roadway, transit, bicycle, and pedestrian improvements in the Metropolitan Planning Organization area are guided by the Long Range Transportation Plan. Identified needs are translated into fundable projects through the Transportation Improvement Program, which serves as the mechanism for implementation. The Long Range Transportation Plan provides the strategic direction, while the Transportation Improvement Program converts those strategies into actionable, fiscally constrained projects.

Consistency with Other Plans

In compliance with 23 CFR §450.326(g)⁷, the Transportation Improvement Program is developed in coordination with related regional and local plans to ensure consistency in goals, data, and project selection. The following plans and studies were considered during the development of the Fiscal Year 2027–2031 Transportation Improvement Program:

- 2050 Long Range Transportation Plan, which provides the foundation for all other aspects of transportation decision-making by establishing the vision and goals for regional transportation, evaluating the system, and identifying strategies for implementation.
- Active Transportation Plan, which reflects current and future demand for bicycle and pedestrian facilities and supports multimodal integration.
- Congestion Management Process, which evaluates strategies to reduce congestion and improve system reliability.
- Unified Planning Work Program, which identifies near-term transportation planning activities and studies.
- Regional Transit Plan, which defines the regional vision and implementation strategy for public transportation.

⁶ <https://ppacg.org/wp-content/uploads/2025/02/2050-PPACG-LRTP.pdf>

⁷ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326#p-450.326\(g\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326#p-450.326(g))



- Regional Freight Study, which analyzes freight movement and supports future investment priorities.
- Regional Specialized Human Services Transportation Plan, which identifies the transportation needs of older adults, individuals with disabilities, and other transportation-disadvantaged populations, and outlines strategies to improve coordination, accessibility, and mobility options across human services and transit providers.
- Complete Streets Toolbox, which provides design strategies and best practices to ensure that roadway projects accommodate all users.
- Safety Action Plan, which identifies regional safety trends and outlines strategies and countermeasures aimed at reducing fatal and serious injury crashes throughout the Pikes Peak Region.
- Local Comprehensive and Transportation Plans, which ensure that TIP projects align with community-level priorities and development goals.

Air Quality Conformity

Under Section 176(c) of the Clean Air Act (42 U.S.C. §7506(c))⁸, Metropolitan Planning Organizations must demonstrate that the Transportation Improvement Program conforms with the State Implementation Plan⁹ for air quality in nonattainment or maintenance areas.

As of October 2019, the Pikes Peak Area Council of Governments' designation as a Carbon Monoxide Maintenance Area expired, and the region is currently in attainment for all Environmental Protection Agency air quality standards. Should the region exceed Environmental Protection Agency standards for ozone or other pollutants in the future, the Pikes Peak Area Council of Governments will be required to perform an air quality conformity analysis in coordination with the Colorado Department of Public Health and Environment and Colorado Department of Transportation. Additional information on air quality conformity procedures can be found in [Appendix C](#).

⁸ <https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93>

⁹ <https://cdphe.colorado.gov/public-information/planning-and-outreach/state-implementation-plans-sips>

Regionally Significant Projects

Federal regulations (23 CFR §450.326(d))¹⁰ require that all federally funded and regionally significant projects be included in the Transportation Improvement Program. A regionally significant project is defined as:

1. A project, regardless of funding source, that requires approval or action by the Federal Highway Administration or Federal Transit Administration; or
2. A project funded with federal funds not administered by the Federal Highway Administration or Federal Transit Administration but that will significantly impact the regional transportation network.

Regionally significant projects typically include major roadway capacity improvements, new interchanges, fixed-guideway transit projects, or other investments expected to influence regional travel patterns and system performance.

The inclusion of regionally significant projects in the Transportation Improvement Program ensures transparency, consistency with the regional Long Range Transportation Plan, and compliance with federal air quality and fiscal constraint requirements. Additional information regarding the determination of regional significance is provided in the Pikes Peak Area Council of Governments Transportation Improvement Program Policies and Procedures ([Appendix B](#)).

Public Participation

Public involvement in the Transportation Improvement Program development process is mandated under 23 CFR §450.316(a)¹¹, which requires Metropolitan Planning Organizations to provide early and continuous opportunities for public review and comment.

The Pikes Peak Area Council of Governments' public participation process is guided by the Transportation Improvement Program [Public Involvement Plan](#) and the Public Participation Plan. The Public Participation Plan is an overarching document

¹⁰ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326>

¹¹ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.316#p-450.316\(a\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.316#p-450.316(a))

for transportation programs and processes conducted by the Pikes Peak Area Council of Governments, while the Public Involvement Plan is a specific document tailored for this Transportation Improvement Program process and vetted by the Transportation Advisory Committee. These documents outline strategies to ensure that citizens, public agencies, transportation providers, and other interested stakeholders have meaningful opportunities to participate in decision-making.

Public involvement for the Fiscal Year 2027–2031 Transportation Improvement Program included:

- Open Public Meetings: All Pikes Peak Area Council of Governments Board of Directors and advisory committee meetings are open to the public and include opportunities for comment.
- Formal 30-day Public Comment Period: Draft Transportation Improvement Program materials were made available on Pikes Peak Area Council of Governments' website, in print upon request, and at the Pikes Peak Area Council of Governments offices.
- Public Open House: The Pikes Peak Area Council of Governments hosted a hybrid (in-person and virtual) open house to present draft projects and gather feedback.
- Accessible and Inclusive Engagement: Materials were available in alternative formats and languages upon request, consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act.
- Documentation of Public Input: All comments received were documented, reviewed by staff and committees, and included in [Appendix K](#), along with the Pikes Peak Area Council of Governments' responses.

The Pikes Peak Area Council of Governments continually evaluates the effectiveness of its public engagement process using surveys, participation tracking, and feedback forms, [as described in the Public Involvement Plan](#).

Title VI

The Pikes Peak Area Council of Governments fully complies with Title VI of the Civil Rights Act of 1964 (42 U.S.C. §2000d)¹² and related statutes and regulations prohibiting discrimination on the basis of race, color, or national origin in federally assisted programs.

All Pikes Peak Area Council of Governments programs, including the Transportation Improvement Program, are conducted in accordance with Title VI and the U.S. Department of Transportation Title VI Regulations (49 CFR Part 21)¹³. The Pikes Peak Area Council of Governments ensures that no person is excluded from participating in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

The Pikes Peak Area Council of Governments' Title VI compliance is maintained through an established complaint procedure, staff training, and monitoring of outreach practices. Further details are available in the Pikes Peak Area Council of Governments Title VI Plan and [Appendix I](#).

Transportation Performance Management

The Infrastructure Investment and Jobs Act continued the federal emphasis on Performance-Based Planning and Programming as established in 23 CFR Part 490¹⁴ and 23 CFR §450.306(d)¹⁵. This approach links investment decisions to performance outcomes and system performance targets.

The Pikes Peak Area Council of Governments coordinates with Federal Highway Administration, Federal Transit Administration, and Colorado Department of Transportation to establish, monitor, and report progress on federally required performance measures in the following areas:

- Safety (Performance Measure 1) – Reducing fatalities and serious injuries on all public roads.

¹² <https://www.justice.gov/crt/fcs/TitleVI>

¹³ <https://www.ecfr.gov/current/title-49/subtitle-A/part-21>

¹⁴ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490>

¹⁵ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306\(d\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306(d))



- Pavement and Bridge Condition (Performance Measure 2) – Maintaining the condition of the National Highway System.
- System Performance and Freight (Performance Measure 3) – Improving travel time reliability, and freight movement.
- Transit Asset Management – Ensuring transit vehicles, facilities, and infrastructure are maintained in a state of good repair.
- Public Transportation Agency Safety Plan – Supporting transit agencies in reducing safety risks and incidents.

Because the Pikes Peak region is in attainment for air quality conformity, the Pikes Peak Area Council of Governments is not federally required to establish Congestion Mitigation and Air Quality Improvement Program targets. However, the Pikes Peak Area Council of Governments does still consider congestion and impacts to air quality in the project evaluation process.

The Pikes Peak Area Council of Governments adopts statewide performance targets in coordination with the Colorado Department of Transportation and Mountain Metropolitan Transit and considers these targets during project selection, investment prioritization, and monitoring activities.

Performance outcomes are reported in [Appendix H \(Performance Measures and Targets\)](#) and are used to inform TIP updates, ensuring that transportation investments directly support progress toward national and regional goals.

Pikes Peak Area Council of Governments

Transportation Improvement Program

Development

The Transportation Improvement Program is prepared by Pikes Peak Area Council of Governments staff in cooperation with local jurisdictions and project sponsors, the Colorado Department of Transportation, Mountain Metropolitan Transit, and Fountain Municipal Transit, in accordance with federal requirements outlined in 23 CFR §450.326¹⁶. The Transportation Improvement Program reflects a collaborative and data-driven process that incorporates recommendations from these partner agencies (listed below), Pikes Peak Area Council of Governments advisory committees, and the Pikes Peak Area Council of Governments Board of Directors.

The Transportation Advisory Committee serves as the Pikes Peak Area Council of Governments technical advisory body composed of transportation professionals, planners, engineers, and subject-matter experts from across the region. The Transportation Advisory Committee provides technical review, evaluates project submissions, and develops recommendations on transportation priorities, funding allocations, and program amendments. The committee ensures that proposed projects are consistent with the regional Long Range Transportation Plan and align with federal and state performance goals.

Committee membership includes representatives from:

- The Federal Highway Administration
- The Federal Transit Administration
- The Colorado Department of Transportation
- 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

¹⁶ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326>

- Local military installations

The Community Advisory Committee ensures that community perspectives are represented in the development of the Transportation Improvement Program. Members include citizen representatives from local jurisdictions, community organizations, and the general public. The Community Advisory Committee reviews the draft Transportation Improvement Program and provides recommendations on public engagement, project priorities, and overall program transparency.

Throughout the Transportation Improvement Program development process, the draft document is reviewed by the Transportation Advisory Committee, Community Advisory Committee, and Board of Directors during their regularly scheduled monthly meetings. This multi-level review process is designed to achieve consensus on regional priorities and the allocation of federal, state, and local funds.

The Pikes Peak Area Council of Governments Board of Directors serves as the region's policy-making body. The Board considers the recommendations of the advisory committees and staff before taking final action on the Transportation Improvement Program. The Board includes elected officials from each member government within the Metropolitan Planning Organization boundary, and members representing public transportation and local military installations.

Public participation is an essential component of the Transportation Improvement Program development process and occurs throughout committee and Board review. In accordance with the Pikes Peak Area Council of Governments Public Involvement Plan and federal requirements under 23 CFR §450.316(a)¹⁷, the public is provided multiple opportunities to review and comment on the draft Transportation Improvement Program prior to its adoption. Comments may be submitted in writing, through the Pikes Peak Area Council of Governments website, or verbally at committee and Board meetings. All input received is reviewed, addressed, and documented in the final Transportation Improvement Program to ensure transparency and accountability in decision-making.

¹⁷ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.316#p-450.316\(a\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.316#p-450.316(a))



Financial Plan

Funding Revenues and Expenditures

The Financial Plan identifies reasonably expected revenues and funding sources associated with projects included in the Transportation Improvement Program, consistent with federal requirements. In accordance with 23 CFR §450.326(j)¹⁸, the financial plan accounts for projects and strategies funded under Title 23 U.S.C, Title 49 U.S.C Chapter 53, other federal funding sources, and regionally significant projects regardless of funding source. It also provides system-level estimates of revenues and costs necessary to operate and maintain the Federal-aid highway and public transportation systems within the Pikes Peak Metropolitan Planning Area.

SOURCE	FISCAL YEAR 2027	FISCAL YEAR 2028	FISCAL YEAR 2029	FISCAL YEAR 2030	FISCAL YEAR 2031
CARBON REDUCTION PROGRAM	1,132,299	1,143,622	1,155,058	1,155,058	1,155,058
SURFACE TRANSPORTATION PROGRAM	9,371,898	9,453,961	9,536,575	9,536,575	9,536,575
TRANSPORTATION ALTERNATIVES PROGRAM	1,152,387	1,177,302	1,202,755	1,202,755	1,202,755
MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND	1,783,531	1,891,304	2,010,314	-	-
FEDERAL TRANSIT ADMINISTRATION 5307	10,970,751	11,080,459	11,191,263	11,303,176	11,416,208
FEDERAL TRANSIT ADMINISTRATION 5310	1,518,648	1,544,652	1,571,187	1,598,264	1,625,896
FEDERAL TRANSIT ADMINISTRATION 5339	967,535	977,211	986,983	996,853	1,006,822

Purpose and Development of the Financial Plan

The financial plan serves as the mechanism for demonstrating fiscal constraint and transparency. It provides a comprehensive overview of expected revenues and

¹⁸ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326#p-450.326\(j\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326#p-450.326(j))



expenditures by funding source and program type. Funding for the Fiscal Year 2027–2031 Transportation Improvement Program was identified through a multi-step process:

1. Financial resources for fiscal years 2027, 2028, and 2029 were estimated and approved in the previous Fiscal Year 2025–2029 Transportation Improvement Program cycle and updated for consistency with current forecasts. Adjustments were made to reconcile actuals versus estimates.
2. Resource allocations for fiscal years 2030 and 2031 were developed based on updated funding forecasts provided by the Colorado Department of Transportation and Mountain Metropolitan Transit.
3. State and local transportation revenue sources, such as the Highway Users Tax Fund and Pikes Peak Rural Transportation Authority, were reviewed at a planning level to confirm consistency with the assumptions used in the Long Range Transportation Plan and to provide reasonable assurance that ongoing operations and maintenance needs can be supported. Detailed revenue estimates for these sources are established and managed by the State and local jurisdictions and are not recalculated at the Transportation Improvement Program level.

Federal Cost Principles

To improve consistency, accountability, and transparency in the administration of federal transportation funds, the U.S. Department of Transportation, in coordination with the Office of Management and Budget, consolidated federal administrative, cost, and audit requirements into a single framework commonly referred to as the Federal Cost Principles. This consolidated guidance, issued in December 2013 and effective for federal awards and funding increments issued on or after December 26, 2014, applies to audits of non-federal entities for fiscal years beginning on or after that date. The guidance replaced multiple previously issued OMB Circulars by establishing a unified set of requirements governing federal awards.

Under the Federal Cost Principles, local agencies are required to establish a defined period of performance for each federally funded project, including start and end dates, as part of the federal award. Only eligible costs incurred within the approved

period of the performance may be reimbursed. Any extension or modification to the project schedule must receive prior authorization from the Federal Highway Administration or the Federal Transit Administration, as applicable. Local agencies are required to submit all required financial, performance, and closeout documentation no later than 90 calendar days following the end of the approved period of performance. Projects must be fully closed and final reimbursements processed within this timeframe.

In addition, the Colorado Department of Transportation is responsible for evaluating the risk associated with each local agency's ability to effectively deliver federally funded projects. Applicable federal requirements related to the Federal Cost Principles are codified in [2 CFR Part 200](#).

Scope of the Pikes Peak Area Council of Governments Transportation Improvement Program Programming Process

For funding programs administered through the Pikes Peak Area Council of Governments regional programming process, staff rely on annual allocation estimates provided by the Colorado Department of Transportation. These estimates are based on historical funding trends and applicable federal and statewide distribution formulas. Funding sources directly programmed through the Pikes Peak Area Council of Governments process include, but are not limited to, the Surface Transportation Block Grant Program, Transportation Alternatives Program, Carbon Reduction Program, and the Consolidated Planning Grant. There is one state funding source, Multimodal Transportation and Mitigation Options Fund, for which the Pikes Peak Area Council of Governments administers the programming process. In this Transportation Improvement Program, the Multimodal Transportation and Mitigation Options Fund is programmed through Fiscal Year 2029. Fiscal Year 2030-31 will be programmed as an amendment to this Transportation Improvement Program when funding forecasts are available. These programs support a range of multimodal transportation investments, including roadways, transit, bicycle, pedestrian, safety, and planning projects, and are programmed through the Pikes Peak Area Council of Governments' established project selection and prioritization procedures.

In addition to regionally programmed funding sources, the Transportation Improvement Program also includes projects funded through state and federal programs that are administered outside of the Pikes Peak Area Council of Governments' direct programming authority. These include Colorado Department of Transportation-administered statewide programs such as Bridge Asset Management, the Highway Safety Improvement Program, and Statewide Maintenance and Operations, as well as discretionary grant awards received directly by local jurisdictions. While the Pikes Peak Area Council of Governments does not control the selection, funding distribution, or fiscal constraint of these projects, they are included in the Transportation Improvement Program to comply with federal requirements and to provide transparency regarding transportation investments occurring within the Pikes Peak Region. Fiscal constraint for these projects is established at the state or federal level and is not determined by the Pikes Peak Area Council of Governments as part of the regional Transportation Improvement Program programming process.

Transit Funding and Revenues

Transit funding within the Transportation Improvement Program includes federal, state and local sources. Mountain Metropolitan Transit is the designated recipient of Federal Transit Administration Section 5307 and 5339 funding in the region. The Pikes Peak Area Council of Governments is the designated recipient of Section 5310 funding and administers a process by which to award those funds to specialized transportation service providers. Mountain Metropolitan Transit and the Pikes Peak Area Council of Governments provided funding forecasts for inclusion in this financial plan Federal transit funding sources include:

- Federal Transit Administration Section 5307¹⁹ (Urbanized Area Formula Grants) – for transit capital, planning, and operations in the Colorado Springs Urbanized Area. *Mountain Metropolitan Transit serves as the Direct Recipient for Section 5307 funding.*
- Federal Transit Administration Section 5339²⁰ (Bus and Bus Facilities Program) – for bus replacement and capital improvements.

¹⁹ <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

²⁰ <https://www.transit.dot.gov/funding/grants/busprogram>

- Federal Transit Administration Section 5310²¹ (Enhanced Mobility of Seniors and Individuals with Disabilities) – for paratransit and mobility services supporting Americans with Disabilities Act access. *The Pikes Peak Area Council of Governments serves as the Designated Recipient for Section 5310 funding.*

For Fiscal Year 2026, a total of \$703,584 in Section 5310 funding is available. Projects are selected through a competitive process and evaluated by a technical review subcommittee using adopted scoring criteria that include financial need (10 percent), service justification (15 percent), coordination and effectiveness (20 percent), alignment with regional and program goals (20 percent), budget review (20 percent), and past performance (15 percent). Based on these criteria, funding recommendations are advanced for the highest-scoring projects.

Recommended projects are reviewed by the Transportation Advisory Committee, Community Advisory Committee, and the Pikes Peak Area Council of Governments Board of Directors, and are released for a required 30-day public comment period prior to final Board approval.

Mountain Metropolitan Transit's forecasted formula allocations for Sections 5307 and 5339 have been included for the entire Fiscal Year 2027–2031 period to ensure fiscal transparency and consistency and are summarized in the [financial tables](#). Collected fare revenues are currently not included in the financial plan tables; however, the Pikes Peak Area Council of Governments will work with Mountain Metropolitan Transit in future Transportation Improvement Programs cycles to incorporate farebox revenues and other locally generated funds in accordance with Federal Transit Administration guidance.

At the system level, transit operations and maintenance costs are reflected in Mountain Metropolitan Transit's program listings, which include ongoing investments to sustain service levels, maintain assets in a state of good repair, and implement Americans with Disabilities Act-compliant improvements and transportation.

²¹ <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>



Advancing System Reliability and Resilience

Beyond routine maintenance, regional operations strategies focus on improving system efficiency and resilience. This includes:

- Expanding Intelligent Transportation Systems to enhance traffic flow and incident response;
- Integrating transportation system management and operations strategies to optimize performance of existing infrastructure; and
- Incorporating planning into asset management to account for extreme weather, flooding, and other climate-related risks that can disrupt transportation networks.

System-Level Estimates of Operations and Maintenance

System-level estimates of operations and maintenance costs and revenues are included in the Financial Plan to demonstrate that funding is reasonably expected to be available to operate and maintain the regional transportation system, consistent with 23 CFR §450.326(j).

These estimates are informed by the Colorado Department of Transportation's statewide maintenance and operations allocations, Mountain Metropolitan Transit's system-level operating and preventive maintenance forecasts, and local revenue sources such as Highway Users Tax Fund distributions. Local Highway Users Tax Fund distribution estimates are projected across the five-year Transportation Improvement Program period using planning-level assumptions and year-of-expenditure dollars.

The system-level estimates do not include Pikes Peak Rural Transportation Authority revenues, as not all jurisdictions within the Metropolitan Planning Organization boundary participate in the Pikes Peak Rural Transportation Authority, and Pikes Peak Rural Transportation Authority revenues are not designated through a formal commitment to operations and maintenance activities tied specifically to federally classified roadways. Additionally, these estimates do not reflect City of Colorado Springs 2C funding, which is used for off-system local roadway maintenance and is programmed through separate local budgeting processes.

The figures presented represent planning-level estimates of funding capacity and are provided for fiscal reasonableness only. They do not constitute a commitment by the Colorado Department of Transportation, Mountain Metropolitan Transit, or local jurisdictions to expend specific amounts in any given year. Actual operating and maintenance expenditures are established through each agency's adopted budget and programming processes.

Fiscal Constraint and Transparency

The Fiscal Year 2027–2031 Transportation Improvement Program is fiscally constrained at both the program and annual levels. The accompanying financial tables summarize estimated revenues by funding source, total programmed expenditures, and remaining balances available for future programming. Each funding category has been reviewed to ensure that sufficient funds are available to cover all programmed projects and associated commitments.

In accordance with the Pikes Peak Area Council of Governments' adopted Transportation Improvement Program Policies and Procedures, funding availability for projects included in the Transportation Improvement Program is verified using grant award letters, formal allocation notices, memoranda from the Colorado Department of Transportation and other official documentation, as applicable. This process ensures that all programmed projects are supported by reasonably expected funding sources and comply with federal fiscal constraint requirements.

While the Transportation Improvement Program includes certain funding sources and projects over which the Pikes Peak Area Council of Governments does not have direct programming authority—such as statewide bridge, safety, or maintenance programs—these projects are included to provide a complete and transparent picture of transportation investments occurring within the Pikes Peak Region. Fiscal constraint for these projects is established at the state or federal level and is reflected in the Transportation Improvement Program consistent with the Pikes Peak Area Council of Governments Policies and Procedures.

Additional details on funding sources, revenue assumptions, and methodologies used to estimate revenues and expenditures is provided in [Appendix D](#).

TIP Project Prioritization and Selection

Overview

Developing a fiscally constrained Transportation Improvement Program requires a clear and defined process to determine which projects are eligible, how they are evaluated, and how they are ultimately selected for funding. This process reflects the continuing, cooperative, and comprehensive (3C) approach required under federal transportation planning regulations (23 CFR §450.326)²², ensuring that regional investments support the goals of the Long Range Transportation Plan meet state and federal performance targets, and make efficient use of limited funding.

Project Eligibility

Every project proposed for inclusion in the Transportation Improvement Program must meet a set of minimum eligibility criteria before it can be considered for programming. These criteria confirm that the project aligns with regional priorities, complies with federal and state requirements, and can reasonably be implemented within the five-year Transportation Improvement Program period. Projects are screened for eligibility based on required criteria established in the Transportation Improvement Program Policies and Procedures and the adopted Call for Projects. Projects that do not meet all required eligibility criteria are not advanced for further consideration.

Eligibility criteria include:

- **Consistency with the Long Range Transportation Plan:** The project must support the goals, objectives, and investment strategies outlined in the adopted Long Range Transportation Plan, and it must be included in the financially constrained Long Range Transportation Plan project list if it uses federal or regionally significant funds.
- **Cost and Funding Plan:** The project must include a credible cost estimate that reflects Year of Expenditure dollars, along with a clear and realistic funding plan showing the federal, state, and local shares.

²² <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326>



- **Federal Eligibility:** The project must meet eligibility requirements under the specific federal aid program (e.g., Surface Transportation Block Grant Program, Transportation Alternatives Program, Carbon Reduction Program) and be located on a facility eligible for federal assistance if applicable.
- **Implementation Readiness:** The project sponsor must demonstrate that environmental, design, right-of-way, and construction milestones can be met within the Transportation Improvement Program's programmed years.
- **Compliance:** The completed project must comply with the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964, and other applicable federal regulations.

Only projects meeting all required eligibility criteria advance to the evaluation phase. This screening process helps ensure that the Transportation Improvement Program remains fiscally constrained, compliant with federal requirements, and focused on projects that are ready for implementation.

Project Evaluation

Once deemed eligible, projects are evaluated using a performance-based planning and programming framework. This process links each project to the goals and measurable outcomes established in the 2050 Long Range Transportation Plan and to federal performance areas defined under 23 CFR §450.306(d)²³.

The Pikes Peak Area Council of Governments' evaluation process uses a data-driven scoring system that assesses how well each project addresses the following factors:

- **Safety:** Reduction of crashes and injuries through roadway or multimodal improvements.
- **System Preservation:** Extending the life of existing infrastructure and maintaining assets in good repair.
- **Congestion Management:** Enhancing traffic flow, reducing bottlenecks, or improving travel time reliability.
- **Multimodal Accessibility:** Expanding options for walking, biking, and transit and improving Americans with Disabilities Act access.

²³ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306\(d\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306(d))



- Freight Mobility and Economic Vitality: Supporting freight corridors, job centers, and regional connectivity.
- Environmental Stewardship: Minimizing environmental impacts and supporting sustainability and air quality goals.
- Regional Equity: Promoting fair access to transportation investments throughout the Metropolitan Planning Organization boundary.

Projects are scored according to these criteria using both quantitative measures (e.g., crash data) and qualitative factors (e.g., consistency with community plans, local support).

The evaluation results serve as a transparent basis for prioritization and are shared with the Transportation Advisory Committee as part of the project selection process. Local agencies are encouraged to use these criteria as a self-assessment tool when developing future project applications to ensure alignment with Long Range Transportation Plan goals and federal performance targets. It should be noted that while project scores guide project selection, additional factors are considered, including engineering expertise, project timing and costs compared with available funding, and community impacts.

Project Selection

Because funding is limited, the number of eligible projects typically exceeds available resources. A competitive project selection process ensures that the most beneficial projects are advanced while maintaining fiscal constraint in each program year.

Following staff evaluation, projects are reviewed and discussed during a Project Prioritization Workshop. This workshop includes members of the Transportation Advisory Committee, project sponsors, and Pikes Peak Area Council of Governments staff. It provides an open forum for reviewing scores, discussing regional priorities, balancing geographic and modal distribution, and confirming project readiness. The outcome of the workshop is a recommended list of projects that best advance the Long Range Transportation Plan goals and performance targets while staying within available funding for each fiscal year.



Projects located on state-maintained facilities are selected in coordination with the Colorado Department of Transportation to ensure consistency with statewide investment priorities and to avoid duplication of effort. The Pikes Peak Area Council of Governments and Colorado Department of Transportation jointly verify that all selected projects can meet programming timelines and funding availability.

All cost estimates must incorporate inflation adjustments to represent Year of Expenditure values as required by Federal Highway Administration. This ensures that projects are financially realistic, and the Transportation Improvement Program remains fully fiscally constrained.

Project Carry-Forwards and Roll-Forwards

Projects programmed in the previous Transportation Improvement Program but not yet obligated are brought forward to maintain program continuity. There are two distinct types of project transitions between Transportation Improvement Program cycles:

- Carry-Forwards: Projects programmed in future years of the previous Transportation Improvement Program (e.g., Fiscal Year 2028 or Fiscal Year 2029) are carried forward into the corresponding years of the new Transportation Improvement Program (e.g., Fiscal Year 2027–2031). These projects remain active and retain their funding commitments.
- Roll-Forwards: Projects programmed in the final year of the prior Transportation Improvement Program that did not obligate funds before the end of that fiscal year are rolled forward into the next year of the new Transportation Improvement Program. This process ensures that projects remain eligible for obligation and that funding is preserved for their completion.

Both processes are coordinated closely with the Colorado Department of Transportation and Federal Highway Administration to ensure that funds are properly reconciled between the Transportation Improvement Program and the Statewide Transportation Improvement Program.

Completed, Delayed, or Cancelled Projects

Projects that were completed, substantially delayed, or cancelled during the prior Transportation Improvement Program cycle are listed in [Appendix E](#).

- Completed projects are removed from the active Transportation Improvement Program.
- Delayed projects that remain a regional priority are rolled forward into the new Transportation Improvement Program cycle.
- Cancelled projects release their funds back into the regional funding pool for reallocation through the competitive selection process.

All changes are documented and approved in accordance with the Pikes Peak Area Council of Governments Transportation Improvement Program Policies and Procedures ([Appendix B](#)) to maintain accountability and fiscal constraint.

Maintenance and Operations of the Regional Transportation System

Maintaining and operating the existing transportation system is one of the most cost-effective and sustainable investments the region can make. The preservation of current infrastructure—rather than expansion alone—maximizes the return on past investments, enhances safety, and ensures that existing assets continue to serve the growing needs of the Pikes Peak region.

Effective maintenance and operations protect the functionality and reliability of the transportation system, reduce long-term costs, and help sustain a state of good repair across all modes. By keeping the regional network in proper condition, jurisdictions can prevent deterioration that leads to higher reconstruction expenses and greater safety risks in the future.

Purpose and Emphasis

Maintenance and operations activities are critical for achieving the federal performance goals identified under 23 CFR §450.306(d)²⁴ and 23 CFR Part 490²⁵, including:

²⁴ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306\(d\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306(d))

²⁵ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490>



- Pavement and bridge condition (ensuring infrastructure remains in a state of good repair);
- System reliability (reducing travel time delays and improving predictability);
- Safety (reducing crashes through well-maintained infrastructure); and
- Transit asset management (keeping transit vehicles, facilities, and equipment in proper working order).

Within the Pikes Peak region, maintenance and operations efforts emphasize preservation, safety, efficiency, and reliability. This approach aligns with both the 2050 Long Range Transportation and the Transportation Performance Management framework used by the Pikes Peak Area Council of Governments, Colorado Department of Transportation, and Mountain Metropolitan Transit.

Typical Maintenance and Operations Activities

Maintenance and operations encompass a broad range of activities performed by Colorado Department of Transportation and local jurisdictions. Common examples include but are not limited to:

- Pavement and Bridge Preservation: Crack sealing, overlays, structural repairs, and bridge rehabilitation to extend service life and improve safety.
- Winter and Weather Response: Snow and ice removal, de-icing operations, flood control, and stormwater management to maintain all-season mobility.
- Traffic Operations: Signal timing optimization, signal and lighting maintenance, signing and striping, guardrail repair, and traffic incident management.
- Roadway and Right-of-Way Upkeep: Vegetation control, culvert and drainage cleaning, shoulder grading, and erosion control.
- Transit Operations and Maintenance: Regular vehicle inspections, fleet replacement programs, preventive maintenance schedules, passenger facility upkeep, Americans with Disabilities Act compliance improvements, and security enhancements.
- Technology and Communication Systems: Maintenance of Intelligent Transportation Systems, traveler information signs, and communication networks that support coordinated regional traffic management.



Highway Users Tax Fund – System-Level Operations and Maintenance Estimates (Fiscal Year 2025 Base, 2.5% Annual Inflation)

The following table presents system-level Highway Users Tax Fund revenues available to jurisdiction within the Pikes Peak Area Council of Governments region for transportation operations and maintenance. Fiscal Year 2025 values reflect actual Highway Users Tax Fund distributions, while Fiscal Year 2026 through Fiscal Year 2031 amounts are planning-level estimates derived by applying a 2.5% annual inflation rate to the Fiscal Year 2025 baseline, consistent with assumptions used in the Pikes Peak Area Council of Governments 2050 Long Range Transportation Plan.

These estimates are included to demonstrate that reasonable funding is expected to be available to support the ongoing maintenance of the regional transportation system, including federally classified roadways, in accordance with federal planning requirements. Actual Highway Users Tax Fund distributions are determined by the Colorado Department of Transportation based on statutory formulas and statewide revenue collection and may vary from year to year. Figures shown below are provided for planning and fiscal reasonableness purpose only, and do not represent funding commitments by Colorado Department of Transportation or individual jurisdictions.

Table 1: Estimated Highway Users Tax Fund Planning Amounts

JURISDICTION	FISCAL YEAR 2025	FISCAL YEAR 2026	FISCAL YEAR 2027	FISCAL YEAR 2028	FISCAL YEAR 2029	FISCAL YEAR 2030	FISCAL YEAR 2031
COLORADO SPRINGS	21,635,097	22,175,974	22,730,374	23,298,633	23,881,099	24,478,126	25,090,080
EL PASO COUNTY	11,343,039	11,626,615	11,917,280	12,215,212	12,520,593	12,833,608	13,154,448
FOUNTAIN	827,178	847,857	869,054	890,780	913,050	935,876	959,273
GREEN MOUNTAIN FALLS	29,325	30,058	30,810	31,580	32,369	33,179	34,008
MANITOU SPRINGS	159,412	163,397	167,482	171,669	175,961	180,360	184,869
MONUMENT	355,350	364,234	373,340	382,673	392,240	402,046	412,097
PALMER LAKE	107,878	110,575	113,340	116,173	119,077	122,054	125,106
TELLER COUNTY	2,075,303	2,127,186	2,180,365	2,234,874	2,290,746	2,348,015	2,406,715
WOODLAND PARK	338,708	347,175	355,855	364,751	373,870	383,216	392,797
TOTAL							278,283,486



Unscheduled Pool

Federal regulations require that the Transportation Improvement Program remain fiscally constrained, meaning total programmed costs cannot exceed reasonably anticipated revenues for any given year. Because most federal funding programs are subject to annual obligation deadlines, unspent or unprogrammed funds may be forfeited if not obligated in time.

To preserve flexibility and ensure that the Pikes Peak region can take advantage of unexpected funding opportunities, The Pikes Peak Area Council of Governments maintains an Unscheduled Pool of prioritized but unfunded projects that extend beyond the fiscally constrained period of the Transportation Improvement Program.

The Unscheduled Pool applies only to funding programs administered by the Pikes Peak Area Council of Governments, including Surface Transportation Block Grant, Carbon Reduction Program, Transportation Alternatives Program, and Multimodal Transportation and Mitigation Options Fund. Projects included in the Unscheduled Pool are not guaranteed funding, assigned to a specific fiscal year, or part of the fiscally constrained TIP.

Purpose and Use of the Unscheduled Pool

The Unscheduled Pool serves as a proactive programming tool to:

- Advance projects quickly when additional funds become available through de-obligations, cost savings, or federal redistributions.
- Replace delayed or cancelled projects to ensure regional funds are fully utilized within their obligation deadlines.
- Provide a pipeline of ready projects that can transition into the next TIP cycle or fill future funding gaps.
- Assist local governments and the Colorado Department of Transportation in scheduling design, right-of-way, and construction phases to maintain project readiness.

Projects in the Unscheduled Pool originate from two sources:



1. Current Transportation Improvement Programs projects with cost overruns that were not fully awarded through the most recent Call for Projects.
2. Projects identified in the financially constrained project list of the Pikes Peak Area Council of Governments 2050 Long Range Transportation Plan that are not currently programmed in the Transportation Improvement Program.

The Unscheduled Pool Project list is provided in [Appendix G](#) for Informational and planning purposes only.

Project Advancement and Administration

Inclusion in the Unscheduled Pool does not guarantee funding or automatic advancement into the constrained Transportation Improvement Program. Projects may be moved from the pool into the active Transportation Improvement Program only through the formal amendment or update process, and only if sufficient funding becomes available and fiscal constraint can be maintained. Pikes Peak Area Council of Governments staff, in coordination with the Transportation Advisory Committee, Colorado Department of Transportation, and local project sponsors, review the Unscheduled Pool during each Transportation Improvement Program update cycle to confirm project readiness, cost estimates, and eligibility.

All procedures for maintaining, reviewing, and updating the Unscheduled Pool are defined in the Pikes Peak Area Council of Governments Transportation Improvement Program Policies and Procedures ([Appendix B](#)).

Pikes Peak Area Council of Governments Fiscal Years 2027-31 Program of Projects

The Program of Projects identifies all transportation improvements programmed for implementation during the Fiscal Year 2027–2031 Transportation Improvement Program cycle. Projects included in the program of projects have been submitted by the Colorado Department of Transportation, Mountain Metropolitan Transit, and local jurisdictions, and have met the eligibility requirements outlined in the [Pikes Peak Area Council of Governments Transportation Improvement Program Policies and Procedures](#).

Projects appear in the Transportation Improvement Program because they are:

- Funded wholly or partially with federal or state transportation dollars, or
- Locally funded but designated as regionally significant under 23 CFR §450.326²⁶.

Each project listed in the program of projects includes a defined scope, schedule, cost estimate using Year of Expenditure dollars and identified funding sources. These projects reflect regional priorities established through the Long Range Transportation Plan; the Call for Projects process; coordination with local jurisdictions and project sponsors, Colorado Department of Transportation, and Mountain Metropolitan Transit; recommendation actions from the Pikes Peak Area Council of Governments’ advisory committees; and adoption by the Pikes Peak Area Council of Governments’ Board of Directors.

The Summary of Projects table provides an overview of all projects programmed in the Fiscal Years 2027–2031 Transportation Improvement Program, including federal, state, and regionally significant local investments. Detailed project descriptions, funding allocations, and programming years are provided in [Appendix E](#). The most current project information is also available through the Pikes Peak Area Council of Governments’ [electronic Transportation Improvement Program](#)

²⁶ [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326#p-450.326\(j\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326#p-450.326(j))



[database](#), which is updated as amendments and administrative modifications are approved.

Summary of Projects

Projects with funding programmed in fiscal year 2026 are included in this Transportation Improvement Program for continuity and financial tracking purposes, even though the primary programming period covers fiscal year 2027–fiscal year 2031. These projects are reflected because the fiscal year 2026 funds are anticipated to either be obligated prior to the end of fiscal year 2026 or carried forward into fiscal year 2027, at which point they will fall within the active Transportation Improvement Program period.

Table 2: Fiscal Years 2027 through 2031 Project Summary

ID	AGENCY	TITLE	FISCAL YEAR 2027	FISCAL YEAR 2028	FISCAL YEAR 2029	FISCAL YEAR 2030	FISCAL YEAR 2031	TOTAL
2019-028	Monument	Jackson Creek Parkway Expansion	243,655	427,468	1,107,528	-	-	1,778,651
2019-045	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit, Transit Planning Studies	202,497	65,733	-	566,409	296,012	1,330,651
2019-091	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Vehicle Purchase	1,367,676	-	-	1,202,710	1,395,166	3,965,552
2019-122	Colorado Department of Transportation	State Highway 83 Passing Lanes	3,588,000	-	-	-	-	3,588,000
2021-002	El Paso County	Bradley Road Widening	-	4,254,249	5,745,751	-	-	10,000,000
2021-005	Fountain	Link Road Reconstruction	1,672,201	-	-	-	3,181,274	4,853,475
2021-009	El Paso County	Galley Road Sidewalks	504,811	2,702,968	2,748,597	2,899,288	-	8,855,664
2021-047	Colorado Department of Transportation	U.S. Highway 24G Mobility/Safety Improvements	800,000	-	-	-	-	800,000
2022-005	Colorado Department of Transportation	U.S. Highway 24 West over Ridge Road	-	-	747,738	-	-	747,738
2022-013	Colorado Springs	Lake Avenue Safety Improvements: State Highway 115 and Southgate Road	2,045,000	-	-	-	-	2,045,000



ID	AGENCY	TITLE	FISCAL YEAR 2027	FISCAL YEAR 2028	FISCAL YEAR 2029	FISCAL YEAR 2030	FISCAL YEAR 2031	TOTAL
2022-017	PPRTA	Downtown Shuttle Operations (Service Expansion)	2,565,382	2,927,672	1,805,572	-	-	7,298,626
2022-020	Colorado Department of Transportation	I-25 Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/Lake Woodmen Rd.:	-	18,208,020	-	-	-	18,208,020
2023-004	Colorado Springs	State Highway 21 to 1,000' east of Black Forest Rd.	5,039,278	1,900,937	-	-	8,853,824	15,794,039
2023-005	Colorado Springs	Colorado Ave. Roadway Improvements: 31st St. to Limit St.	1,465,234	150,013	150,013	1,503,444	103,444	3,372,148
2023-006	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Metro Rides	569,604	301,969	-	301,969	301,969	1,475,511
2023-010	Manitou Springs	East Manitou Ave. Pedestrian and Drainage Improvements	-	400,000	2,000,000	-	-	2,400,000
2023-015	Colorado Department of Transportation	State Highway 115 - Nelson Blvd to Interstate 25 Improvements Project	2,445,070	-	-	-	-	2,445,070
2023-032	Colorado Department of Transportation	U.S. Highway 24 Falcon Judge Orr Intersection Improvements, and Blue Gill Drive Realignment	4,337,752	-	-	-	-	4,337,752
2023-043	Manitou Springs	Serpentine Area Improvements	-	-	-	-	1,400,000	1,400,000
2023-051	Colorado Department of Transportation	State Highway 83 & Stagecoach Rd Safety Improvements	531,779	3,418,240	-	-	-	3,950,019
2025-001	El Paso County	Shoup Road Improvements	-	4,006,318	3,511,569	-	-	7,517,887
2025-002	Envida	Coordinated Mobility On-Demand in the Pikes Peak Region	208,164	-	-	-	-	208,164



ID	AGENCY	TITLE	FISCAL YEAR 2027	FISCAL YEAR 2028	FISCAL YEAR 2029	FISCAL YEAR 2030	FISCAL YEAR 2031	TOTAL
2025-004	Pike Ride	Enhancing Micromobility Accessibility; Strengthening Transportation Demand Management	59,500	10,500	-	-	-	70,000
2025-006	Colorado Springs	Fillmore Street Bridge Improvements and Trail Connections – Interstate 25 to Monument Creek	11,300,000	5,740,000	11,400,000	8,720,000	-	37,160,000
2025-010	Colorado Springs	City of Colorado Springs Safety Signal Rebuilds	3,220,743	-	-	-	-	3,220,743
2025-015	El Paso County	Pedestrian Crossings Improvements 3	93,603	-	-	-	-	93,603
2025-016	Colorado Department of Transportation	U.S. Highway 24A Green Mountain Falls Safety Improvements	-	2,200,000	-	-	-	2,200,000
2025-020	Colorado Department of Transportation	Monument Mobility Hub	450,000	-	-	-	-	450,000
2025-022	Colorado Department of Transportation	Interstate 25 El Paso County Wildlife Fencing	707,000	-	-	-	-	707,000
2025-023	Colorado Springs	Pedestrian School Crossing Improvements	-	495,000	100,000	-	-	595,000
2025-025	El Paso County	Burgess and Vollmer Intersection Improvements	-	7,600,000	-	4,472,510	1,777,189	13,849,699
2025-027	Colorado Springs – Mountain Metropolitan Transit	Senate Bill 230 - Oil and Gas	7,500,000	7,500,000	7,500,000	-	-	22,500,000
2025-029	Pikes Peak Area Council of Governments	Regional Traffic Data Service (StreetLight)	290,000	290,000	261,674	290,000	290,000	1,421,674
		TOTAL	51,206,949	62,799,087	37,078,442	19,956,330	17,598,878	188,639,686



Table 3: Fiscal Year 2026 Project Funding Summary

ID	AGENCY	TITLE	FISCAL YEAR 2026
2019-012	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Route 12, Phase 3 Enhancements	183,733
2019-015	El Paso County	El Paso County Wetland Bank: Akers Drive	5,250,893
2019-017	Colorado Springs	Sand Creek Trail: Palmer Park Boulevard to Constitution Avenue	957,348
2019-019	Colorado Springs	Rock Island Trail Construction. Sand Creek Trail to Constitution Avenue	766,938
2019-028	Monument	Jackson Creek Parkway Expansion	4,677,818
2019-045	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit, Transit Planning Studies	202,497
2019-088	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Operations	39,268,266
2019-089	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Planning	2,384,019
2019-091	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Vehicle Purchase	18,728,290
2019-093	Pikes Peak Rural Transportation Authority	Mountain Metropolitan Transit Downtown Transit Center	23,112,635
2019-120	Colorado Department of Transportation	Interstate 25 Filmore to Garden of the Gods	1,000,000
2021-001	Colorado Springs	31st Street and Fontanero Bridge Reconstruction	5,749,525
2021-002	El Paso County	Bradley Road Widening	614,000
2021-005	Fountain	Link Road Reconstruction	3,946,525
2021-007	Manitou Springs	Ruxton Ave. Reconstruction	5,303,268
2021-009	El Paso County	Galley Road Sidewalks	800,230
2021-017	Pikes Peak Area Council of Governments	23 U.S.C. Section 104 and Section 5303 Metropolitan Planning	1,759,870
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.	608,350
2021-023	Manitou Springs	Creek Walk Trail, Phases 4 and 5: Survey, Right-of-Way Acquisition, Design, and Construction	277,778
2021-026	Colorado Springs – Mountain Metropolitan Transit	Bus Stop Americans with Disabilities Act Compliance	1,075,000



ID	AGENCY	TITLE	FISCAL YEAR 2026
2021 -027	El Paso County	El Paso County Americans with Disabilities Act Asset Measurements and Construction Project	1,500,000
2021 -029	Colorado Springs	Hancock Sidewalk - Sand Creek Trail to Academy Blvd.	1,883,000
2021 -033	El Paso County	El Paso County Americans with Disabilities Act Inventory and Americans with Disabilities Act Improvements	1,823,955
2021 -039	El Paso County	North Gate Struthers Permanent Water Quality Pond	4,632,221
2021 -047	Colorado Department of Transportation	U.S. Highway 24G Mobility/Safety Improvements	250,000
2022 -001	Colorado Department of Transportation	State Highway 21 and Airport Rd Diverging Diamond Interchange	2,468,468
2022 -002	Colorado Department of Transportation	Mobility/Safety Improvements State Highway 21, mile marker 132-154	150,000
2022 -003	Colorado Department of Transportation	U.S. Highway 24 East Widening Garret to Woodmen	12,900,000
2022 -005	Colorado Department of Transportation	U.S. Highway 24 West over Ridge Road	500,000
2022 -006	Colorado Department of Transportation	Woodland Park Reliever Route Study	500,000
2022 -010	Colorado Department of Transportation	U.S Highway 24G Falcon Hwy to West of Elbert Rd.	5,739,106
2022 -013	Colorado Springs	Lake Avenue Safety Improvements: State Highway 115 and Southgate Road	3,527,777
2022 -017	Pikes Peak Rural Transportation Authority	Downtown Shuttle Operations (Service Expansion)	2,384,692
2022 -019	Colorado Department of Transportation	State Highway 21 Grade Separated Interchange at Milton E. Proby Parkway	200,000
2022 -020	Colorado Department of Transportation	Interstate 25 Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/Lake	2,000,000
2022 -021	El Paso County	Road Rumble Strips and Epoxy Striping	500,000
2022 -024	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit FASTER Set Aside	1,750,000
2023 -004	Colorado Springs	Woodmen Rd.: State Highway 21 to 1,000' east of Black Forest Rd.	1,421,233
2023 -005	Colorado Springs	Colorado Ave. Roadway Improvements: 31st St. to Limit St.	1,666,959
2023 -006	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Metro Rides	1,139,208
2023 -007	Palmer Lake	Spruce Mountain Rd. Improvements	1,253,214



ID	AGENCY	TITLE	FISCAL YEAR 2026
2023-009	Fountain	Fountain Americans with Disabilities Act Improvements	159,700
2023-010	Manitou Springs	East Manitou Ave. Pedestrian and Drainage Improvements	220,000
2023-015	Colorado Department of Transportation	State Highway 115 - Nelson Blvd to Interstate 25 Improvements Project	8,305,000
2023-018	El Paso County	Pedestrian Crossings Improvements 1	1,906,826
2023-022	Pikes Peak Rural Transportation Authority	Sinton Trail Crossing at Centennial Blvd	6,145,450
2023-023	Colorado Springs – Mountain Metropolitan Transit	Three Hybrid Buses for Service Expansion (Federal)	1,612,000
2023-028	Colorado Springs	Peterson Space Force Base North Gate Access and Safety Improvements	15,300,000
2023-030	Colorado Department of Transportation	US85 and Carson Blvd Intersection Improvements	2,493,936
2023-032	Colorado Department of Transportation	U.S. Highway 24 Falcon Judge Orr Intersection Improvements, and Blue Gill Drive Realignment	9,781,250
2023-034	Colorado Department of Transportation	State Highway 21 (South Powers) Median Barrier	197,000
2023-037	Envida	Envida Vehicle replacement	107,000
2023-043	Manitou Springs	Serpentine Area Improvements	534,250
2023-046	Colorado Springs	Water Street and 31st Street Bridge Replacement	5,000,000
2023-049	Colorado Department of Transportation	Interstate 25 Midway North	195,493
2025-002	Envida	Coordinated Mobility On-Demand in the Pikes Peak Region	416,328
2025-004	Pike Ride	Enhancing Micromobility Accessibility; Strengthening Transportation Demand Management	197,375
2025-005	Colorado Department of Transportation	State Highway 21 & Grinnell Blvd Drainage Repairs	429,541
2025-006	Colorado Springs	Fillmore Street Bridge Improvements and Trail Connections – Interstate 25 to Monument Creek	2,000,000
2025-007	Colorado Springs	Academy Blvd over Platte Ave Bridge Replacement	1,500,000
2025-008	Colorado Department of Transportation	State Highway 83A & County Line Rd Intersection Improvements	937,981
2025-009	Colorado Springs	Strengthening Mobility and Revolutionizing Transportation (SMART)	14,788,590



ID	AGENCY	TITLE	FISCAL YEAR 2026
2025-010	Colorado Springs	City of Colorado Springs Safety Signal Rebuilds	379,284
2025-012	Colorado Springs	Uncontrolled Trail Crossing Enhancements	715,000
2025-013	Colorado Springs	Safe Streets 4 All Demonstration Projects	1,310,600
2025-014	El Paso County	Pedestrian Crossings Improvements 2	2,629,284
2025-015	El Paso County	Pedestrian Crossings Improvements 3	6,352,571
2025-016	Colorado Department of Transportation	U.S. Highway 24A Green Mountain Falls Safety Improvements	300,000
2025-019	Pikes Peak Rural Transportation Authority	Three Hybrid Buses for Service Expansion (State)	1,612,000
2025-020	Colorado Department of Transportation	Monument Mobility Hub	50,000
2025-022	Colorado Department of Transportation	Interstate 25 El Paso County Wildlife Fencing	6,293,000
2025-024	Colorado Department of Transportation	U.S. Highway 24H/G Academy Park Loop/Stapleton - Signals	2,451,000
2025-027	Colorado Springs – Mountain Metropolitan Transit	Senate Bill 230 - Oil and Gas	5,500,000
2025-029	Pikes Peak Area Council of Governments	Regional Traffic Data Service (StreetLight)	290,000

Electronic Transportation Improvement Program

The Pikes Peak Area Council of Governments maintains an electronic Transportation Improvement Program system, developed in partnership with EcoInteractive, to manage all Transportation Improvement Program projects, funding records, and revisions in a centralized online platform. The electronic Transportation Improvement Program serves as the real-time project management and tracking system for the Fiscal Year 2027–2031 Transportation Improvement Program cycle.

The electronic Transportation Improvement Program includes all projects contained in this written Transportation Improvement Program document, along with any amendments or administrative modifications approved by the Pikes Peak Area Council of Governments Board of Directors and Colorado Department of Transportation. Because the Transportation Improvement Program represents a fixed point in time, the electronic Transportation Improvement Program is used to



track updates, funding adjustments, and project status changes as they occur throughout the life of the program. However, the electronic Transportation Improvement Program is not the official Transportation Improvement Program of record. Under federal regulation 23 CFR §450.326, the hard-copy Transportation Improvement Program approved by the Pikes Peak Area Council of Governments Board of Directors, the Colorado Transportation Commission, and the Governor is the official Transportation Improvement Program. The electronic Transportation Improvement Program is the operational tool used to maintain, track, and display the most current information, but it does not replace the formally approved document.

To ensure consistency between the two, the Pikes Peak Area Council of Governments updates both the hard-copy Transportation Improvement Program posted on the Pikes Peak Area Council of Governments website and the electronic Transportation Improvement Program system whenever amendments or administrative modifications are approved. This ensures that the Transportation Improvement Program of record and the electronic Transportation Improvement Program always match and that all project information is accurate and current.

Key features of the electronic Transportation Improvement Program include:

- Real-time project listings with detailed scope, phase, funding type, programmed year, and Year of Expenditure cost estimates.
- Historical tracking of amendments, administrative modifications, and roll-forwards.
- Integrated financial reporting, including programmed amounts by fund type and fiscal year.
- An interactive, public-facing map displaying the geographic location of programmed projects throughout the region.
- Search and filter tools that allow users to view projects by sponsor, fund type, mode, or fiscal year.

All project information in the electronic Transportation Improvement Program is directly linked to the fiscal constraint tables and project listings provided in this Transportation Improvement Program. When discrepancies arise between the Transportation Improvement Program and the electronic Transportation

Improvement Program, the electronic Transportation Improvement Program reflects the most current information because it incorporates all formally approved revisions—but the Transportation Improvement Program remains the legal Transportation Improvement Program of record.

The public-facing electronic Transportation Improvement Program is available at: [electronic Transportation Improvement Program system](#)

Upon adoption of the Fiscal Year 2027–2031 Transportation Improvement Program and approval by the Governor of Colorado, or the Governor’s delegated authority, the full project list for this Transportation Improvement Program cycle will be published and activated in the electronic Transportation Improvement Program system.



Performance Management

Transportation Performance Management

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

- 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 Metropolitan Planning Organizations must clearly connect the attainment of performance measure targets through statewide and regional planning activities. Transportation Performance Management outcomes are grouped into six elements to more effectively communicate the efforts underway 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: Federal Highway Administration-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: Federal Highway Administration-developed requirements for federal funding recipients to achieve or make significant progress toward targets.

Pikes Peak Area Council of Governments Performance Measures and Target Settings

Federal regulations require that states and Metropolitan Planning Organizations incorporate performance-based planning into their long range and short-range planning processes. Per federal requirements, the Pikes Peak Area Council of Governments coordinates with the Federal Highway Administration, Federal Transit Administration, Colorado Department of Transportation, and Mountain Metropolitan Transit to establish, monitor, and report progress on federally required performance measures in the following areas:

- Safety (Performance Measure 1) – Reducing fatalities and serious injuries on all public roads.
- Pavement and Bridge Condition (Performance Measure 2) – Maintaining the condition of the National Highway System.
- System Performance and Freight (Performance Measure 3) – Improving travel time reliability and freight movement.
- Transit Asset Management – Ensuring transit vehicles, facilities, and infrastructure are maintained in a state of good repair.
- Public Transportation Agency Safety Plan – Supporting transit agencies in reducing safety risks and incidents.

This performance-based approach ensures that projects programmed in the Transportation Improvement Program are not selected solely based on immediate

needs or funding availability but are grounded in their demonstrated potential to advance regional goals.

State departments of transportation and Metropolitan Planning Organizations are required to establish performance targets for each federal performance measure. Metropolitan Planning Organizations may develop their own performance targets in cooperation with state and transit agencies, or they may choose to support the state's targets. For the Safety and System Performance and Freight measures, Pikes Peak Area Council of Governments 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.

Mountain Metropolitan Transit, the Federal Transit Administration's Urbanized Area Formula Funding Direct Recipient, establishes Transit Asset Management and Public Transportation Agency Safety Plan targets, which the Pikes Peak Area Council of Governments must integrate into both the Long Range Transportation Plan and Transportation Improvement Program.

These performance measures and targets were used to help develop the scoring methodology used in the Pikes Peak Area Council of Governments planning processes and are integrated into the Transportation Improvement Program and the 2050 Long Range Transportation Plan. Specific performance measures and targets can be found in [Appendix H](#).

Project Impacts

Per federal requirements, Metropolitan Planning Organizations must describe in the Transportation Improvement Program how the program of projects contributes to achieving the performance targets identified in the Long Range Transportation Plan, linking investment priorities to measurable outcomes. The Transportation Improvement Program provides a clear connection between projects and the regional performance targets to demonstrate accountability and progress towards the region's established goals.

Pikes Peak Area Council of Governments' program of projects is tied to performance measures and targets in two primary ways:

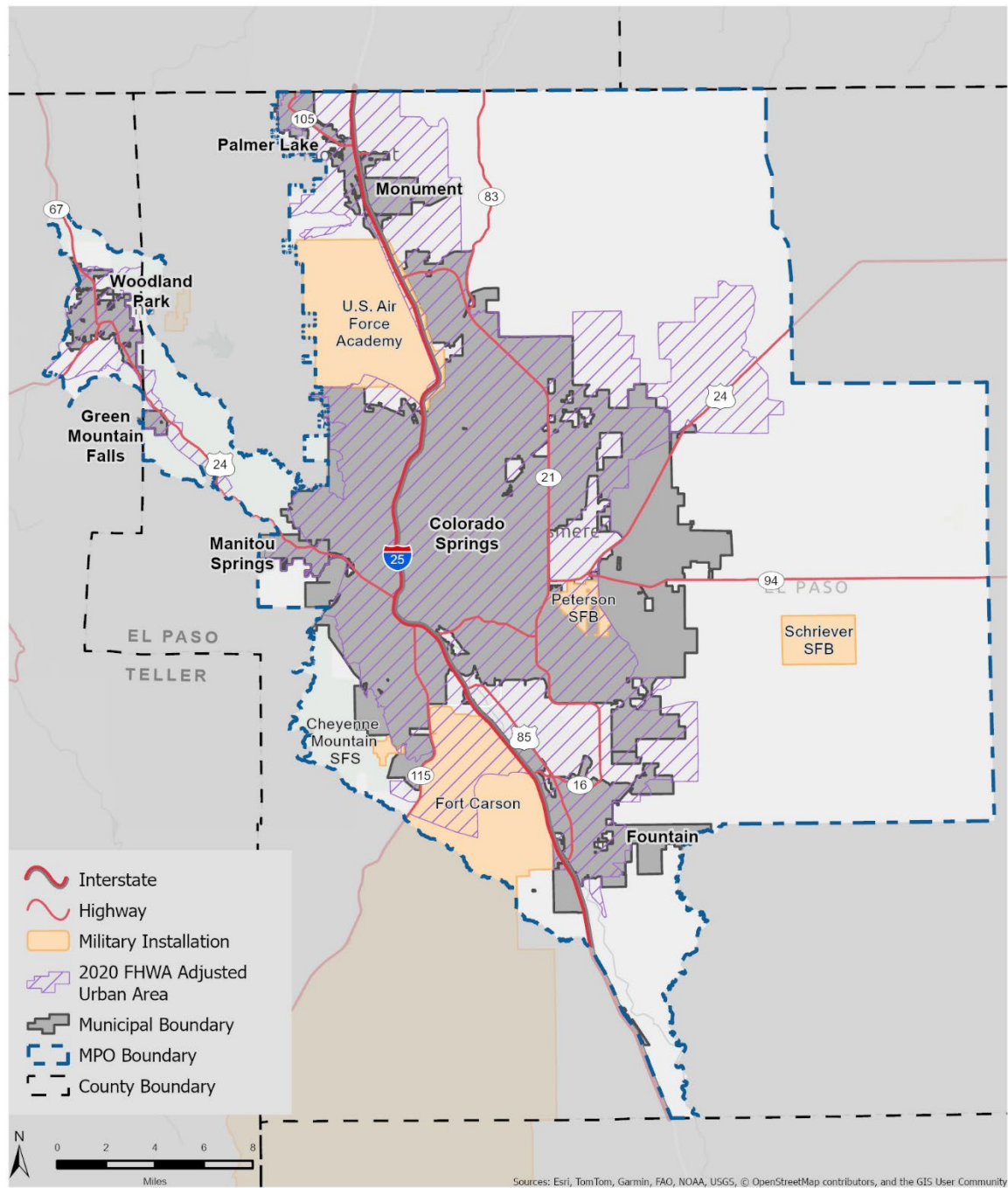
1. Integration through the Long Range Transportation Plan Planning Process and Project Selection: Performance measures are closely aligned with the development of regional goals and objectives. These measures are used to assess progress toward objectives, which then guide the creation of project selection criteria in the Long Range Transportation Plan. Projects listed in the Long Range Transportation Plan are evaluated against these criteria and scores, ensuring that only projects supporting performance targets are eligible for Transportation Improvement Program programming.
2. Project-Level Performance Linkages: Each project programmed in the Transportation Improvement Program is associated with specific performance measures. This linkage identifies how individual projects contribute to achieving regional goals and performance targets established in the Long Range Transportation Plan. These connections are documented in the [Pikes Peak Area Council of Governments online Transportation Improvement Program database](#) and in the project description reports found in [Appendix F](#). Each project description highlights the primary federal performance measure(s) it supports. While projects may positively influence other performance measures, the identified measures represent the primary targets the project is intended to address.



Appendix A: Roads Eligible for Federal Funding

The following figure illustrates the federally eligible roadway network within the Pikes Peak Metropolitan Planning Area, including functional classifications and the National Highway System. Functional classification categorizes roadways based on the role they serve in the regional and national transportation network and helps determine design standards, performance reporting, and eligibility for certain federal transportation funding programs. In general, public roadways classified as minor collector or higher may be eligible for the federal funding included in the Transportation Improvement Program, depending on program requirements. These classifications apply to roadway facilities and do not limit eligibility for multimodal projects such as transit, bicycle, or pedestrian improvements. Projects included in the Transportation Improvement Program must be associated with this network or otherwise meet applicable federal eligibility criteria. Additional details on roadway classifications and the regional network are available in the 2050 Long Range Transportation Plan and on the Pikes Peak Area Council of Governments website





Appendix B: Policies and Procedures



Pikes Peak Area
Council of Governments

Communities Working Together

Pikes Peak Council of Governments Transportation Improvement Program Policies and Procedures

Amended August 2025



Purpose and Overview

These policies and procedures are designed to provide clarity, consistency, and transparency to the transportation planning and programming process in the Pikes Peak region. The policies establish a consistent decision-making framework that ensures all jurisdictions and transportation modes are treated consistently. The procedures outline the methods by which regional planning and programming are conducted, offering transparency to Pikes Peak Area Council of Governments member jurisdictions and the public.

Introduction

Federal transportation planning regulations require the formation of a Metropolitan Planning Organization in any urbanized area with a population exceeding 50,000¹. In regions where the population surpasses 200,000, the Metropolitan Planning Organization receives the designation of a Transportation Management Area² and becomes subject to additional federal requirements.

The Pikes Peak Area Council of Governments functions as both the Metropolitan Planning Organization and Transportation Management Area for the Colorado Springs Urbanized Area. Federal law requires the development of a Long Range Transportation Plan and a Transportation Improvement Program for this area. The Long Range Transportation Plan is a long range policy and planning document, that is updated at least every five years for areas in attainment or four years for areas in nonattainment. The Long Range Transportation Plan sets the region's transportation vision, goals, and investment priorities over a minimum 20-year horizon. The Transportation Improvement Plan is a short-range, fiscally constrained program of specific transportation projects covering at least four years. The Transportation Improvement Plan implements the Long Range Transportation Plan by programming federal, state and local match funding for projects.

It is important to note that the federally defined Urbanized Area and Metropolitan Planning Organization boundaries do not align exactly with the broader service area covered by the Pikes Peak Area Council of Governments in the organization's role as the regional Council of Governments, which includes El Paso, Park, and Teller counties.

¹ 23 CFR 450.310(a)

² 23 CFR 450.310(c)

Colorado is divided into 15 Transportation Planning Regions. The five Metropolitan Planning Organizations in the state correspond to Transportation Planning Regions 1 through 5. The remaining areas of the state are covered by Transportation Planning Regions 6 through 15. The geographic area represented by the Pikes Peak Area Council of Governments includes the Pikes Peak Metropolitan Planning Organization (Transportation Planning Region #1) as well as a portion of the Central Front Range Transportation Planning Region (Transportation Planning Region #14).

Applicability

These policies and procedures apply solely to the development of the Transportation Improvement Program for the Pikes Peak Metropolitan Planning Organization/Transportation Management Area. Projects or programs located or operated outside the Metropolitan Planning Organization boundary—but within Park, Teller, or El Paso counties—are subject to the Transportation Improvement Program development process established by the Colorado Department of Transportation for Central Front Range Transportation Planning Region (Transportation Planning Region #14).

Hierarchy of Authorities

These Transportation Improvement Program policies and procedures are aligned with all applicable federal transportation planning and programming regulations³. Given the dual role of Pikes Peak Area Council of Governments as both the Metropolitan Planning Organization/Transportation Management Area and Transportation Planning Region #1, these procedures are designed to complement the Colorado Department of Transportation's statewide Transportation Planning Region planning processes where applicable. In addition to compliance with federal and state regulations, the Pikes Peak Area Council of Governments Board of Directors may adopt additional policies to meet regional needs. These policies must remain consistent with federal regulations and state statutes.

Modification of Policies and Procedures

Unless expressly delegated by the Pikes Peak Area Council of Governments Board of Directors, modification, deletion, or addition of a policy shall require formal

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

Board action. Procedures, by contrast, may be revised by Pikes Peak Area Council of Governments staff or the Transportation Advisory Committee, provided those modifications do not conflict with existing direction from the Board, rules established by the Colorado Department of Transportation, or regulations issued by the Federal Highway Administration or Federal Transit Administration.

Continuation and Authority

These Transportation Improvement Program Policies and Procedures shall remain in effect unless formally amended by the Pikes Peak Area Council of Governments Board of Directors or another duly authorized body. Additional procedural guidance may be introduced, modified, or removed by the Executive Director when acting in accordance with Board-approved policies. Revisions may also be required because of changes in Federal Highway Administration or Federal Transit Administration policies or federal transportation legislation.

Compatibility with State Legislation

The Colorado Revised Statutes already provide directions regarding Highway Users Tax Funds and related eligibility requirements. These Policies and Procedures do not alter or supersede statutory funding eligibility standards.

Transportation Improvement Program development within the Pikes Peak region will follow 2 Code of Colorado Regulations 601-22⁴, Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions.

Administrative updates to this document will be made as needed to reflect changes in applicable state or 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 Transportation Improvement Program specifically. Appendix "A" contains the specific citations.

4

<https://www.coloradosos.gov/CCR/GenerateRulePdf.do?ruleVersionId=11562&fileName=2%20CCR%20601-22>

- The Metropolitan Planning Organization 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 Colorado Department of Transportation and the statewide transportation planning process.
- The Metropolitan Planning Organization shall develop the plan in consultation with all interested parties.
- The Metropolitan Planning Organization should include public participation as part of the transportation planning process.
- The Metropolitan Planning Organization planning process shall incorporate performance measures and targets.
- The Metropolitan Planning Organization, as a Transportation Management Area, shall have a congestion management process incorporated into the planning process.
- The Transportation Improvement Program shall cover a period of not less than 4 years.
- The Transportation Improvement Program shall be updated at least every 4 years.
- The Transportation Improvement Program may cover more than 4 years. The Federal Highway Administration and the Federal Transit Administration will consider the projects in additional years as informational.
- The Transportation Improvement Program shall contain all regionally significant projects requiring an action by the Federal Highway Administration or the Federal Transit Administration 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 Transportation Improvement Program shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the Federal Highway Administration or the Federal Transit Administration, as well as all regionally significant projects to be funded with non-Federal funds.
- The Transportation Improvement Program 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 Transportation Improvement Program.
- 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 Transportation Improvement Program shall be consistent with the approved Long Range Transportation Plan.
- The Transportation Improvement Program must be fiscally constrained by fund source by year.

Regionally Significant Projects

All regionally significant projects must be included in the Transportation Improvement Program in accordance with federal regulations at 23 CFR 450.326(f)⁵. A project is considered regionally significant if it meets either of the following criteria:

- 1). The project, regardless of funding source, requires approval or other action by Federal Highway Administration or Federal Transit Administration.
- 2). The project is funded with federal funds not administered by Federal Highway Administration or Federal Transit Administration or is funded entirely by non-federal sources but meets the definition of regional significance.

Pikes Peak Area Council of Governments Transportation Improvement Program Policies

Transportation Improvement Program Schedule

Transportation Improvement Program PO1.0 – The Pikes Peak Area Council of Governments adopts a new Transportation Improvement Program every two years. The Colorado Department of Transportation adopts a new Statewide

⁵ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450>

Transportation Improvement Program annually and maintains a 10-year project programming framework. The Pikes Peak Area Council of Governments and Colorado Department of Transportation will coordinate on a regular basis to reconcile any discrepancies between the Transportation Improvement Program and Statewide Transportation Improvement Program, ensuring consistency between regional and statewide programming efforts.

Transportation Improvement Program PO1.1 – Both Colorado Department of Transportation and Pikes Peak Area Council of Governments acknowledge the difference in programming cycles and continue to address this issue through collaborative statewide planning efforts and a formal Planning Memorandum of Agreement. Coordination is ongoing to ensure alignment between regional and statewide plans.

Transportation Improvement Program Development and Policies

Transportation Improvement Program PO2.0 (Fiscal Constraint) – The Transportation Improvement Program must demonstrate fiscal constraint within each individual funding source for each of the first four years.

Transportation Improvement Program PO3.0 (Consistency with the Long Range Transportation Plan) – Only projects that are consistent with the region's adopted Long Range Transportation Plan may be included in the Transportation Improvement Program. Projects must be described in sufficient detail in both the Transportation Improvement Program and the Long Range Transportation Plan to allow a reasonable determination of consistency.

Transportation Improvement Program PO4.0 (Project Selection in the First Year) – Projects programmed in the first year of the Transportation Improvement Program constitute the "agreed-to" list for selection purposes.

Transportation Improvement Program PO4.1 – Any project in the first year of the Transportation Improvement Program is automatically considered "selected," and no further action is needed.

Transportation Improvement Program PO5.0 (Funding Requirements for Early Years) – Projects may not appear in the first two years of the Transportation Improvement Program unless the programmed phase is fully funded and local match will be available in the programmed year.



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

Transportation Improvement Program PO6.0 (Project Advancement) – In accordance with federal regulation, projects in the second, third, and fourth years of the Transportation Improvement Program [23 CFR 450.332(a)]⁶ and Statewide Transportation improvement Program may be advanced in place of another project. To proceed with any project beyond the first year of the Transportation Improvement Program, specific actions must be undertaken as outlined in PO10.0 – PO13.0.

Transportation Improvement Program PO7.0 (Privately Funded Projects) – Privately funded projects must provide documented evidence of financial commitment. The sponsoring jurisdiction must submit written confirmation to the Pikes Peak Area Council of Governments that the private funding is reasonably expected to be available in the programmed year of expenditure.

Transportation Improvement Program PO8.0 (Use-It-or-Lose-It Policy and the Unscheduled Pool) – Regional Surface Transportation Program Metro, Carbon Reduction Program, and Transportation Alternatives Program (Surface Transportation Block Grant-set aside program) funds have a use it or lose it policy, unless the Colorado Department of Transportation 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 Transportation Improvement Program 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 Transportation Improvement Program years if funding were to become available and other regional funding priorities have been met.

Transportation Improvement Program PO8.1 – The Unscheduled Pool will support long-term planning and allow jurisdictions to strategically phase and space projects. Projects in this pool will be prioritized using the same scoring criteria applied to the fiscally constrained four-year TIP and listed by year. Projects may include:

⁶ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.332>



1. Projects submitted during the Call for Projects that could not be accommodated within the fiscally constrained four-year program.
2. Construction phases of projects already listed in the first four years of the Transportation Improvement Program.

Transportation Improvement Program PO8.2 – While the Unscheduled Pool is not required to demonstrate fiscal constraint by individual year, a level of constraint should be maintained. Collectively, years 5 through 10 must remain constrained within the five-year allocation estimates defined in the Long Range Transportation Plan.

Transportation Improvement Program PO8.3 – Inclusion in the Unscheduled Pool does not guarantee future funding. Projects must be resubmitted with updated scope and cost estimates when a new Transportation Improvement Program is developed. Jurisdictions actively advancing their projects should be given strong consideration. Priority should be considered construction phases of projects that have received prior funding for preconstruction activities (e.g., design, National Environmental Policy Act, Right of Way).

Transportation Improvement Program PO9.0 (Programming by Phase) – Federally funded projects must be programmed by phase unless all phases can be completed within one federal fiscal year. In all other cases, sponsors must request programming for preconstruction activities first. Funding for the construction phase may be requested once preconstruction is complete and cost estimates and scopes are updated.

Transportation Improvement Program PO9.1 – Project evaluation and selection will consider the full scope and benefits of the project as part of the performance-based programming process.

Transportation Improvement Program PO9.2 – Sponsors may apply for funding for the full project scope. If selected, the project should be programmed by phase, if applicable. Subsequent phases will be placed in out-years of the Transportation Improvement Program or into the Unscheduled Pool until an updated application is submitted.

Transportation Improvement Program PO9.3 – The Pikes Peak Area Council of Governments generally aims to fund the construction phase of a project when the preconstruction phase has been programmed. If construction cost

estimates increase by more than 10%, the sponsoring jurisdiction is expected to coordinate with the Transportation Advisory Committee to discuss options for addressing the cost overage. Cost overruns will be managed in accordance with [Policy 19 \(Cost Overruns: Definitions and Procedures\)](#).

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

Transportation Improvement Program PO10.1 – Requests for such projects must be submitted in writing to the Pikes Peak Area Council of Governments by January of the federal fiscal year prior to the requested funding year.

Transportation Improvement Program 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.

Transportation Improvement Program Revisions

Transportation Improvement Program PO11.0 (Transportation Improvement Program Revision Types and Process Overview) – The Transportation Improvement Program may be revised through either a formal amendment or an administrative modification.

Transportation Improvement Program PO11.1 (Formal Amendments) – Amendments are major revisions that require a public comment period (as outlined in the Public Participation Plan), formal approval by the Technical Advisory Committee, Community Advisory Committee, and the Board of Directors, followed by submission and approval by the Colorado Department of Transportation, under the authority delegated by the Governor. Amendments are required for:

- Addition or deletion of any federally funded project (except as outlined under administrative modifications)
- Addition or deletion of any regionally significant state or locally funded project (except as outlined under administrative modifications)
- Changes/adjustments to federal funds that are programmed by the Pikes Peak Area Council of Governments. (The Pikes Peak Area Council of Governments 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 the Colorado Department of Transportation (with approval from transportation commission or similar body)
- Significant changes to a project's scope (e.g., modifying the amount of traffic through lanes, altering termini, or adding/removing multimodal elements)
- Changes in a project's fund source(s) from non-federal to federal, or from federal to non-federal

Transportation Improvement Program PO11.2 (Administrative Modifications) – Administrative modifications are minor revisions that may be made by Pikes Peak Area Council of Governments staff without formal action by Transportation Advisory Committee, Community Advisory Committee, or the Board. Staff will update the Transportation Improvement Program and notify relevant stakeholders. Updates will also be reflected in publicly available documents on the Pikes Peak Area Council of Governments website. Administrative modifications include:

- Addition or deletion of any non-regionally significant state funded projects
- Addition or modification of projects funded through Emergency Relief programs
- Addition or modification of state or local regionally significant projects that have already been through their own public involvement and approval processes
- Minor scope changes that do not meet the threshold for formal amendments
- Changes in the project sponsor, provided both parties agree, and a formal agreement is signed by authorized representatives
- Changes are made to the 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
- Reallocation of funds between preconstruction and construction phases
- Project roll forwards (moving a project within the programmed four years of the Transportation Improvement Program) if:
 - Unable to obligate in current year of Transportation Improvement and jurisdiction has provided adequate justification for the delay and

- The obligation authority or apportionment has not lapsed, and funding is still available

Transportation Improvement Program PO12.0 (Long Range Transportation Plan Consistency Requirements for Transportation Improvement Program Amendments) – Amendments may not add projects that are not consistent with the adopted Long Range Transportation Plan.

Transportation Improvement Program PO13.0 (Capacity Projects and Congestion Management Process/Conformity Requirements) – Amendments may not add capacity-increasing projects unless they meet the applicable requirements of the Congestion Management Process and regional air quality conformity rules.

Transportation Improvement Program 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.

Transportation Improvement Program 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 longer, per Congestion Management Process guidelines. Projects such as turn lanes, road widening (that do not add travel lanes), bicycle, pedestrian, and transit projects are not considered capacity-increasing under this policy.

Transportation Improvement Program PO14.0 (Fiscal Constraint for Amendments and Modifications) – Amendments and administrative modifications must maintain fiscal constraint by fund type and by year.

Transportation Improvement Program Funds

Transportation Improvement Program PO15.0 (Annual Availability of Federal Funds) – Federal funds typically become available on an annual basis. The region will work cooperatively to ensure that obligations for the coming year are identified early, avoiding the loss of federal funds due to untimely obligation.

Transportation Improvement Program PO16.0 (Timely Obligation and Roll Forwards) – Federal funds programmed in the current year of the Transportation Improvement Program must be obligated before the end of the federal fiscal year to prevent loss to the region. However, if the Colorado Department of Transportation approves roll



forwards for that year, projects and associated funds may be moved into the current Transportation Improvement Program year. Jurisdictions must formally request this change through Pikes Peak Area Council of Governments staff as an administrative amendment.

Transportation Improvement Program PO17.0 (Notification of Unused Funds) – When a jurisdiction no longer needs funding for a project, it will notify the Pikes Peak Area Council of Governments that the funds are available for reprogramming.

Transportation Improvement Program 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.

Transportation Improvement Program PO18.0 (Return of Unused Project Funds) – 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.

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

Transportation Improvement Program PO18.2 – Once a jurisdiction is aware of excess funding on a project, they must contact the Pikes Peak Area Council of Governments with the approximate time frame of the return and funding amount.

Transportation Improvement Program PO18.3 – Pikes Peak Area Council of Governments staff will notify all jurisdictions of the returned funds in an email that will serve as a “supplemental notice of funding availability.”

Transportation Improvement Program 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.

Transportation Improvement Program PO19.0 (Cost Overruns: Definitions and Procedures) – Cost overruns do not lend themselves to a simple definition, as they may occur under varying circumstances and levels of urgency. Examples include:

- Unexpected conditions during construction: A project is under contract and encounters unforeseen issues such as archeological finds, abandoned utilities, or unstable soils not identified during testing. While most projects include a contingency, the Pikes Peak Area Council of Governments programming process may not be able to respond quickly enough to prevent delays.
- Pre-construction findings: During pre-construction activities, results from studies may necessitate additional work and costs, such as drainage redesign, right-of-way plan adjustments, or utility relocations. These activities can increase both the cost and timeline of a project.
- Fiscal constraint adjustments: A project is fully funded in the Transportation Improvement Program but not yet ready for construction. To maintain fiscal constraint by fund source and year, a jurisdiction may voluntarily remove or delay project funding. Such projects may be considered eligible for a cost overrun call for projects.
- Partial withdrawal of requests: A jurisdiction requests funding for a new or existing project but voluntarily withdraws all or part of the request for fiscal constraint reasons. These projects may also be considered eligible under a cost overrun call for projects.

When a project is determined to be experiencing a cost overrun, project sponsors may address it through the following types of Transportation Improvement Program modifications:

Transportation Improvement Program PO19.1 – Project sponsors may overmatch using additional local funds. The Transportation Improvement Program may be modified administratively.

Transportation Improvement Program PO19.2 – Project sponsors may request additional federal money from unanticipated sources and project

reconciliation. This requires an open, competitive process and formal Transportation Improvement Program amendment and approval.

Transportation Improvement Program 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 Transportation Improvement project selection process. This requires a formal Transportation Improvement Program amendment request and approval.

Transportation Improvement Program PO20.0 (Advanced Construction Agreements) –

Nothing in the Pikes Peak Area Council of Governments Policies and Procedures should be interpreted as prohibiting the practice of utilizing Advanced Construction Agreements. Because the Pikes Peak Area Council of Governments does not directly manage funds, it cannot enter into an Advanced Construction agreement with jurisdictions. However, if the jurisdiction and the Colorado Department of Transportation agree upon an Advanced Construction agreement, it can expedite project delivery and safeguard against cost increases due to inflation.

Projects with an approved Advanced Construction agreement in place shall be considered favorably in the cost overrun programming hierarchy, since both the Colorado Department of Transportation and the jurisdiction have committed to the project and initiated construction. By entering into an Advanced Construction agreement, a jurisdiction must commit to covering any cost overruns necessary to complete the project. While additional federal funding may become available, it is not guaranteed, and the project must be completed with local funds if necessary.

Transportation Improvement Program PO21.0 (Regional Prioritization of Funds) – Funds will be prioritized as follows:

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 Long Range Transportation Improvement 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 Transportation Improvement Program amendments.

Project Development Responsibilities

Transportation improvement Program PO22.0 (Sponsor Responsibilities)

Transportation Improvement Program PO22.1 – 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 Pikes Peak Area Council of Governments staff when the project will not meet program funding deadlines.

Transportation Improvement Program PO22.2 – When a proposed project is programmed in the Transportation Improvement Program, 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.

Transportation Improvement Program PO 22.3 – To access the programmed funds for a project, sponsors must meet all federal requirements. Sponsors must work with the Pikes Peak Area Council of Governments, Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration or other federal funding agencies to ensure that federal requirements are met in a time frame that ensure programmed funds can be authorized.

Transportation Improvement Program PO22.4 – Project sponsors are required to provide semi-annual project status reviews to the Colorado Department of Transportation and Pikes Peak Area Council of Governments



(each March and September or as otherwise scheduled by the Pikes Peak Area Council of Governments 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 Transportation Improvement Program. The following information shall be provided:

1. Do the funds programmed in the current fiscal year of the Transportation Improvement Program 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 in 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 Transportation Improvement Program?
6. A status report on federal funding for each project including:
 - a. What amount of federal funding has been obligated in this fiscal year?
 - b. What amount of federal funding is expected to be obligated in this fiscal year?
 - c. What is the date(s) of obligation?
 - d. What funding category was obligated?
 - e. How much was not obligated and needs to "roll forward" into the next fiscal year?

Transportation Improvement Program PO22.5 - Based on the information provided and other information, the sponsoring agency will request that the Transportation Improvement Program be revised, if necessary, according to procedures for Transportation Improvement Program Revisions.

Transportation Improvement Program PO23.0 (Pikes Peak Area Council of Governments Responsibilities)

Transportation Improvement Program PO23.1 – The Pikes Peak Area Council of Governments acts as a resource to member governments to facilitate the project development process.

Transportation Improvement Program PO23.2 – The Pikes Peak Area Council of Governments 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 Transportation Improvement Program and outline of jurisdiction responsibilities. Will include documentation that outlines the process for obligating funds with Colorado Department of Transportation's Region 2 Local Agency team.
- Six months prior to the fiscal year the project is listed, the Pikes Peak Area Council of Governments sends email to inform jurisdictions of upcoming project/funds.
- The Pikes Peak Area Council of Governments will check back three months prior to fiscal year the project is listed to ensure forms are started or complete.
- Quarterly check in meetings on project status between the Pikes Peak Area Council of Governments and Colorado Department of Transportation and project sponsor.
- Six months prior to the end of the fiscal year 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 fiscal year the project is listed in the Transportation Improvement Program, the Pikes Peak Area Council of Governments will hold a progress evaluation and recommendation meeting with jurisdiction project managers.

Transportation Improvement Program PO23.3 – Pikes Peak Area Council of Governments staff will hold semiannual status workshops as needed for Transportation Advisory Committee regarding the status of programmed projects in the region.

Transportation Improvement Program PO23.4 – If projects are unable to proceed to funding obligation according to the schedule outlined in the Transportation Improvement Program, this information must be brought to the attention of Pikes Peak Area Council of Governments staff at the earliest opportunity. Pikes Peak Area Council of Governments staff will then follow the policies outlined in Transportation Improvement Program PO15.0-PO20.0 regarding Transportation Improvement Program funds.

Transportation Improvement Program PO23.5 – Every other year, as part of the adoption of the new Transportation Improvement Program, Pikes Peak Area Council of Governments 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 Transportation Improvement Program. Unobligated funds and associated projects are not guaranteed to be amended into a new Transportation Improvement Program adoption, and all efforts should be made to make funds in the year a project is programmed.

Transportation Improvement Program PO23.6 – Annually, if the Federal Highway Administration and Colorado Department of Transportation have determined funds are available for roll over, Pikes Peak Area Council of Governments staff will take appropriate Transportation Improvement Program actions.

Transportation Improvement Program PO24.0 (Exception Management and Policy Compliance) – Policy compliance is the responsibility of Pikes Peak Area Council of Governments staff and all committee members. However, individual jurisdiction requests may at times require an exception to 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.

Transportation Improvement Program PO24.1 – Following any proposed new Transportation Improvement Funding funding request(s) or amendment(s) to an already approved Transportation Improvement Program, Pikes Peak Area Council of Governments 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.

Transportation Improvement Program PO24.2 – Upon completion of compliance management review, any individual funding request that requires an exception to established policy, procedures or manner for inclusion in the Transportation Improvement Program shall require a waiver request by the jurisdiction's Transportation Advisory Committee representative. Pikes Peak Area Council of Governments staff will seek the Community Advisory Committee's review and recommendation prior to the request being considered by the Board of Directors.

Pikes Peak Area Council of Governments Procedures

Transportation Improvement Program Development

Transportation Improvement Program PR1.0 (Development of Federal Funding Estimates) – To start a new Transportation Improvement Program process, completed every other year, Pikes Peak Area Council of Governments staff shall develop the annual federal funding estimate for the upcoming Transportation Improvement Program. Development of these estimates shall be done in conjunction with the Federal Highway Administration 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 Transportation Improvement Program years.

Transportation Improvement Program PR1.1 – Pikes Peak Area Council of Governments staff shall present the fund estimates to the Transportation Advisory Committee for their review and recommendation. Pikes Peak Area Council of Governments staff should adjust the estimates based on the recommendations of the Transportation Advisory Committee as appropriate for the development of the bi-annual Notice of Funding Availability/Call for Projects.

Transportation Improvement Program PR1.2 – A competitive selection criteria based on federal guidance, applicable performance measures and regional priorities, shall be used by Transportation Advisory Committee and Pikes Peak Area Council of Governments staff to score and select projects for inclusion in the Transportation Improvement Program.

Transportation Improvement Program PR2.0 (Call for Projects Issuance) – Pikes Peak Area Council of Governments staff shall issue Call for Projects, which outlines the instructions and funds available over the upcoming Transportation Improvement Program period, by fund source.

Transportation Improvement Program PR2.1 – The Call for Projects will include the “Year of Expenditure” factor to be used in the calculation of expenditures anticipated in future years of the Transportation Improvement Program.

Transportation Improvement Program PR2.2 – Cost overruns on existing programmed projects shall be prioritized above the selection of new projects



during a Call for Projects. Jurisdictions requesting additional funds for approved projects must provide documentation of the overage, and the Transportation Advisory Committee will evaluate these requests before considering new project applications. This policy is intended to ensure the successful completion of projects already underway and maintain fiscal responsibility within the Transportation Improvement Program.

Transportation Improvement Program PR2.3 – The Call for Projects shall include the due date for receiving funding requests/applications from project sponsors.

Transportation Improvement Program PR2.4 – The Pikes Peak Area Council of Governments shall make available, as attachments or web postings, all the necessary forms associated with the Call for Projects.

Transportation Improvement Program PR3.0 (Draft Project List Development) – The Transportation Advisory Committee is tasked with development of a draft project list. The Transportation Advisory Committee will review the application scores matrix prepared by Pikes Peak Area Council of Governments staff, and public involvement results prior to the Transportation Improvement Program 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 Transportation Advisory Committee is to use their best judgement in developing the recommended project list.

Transportation Improvement Program PR3.1 – After reviewing the funding available, by fiscal year and fund source, the Transportation Advisory Committee shall prioritize the funding requests by fund source and by fiscal year.

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

Transportation Improvement Program PR4.0 (Air Quality and Title VI Review) – Once a proposed project list has been drafted, it will be modeled for air quality conformity, if applicable, Title VI compliance.

Transportation Improvement Program PR5.0 (Transportation Improvement Program Public Open House Scheduling) – Development of draft Transportation Improvement Program materials shall be scheduled so that Transportation Improvement Program public open house(s) to review the proposed project list and the results of the air quality conformity process can occur in February.

Transportation Improvement Program PR6.0 (Public Comment and Final TIP Adoption) – After development of the draft Transportation Improvement Program, the Pikes Peak Area Council of Governments is required to solicit public comment for at least 30-days. The Public Participation Plan requires that the full public comment results then be made available to the Transportation Advisory Committee at least 30 days *before* recommendation (in the case of Transportation Advisory Committee and Community Advisory Committee) or approval (Board) of a draft Transportation Improvement Program is sought. Both the public comment period and the Pikes Peak Area Council of Governments committee process shall culminate in a Pikes Peak Area Council of Governments Board meeting where the Transportation Improvement Program is properly notified for adoption.

Transportation Improvement Program Amendment Procedures

Transportation Improvement PR7.0 (Amendment Procedure) – When a Transportation Improvement Program amendment is requested by a jurisdiction, Pikes Peak Area Council of Governments staff will first determine if the request follows policies that govern Transportation Improvement Program amendments. If so, the request will be presented as described in the Public Participation Plan at the next Transportation Advisory Committee meeting for a recommendation.

Transportation Improvement Program PR7.1 – Member jurisdictions must submit a justification letter so that Pikes Peak Area Council of Governments staff can include sufficient information in the Transportation Advisory Committee 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 Transportation Advisory Committee meetings to defend their request.

Transportation Improvement Program 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.

Transportation Improvement Program PR8.0 (Transportation Advisory Committee Review and Recommendation for Amendments) – The Transportation Advisory Committee will review proposed Transportation Improvement Program amendments and make recommendations to the Board. When reprogramming funding has been returned to the region, the Transportation Advisory Committee shall consider the regional priorities outlined in PO20.0.



Policies and Procedures Appendix A: Pikes Peak Area Council of Governments Acronyms

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	CFR
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
HFMCMP	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 (Colorado Department of Public Health & Environment)
WQMC	Water Quality Management Committee (PPACG)



Policies and Procedures Appendix B: Transportation Improvement Program Project Prioritization and Scoring

Development of the Transportation Improvement Program follows the established processes developed as part of the 2050 Long Range Transportation Plan, including project prioritization. Eligible entities will submit projects for inclusion in the Transportation Improvement Program and provide the corresponding Long Range Transportation Plan project and the project scoring utilized for the Long Range Transportation Plan will be brought forward to the Transportation Improvement Program process. A project must be consistent with the Long Range Transportation Plan to be eligible for the Transportation Improvement Program.

The project scoring criteria were based on the federal planning factors, the Pikes Peak Area Council of Governments vision and goals, and system performance. The scoring methodology and criteria weighting were then verified and adjusted through engagement with the Pikes Peak Area Council of Governments committees and Regional Transportation Plan Advisory Committee. The scoring methodology as developed with the Transportation Advisory Committee and adopted by the Board of Directors uses the following criteria and scoring.

Pikes Peak Area Council of Governments 2050 Long Range Transportation Plan Scoring Criteria

CRITERIA	MEASUREMENT	MAX. SCORE
SAFETY – IMPROVING SAFETY IN THE AREA FOR ALL USERS	Points awarded based on the crash data (all incidents) – 5 points per crash within project limits in most recent 5 years of available crash data, per Pikes Peak Area Council of Governments crash data: https://ppacg.maps.arcgis.com/apps/mapviewer/index.html?webmap=a88118a53b524b60909e71edd245da10	15
SAFETY – IMPROVING SAFETY IN THE AREA FOR VULNERABLE USERS	Points awarded based on the crash data (bicycle/ pedestrian incidents) – 5 points per crash within project limits in most recent 5 years of available crash data, per Pikes Peak Area Council of Governments crash data	5
MAINTENANCE – PRESERVING INVESTMENT IN THE SYSTEM	- Road – based on the predominant classification used by the jurisdiction (OCI, PMA, etc.) of the segment or segments and normalized to a consistent scale. - Bridge – based on average sufficiency rating of bridges if multiple bridges in project - Transit – (use Mountain Metropolitan Transit Asset Management Plan conditions) (based on average condition of items if multiple items are in a project) Note: If data is unavailable, points will be awarded based on an estimation of asset condition per the local jurisdiction's engineering expertise	10



CRITERIA	MEASUREMENT	MAX. SCORE
OPERATION ENHANCEMENT – MAKING THE TRANSPORTATION SYSTEM WORK MORE EFFICIENTLY	• Turn lane addition/roundabout addition/other intersection improvement - 3 pts • Addition of acceleration/deceleration lanes - 3 pts • Reduction in congestion supported by previous study or internal analysis - 3 pts • Rideshare/carshare programs - 3 pts • Bicycle and pedestrian intersection improvements - 3 pts • Dedicated bicycle/pedestrian route/lane - 3 pts • Traffic incident management program - 3 pts • Communications network and roadway monitoring - 3 pts • Traffic signal/control modernization - 3 pts • Improved transit stations/stops/park and rides - 3 pts • Enhanced transit corridors/express bus service/dedicated transit travelway - 3 pts • New transit route - 3 pts • Roadway signage improvements - 3 pts • Geometric improvements - 3 pts • Roadway widening - 3 pts • New arterials - 3 pts • Other demonstrated methods to improve corridor speed and/or reduce waiting time at intersections - 3 pts each	15
ENVIRONMENT – INCORPORATING ENVIRONMENTALLY FRIENDLY CONCEPTS IN PROJECT	Awarded 2 points per environmental element identified in the project application. These elements may include (but are not limited to) transit, sidewalks/bike lanes/multiuse shoulders, green stormwater infrastructure*, erosion mitigation/reduction, reduces dust pollution by eliminating gravel road, pedestrian encouraging solar canopies, solar lighting, resiliency, or GHG-combating vegetation.	10
MOBILITY – REDUCING CONGESTION AND SUPPORTING MOVEMENT THROUGHOUT THE REGION	Points awarded based on the congestion map provided by the Pikes Peak Area Council of Governments in the Congestion Management Process OR based on a local plan/professional engineering judgement from the jurisdiction and discussed within the application. (See mobility tab.)	20
CONNECTIVITY – FACILITATING CONNECTIONS AND REDUNDANCY THROUGHOUT THE REGION	This may be based on connections with the strategic corridor maps as originally identified in the Congestion Management Process and/or a local plan or jurisdiction 0 – does not provide additional connectivity or redundancy 10 – provides new connectivity for the transportation system 20 – connects to a Pikes Peak Area Council of Governments strategic corridor OR eliminates a connectivity gap as defined by a local plan or jurisdiction OR provides redundancy	20
PRIORITY PROJECT – PRIORITIZING NEEDS THROUGHOUT THE REGION	Selected by jurisdiction; each jurisdiction can designate one project as its top priority	5
MAXIMUM TOTAL SCORE		100

* Per the Environmental Protection Agency, “stormwater runoff is a leading cause of water pollution in urban environments. ‘green’ stormwater infrastructure is designed to mimic nature and capture rainwater where it falls. Green infrastructure reduces and treats stormwater at its source.” Some jurisdictions have or are working on green stormwater infrastructure design criteria. * Per the Environmental Protection Agency, “stormwater runoff is a leading cause of water pollution in urban environments. ‘green’ stormwater infrastructure is designed to mimic nature and capture rainwater where it falls. Green infrastructure reduces and treats stormwater at its source.” Some jurisdictions have or are working on green stormwater infrastructure design criteria.



Mobility Scoring Detail

SCORE	MOBILITY CRITERIA
20	Located on a congestion corridor AND in an area of heavy congestion
16	Located on a congestion corridor AND in an area of sparser congestion
12	Located on a congestion corridor but NOT in an area of congestion
8	Located in an area of heavy congestion but NOT on a congestion corridor
4	Located in an area of sparser congestion but NOT on a congestion corridor
0	NOT located on congestion corridor nor in an area of congestion

Maintenance Scoring Detail

ROAD	BRIDGE	TRANSIT
0 - not a maintenance project	0 - not a maintenance project	0 - not a maintenance project
1 - 90 to 100	1 - 90-100	1 - condition 4.51 to 5.00
2 - 80 to 89.9	2 - 80-89.9	2 - condition 4.01 to 4.50
3 - 70 to 79.9	3 - 70-79.9	3 - condition 3.51 to 4.00
4 - 60 to 69.9	4 - 60-69.9	4 - condition 3.01 to 3.50
5 - 50 to 59.9	5 - 50-59.9	5 - condition 2.51 to 3.00
6 - 40 to 49.9	6 - 40-49.9	6 - condition 2.01 to 2.50
7 - 30 to 39.9	7 - 30-39.9	7 - condition 1.51 to 2.00
8 - 20 to 29.9	8 - 20-29.9	8 - condition 1.01 to 1.50
9 - 10 to 19.9	9 - 10-19.9	9 - condition 0.51 to 1.00
10 - 0 to 9.9	10 - 0-9.9	10 - condition 0 to 0.50

Multimodal Transportation and Mitigation Options Fund Scoring Criteria

Multimodal Transportation and Mitigation Options Fund is a state funding with a specific purpose and goals. As such, unique scoring is used to evaluation projects seeking Multimodal Transportation and Mitigation Options Fund. If the Multimodal Transportation and Mitigation Options Fund becomes available to the region, the following scoring criteria will be used, unless staff is otherwise directed by the Transportation Advisory Committee.

The Multimodal Transportation and Mitigation Options Fund program established by the state has specific goals and each project receiving funding should address one or more of those goals. The following scoring criteria were developed by the Pikes Peak Area Council of Governments Transportation Advisory Committee in alignment with these goals to support decision making in the project award process. The Transportation Advisory Committee also developed additional criteria focused on good stewardship of these funds.

During application, each project sponsor should score their own project per the attached spreadsheet. These scores and the justification, along with project details, will be discussed during a Transportation Advisory Committee workshop to determine recommendations for funding.

- Benefits seniors by making aging in place (20 possible points)



- Benefits residents of rural and Disproportionately Impacted Communities (20 possible points)
- Enhances mobility for persons with disabilities (20 possible points)
- Provides safe routes to school (20 possible points)
- Reduces emissions of air pollutants and Greenhouse Gases (20 possible points)
- Project is listed within an existing regional or local plan and has local support (10 possible points)
- Budget is well defined, has the necessary local match, etc. (10 possible points)
- Project sponsor has a positive history of using funds in a timely manner and reporting properly (10 possible points)
- Project is well laid out and implementation schedule and tasks are feasible (10 possible points)

The following outlines the methodology for awarding points.

Multimodal Transportation and Mitigation Options Fund Scoring Methodology

EVALUATION CRITERIA	POSSIBLE POINTS
<i>Meets goals of Multimodal Transportation and Mitigation Options Fund</i>	
Benefits seniors aging in place	20
Project's primary purpose is to serve seniors aging in place - 20	
Project is primarily intended for seniors aging in place but is not solely for seniors - 10	
Project may benefit seniors but is not specifically for seniors - 5	
Project does not serve seniors - 0	
Benefits residents of rural areas and Disproportionately Impacted communities - flexible options	20
Project's primary purpose is to serve rural/Disproportionately Impacted Communities residents - 20	
Project is primarily intended for rural/Disproportionately Impacted Communities residents but is not solely for these residents - 10	
Project may benefit rural/ Disproportionately Impacted Communities residents but is not specifically for these residents - 5	
Project does not serve seniors - 0	
Enhances mobility for persons with disabilities	20
Project's primary purpose is to serve persons with disabilities - 20	
Project is primarily intended for persons with disabilities but is not solely for persons with disabilities - 10	
Project may benefit persons with disabilities but is not specifically for these residents - 5	
Project does not serve persons with disabilities - 0	
Provides safe routes to school	20
Project's primary purpose is to serve children traveling to school - 20	
Project serves children traveling to school but is not solely for this purpose - 10	
Project does not serve children traveling to school - 0	
Reduces emissions of air pollutants and greenhouse gases	20
Project will reduce single occupancy vehicle trips (e.g., rideshare, transit, bike/ped) - 20	
Project supports alternative transportation but may not directly replace trips (e.g., improving existing sidewalks) - 5	
Project will not reduce air pollutants - 0	
Project within an existing regional or local plan and has local support	10
Project is listed in the Long Range Transportation Plan, transit plan, active transportation plan, PlanCOS, etc. - 5	
Project supported by the jurisdiction in which it will be conducted - 5	
Project is not listed in any planning efforts and there is not evidence of support - 0	
Budget (Is there local match, letter of support from admin., is budget well defined)	10



EVALUATION CRITERIA	POSSIBLE POINTS
<i>Budget is well defined and sponsor has a full 50% cash match - 10</i>	
<i>Budget needs further refinement and/or sponsor has a 25% cash match - 5</i>	
<i>Budget is not well defined and/or sponsor is seeking a full waiver of the match - 0</i>	
Project sponsor history (Were previous funds used in a timely manner, was reporting done properly, etc.)	10
<i>Previous funding was spent in a timely manner and reporting was accurate - 10</i>	
<i>Issues with previous funding and/or reporting was reported but solved - 5</i>	
<i>Previous funding was not spent in a timely manner and/or there were issues with reporting - 0</i>	
Project implementation (Is the schedule feasible and timely, were proper Colorado Department of Transportation reviews held)	10
<i>Project is feasible within the given budget and schedule and has the required reviews - 10</i>	
<i>Cost, schedule, or scope issues are possible but are being mitigated - 5</i>	
<i>Cost, schedule, or scope issues are anticipated and/or Colorado Department of Transportation reviews were not completed - 0</i>	



Appendix C: Air Quality Conformity

Air quality conformity is a federally required process that ensures federally funded or approved transportation plans, programs, and projects are consistent with the purpose of a State Implementation Plan to meet and maintain the National Ambient Air Quality Standards. Under 42 U.S.C. § 7506(c) and implementing regulations in 40 CFR Part 93, Metropolitan Planning Organizations must demonstrate that the emissions associated with transportation activities conform to applicable State Implementation Plans in nonattainment or maintenance areas.

Historic Conformity Requirements in the Pikes Peak Region

In the 1980s, the Colorado Springs area recorded violations of the 8-hour carbon monoxide standard. As a result, Colorado developed and adopted a State Implementation Plan that included strategies to reduce carbon monoxide emissions and maintain improved air quality once the standard was achieved.

On September 7, 2004, the Environmental Protection Agency published a final rule (69 FR 54019; effective November 8, 2004) approving the second revision to the Revised Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area. This plan established a Motor Vehicle Emissions Budget of 531 tons per day of carbon monoxide for the year 2010. When demonstrating conformity, modeled emissions from future on-road mobile sources had to remain below the Environmental Protection Agency-approved Motor Vehicle Emissions Budget.

The last recorded violation of the carbon monoxide standard occurred in 1989. The Environmental Protection Agency reclassified the Colorado Springs area from nonattainment to maintenance in October 1999, consistent with federal requirements for demonstrating continued attainment over a 20-year maintenance period.

Completion of the Maintenance Period

The 20-year carbon monoxide maintenance period formally expired in October 2019. As a result:

- The Colorado Springs area is no longer designated as nonattainment or maintenance for carbon monoxide.
- The Pikes Peak Area Council of Governments is no longer required to complete transportation conformity analyses for carbon monoxide.
- Conformity demonstrations are only required if the region is designated nonattainment or maintenance for any criteria pollutant in the future.

Current Status and Future Requirements

Although the region is currently in attainment for all National Ambient Air Quality Standards pollutants, transportation conformity requirements may be reinstated if:

- The Colorado Springs area is designated nonattainment by the Environmental Protection Agency for a pollutant, or
- The area becomes subject to a new or revised National Ambient Air Quality Standards that triggers a nonattainment designation.

If such a designation occurs, the Pikes Peak Area Council of Governments would again be required under 40 CFR Part 93 Subpart A to demonstrate conformity of the Long Range Transportation Plan and the Transportation Improvement Program to the applicable State Implementation Plan. This includes demonstrating emissions are below any EPA-approved Motor Vehicle Emissions Budget and meeting all procedural and interagency consultation requirements.



Appendix D: Funding Source Description

Transportation projects in the Pikes Peak region are funded through a combination of federal, state, and local sources, each with their own rules, eligibility requirements, and funding priorities. Understanding these sources helps local governments, transit agencies, and project sponsors plan, implement, and maintain projects effectively. This appendix outlines the major funding programs, how they are administered, and how they are applied locally to support transportation improvements.

Surface Transportation Reauthorization

Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, was signed into law on November 15, 2021, and provides a historic \$1.2 trillion investment in transportation and infrastructure. Of this, \$550 billion is allocated for new programs and projects, including highways, bridges, public transit, active transportation, and resilience projects.

The Infrastructure Investment and Jobs Act emphasizes performance-based investment, ensuring that federal dollars are spent efficiently to meet measurable outcomes, such as safety improvements, congestion reduction, and environmental benefits. Metropolitan Planning Organizations like the Pikes Peak Area Council of Governments are required to consider how projects funded through these programs contribute to regional goals, including reducing emissions, improving mobility, and maintaining critical infrastructure.

Federal Funding Sources Administered by the Pikes Peak Area Council of Governments

The following federal funding programs are suballocated to the Colorado Springs Urbanized Area and are programmed through the Pikes Peak Area Council of Governments' regional competitive project selection process. Through this process, local jurisdictions submit projects, which are evaluated and prioritized based on adopted regional criteria and approved by the Pikes Peak Area Council of

Governments Board of Directors for inclusion in the Transportation Improvement Program.

Surface Transportation Block Grant

The Surface Transportation Block Grant Program is a flexible federal funding source that supports a wide range of transportation investments, including roadway improvements, safety projects, bicycle and pedestrian facilities, transit capital projects, and multimodal infrastructure

Transportation Alternatives Program

The Transportation Alternatives Program is a set-aside of Surface Transportation Block Grant funding that supports pedestrian and bicycle facilities, shared-use paths, and other community-oriented transportation improvements

Carbon Reduction Program

Established under the Infrastructure Investment and Jobs Act, the Carbon Reduction Program provides funding for projects designed to reduce carbon dioxide emissions from on-road transportation sources. Eligible projects include multimodal improvements, traffic flow enhancements, electrification infrastructure, and intelligent transportation systems.

Consolidated Planning Grant

The Consolidated Planning Grant combines federal highway and transit planning funds to support metropolitan transportation planning activities undertaken by the Metropolitan Planning Organization. Consolidated Planning Grant funds support development of the Long Range Transportation Plan, the Transportation Improvement Program, performance management activities, and related planning efforts administered by the Pikes Peak Area Council of Governments. These are documented in the Unified Planning Work Program and approved by the Board of Directors.

Federal Transit Administration Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

The Section 5310 program provides funding to support transportation services that address mobility gaps for older adults and individuals with disabilities where fixed-



route transit or Americans with Disabilities Act paratransit service may be insufficient. The Pikes Peak Area Council of Governments serves as the designated recipient for Section 5310 funding within the Colorado Springs Urbanized Area and administers a competitive project selection process consistent with federal requirements and regional priorities. The Transportation Improvement Program identifies the funding received by the Pikes Peak Area Council of Governments but does not specify the transportation providers that are awarded 5310.

Federal Funding Sources Administered by Mountain Metropolitan Transit

Federal Transit Administration Section 5307 – Urbanized Area Formula Program

Section 5307 provides funding for transit capital, planning, and operating assistance within the Colorado Springs Urbanized Area. Mountain Metropolitan Transit serves as the direct recipient and administers these funds for eligible transit projects and services.

Federal Transit Administration Section 5339 – Bus and Bus Facilities Program

Section 5339 provides capital funding for bus replacement, rehabilitation, and transit facility improvements, including low- and no-emission vehicles and supporting infrastructure. Mountain Metropolitan Transit administers these funds for eligible transit capital projects.

State Funding Sources Administered by the Pikes Peak Area Council of Governments

Multimodal Transportation and Mitigation Options Fund

The Multimodal Transportation and Mitigation Options Fund is a State of Colorado funding program that supports multimodal transportation projects, including transit, bicycle, pedestrian, and safety improvements. Multimodal Transportation and Mitigation Opens Fund funds allocated to the Pikes Peak region are

programmed in the Transportation Improvement Program through a competitive process administered by the Pikes Peak Area Council of Governments.

Other Funding Sources Included in the Transportation Improvement Program

In addition to the programs described above, the Transportation Improvement Program includes projects funded through other federal, state, and local funding sources that are not administered by the Pikes Peak Area Council of Governments or Mountain Metropolitan Transit. These projects are included in the Transportation Improvement Program to comply with federal requirements and to provide transparency regarding transportation investments occurring within the region. Programming authority and fiscal constraint for these funds are established by the administering agencies.

Highway and Multimodal Funding Sources

ABBREVIATION	FUNDING SOURCE	ADMINISTERING AGENCY
CMAQ	Congestion Mitigation and Air Quality Improvement Program	Colorado Department of Transportation / Federal Highway Administration
ARPA	American Rescue Plan Act	Federal/State
BR	Bridge – On State System	Colorado Department of Transportation
BRO	Bridge – Off State System	Colorado Department of Transportation
CR	Congestion Relief	Colorado Department of Transportation
CRP	Carbon Reduction Program	Pikes Peak Area Council of Governments
ER	Emergency Relief	Federal Highway Administration / Colorado Department of Transportation
FAS	FASTER – Funding Advancement for Surface Transportation & Economic Recovery Act of 2009	Colorado Department of Transportation
FASTER SAFETY	FASTER Safety Program	Colorado Department of Transportation
FASTER BRIDGE ENTERPRISE	FASTER Bridge Enterprise	Colorado Department of Transportation
HSIP	Highway Safety Improvement Program	Colorado Department of Transportation / Federal Highway Administration
MMOF	Multimodal Transportation and Mitigation Options Fund	Pikes Peak Area Council of Governments
RPP	Regional Priorities Program	Colorado Department of Transportation
RMS	Revitalizing Main Streets	Colorado Department of Transportation
SMS	Safer Main Streets	Colorado Department of Transportation
SRH	Safety – Railroad Crossing Elimination	Federal Highway Administration / Colorado Department of Transportation
SRP	Safety – Railroad At-Grade Crossing Protection	Federal Highway Administration / Colorado Department of Transportation
SRTS	Safe Routes to School	Colorado Department of Transportation
STBG	Surface Transportation Block Grant	Colorado Department of Transportation / Federal Highway Administration
STS	Surface Transportation Program – Safety	Colorado Department of Transportation
STP METRO/STBG	Surface Transportation Program – Metropolitan	Pikes Peak Area Council of Governments
TPP	Transportation Alternatives Program (Pikes Peak)	Pikes Peak Area Council of Governments
TAP	Transportation Alternatives Program	Colorado Department of Transportation
TCI	Transportation Commission Initiatives Fund	Colorado Department of Transportation



ABBREVIATION	FUNDING SOURCE	ADMINISTERING AGENCY
(VARIOUS)	Surface Treatment	Colorado Department of Transportation
ITI	Intelligent Transportation Systems Investments	Colorado Department of Transportation

Transit Funding Sources

ABBREVIATION	FUNDING SOURCE	ADMINISTERING AGENCY
TRG-FASTER	FASTER Transit – Local Projects	Colorado Department of Transportation
STL-FASTER	FASTER Transit – Regional or State Projects	Colorado Department of Transportation
FTA 5304	Statewide Transit Planning	Federal Transit Administration
FTA 5307	Urbanized Area Formula Program	Mountain Metropolitan Transit
FTA 5309	Capital Investment Program (New Starts/Small Starts)	Federal Transit Administration
FTA 5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Pikes Peak Area Council of Governments
FTA 5339	Bus and Bus Facilities Program	Mountain Metropolitan Transit

Additional Funding Sources (Project-Specific Entries)

ABBREVIATION	FUNDING SOURCE
7PX	Senate Bill 228/267 Funds
BUILD	Better Utilizing Investments to Leverage Development
CDC	Capital Development Committee Funds
CPG	Consolidated Planning Grant
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
HUTF	Highway Users Tax Fund
LOCAL	Local Funding
LOCAL MATCH	Local Match
NHS	National Highway System
NHD	National Highway System – Discretionary
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
RAG	Railroad Crossing Program – At Grade
RAMP	Responsible Acceleration of Maintenance and Partnerships
SB 1	Senate Bill 2019-001 Funds
SB 267	Senate Bill 2017-267 Funds
SB 228	Senate Bill 228 Transit
SHE	Surface Transportation Program – Hazard Elimination
SHF	State Highway Funding
SIB	State Infrastructure Bank
STA	Surface Transportation Program – Any Area
STP	Surface Transportation Program
TCC	Transportation Commission Contingency
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery



Appendix E: Completed or significantly delayed projects

Completed Projects

TIP-ID	AGENCY	PROJECT NAME
2019-014	Manitou Springs	Creek Walk Trail Phase 3
2019-020	El Paso County	Ute Pass Trail Pedestrian Improvements
2019-140	Colorado Department of Transportation	Better Utilizing Investments to Leverage Development Grant / Military Access, Mobility & Safety Improvements: Interstate 25 Safety Improvements - Surface Treatment
2019-144	Colorado Department of Transportation	Better Utilizing Investments to Leverage Development Grant / Military Access, Mobility & Safety Improvements: Interstate 25 and State Highway 94 Safety Improvements
2021-003	Woodland Park	State Highway 67 Widening - Ph. 1
2021-006	Palmer Lake	Palmer Lake Elementary School Roadway and Safety Improvements
2021-016	Colorado Department of Transportation	State Highway 115 at St. Elmo Ave., Ramona Ave. and Brookside Signal Replacements
2021-018	Colorado Springs – Mountain Metropolitan Transit	Enterprise Asset Management System Implementation
2021-031	Colorado Springs – Mountain Metropolitan Transit	Fixed Route Vehicle Replacement
2021-043	Colorado Department of Transportation	Interstate 25 PEL Monument to State Highway 470
2021-059	Colorado Springs – Mountain Metropolitan Transit	Academy Boulevard High Capacity Transit Corridor Improvement Study
2022-022	Colorado Springs	Garden of the Gods Rd Intersection Improvements (4 Locations)
2022-023	Colorado Springs	Tejon Street Improvements
2023-012	Colorado Springs	Woodmen Rd.: Design/EA Revaluation – State Highway 21 to U.S. Highway 24.
2023-013	Colorado Department of Transportation	Interstate 25 Baptist Rd & Terrazzo Dr Improvements
2023-029	Colorado Department of Transportation	Woodland Park U.S. Highway 24A Traffic Signals
2023-040	Colorado Springs – Mountain Metropolitan Transit	1 Hybrid Bus - Replacement
2023-047	Colorado Springs – Mountain Metropolitan Transit	2050 Specialized Transportation Services Coordination Plan - MMT
2023-048	Colorado Department of Transportation	State Highway 105A Palmer Lake Rehabilitation
2023-054	Discover Goodwill	Goodwill Possibilities Program - Bus Replacement
2025-011	Colorado Springs	Safe Streets 4 All Action Plan
2025-017	Discover Goodwill	Goodwill of Colorado Vehicle Fleet Expansion
2025-018	Skills Academy Fountain	Skills Academy Fountain Fleet Expansion



Significantly Delayed Projects

TIP-ID	AGENCY	PROJECT NAME
2019-028	Monument	Jackson Creek Parkway Expansion



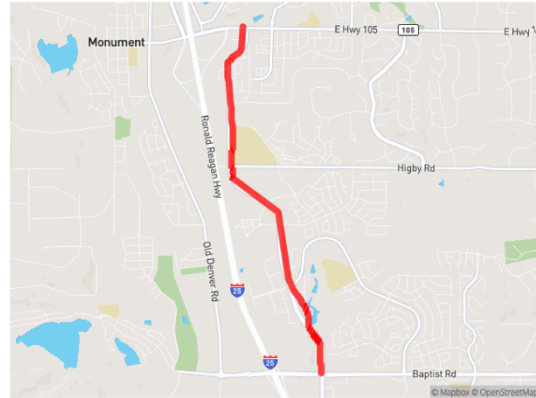
Appendix F: Fiscal Years 2027-31 Transportation Improvement Program Detailed Project Descriptions Report



2019-028 - Jackson Creek Parkway Expansion

Jackson Creek Parkway (JCP) is a major north south road from Baptist Road to Highway 105. The project is intended to increase the 2 lane segment to 4 lanes to insure safety and capacity. The portion of JCP south of Higby Road is in the jurisdiction of Triview Metropolitan District. North of Higby Road is the jurisdiction of the Town of Monument. The scope of work for this project consists of preconstruction, mitigation, and construction phases. Additionally, the preconstruction and construction phases of a bicycle/pedestrian facility will be completed.

Lead Agency:	Monument
Project Type:	Roadway Capacity
Plan Revision Name:	Adoption
Total Cost:	\$6,456,469
County:	El Paso
Municipality:	Town of Monument
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Carbon Reduction Program	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
CON	Local Match for CRP	\$41,575	\$0	\$0	\$0	\$0	\$0	\$0	\$41,575
CON	Local Match for STP Metro	\$452,171	\$0	\$0	\$0	\$0	\$0	\$0	\$452,171
CON	Local Match for TAP	\$77,443	\$0	\$0	\$0	\$0	\$0	\$0	\$77,443
CON	Multimodal Options Fund	\$1,421,654	\$243,655	\$427,468	\$1,107,528	\$0	\$0	\$0	\$3,200,305
CON	STP Metro	\$2,175,203	\$0	\$0	\$0	\$0	\$0	\$0	\$2,175,203
CON	TAP	\$309,772	\$0	\$0	\$0	\$0	\$0	\$0	\$309,772
Total CON		\$4,677,818	\$243,655	\$427,468	\$1,107,528	\$0	\$0	\$0	\$6,456,469
Total Prior Costs		\$4,677,818	\$0	\$0	\$0	\$0	\$0	\$0	\$4,677,818
Total Programmed		\$4,677,818	\$243,655	\$427,468	\$1,107,528	\$0	\$0	\$0	\$6,456,469

2019-045 - MMT Transit Planning Studies

Perform required long-range transit planning activities (includes financial, human service, operational, and capital planning.) Transit planning studies. 4/2019 - 2018 and 2019 flexed to FTA. 4/2020 - FY2020 STP Metro funds flexed to FTA. 7/2021 - FY2021 (which was rolled into FY22 7/2021) STP Metro and TAP funds flexed to FTA. 11/2024 - FY2022, 2023, and 2024 STP Metro funds flexed.

Lead Agency:	Colorado Springs - MMT								
Project Type:	Roadway/Transit Studies								
Plan Revision Name:	Adoption								
Total Cost:	\$1,765,004								
County:	El Paso								
Municipality:	City of Colorado Springs								
CDOT Region:	-								
Functional Classification:	-								
Performance Measures:	-								
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local	\$0	\$0	\$45,733	\$0	\$0	\$0	\$0	\$45,733
NA	Local Match for STP Metro	\$0	\$0	\$0	\$0	\$97,479	\$50,944	\$0	\$148,423
NA	PPRTA	\$99,059	\$34,850	\$0	\$0	\$0	\$0	\$0	\$133,909
NA	STP Metro	\$335,294	\$167,647	\$220,000	\$0	\$468,930	\$245,068	\$0	\$1,436,939
Total NA		\$434,353	\$202,497	\$265,733	\$0	\$566,409	\$296,012	\$0	\$1,765,004
Total Prior Costs		\$434,353	\$0	\$0	\$0	\$0	\$0	\$0	\$434,353
Total Programmed		\$434,353	\$202,497	\$265,733	\$0	\$566,409	\$296,012	\$0	\$1,765,004



2019-091 - MMT Vehicle Purchase

Purchase up to nine (9) hybrid transit vehicles, with MMT committing local match funds.

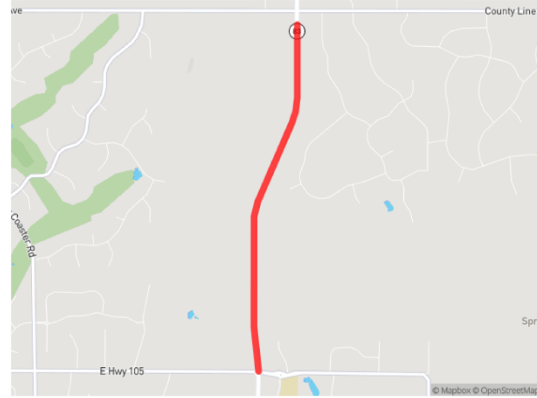
Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Vehicles
Plan Revision Name:	Adoption
Total Cost:	\$22,693,842
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	Transit, Travel Time Reliability

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Carbon Reduction Program	\$316,011	\$1,132,299	\$0	\$0	\$995,724	\$1,155,058	\$0	\$3,599,092
NA	FTA 5307	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
NA	FTA 5339 (c)	\$7,623,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,623,000
NA	Local	\$4,148,852	\$0	\$0	\$0	\$0	\$0	\$0	\$4,148,852
NA	Local Match for CRP	\$65,691	\$235,377	\$0	\$0	\$206,986	\$240,108	\$0	\$748,162
NA	Local Overmatch	\$3,574,736	\$0	\$0	\$0	\$0	\$0	\$0	\$3,574,736
Total NA		\$18,728,290	\$1,367,676	\$0	\$0	\$1,202,710	\$1,395,166	\$0	\$22,693,842
Total Prior Costs		\$18,728,290	\$0	\$0	\$0	\$0	\$0	\$0	\$18,728,290
Total Programmed		\$18,728,290	\$1,367,676	\$0	\$0	\$1,202,710	\$1,395,166	\$0	\$22,693,842

2019-122 - SH 83 Passing Lanes

SH83 passing lanes safety project. MP 28 - MP 30 .

Lead Agency:	CDOT
Project Type:	Roadway Capacity
Plan Revision Name:	Adoption
Total Cost:	\$3,588,000
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety

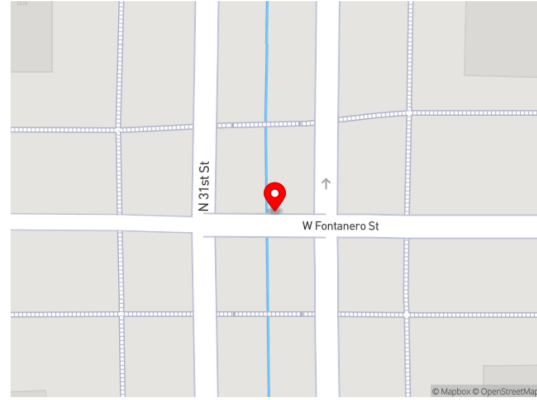


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	\$0	\$3,588,000	\$0	\$0	\$0	\$0	\$0	\$3,588,000
Total CON		\$0	\$3,588,000	\$0	\$0	\$0	\$0	\$0	\$3,588,000
Total Programmed		\$0	\$3,588,000	\$0	\$0	\$0	\$0	\$0	\$3,588,000

2021-001 - 31st Street and Fontanero Bridge Reconstruction

Bridge reconstruction/intersection improvements: reconstruct the bridge to include the roundabout, trail crossing, ped/bike facilities, and increased stormwater capacity per Camp Creek Design Plans. The design plans have been completed for Camp Creek since the 2045 call for projects.

Lead Agency:	Colorado Springs
Project Type:	Bridge
Plan Revision Name:	Adoption
Total Cost:	\$5,749,525
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Bridge Condition, Congestion, Safety

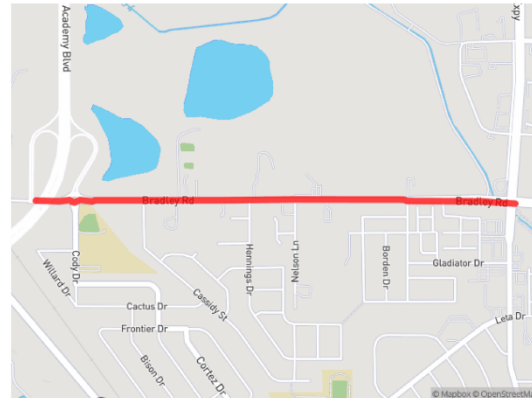


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	\$780,798	\$0	\$0	\$0	\$0	\$0	\$0	\$780,798
CON	Local Match for TAP	\$242,529	\$0	\$0	\$0	\$0	\$0	\$0	\$242,529
CON	STP Metro	\$3,756,083	\$0	\$0	\$0	\$0	\$0	\$0	\$3,756,083
CON	TAP	\$970,115	\$0	\$0	\$0	\$0	\$0	\$0	\$970,115
Total CON		\$5,749,525	\$0	\$0	\$0	\$0	\$0	\$0	\$5,749,525
Total Prior Costs		\$5,749,525	\$0	\$0	\$0	\$0	\$0	\$0	\$5,749,525
Total Programmed		\$5,749,525	\$0	\$0	\$0	\$0	\$0	\$0	\$5,749,525

2021-002 - Bradley Road Widening

Design upgrades on approximately 1 mile of Bradley Rd from S. Academy Blvd. to Hancock Exp. From S. Academy Blvd. to Hancock Exp. to add two additional lanes to improve the road to a four lane principle arterial with multimodal infrastructure, add turn lanes or intersection improvements where needed and improve sight distances. Resurface the current two lane section and ensure proper drainage. Evaluate and construct improvements needed to meet current ADA standards. The intent of the project is to create a shovel-ready construction project to apply for future funding opportunities.

Lead Agency:	El Paso County
Project Type:	Roadway Capacity
Plan Revision Name:	Adoption
Total Cost:	\$10,614,000
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



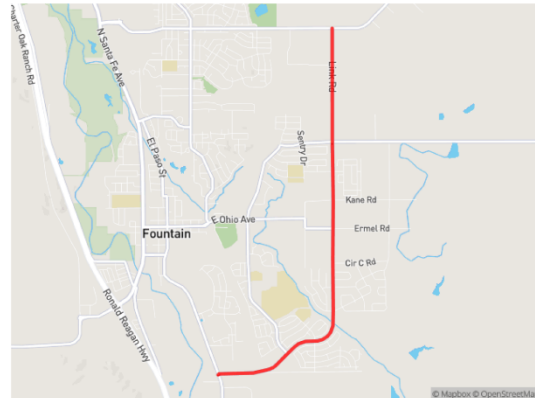
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	\$7,792	\$0	\$732,156	\$988,844	\$0	\$0	\$0	\$1,728,792
CON	STP Metro	\$606,208	\$0	\$3,522,093	\$4,756,907	\$0	\$0	\$0	\$8,885,208
Total CON		\$614,000	\$0	\$4,254,249	\$5,745,751	\$0	\$0	\$0	\$10,614,000
-	Local Match for STP Metro	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STP Metro	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$614,000	\$0	\$0	\$0	\$0	\$0	\$0	\$614,000
Total Programmed		\$614,000	\$0	\$4,254,249	\$5,745,751	\$0	\$0	\$0	\$10,614,000



2021-005 - Link Road Reconstruction

Link Rd from Old Pueblo Rd to Kane Rd Reconstruction - Roadway reconstruction, roadway widening (2 lanes to 3 lanes), safety improvements, drainage improvements, signalization improvements, bike lanes and sidewalk. Three phases. (A)Scope Change: Phase I: Kane Rd to Jimmy Camp Rd (NEPA, Design, ROW); Jimmy Camp Rd to Old Pueblo Rd (PEL) Phase II: Construction from Kane Rd to Jimmy Camp Rd Phase III: Design, acquire ROW and Construct PEL recommendation from Jimmy Camp Rd to Old Pueblo Rd (B)Kane Rd to Old Pueblo Rd; (C)Phase I (FY 2025); Phase II (FY 2026/2027); Phase III (FY 2027) (D)STP-Metro/Local

Lead Agency:	Fountain
Project Type:	Roadway Reconstruction
Plan Revision Name:	Adoption
Total Cost:	\$8,800,000
County:	El Paso
Municipality:	City of Fountain
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Congestion, Safety

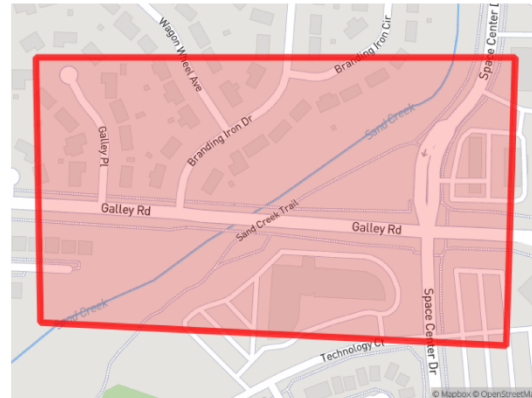


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	\$679,196	\$287,786	\$0	\$0	\$0	\$547,497	\$0	\$1,514,479
CON	STP Metro	\$3,267,329	\$1,384,415	\$0	\$0	\$0	\$2,633,777	\$0	\$7,285,521
Total CON		\$3,946,525	\$1,672,201	\$0	\$0	\$0	\$3,181,274	\$0	\$8,800,000
Total Prior Costs		\$3,946,525	\$0	\$0	\$0	\$0	\$0	\$0	\$3,946,525
Total Programmed		\$3,946,525	\$1,672,201	\$0	\$0	\$0	\$3,181,274	\$0	\$8,800,000

2021-009 - Galley Road Sidewalks

As part of a larger project that EPC has been funding and completing in phases, this project would design a new bridge to replace a Texas low water crossing. At this time, stormwater flows over the road at the intersection and drains into Sand Creek. The project will design a bridge or box culvert to convey the stormwater under the road to allow for safe multimodal traffic across the intersection that meets current ADA standards. While we are confident we can complete the design, we hope to obtain ROW and potentially relocate utilities. However the funding needed for ROW and utilities is estimated at this time. The intent of the project is to create a shovel-ready construction project.

Lead Agency:	El Paso County
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	\$9,655,894
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

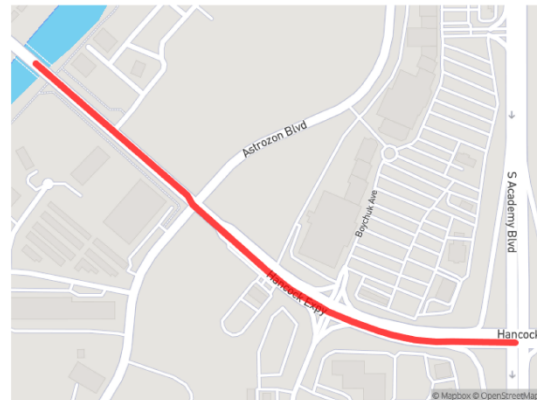


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Carbon Reduction Program	\$0	\$0	\$1,143,622	\$1,155,058	\$159,334	\$0	\$0	\$2,458,014
CON	Local Match for CRP	\$0	\$0	\$0	\$240,108	\$33,122	\$0	\$0	\$273,230
CON	Local Match for STP Metro	\$160,046	\$0	\$237,731	\$0	\$465,846	\$0	\$0	\$863,623
CON	Local Match for TAP	\$0	\$100,962	\$61,191	\$270,686	\$0	\$0	\$0	\$432,839
CON	STP Metro	\$0	\$0	\$0	\$0	\$2,240,986	\$0	\$0	\$2,240,986
CON	TAP	\$640,184	\$403,849	\$1,057,292	\$1,082,745	\$0	\$0	\$0	\$3,184,070
CON	TAP Local Match	\$0	\$0	\$203,132	\$0	\$0	\$0	\$0	\$203,132
Total CON		\$800,230	\$504,811	\$2,702,968	\$2,748,597	\$2,899,288	\$0	\$0	\$9,655,894
Total Prior Costs		\$800,230	\$0	\$0	\$0	\$0	\$0	\$0	\$800,230
Total Programmed		\$800,230	\$504,811	\$2,702,968	\$2,748,597	\$2,899,288	\$0	\$0	\$9,655,894

2021-029 - Hancock Sidewalk - Sand Creek Trail To Academy Blvd.

Add new concrete sidewalk to connect the Existing Sand Creek Trail to Academy Blvd. sidewalk. There is an existing social trail between these two points now. This connection will create an ADA compliant path, and will also assist residents with small children and strollers navigate the path more safely. The path will connect an existing apartment complex to a commercial shopping center with a grocery store (King Soopers). There will be a need to acquire easements from two property owners.

Lead Agency:	Colorado Springs
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	\$1,883,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	American Rescue Plan	\$437,500	\$0	\$0	\$0	\$0	\$0	\$0	\$437,500
CON	Local	\$941,500	\$0	\$0	\$0	\$0	\$0	\$0	\$941,500
CON	Multimodal Options Fund	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000
Total CON		\$1,883,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,000
Total Prior Costs		\$1,883,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,000
Total Programmed		\$1,883,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,000

2021-033 - El Paso County ADA Inventory and ADA Improvements

El Paso County ADA inventory and ADA improvements. EPC is completing an inventory of ROW infrastructure for ADA compliance. This application is for funding to measure ADA attributes to determine if they are compliant and to prioritize and plan for improvements. With this funding request, we will be working on a variety of roads in the unincorporated area within the MPO boundary to carry out an ADA Compliance Program. Projects will include, repair/install sidewalk, repair/install curb cuts, pedestrian crossing improvements/signals, barrier removal, etc. While we realize that minor design, ROW or clearances may be needed at limited locations, our goal is to focus on construction in existing ROW. Project received toll credits and additional federal funding to cover some of the local match requirements.

Lead Agency:	El Paso County
Project Type:	ADA Enhancements
Plan Revision Name:	Adoption
Total Cost:	\$1,823,955
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

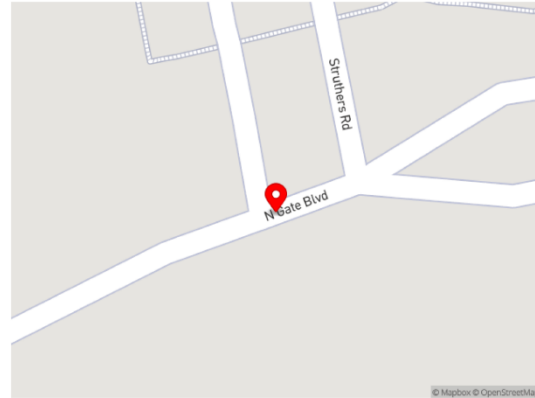
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Local Match for STP Metro	\$184,827	\$0	\$0	\$0	\$0	\$0	\$0	\$184,827
PRE	Local Match for TAP	\$13,640	\$0	\$0	\$0	\$0	\$0	\$0	\$13,640
PRE	Region 2 TAP	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
PRE	STP Metro	\$988,800	\$0	\$0	\$0	\$0	\$0	\$0	\$988,800
PRE	TAP	\$36,688	\$0	\$0	\$0	\$0	\$0	\$0	\$36,688
Total PRE		\$1,823,955	\$0	\$0	\$0	\$0	\$0	\$0	\$1,823,955
-	Local Match for STP Metro	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Local Match for TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,823,955	\$0	\$0	\$0	\$0	\$0	\$0	\$1,823,955
Total Programmed		\$1,823,955	\$0	\$0	\$0	\$0	\$0	\$0	\$1,823,955



2021-039 - North Gate Struthers Permanent Water Quality Pond

North Gate and Struthers Permanent Water Quality Pond

Lead Agency:	El Paso County
Project Type:	Water Quality
Plan Revision Name:	Adoption
Total Cost:	\$4,632,221
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

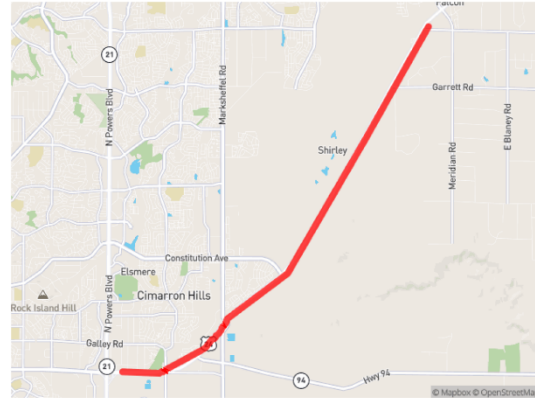


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local	\$797,801	\$0	\$0	\$0	\$0	\$0	\$0	\$797,801
CON	Water Quality Mitigation Federal	\$3,834,420	\$0	\$0	\$0	\$0	\$0	\$0	\$3,834,420
Total CON		\$4,632,221	\$0	\$0	\$0	\$0	\$0	\$0	\$4,632,221
Total Prior Costs		\$4,632,221	\$0	\$0	\$0	\$0	\$0	\$0	\$4,632,221
Total Programmed		\$4,632,221	\$0	\$0	\$0	\$0	\$0	\$0	\$4,632,221

2021-047 - US24G Mobility/Safety Improvements

Design and construction funding for mobility or safety improvements along the corridor within the limits of MM 311 – 350.

Lead Agency:	CDOT
Project Type:	Other
Plan Revision Name:	Adoption
Total Cost:	\$1,050,000
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	Interstate
Performance Measures:	Congestion, Safety, Travel Time Reliability



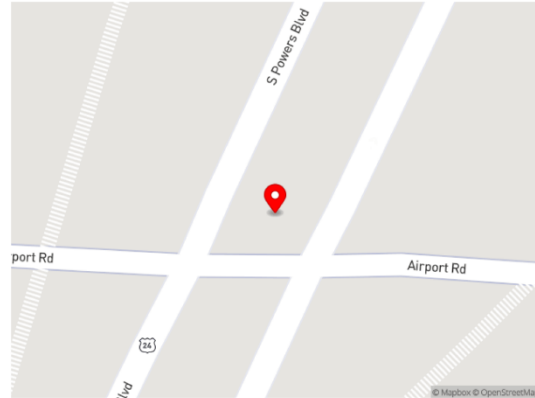
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Regional Priority Pool (RPP) Federal	\$185,925	\$662,320	\$0	\$0	\$0	\$0	\$0	\$848,245
CON	Regional Priority Pool (RPP) State	\$64,075	\$137,680	\$0	\$0	\$0	\$0	\$0	\$201,755
Total CON		\$250,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$1,050,000
Total Prior Costs		\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Total Programmed		\$250,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$1,050,000



2022-001 - CO21 and Airport Rd Diverging Diamond Interchange

Powers Blvd. and Airport Road Interchange design and construction

Lead Agency:	CDOT
Project Type:	Interchange
Plan Revision Name:	Adoption
Total Cost:	\$2,468,468
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	Interstate
Performance Measures:	Bridge Condition, Congestion, Freight Reliability, Pavement Condition, Safety, Travel Time Reliability



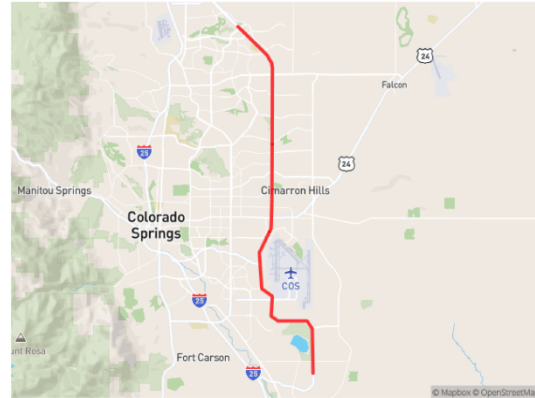
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
CON	Water Quality Mitigation Federal	\$387,844	\$0	\$0	\$0	\$0	\$0	\$0	\$387,844
CON	Water Quality Mitigation State	\$80,624	\$0	\$0	\$0	\$0	\$0	\$0	\$80,624
Total CON		\$2,468,468	\$0	\$0	\$0	\$0	\$0	\$0	\$2,468,468
-	Bridge Formula Program BFP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Capital Investment Program 10C	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Inflation Contingency Fund (CEF)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Regional Priority Pool (RPP) Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Regional Priority Pool (RPP) State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	SB 267	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Strategic Program Pool Highway 7PX	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Water Quality Mitigation Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Water Quality Mitigation State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$2,468,468	\$0	\$0	\$0	\$0	\$0	\$0	\$2,468,468
Total Programmed		\$2,468,468	\$0	\$0	\$0	\$0	\$0	\$0	\$2,468,468



2022-002 - Mobility/Safety Improvements SH 21, MM 132-154

- Design funding for mobility or safety improvements along the corridor within the limits of MM 132-154.

Lead Agency:	CDOT
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$150,000
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	Interstate
Performance Measures:	Congestion, Safety, Travel Time Reliability

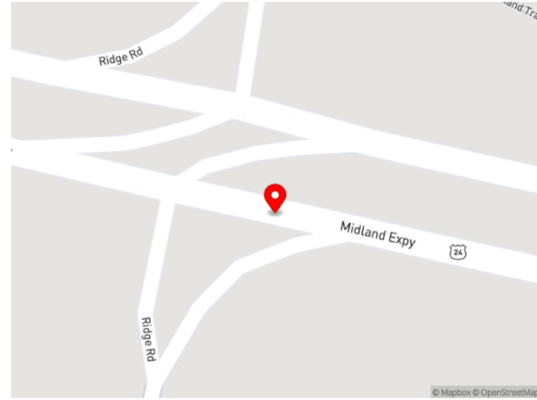


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Regional Priority Pool (RPP) Federal	\$136,815	\$0	\$0	\$0	\$0	\$0	\$0	\$136,815
PRE	Regional Priority Pool (RPP) State	\$13,185	\$0	\$0	\$0	\$0	\$0	\$0	\$13,185
Total PRE		\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
-	Regional Priority Pool (RPP) Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Regional Priority Pool (RPP) State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total Programmed		\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000

2022-005 - US24 West over Ridge Road

Design funding for the US 24 West over Ridge Road overpass.

Lead Agency:	CDOT
Project Type:	Other
Plan Revision Name:	Adoption
Total Cost:	\$1,247,738
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Regional Priority Pool (RPP) Federal	\$413,950	\$0	\$0	\$0	\$0	\$0	\$0	\$413,950
PRE	Regional Priority Pool (RPP) State	\$86,050	\$0	\$0	\$0	\$0	\$0	\$0	\$86,050
PRE	Water Quality Mitigation Federal	\$0	\$0	\$0	\$619,053	\$0	\$0	\$0	\$619,053
PRE	Water Quality Mitigation State	\$0	\$0	\$0	\$128,685	\$0	\$0	\$0	\$128,685
Total PRE		\$500,000	\$0	\$0	\$747,738	\$0	\$0	\$0	\$1,247,738
-	Regional Priority Pool (RPP) Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Regional Priority Pool (RPP) State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Total Programmed		\$500,000	\$0	\$0	\$747,738	\$0	\$0	\$0	\$1,247,738



2022-013 - Lake Avenue Safety Improvements: SH 115 and Southgate Road

Improve safety on Lake Avenue by constructing a roundabout at its intersection with the sb ramps at SH 115 (FASTER) and the installation of a protected left-turn for eastbound traffic at Southgate Road (HSIP). The installation of the roundabout will address a high level of broad side crashes at the intersection. The installation of the protected only left-turn onto Southgate will require additional left-turn storage and the construction of two receiving lanes to accommodate dual left turn volumes.

Lead Agency:	Colorado Springs
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$5,572,777
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	Safety

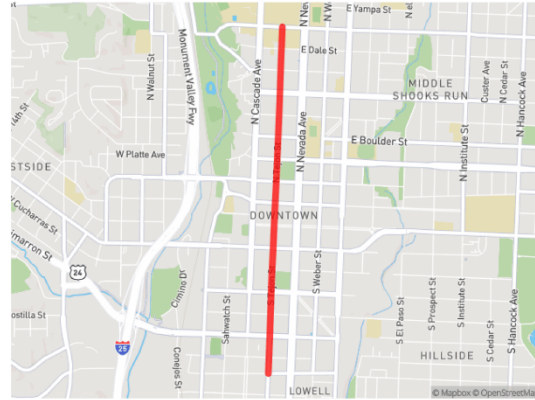


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	\$1,750,000	\$2,045,000	\$0	\$0	\$0	\$0	\$0	\$3,795,000
CON	Highway Safety Improvement Program	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600,000
CON	Local	\$177,777	\$0	\$0	\$0	\$0	\$0	\$0	\$177,777
Total CON		\$3,527,777	\$2,045,000	\$0	\$0	\$0	\$0	\$0	\$5,572,777
-	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$3,527,777	\$0	\$0	\$0	\$0	\$0	\$0	\$3,527,777
Total Programmed		\$3,527,777	\$2,045,000	\$0	\$0	\$0	\$0	\$0	\$5,572,777

2022-017 - Downtown Shuttle Operations (Service Expansion)

Three years of operational support (funding) for the Downtown Shuttle. This transit expansion will serve the downtown core of Colorado Springs, connecting customers to numerous destinations and attractions, while easing traffic congestion.

Lead Agency:	PPRTA
Project Type:	Transit Operational
Plan Revision Name:	Adoption
Total Cost:	\$9,683,318
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

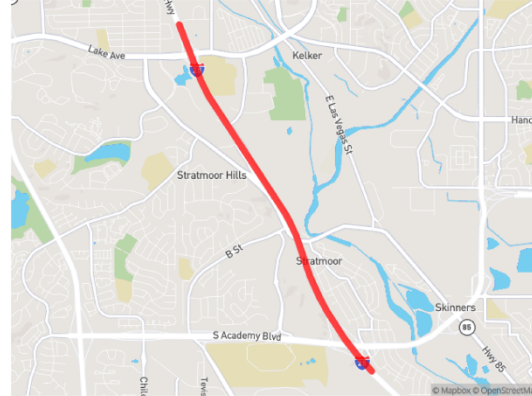


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local	\$1,147,346	\$1,282,691	\$1,463,836	\$902,786	\$0	\$0	\$0	\$4,796,659
NA	Multimodal Options Fund	\$1,192,346	\$1,282,691	\$1,463,836	\$902,786	\$0	\$0	\$0	\$4,841,659
NA	PPRTA	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
Total NA		\$2,384,692	\$2,565,382	\$2,927,672	\$1,805,572	\$0	\$0	\$0	\$9,683,318
-	American Rescue Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	PPRTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$2,384,692	\$0	\$0	\$0	\$0	\$0	\$0	\$2,384,692
Total Programmed		\$2,384,692	\$2,565,382	\$2,927,672	\$1,805,572	\$0	\$0	\$0	\$9,683,318

2022-020 - I-25 Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/Lake

Safety and Operational Improvements on I-25, Exit 135 South Academy to Exit 138 Circle/Lake

Lead Agency:	CDOT
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$20,208,020
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Regional Priority Pool (RPP) Federal	\$1,655,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,655,800
PRE	Regional Priority Pool (RPP) State	\$344,200	\$0	\$0	\$0	\$0	\$0	\$0	\$344,200
Total PRE		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
CON	I1 C	\$0	\$0	\$13,200,000	\$0	\$0	\$0	\$0	\$13,200,000
CON	Regional Priority Pool (RPP) Federal	\$0	\$0	\$2,736,300	\$0	\$0	\$0	\$0	\$2,736,300
CON	Regional Priority Pool (RPP) State	\$0	\$0	\$2,271,720	\$0	\$0	\$0	\$0	\$2,271,720
Total CON		\$0	\$0	\$18,208,020	\$0	\$0	\$0	\$0	\$18,208,020
-	Construction Bridge Program CBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Regional Priority Pool (RPP) Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Regional Priority Pool (RPP) State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
Total Programmed		\$2,000,000	\$0	\$18,208,020	\$0	\$0	\$0	\$0	\$20,208,020

2022-024 - MMT FASTER Set Aside

FASTER Funds set aside for bus replacement.

Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Vehicles
Plan Revision Name:	Adoption
Total Cost:	\$1,750,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Congestion, Safety, Transit

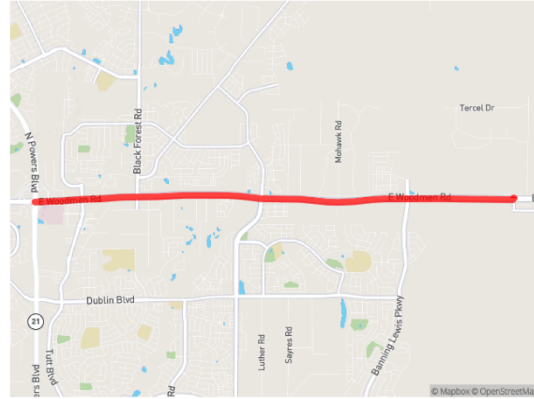
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	FASTER	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
NA	PPRTA	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Total NA		\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
-	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
Total Programmed		\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000



2023-004 - Woodmen Rd.: SH 21 to 1,000' east of Black Forest Rd.

The project will improve east/west travel and safety for City and County residents. Included with the City's project is a revaluation of the approved EA and design to add two additional travel lanes (one in each direction) from SH 21 to 1000' east of Black Forest Road. Most of Woodmen Road east of SH 21 was designed for widening to the median so the need for additional ROW would be minimized. Woodmen Road is a Significant Corridor on the PPACG Congestion Management Corridor, is on the NHS, is a designated truck route for the City of Colorado Springs; confirming it essential for the transport of goods, services, material and people. Woodmen Road is key to the economic health of the community and the widening project will address existing and future traffic congestion as the City and County continue to grow eastward. Included with the project is the construction of the bike trail as identified in both the Regional Non-motorized Plan and the City's Bike Master Plan, and ADA compliant pedestrian infrastructure including connections to the Sand Creek Tier I Regional Trail.

Lead Agency:	Colorado Springs
Project Type:	Roadway Capacity
Plan Revision Name:	Adoption
Total Cost:	\$17,215,272
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	Principal Arterial
Performance Measures:	Congestion, Pavement Condition, Safety, Travel Time Reliability

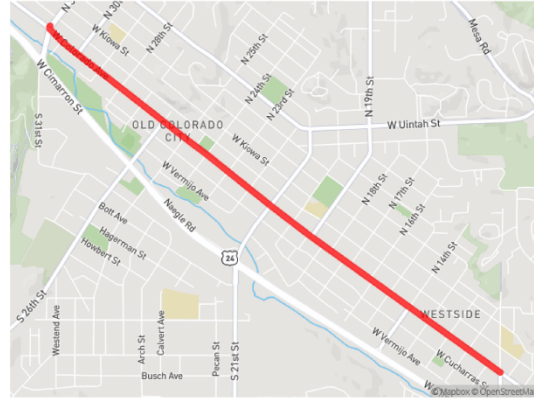


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	\$244,594	\$867,260	\$327,151	\$0	\$0	\$1,523,743	\$0	\$2,962,748
CON	STP Metro	\$1,176,639	\$4,172,018	\$1,573,786	\$0	\$0	\$7,330,081	\$0	\$14,252,524
Total CON		\$1,421,233	\$5,039,278	\$1,900,937	\$0	\$0	\$8,853,824	\$0	\$17,215,272
Total Prior Costs		\$1,421,233	\$0	\$0	\$0	\$0	\$0	\$0	\$1,421,233
Total Programmed		\$1,421,233	\$5,039,278	\$1,900,937	\$0	\$0	\$8,853,824	\$0	\$17,215,272

2023-005 - Colorado Ave. Roadway Improvements: 31st St. to Limit St.

Colorado Avenue Roadway Improvements 31st St to 21st Street- The project will install operational and multimodal safety improvements for the corridor. The project will enhance ADA accessibility with curb, gutter, sidewalk, and ramp improvements. Stormwater, conduit/telecommunications, and utility improvements. This project will bring the roadway up to City standards, provide economic benefits to Old Colorado City by improving the pedestrian environment and addressing parking issues, speeding traffic and enhancing transit facilities.

Lead Agency:	Colorado Springs
Project Type:	Roadway Operational Improvements
Plan Revision Name:	Adoption
Total Cost:	\$5,039,107
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	Minor Arterial
Performance Measures:	Congestion, Safety, Travel Time Reliability



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for TAP	\$333,392	\$293,047	\$30,003	\$30,003	\$300,689	\$20,689	\$0	\$1,007,823
CON	Region 2 TAP	\$296,351	\$423,649	\$0	\$0	\$0	\$0	\$0	\$720,000
CON	TAP	\$1,037,216	\$748,538	\$120,010	\$120,010	\$1,202,755	\$82,755	\$0	\$3,311,284
Total CON		\$1,666,959	\$1,465,234	\$150,013	\$150,013	\$1,503,444	\$103,444	\$0	\$5,039,107
Total Prior Costs		\$1,666,959	\$0	\$0	\$0	\$0	\$0	\$0	\$1,666,959
Total Programmed		\$1,666,959	\$1,465,234	\$150,013	\$150,013	\$1,503,444	\$103,444	\$0	\$5,039,107

2023-006 - MMT Metro Rides

Travel demand management programs and operations to support congestion relief and mobility choice.

Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Operational
Plan Revision Name:	Adoption
Total Cost:	\$2,614,719
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Congestion, Transit, Travel Time Reliability

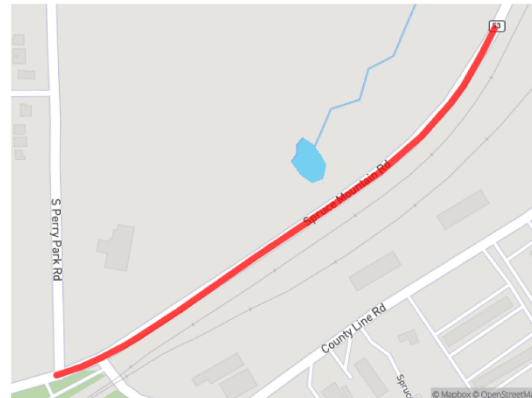
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local Match for STP Metro	\$196,058	\$98,029	\$51,969	\$0	\$51,969	\$51,969	\$0	\$449,994
NA	STP Metro	\$943,150	\$471,575	\$250,000	\$0	\$250,000	\$250,000	\$0	\$2,164,725
Total NA		\$1,139,208	\$569,604	\$301,969	\$0	\$301,969	\$301,969	\$0	\$2,614,719
Total Prior Costs		\$1,139,208	\$0	\$0	\$0	\$0	\$0	\$0	\$1,139,208
Total Programmed		\$1,139,208	\$569,604	\$301,969	\$0	\$301,969	\$301,969	\$0	\$2,614,719



2023-007 - Spruce Mountain Rd. Improvements

Spruce Mountain Rd. from W. Perry Park Rd. to Douglas County Line. Intersects with County Line Rd. - Spruce Mountain Rd. is a principal arterial that connects Palmer Lake with Larkspur, it is also heavily used when I-25 backs up. Currently it is configured as a two-lane road and has no shoulder on either side of the road. Improvements will include a new driving surface as well as a bike lane. Safety improvements will be turn lanes onto County Line Rd, which will improve traffic flow when there is a train. The rest of the 2100 ft will still be a 2 lane but shoulders be widen and a bike added on one side. The roadway itself is very old and still has concrete under the pavement that used to be the Old Denver Hwy, which is creating heaves in the roadway. These improvements will help ease the congestion when the Interstate is backed up.

Lead Agency:	Palmer Lake
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$1,253,214
County:	El Paso
Municipality:	Town of Palmer Lake
CDOT Region:	Region 2
Functional Classification:	Principal Arterial
Performance Measures:	Congestion, Pavement Condition, Safety, Travel Time Reliability



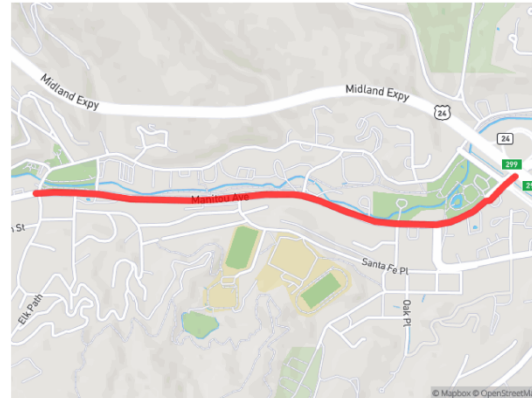
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	\$215,678	\$0	\$0	\$0	\$0	\$0	\$0	\$215,678
CON	STP Metro	\$1,037,536	\$0	\$0	\$0	\$0	\$0	\$0	\$1,037,536
Total CON		\$1,253,214	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,214
-	Local Match for STP Metro	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STP Metro	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,253,214	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,214
Total Programmed		\$1,253,214	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,214



2023-010 - East Manitou Ave. Pedestrian and Drainage Improvements

East Manitou Avenue Pedestrian and Drainage Improvements From intersection with El Paso Boulevard (west) to on/off ramps on the east side of US-24 Bypass. This section of Manitou Avenue has proper lane widths and newer pavement, the primary focus of this project is for utility undergrounding, sidewalk widening, back-in angle parking opportunities and operational improvements at the US 24 off/on ramps.

Lead Agency:	Manitou Springs
Project Type:	Other Enhancements
Plan Revision Name:	Adoption
Total Cost:	\$2,620,000
County:	El Paso
Municipality:	City of Manitou Springs
CDOT Region:	Region 2
Functional Classification:	Minor Collector
Performance Measures:	Congestion, Safety

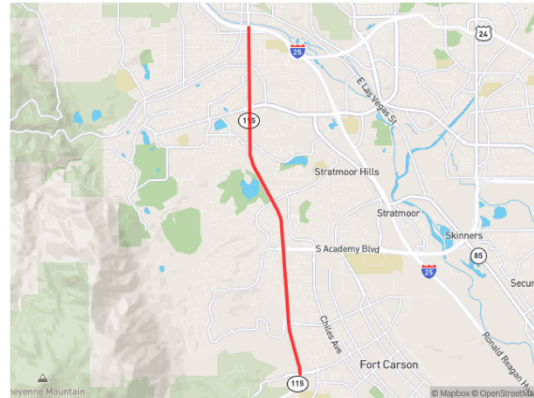


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	\$37,862	\$0	\$0	\$0	\$0	\$0	\$0	\$37,862
CON	PPRTA	\$0	\$0	\$68,840	\$344,200	\$0	\$0	\$0	\$413,040
CON	STP Metro	\$182,138	\$0	\$331,160	\$1,655,800	\$0	\$0	\$0	\$2,169,098
Total CON		\$220,000	\$0	\$400,000	\$2,000,000	\$0	\$0	\$0	\$2,620,000
Total Prior Costs		\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000
Total Programmed		\$220,000	\$0	\$400,000	\$2,000,000	\$0	\$0	\$0	\$2,620,000

2023-015 - SH 115 - Nelson Blvd to I-25 Improvements Project

The project will consist of resurfacing of the existing roadway. The project limits are along SH 115 from approximate mileposts 41.7 to MP 47.5. In addition to pavement resurfacing on the roadway, key elements of the work on this project include guardrail replacement and modification, ADA curb ramp rehabilitation and replacement, re-striping, safety improvements, and temporary erosion control.

Lead Agency:	CDOT
Project Type:	Roadway Preventative Maintenance
Plan Revision Name:	Adoption
Total Cost:	\$10,750,070
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Construction Bridge Program CBP	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
CON	FASTER	\$345,000	\$0	\$0	\$0	\$0	\$0	\$0	\$345,000
CON	State Highway Fund	\$1,359,590	\$369,180	\$0	\$0	\$0	\$0	\$0	\$1,728,770
CON	STP	\$6,540,410	\$2,075,890	\$0	\$0	\$0	\$0	\$0	\$8,616,300
Total CON		\$8,305,000	\$2,445,070	\$0	\$0	\$0	\$0	\$0	\$10,750,070
Total Prior Costs		\$8,305,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,305,000
Total Programmed		\$8,305,000	\$2,445,070	\$0	\$0	\$0	\$0	\$0	\$10,750,070

2023-023 - Three Hybrid Buses for Service Expansion (Federal)

Acquire three diesel-hybrid buses.

Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Vehicles
Plan Revision Name:	Adoption
Total Cost:	\$1,612,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	Transit

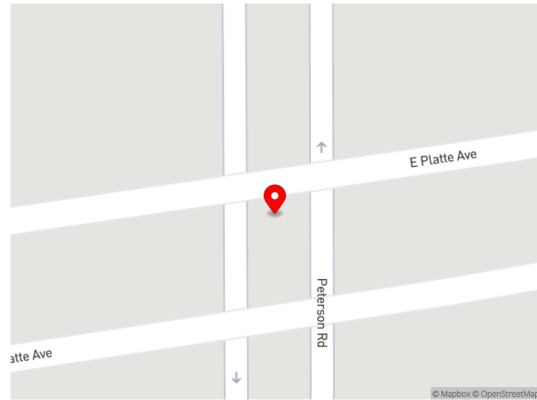
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Carbon Reduction Program	\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000
Total NA		\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000
-	Multimodal Options Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000
Total Programmed		\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000



2023-028 - Peterson Space Force Base North Gate Access and Safety Improvements

(Also known as Peterson SFB Improvement DCIP) Complete final engineering, geotechnical/environmental investigation, NEPA evaluation, survey and public engagement. The project will improve traffic operations and transportation safety for the US 24 at Peterson Road/Peterson Space Force North Gate interchange.

Lead Agency:	Colorado Springs
Project Type:	Interchange
Plan Revision Name:	Adoption
Total Cost:	\$15,300,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	Congestion, Safety, Travel Time Reliability

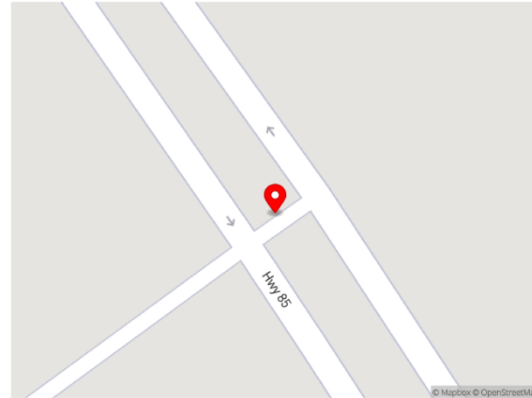


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Office of Local Defense Community Cooperation	\$10,710,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,710,000
CON	PPRTA	\$4,590,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,590,000
Total CON		\$15,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,300,000
-	Congressionally Directed Spending	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Local Overmatch	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$15,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,300,000
Total Programmed		\$15,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,300,000

2023-030 - US85 and Carson Blvd Intersection Improvements

Design and construction of intersection improvements at US85 and Carson Blvd.

Lead Agency:	CDOT
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$2,493,936
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety, Travel Time Reliability

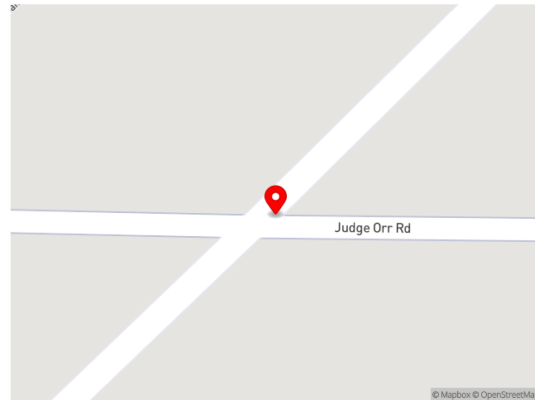


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	\$2,493,936	\$0	\$0	\$0	\$0	\$0	\$0	\$2,493,936
Total CON		\$2,493,936	\$0	\$0	\$0	\$0	\$0	\$0	\$2,493,936
-	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$2,493,936	\$0	\$0	\$0	\$0	\$0	\$0	\$2,493,936
Total Programmed		\$2,493,936	\$0	\$0	\$0	\$0	\$0	\$0	\$2,493,936

2023-032 - US24 Falcon/Judge Orr Intersection Improvements, and Blue Gill Drive Realignment

Improvements to the Intersection of US24 and Judge Orr Road in Falcon. Also, this project will remove the current US 24/North Blue Gill Drive intersection and realign Blue Gill to US 24 farther south of Judge Orr. The project will design and construct the new alignment of Blue Gill to improve safety and preserve capacity on US24 East and be done in conjunction with US24/Judge Orr Road intersection realignment project that CDOT will be constructing. The project may include ROW, utilities, design, and stormwater and water quality improvements, fence relocation, access management, and roadway and intersection improvement construction for all modes.

Lead Agency:	CDOT
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$14,119,002
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	Principal Arterial
Performance Measures:	Safety, Travel Time Reliability

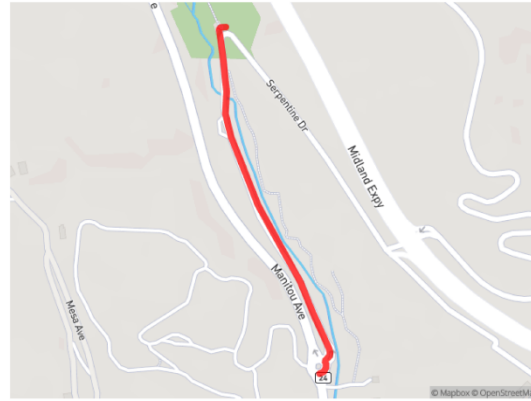


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	STP Metro	\$1,321,472	\$0	\$0	\$0	\$0	\$0	\$0	\$1,321,472
Total PRE		\$1,321,472	\$0	\$0	\$0	\$0	\$0	\$0	\$1,321,472
ROW	FASTER	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
ROW	STP Metro	\$709,778	\$0	\$0	\$0	\$0	\$0	\$0	\$709,778
Total ROW		\$1,709,778	\$0	\$0	\$0	\$0	\$0	\$0	\$1,709,778
CON	FASTER	\$6,750,000	\$369,000	\$0	\$0	\$0	\$0	\$0	\$7,119,000
CON	Local Match for STP Metro	\$0	\$1,032,600	\$0	\$0	\$0	\$0	\$0	\$1,032,600
CON	STP Metro	\$0	\$2,936,152	\$0	\$0	\$0	\$0	\$0	\$2,936,152
Total CON		\$6,750,000	\$4,337,752	\$0	\$0	\$0	\$0	\$0	\$11,087,752
Total Prior Costs		\$9,781,250	\$0	\$0	\$0	\$0	\$0	\$0	\$9,781,250
Total Programmed		\$9,781,250	\$4,337,752	\$0	\$0	\$0	\$0	\$0	\$14,119,002

2023-043 - Serpentine Area Improvements

Preliminary design, conceptual plans, public engagement and survey of the Creek Walk/Serpentine area for improvements to connectivity to the City's western boundary. Provide connection to the existing Creek Walk Trail project, roundabout, Rainbow Falls and Higgenbotham Park. The existing Creek Walk Trail begins at the City's eastern boundary, where it connects with the Colorado Springs Midland Trail, and then extends west to Manitou Springs' Pool and Recreation Center at Schryver Park, adjacent to Garden of the Gods Place/Manitou Avenue. In November 2018, the Manitou Springs City Planning Commission adopted the Manitou Springs Creek Walk Master Plan (CWMP), which identified a preferred alignment to construct the remaining Creek Walk Trail segments from Schryver Park/Recreation Center to the City's western boundary at Serpentine Drive, near the Rainbow Falls Cultural Site in El Paso County.

Lead Agency:	Manitou Springs
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	\$1,934,250
County:	El Paso
Municipality:	City of Manitou Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	-

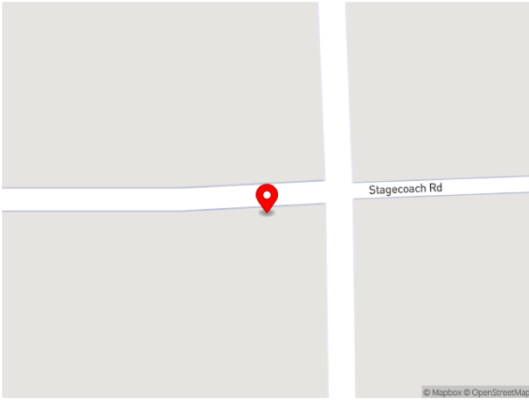


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Local	\$106,750	\$0	\$0	\$0	\$0	\$0	\$0	\$106,750
PRE	Region 2 TAP	\$427,500	\$0	\$0	\$0	\$0	\$0	\$0	\$427,500
Total PRE		\$534,250	\$0	\$0	\$0	\$0	\$0	\$0	\$534,250
CON	Local Match for TAP	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$280,000
CON	TAP	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$1,120,000
Total CON		\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000
Total Prior Costs		\$534,250	\$0	\$0	\$0	\$0	\$0	\$0	\$534,250
Total Programmed		\$534,250	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,934,250

2023-051 - CO83 & Stagecoach Rd Safety Improvements

Intersection Safety Improvements - Design Phase.

Lead Agency:	CDOT
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$3,950,019
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety

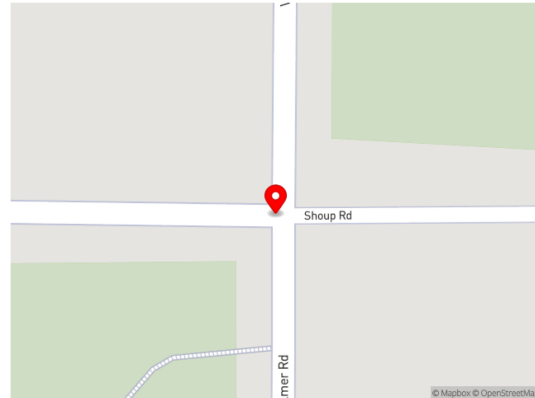


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	FASTER	\$0	\$531,779	\$3,418,240	\$0	\$0	\$0	\$0	\$3,950,019
Total PRE		\$0	\$531,779	\$3,418,240	\$0	\$0	\$0	\$0	\$3,950,019
Total Programmed		\$0	\$531,779	\$3,418,240	\$0	\$0	\$0	\$0	\$3,950,019

2025-001 - Shoup Road Improvements

Vollmer Road and Shoup Road Intersection is currently a non-signalized intersection in the Black Forest area, with stop controls on Shoup Road. Vollmer Road and Shoup Road are currently two-lane rural roadways without turn bays or acceleration lanes. Roadside ditches were graded to convey surface runoff on both side of the road. There is also an existing trail that crosses Vollmer Road at the south of the intersection and Shoup Road at the east of the intersection. This project will improve this intersection to a safer operating intersection (options being studied during design are standard signalized intersection or roundabout) and provide a safer ADA compliant trail connection from the Section 16 Trail to the Pineries Open Space. Also included surface and drainage improvements, signage, striping and road resurfacing if needed.

Lead Agency:	El Paso County
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$7,517,887
County:	-
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	STP Metro	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total PRE		\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
ROW	STP Metro	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Total ROW		\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
CON	Local Match for STP Metro	\$0	\$0	\$689,487	\$604,341	\$0	\$0	\$0	\$1,293,828
CON	STP Metro	\$0	\$0	\$2,816,831	\$2,907,228	\$0	\$0	\$0	\$5,724,059
Total CON		\$0	\$0	\$3,506,318	\$3,511,569	\$0	\$0	\$0	\$7,017,887
Total Programmed		\$0	\$0	\$4,006,318	\$3,511,569	\$0	\$0	\$0	\$7,517,887

2025-002 - Coordinated Mobility On-Demand in the Pikes Peak Region

Operating funds for fiscal years 2025, 2026, and 2027 to deliver additional rides for older adults and individuals with disabilities and to meet the financial match requirements of AAA and 5310 transportation programs.

Lead Agency:	Envida								
Project Type:	Transit Operational								
Plan Revision Name:	Adoption								
Total Cost:	\$624,492								
County:	El Paso								
Municipality:	-								
CDOT Region:	Region 2								
Functional Classification:	-								
Performance Measures:	-								

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local	\$208,164	\$104,082	\$0	\$0	\$0	\$0	\$0	\$312,246
NA	Multimodal Options Fund	\$208,164	\$104,082	\$0	\$0	\$0	\$0	\$0	\$312,246
Total NA		\$416,328	\$208,164	\$0	\$0	\$0	\$0	\$0	\$624,492
Total Prior Costs		\$416,328	\$0	\$0	\$0	\$0	\$0	\$0	\$416,328
Total Programmed		\$416,328	\$208,164	\$0	\$0	\$0	\$0	\$0	\$624,492



2025-004 - Enhancing Micromobility Accessibility; Strengthening Transportation Demand Management

The Enhancing Micromobility Accessibility; Strengthening Transportation Demand Management project, with a focus on PikeRide's existing public ebike share is an initiative aimed at improving transportation options within Colorado Springs and Manitou Springs. This project combines principles of micromobility, accessibility, and transportation demand management (TDM) to create a more efficient, sustainable, and inclusive urban transportation system.

Lead Agency:	Pike Ride
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	\$267,375
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	-

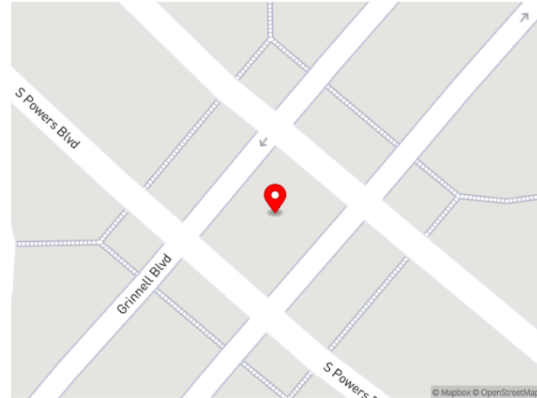
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local Overmatch	\$29,500	\$0	\$10,500	\$0	\$0	\$0	\$0	\$40,000
NA	Multimodal Options Fund	\$167,875	\$59,500	\$0	\$0	\$0	\$0	\$0	\$227,375
Total NA		\$197,375	\$59,500	\$10,500	\$0	\$0	\$0	\$0	\$267,375
Total Prior Costs		\$197,375	\$0	\$0	\$0	\$0	\$0	\$0	\$197,375
Total Programmed		\$197,375	\$59,500	\$10,500	\$0	\$0	\$0	\$0	\$267,375



2025-005 - CO21 & Grinnell Blvd Drainage Repairs

Programs funds for urgent/emergency safety repairs on a failing culvert on CO21.

Lead Agency:	CDOT
Project Type:	Storm Water Basin
Plan Revision Name:	Adoption
Total Cost:	\$479,541
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety



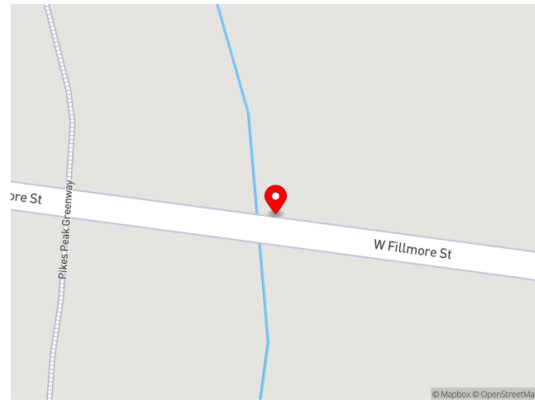
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	\$429,541	\$0	\$0	\$0	\$0	\$0	\$0	\$429,541
Total CON		\$429,541	\$0	\$0	\$0	\$0	\$0	\$0	\$429,541
NA	FASTER	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Total NA		\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
-	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$479,541	\$0	\$0	\$0	\$0	\$0	\$0	\$479,541
Total Programmed		\$479,541	\$0	\$0	\$0	\$0	\$0	\$0	\$479,541



2025-006 - Fillmore Street Bridge Improvements and Trail Connections - I-25 to Monument Creek

Replacement of two deteriorating bridges that carry Fillmore Street over Monument Creek and the Pikes Peak Greenway Trail (NBI Structure Number CSG-G.14-11.58) and the Union Pacific Railroad (UPRR) (NBI Structure Number CSG-F.98-11.59) with improved multimodal access and connections to the City's spine trail system. The city has PPRTA funding for pre-construction efforts. The city will also be pursuing a Bridge Improvement Program construction grant to supplement PPRTA 3 funding allocated to the project. Future Costs \$2,500,00 PPRTA.

Lead Agency:	Colorado Springs
Project Type:	Bridge
Plan Revision Name:	Adoption
Total Cost:	\$39,160,000
County:	-
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	PPRTA	\$2,000,000	\$11,300,000	\$5,740,000	\$11,400,000	\$8,720,000	\$0	\$0	\$39,160,000
Total CON		\$2,000,000	\$11,300,000	\$5,740,000	\$11,400,000	\$8,720,000	\$0	\$0	\$39,160,000
-	Bridge Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	PPRTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
Total Programmed		\$2,000,000	\$11,300,000	\$5,740,000	\$11,400,000	\$8,720,000	\$0	\$0	\$39,160,000

2025-007 - Academy Blvd over Platte Ave Bridge Replacement

Replacement of a deteriorating bridge that carries Academy Boulevard over Platte Avenue (NBI Structure Number CSG-K.08-09.13) along with multimodal improvements.

Lead Agency:	Colorado Springs
Project Type:	Bridge
Plan Revision Name:	Adoption
Total Cost:	\$1,500,000
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Bridge Condition

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Bridge Improvement Program	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
CON	PPRTA	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
Total CON		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Total Prior Costs		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Total Programmed		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000



2025-010 - City of Colorado Springs Safety Signal Rebuilds

Rebuild of 6 existing span wire signals to mast arm signals. There rebuilds will include upgrades to improve safety at the intersections. Upgrades would vary per location but would generally include backplates, protected left turn signal phasing, pedestrian crossings, upgrade ramps to PROWAG standards, directional push buttons, countdown heads, and intersection lighting.

Lead Agency:	Colorado Springs
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$3,600,027
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Highway Safety Improvement Program	\$189,642	\$1,910,358	\$0	\$0	\$0	\$0	\$0	\$2,100,000
CON	Local	\$189,642	\$1,310,385	\$0	\$0	\$0	\$0	\$0	\$1,500,027
Total CON		\$379,284	\$3,220,743	\$0	\$0	\$0	\$0	\$0	\$3,600,027
Total Prior Costs		\$379,284	\$0	\$0	\$0	\$0	\$0	\$0	\$379,284
Total Programmed		\$379,284	\$3,220,743	\$0	\$0	\$0	\$0	\$0	\$3,600,027



2025-015 - Pedestrian Crossings Improvements 3

Upgrade pedestrian crossings with MUTCD compliant signals and audible countdown pedestrian signals, ADA improvements and other safety features at high priority pedestrian crossing locations. This TIP ID covers these locations: Black Forest at Shoup Constitution at Piros Crestridge at B Street Galley at Hathaway Peterson at Sequoyah Fontaine at Fountain Mesa Fontaine at Metropolitan Fontaine at Dartmouth Security at Grand

Lead Agency:	El Paso County
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	\$6,446,174
County:	-
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

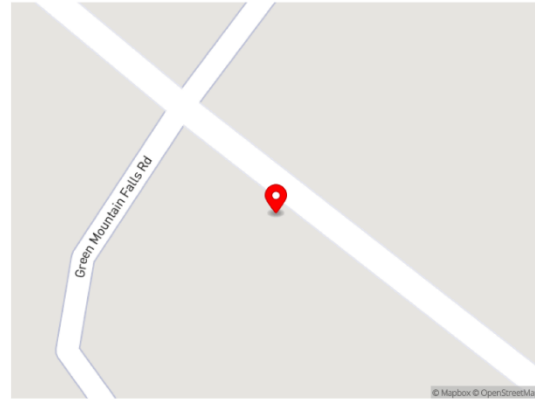
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	American Rescue Plan	\$2,051,945	\$0	\$0	\$0	\$0	\$0	\$0	\$2,051,945
CON	Local	\$3,223,087	\$0	\$0	\$0	\$0	\$0	\$0	\$3,223,087
CON	Multimodal Options Fund	\$1,077,539	\$93,603	\$0	\$0	\$0	\$0	\$0	\$1,171,142
Total CON		\$6,352,571	\$93,603	\$0	\$0	\$0	\$0	\$0	\$6,446,174
Total Prior Costs		\$6,352,571	\$0	\$0	\$0	\$0	\$0	\$0	\$6,352,571
Total Programmed		\$6,352,571	\$93,603	\$0	\$0	\$0	\$0	\$0	\$6,446,174



2025-016 - US24A Green Mountain Falls Safety Improvements

Design and study of auxiliary lane configuration at the intersection of Ute Pass Avenue with US Highway 24, with construction anticipated in 2027. The project is located at approximately mile point 289.5 on US 24.

Lead Agency:	CDOT
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$2,500,000
County:	-
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	FASTER	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Total PRE		\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
CON	FASTER	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000
Total CON		\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000
Total Prior Costs		\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Total Programmed		\$300,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,500,000

2025-019 - Three Hybrid Buses for Service Expansion (State)

Acquire three diesel-hybrid buses.

Lead Agency:	PPRTA
Project Type:	Transit Vehicles
Plan Revision Name:	Adoption
Total Cost:	\$1,612,000
County:	-
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Congestion, Transit

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Multimodal Options Fund	\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000
Total NA		\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000
Total Prior Costs		\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000
Total Programmed		\$1,612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,612,000



2025-020 - Monument Mobility Hub

Design and Construction Improvements for CDOT's Monument Mobility Hub. Using Funds from SB267

Lead Agency:	CDOT
Project Type:	Multimodal Improvements
Plan Revision Name:	Adoption
Total Cost:	\$500,000
County:	El Paso
Municipality:	Town of Monument
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Congestion



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	SB 267	\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total NA		\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Total Prior Costs		\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Total Programmed		\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$0	\$500,000

2025-022 - I-25 El Paso County Wildlife Fencing

Install Wildlife fencing along I25 Mileposts (MP) 158-162.

Lead Agency:	CDOT
Project Type:	Other
Plan Revision Name:	Adoption
Total Cost:	\$7,000,000
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	Interstate
Performance Measures:	Safety

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Highway Safety Improvement Program	\$450,000	\$636,300	\$0	\$0	\$0	\$0	\$0	\$1,086,300
PRE	State Highway Fund	\$50,000	\$70,700	\$0	\$0	\$0	\$0	\$0	\$120,700
Total PRE		\$500,000	\$707,000	\$0	\$0	\$0	\$0	\$0	\$1,207,000
CON	FASTER	\$1,805,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,805,000
CON	Highway Safety Improvement Program	\$3,589,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,589,200
CON	State Highway Fund	\$398,800	\$0	\$0	\$0	\$0	\$0	\$0	\$398,800
Total CON		\$5,793,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,793,000
Total Prior Costs		\$6,293,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,293,000
Total Programmed		\$6,293,000	\$707,000	\$0	\$0	\$0	\$0	\$0	\$7,000,000



2025-023 - Pedestrian School Crossing Improvements

School crossing improvements at 8 local schools to reduce risk to vulnerable users. Improvements include Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands, raised crosswalks, signs and markings.

Lead Agency:	Colorado Springs
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$595,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Highway Safety Improvement Program	\$0	\$0	\$495,000	\$0	\$0	\$0	\$0	\$495,000
CON	PPRTA	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Total CON		\$0	\$0	\$495,000	\$100,000	\$0	\$0	\$0	\$595,000
Total Programmed		\$0	\$0	\$495,000	\$100,000	\$0	\$0	\$0	\$595,000



2025-024 - US 24H/G Academy Park Loop/Stapleton - Signals

US24H & Academy Park Loop - Signalize intersection, construction of pedestrian curb ramp. Minor intersection improvements. US24G & Stapleton - Signalize intersection, construction of pedestrian curb ramp accommodating the Rock Island Trail, construction of islands for signal poles. Minor intersection improvements. Programs \$1,815,000 FY26 HAZ (Construction Phase)

Lead Agency:	CDOT
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	\$2,451,000
County:	-
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

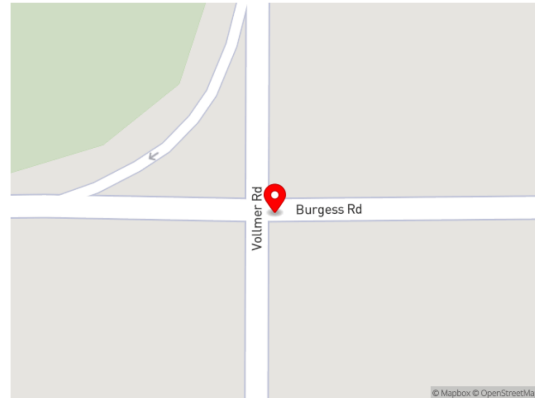
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	\$391,000	\$0	\$0	\$0	\$0	\$0	\$0	\$391,000
CON	Highway Safety Improvement Program	\$1,633,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,633,500
CON	Signal Pool	\$202,836	\$0	\$0	\$0	\$0	\$0	\$0	\$202,836
CON	State Highway Fund	\$223,664	\$0	\$0	\$0	\$0	\$0	\$0	\$223,664
Total CON		\$2,451,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,451,000
Total Prior Costs		\$2,451,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,451,000
Total Programmed		\$2,451,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,451,000



2025-025 - Burgess and Vollmer Intersection Improvements

Burgess and Vollmer Road Intersection is currently a non-signalized intersection in the Black Forest area, with stop controls on Burgess Road. The intersection is currently two-lane rural roadway without turn bays or acceleration lanes. Roadside ditches were graded to convey surface runoff on both side of the road. There is a need for a safe trail crossing to convey non-motorized traffic between the Black Forest Section 16 Open Space trail, Sand Creek Trail and the proposed Bike Route on Burgess. This project will improve this intersection to a safer operating intersection (options being studied during design are standard signalized intersection or roundabout) and provide a safer ADA compliant trail connection. Also included surface and drainage improvements, signage, striping and road resurfacing if needed.

Lead Agency:	El Paso County
Project Type:	Safety Improvements
Plan Revision Name:	Adoption
Total Cost:	\$13,849,699
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Safety



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Highway Safety Improvement Program	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
CON	Local	\$0	\$0	\$6,600,000	\$0	\$0	\$0	\$0	\$6,600,000
CON	Local Match for STP Metro	\$0	\$0	\$0	\$0	\$769,719	\$305,854	\$0	\$1,075,573
CON	STP Metro	\$0	\$0	\$0	\$0	\$3,702,791	\$1,471,335	\$0	\$5,174,126
Total CON		\$0	\$0	\$7,600,000	\$0	\$4,472,510	\$1,777,189	\$0	\$13,849,699
Total Programmed		\$0	\$0	\$7,600,000	\$0	\$4,472,510	\$1,777,189	\$0	\$13,849,699

2025-027 - SB230 - Oil and Gas

SB24-230 Oil & Gas Production Fees: expanding local transit service and prioritizing transit improvements

Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Operational
Plan Revision Name:	Adoption
Total Cost:	\$28,000,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	-

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local	\$1,100,000	\$1,500,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$5,600,000
NA	SB230	\$4,400,000	\$6,000,000	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$22,400,000
Total NA		\$5,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$0	\$0	\$0	\$28,000,000
Total Prior Costs		\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000
Total Programmed		\$5,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$0	\$0	\$0	\$28,000,000



2025-029 - Regional Traffic Data Service (StreetLight)

StreetLight data surface STP Metro funds with LM provided by the City of Colorado Springs for FY26.

Lead Agency:	PPACG
Project Type:	Other
Plan Revision Name:	Adoption
Total Cost:	\$1,711,674
County:	-
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local Match for STP Metro	\$49,909	\$49,909	\$49,909	\$45,034	\$49,909	\$49,909	\$0	\$294,579
NA	STP Metro	\$240,091	\$240,091	\$240,091	\$216,640	\$240,091	\$240,091	\$0	\$1,417,095
Total NA		\$290,000	\$290,000	\$290,000	\$261,674	\$290,000	\$290,000	\$0	\$1,711,674
Total Prior Costs		\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000
Total Programmed		\$290,000	\$290,000	\$290,000	\$261,674	\$290,000	\$290,000	\$0	\$1,711,674



Appendix G: Unscheduled Pool

Cost Overruns for Projects Receiving Partial Funding in the Transportation Improvement Program

PROJECT TITLE	PROJECT SPONSOR	TIP- ID	DESCRIPTION	SURFACE TRANSPORTATION PROGRAM METRO	CARBON REDUCTION PROGRAM	TRANSPORTATION ALTERNATES PROGRAM	LOCAL	TOTAL
MOUNTAIN METROPOLITAN TRANSIT METRO RIDES	Mountain Metropolitan Transit	2023 -006	Travel demand management programs and operations to support congestion relief and mobility choice.	262,500			54,567	317,067
LINK ROAD RECONSTRUCTION	Fountain	2021 -005	Link Rd from Old Pueblo Rd to Kane Rd Reconstruction - Roadway reconstruction, roadway widening (2 lanes to 3 lanes), safety improvements, drainage improvements, signalization improvements, bike lanes and sidewalk. Three phases.	5,246,812			1,090,683	6,337,495



PROJECT TITLE	PROJECT SPONSOR	TIP- ID	DESCRIPTION	SURFACE TRANSPORTATION PROGRAM METRO	CARBON REDUCTION PROGRAM	TRANSPORTATION ALTERNATES PROGRAM	LOCAL	TOTAL
BURGESS AND VOLLMER INTERSECTION IMPROVEMENTS	El Paso County	2025 -025	Burgess and Vollmer Road Intersection is currently a non-signalized intersection in the Black Forest area, with stop controls on Burgess Road. The intersection is currently two-lane rural roadway without turn bays or acceleration lanes. Roadside ditches were graded to convey surface runoff on both side of the road. There is a need for a safe trail crossing to convey non-motorized traffic between the Black Forest Section 16 Open Space trail, Sand Creek Trail and the proposed Bike Route on Burgess. This project will improve this intersection to a safer operating intersection (options being studied during design are standard signalized intersection or roundabout) and provide a safer ADA compliant trail connection. Also included surface and drainage improvements, signage, striping and road resurfacing if needed.	290,014			60,287	350,301



PROJECT TITLE	PROJECT SPONSOR	TIP- ID	DESCRIPTION	SURFACE TRANSPORTATION PROGRAM METRO	CARBON REDUCTION PROGRAM	TRANSPORTATION ALTERNATES PROGRAM	LOCAL	TOTAL
BRADLEY ROAD WIDENING	El Paso County	2021-002	Design upgrades on approximately 1 mile of Bradley Rd from S. Academy Blvd. to Hancock Exp. From S. Academy Blvd. to Hancock Exp. to add two additional lanes to improve the road to a four lane principle arterial with multimodal infrastructure, add turn lanes or intersection improvements where needed and improve sight distances. Resurface the current two lane section and ensure proper drainage. Evaluate and construct improvements needed to meet current ADA standards. The intent of the project is to create a shovel-ready construction project to apply for future funding opportunities.	1,700,000			353,388	2,053,388
MOUNTAIN METROPOLITAN TRANSIT VEHICLE PURCHASE	Mountain Metropolitan Transit	2019-091	Purchase up to nine (9) hybrid transit vehicles, with MMT committing local match funds.		295,315		61,383	356,698



PROJECT TITLE	PROJECT SPONSOR	TIP-ID	DESCRIPTION	SURFACE TRANSPORTATION PROGRAM METRO	CARBON REDUCTION PROGRAM	TRANSPORTATION ALTERNATES PROGRAM	LOCAL	TOTAL
COLORADO AVE. ROADWAY IMPROVEMENTS: 31ST ST. TO LIMIT ST.	Colorado Springs	2023 -005	Colorado Avenue Roadway Improvements 31st St to 21st Street- The project will install operational and multimodal safety improvements for the corridor. The project will enhance Americans with Disabilities Act accessibility with curb, gutter, sidewalk, and ramp improvements. Stormwater, conduit / telecommunications, and utility improvements. This project will bring the roadway up to City standards, provide economic benefits to Old Colorado City by improving the pedestrian environment and addressing parking issues, speeding traffic and enhancing transit facilities.			218,716	54,769	273,485



PROJECT TITLE	PROJECT SPONSOR	TIP- ID	DESCRIPTION	SURFACE TRANSPORTATION PROGRAM METRO	CARBON REDUCTION PROGRAM	TRANSPORTATION ALTERNATES PROGRAM	LOCAL	TOTAL
CREEKWALK TRAIL PHASE 6	Manitou Springs	2023 -011	Creekwalk Trail Phase 6 - Lover's Lane/Wichita Parking Lot to intersection of Park Ave and Manitou Ave and intersection of Manitou Ave and Serpentine Ave to City Boundary at Serpentine Ave. The Creek Walk trail, which has the first 5 phases funded, is looking to continue performing topographical survey, ROW delineation, and trail design to continue the City's efforts to completely connect the Creek Walk Trail through the City. Phase 3 is fully funded and expected to be constructed in the fall of 2021. Phases 4 and 5 are kicking off the design phase in July, 2021. The goal is to provide a 10' wide concrete pavement path that aligns with Fountain Creek and provides for non-motorized connectivity through town.			184,000	46,000	230,000
TOTAL				7,499,326	295,315	402,716	1,721,077	9,918,434



2050 Long Range Transportation Plan Fiscally Constrained Project List

PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
8TH STREET IMPROVEMENTS – U.S. HIGHWAY 24 TO FOUNTAIN CREEK	Colorado Springs	2045-057	Construct roadway, pedestrian, and bicycle improvements and a bridge replacement at Fountain Creek
REPLACE AND UPGRADE TRANSIT IT EQUIPMENT AND SOFTWARE	Colorado Springs	2045-117	Maintain and upgrade existing transit hardware and software allowing for smart-cards, real-time bus information, traffic signal prioritization, etc. to improve efficiency and customer service.
COSTILLA AND CUCHARRAS ST. IMPROVEMENTS OVER SHOOKS RUN	Colorado Springs	2045-122	Improve Costilla St. and Cucharras St, including replacing the bridge over Shooks Run and improvements at Nevada Ave, Weber St, Corona St, Prospect St, Institute St, and Cedar St intersections.
WEBER ST. TRANSPORTATION IMPROVEMENTS	Colorado Springs	2045-157	Improve Weber St. to meet city standards from Lilac St. to Jackson St. The project will also construct a trail and transit only connection across the old Rock Island Railroad to Fillmore St. The trail and transit connection includes a bridge and trail connections to the Rock Island Trail.
PLATTE AVENUE CORRIDOR IMPROVEMENTS - CHELTON TO POWERS	Colorado Springs	2045-160	Construct six lane roadway and include a shared use trail, adjacent to Platte Ave between Chelton Rd and Powers Blvd, including connections to existing Sand Creek Trail



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
AUSTIN BLUFFS PKWY/GARDEN OF THE GODS RD./NEVADA AVE. INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT	Colorado Springs	2045-241	This project will improve traffic operations, multimodal access and safety for the intersection of Austin Bluffs Parkway/Garden of the Gods Road and Nevada Avenue. The intersection will be designed based on the Pikes Peak Rural Transportation Authority 3 Intersection Study. The project will also require a new bridge on Garden of the Gods Road over Monument Creek due to condition issues and to accommodate new configuration. The project includes extension of the multi-use trail along Austin Bluffs Parkway to the Pikes Peak Greenway and considers future enhanced transit connections along Nevada Ave
31ST ST./CAMP CREEK ROADWAY AND TRAIL IMPROVEMENTS - KIOWA ST TO FONTANERO ST	Colorado Springs	2045-247	Reconstruct roadway and bridges along the corridor to accommodate conversion of the concrete channel to a naturalistic rock lined channel. Includes new off-street trail and wayfinding signage for the corridor
CAMPUS TO CAMPUS CORRIDOR	Colorado Springs	2050-033	Enhanced Transit Corridor including Mobility Hubs connecting Pikes Peak State College Transfer Centers (at South Academy Blvd and Interquest Pkwy) to USAFA Gateway Visitor Center. Routing generally following Academy Blvd, Voyager Pkwy, and Northgate Blvd as determined by further analysis.
CASCADE - MARK DABLING CONNECTION (CONSTRUCTION)	Colorado Springs	2050-034	Extend Cascade Ave to the north to connect to Mark Dabling Blvd with two new bridges
CIRCLE/PLATTE INTERSECTION ENHANCEMENTS	Colorado Springs	2050-036	Design and construct intersection enhancements at the Platte Ave/Circle Dr intersection to address intersection delay and safety
COLORADO SPRINGS RAILROAD BRIDGES PROGRAM	Colorado Springs	2050-038	Repair/Rehabilitation/Replacement of railroad bridges due to condition issues (such as Uintah, Tejon, Nevada, Shooks Run) or for City required changes to accommodate other improvements



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
COTTONWOOD CREEK TRAIL CORRIDOR IMPROVEMENTS - UNION CROSSING	Colorado Springs	2050-039	Design and construct a grade-separated crossing of Cottonwood Creek Trail at Union Blvd
FILLMORE PEDESTRIAN SAFETY IMPROVEMENTS	Colorado Springs	2050-042	Conduct a pedestrian safety study along Fillmore St and implement recommendations. Consider access management, access to transit, and safe crossings
HANCOCK CORRIDOR STUDY AND IMPLEMENTATION	Colorado Springs	2050-044	Conduct a study to determine the desired function/role of Hancock Expressway between the airport and Downtown Colorado Springs considering vehicles use, enhanced transit corridor, bike and pedestrian connections, and desired land use
HANCOCK OVER SAND CREEK	Colorado Springs	2050-045	Replace Bridge over Sand Creek due to condition
LAS VEGAS ST BRIDGE OVER SHOOKS RUN	Colorado Springs	2050-047	Replace Bridge over Shooks Run and provide roadway, intersection and bicycle and pedestrian improvements to address safety, drainage, and access improvements
NEVADA AVE/GARDEN OF THE GODS RD/AUSTIN BLUFFS PKWY INTERSECTION STUDY	Colorado Springs	2050-052	Conduct an intersection improvement and selection study to identify improvements to the Nevada Ave/Garden of the Gods Rd/Austin Bluffs Pkwy Intersection
PINE CREEK TRAIL CONNECTION - PIKES PEAK GREENWAY TO RESEARCH PKWY	Colorado Springs	2050-056	Construct a shared use path along Pine Creek between Pikes Peak Greenway and Research Pkwy
PLAINS TO PEAK CORRIDOR	Colorado Springs	2050-057	Enhanced Transit Corridor including Mobility Hubs connecting Manitou Springs to Falcon. Routing generally following Colorado Ave, Pikes Peak Ave, Platte Ave, and U.S. Highway 24 as determined by further analysis.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
PLATTE AVE/ACADEMY BLVD INTERCHANGE CONVERSION	Colorado Springs	2050-059	Reconstruct Academy Blvd/Platte Ave interchange to be a quadrant road interchange to facilitate pedestrian movements along Platte Ave by removing ramps and across Academy by eliminating left turns on the bridge.
TERMINAL SOUTHGATE ENHANCED TRANSIT CORRIDOR STUDY AND IMPLEMENTATION	Colorado Springs	2050-064	Evaluate options for implementing enhanced transit, options should include routing and operations, and alternate routing.
VERMIJO STREETSCAPE IMPROVEMENTS - TEJON ST TO SHOOKS RUN	Colorado Springs	2050-066	Reconstruct roadway to enhance streetscape similar to recent improvements west of Tejon St
WOODMEN/INTERSTATE 25 INTERCHANGE CONGESTION MANAGEMENT	Colorado Springs	2050-067	Conduct interchange study for Woodmen Rd at Interstate 25 to reduce delay and improve safety
ADA COMPLIANCE PROGRAM	El Paso County Public Works	2045-165	Work will occur on a variety of roads in the unincorporated area within the Metropolitan Planning Organization boundary to carry out an Americans with Disabilities Act Compliance Program. Design and construct Americans with Disabilities Act improvements, missing sidewalk/trail connections, and intersection, signal and signing improvements.
BLACK FOREST RD.: PAVING FROM WALKER TO COUNTY LINE	El Paso County Public Works	2045-169	Design and construct surface improvements to Black Forest Rd. by converting the gravel road to pavement, fixing alignments, improving drainage, and improving intersections. Evaluate and construct improvements needed to meet current Americans with Disabilities Act standards.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
CURTIS RD. IMPROVEMENTS	El Paso County Public Works	2045-174	Design and reconstruct the road segments between Falcon Hwy. and State Highway 94. Design and construct features that address the higher accident rate including shoulders and improving sight distance with horizontal and vertical improvements, include drainage features, and add turn lanes and intersection improvements where needed. Add multimodal improvements. Maintain bridges and culverts on this segment. Evaluate and construct improvements needed to meet current Americans with Disabilities Act standards.
EASTONVILLE RD.: MCLAUGHLIN RD. TO EVANS	El Paso County Public Works	2045-176	Design and construct surface improvements to Eastonville Rd. by bringing arterial roadway to current standards, sight distance, horizontal and vertical improvements, surface paving (existing gravel areas), shoulders, drainage and intersection improvements, auxiliary lane improvements, multimodal improvements. Evaluate and construct improvements needed to meet current Americans with Disabilities Act standards.
FOUNTAIN MESA RD.: CABALLERO AVE. TO FONTAINE BLVD. IMPROVEMENTS	El Paso County Public Works	2045-183	Resurface and maintain the road segments, shoulders improvements, pedestrian improvements, improve sight distance, drainage, turn lanes and intersections where needed.
GARRETT RD. UPGRADE: U.S. HIGHWAY 24 TO CURTIS RD.	El Paso County Public Works	2045-185	Upgrade Garrett Rd. from U.S. Highway 24 to Curtis Rd. from a collector to a minor arterial. Resurface and maintain the road segments. Design and construct shoulders, improve sight distance with horizontal and vertical improvements, address drainage, add turn lanes and intersection improvements where needed. Future Stetson Hills connection - Local road right now
HANCOCK EXPWY. AT CLEARVIEW DR./YUCATAN DR.	El Paso County Public Works	2045-188	Traffic signal replacement and intersection reconstruction/safety improvement. Replace signal equipment, auxiliary lane improvements, drainage improvements and pedestrian improvements.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
LAKE WOODMOOR DR.	El Paso County Public Works	2045-193	From Woodmoor Dr. to State Highway 105, design and construct improvements to sight distances and intersections, resurface pavement, maintain drainage, and add multimodal facilities. Evaluate and construct improvements needed to meet current Americans with Disabilities Act standards.
MESA RIDGE PKWY. IMPROVEMENTS: POWERS BLVD TO MARKSHEFFEL RD.	El Paso County Public Works	2045-201	Complete the connection between Powers Blvd. (State Highway 21) and Marksheffel Rd. by designing and constructing a 2-lane urban principle arterial including intersection and auxiliary lane improvements, multimodal improvements, drainage and water quality improvements, and installation of bridge/s if needed.
SECURITY BLVD. AT WILLIS DR.	El Paso County Public Works	2045-208	Traffic signal replacement and intersection reconstruction/safety improvement. Replace signal equipment, auxiliary lane improvements, drainage improvements and pedestrian improvements.
INTELLIGENT TRANSPORTATION SYSTEM PROGRAM	El Paso County Public Works	2045-211	Design and construct an intelligent transportation system, which would allow for an integrated and centrally controlled traffic management system, sensors for traffic counts, incident management, etc. This may require installing fiber optic cable, radar, cameras, signal control upgrades and accessory equipment and equipment at DWP to monitor and control the system to better manage traffic efficiency and capacity.
VOLLMER RD. IMPROVEMENTS: MARKSHEFFEL RD. TO SHOUP RD	El Paso County Public Works	2045-215	Bring roadway to current two-lane arterial standards, sight distance, horizontal and vertical improvements, surface paving (existing gravel areas), shoulders, drainage and intersection improvements, auxiliary lane improvements, multimodal improvements.
BRADLEY RD.: GRINNELL TO WAGEMAN DR.	El Paso County Public Works	2045-233	Design and construct 2 additional lanes and add multimodal features.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
B STREET IMPROVEMENTS	El Paso County Public Works	2050-068	This was a project identified in our Local Road Safety Plan as a high crash area that needed safety improvements. Design and reconstruct/construct roadway for appropriate lane configuration which may include pavement overlay, intersection and drainage improvements, transit accommodations, Americans with Disabilities Act improvements and consistent cross section including multimodal accommodations and access control.
BLANEY/DAVIS/HOOFBEAT GRAVEL ROAD CONVERSION	El Paso County Public Works	2050-070	Design and construction of a gravel road conversion for freight service. This project supports the regional use of the landfill on Blaney Road. These connector roads are gravel and have too many truck trips to safely function for freight. The gravel roads need to be paved and brought up to current standards including multiuse shoulders, safety improvements, turn lanes and auxiliary lanes, intersection, drainage and water quality improvements.
EVANS RD GRAVEL ROAD CONVERSION - MERIDIAN RD. TO ELBERT RD.	El Paso County Public Works	2050-073	This gravel road segment has too many trips to safely function. The gravel road needs to be paved and brought up to current standards. The project will design and construct a gravel road conversion to paved roads with multiuse shoulders, safety improvements, turn lanes and auxiliary lanes, intersection and drainage and water quality improvements.
MERIDIAN RD. - LATIGO BLVD TO HODGEN RD.	El Paso County Public Works	2050-075	Design and construct a project to bring the roadway to current 2-lane arterial standards, including sight distance, horizontal and vertical improvements, surface paving (existing gravel areas), add shoulders, drainage and intersection improvements, add auxiliary lanes and multimodal improvements.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
MERIDIAN RD. S. GRAVEL ROAD CONVERSION - BRADLEY RD. TO DRENNAN RD.	El Paso County Public Works	2050-076	This gravel road segment has too many trips to safely function. The gravel road needs to be paved and brought up to current standards. The project will design and construct a gravel road conversion to paved roads with multiuse shoulders, safety improvements, turn lanes and auxiliary lanes, intersection and drainage and water quality improvements.
SAFETY PROGRAM - EPOXY MARKING, MULTIUSE SHOULDERS, SAFETY EDGES ON RURAL ROADS, ETC.	El Paso County Public Works	2050-082	Program project to improve safety for all users with Federal Highway Administration safety countermeasures and other safety, operational and Americans with Disabilities Act improvements.
FOUNTAIN CREEK REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2045-182	An 8-foot-wide multi-use trail, the Fountain Creek Primary Regional Trail begins at the El Pomar Youth Sports Complex in Colorado Springs and travels southward 24.90 miles through the City of Fountain to the El Paso/Pueblo County line. Approximately 14.55 miles of the trail is complete and finished with crusher fines surfacing. This project will complete the southernmost 10.40 miles of trail and will constitute the last segment of the Colorado Front Range Trail through El Paso County Public Works. Primarily surfaced in crusher fines, the trail will connect to 2 transit stops, one Park and Ride location, and 3 parks/open spaces. Project would be conducted in partnership with the City of Fountain and possibly the Fountain Creek Watershed District.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
JACKSON CREEK REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2045-191	This proposed contiguous non-motorized regional trail will connect the City of Colorado Springs and the Town of Monument. Approximately 9.38 miles long, excluding alternate routes, this 8-foot-wide Tier I trail begins at its intersection with the New Santa Fe Regional Trail, travels east on Highway 105 before turning south along Jackson Creek Parkway. At Higby Road, the trail turns east before turning south into the Home Place Ranch development along Gleneagle Drive. The trail then continues south through an existing trail easement, crosses Baptist Road before turning southwest near Jessie Drive following open spaces to Struthers Road. The trail then splits into two sections, one heading west under Interstate 25 to the New Santa Fe Trail, the other heading south along Struthers Road to North Gate Boulevard and the City of Colorado Springs trail system.
FOX RUN REGIONAL TRAIL (CHERRY CREEK)	El Paso County Public Works Parks & Community Services Department	2045-216	The 12.65-mile-long Fox Run Regional Trail begins at the intersection of Old Denver Road and Baptist Road, continuing east 1.7 miles as the completed 8-foot-wide sidewalk along Baptist Road, before turning north through Promontory Pointe, where it shares a trail corridor with the proposed Jackson Creek Regional Trail. The trail then turns east through Sanctuary Point, connecting to Fox Run Regional Park, utilizing a 1-mile long completed section of crusher fine-surfaced trail. The trail leaves the park, continuing east along Hodgen Road before crossing Hodgen Road and turning south through the proposed Flying Horse North development where it connects to the existing Black Forest Regional Park trail system.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
BLACK FOREST REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2050-084	At 6.25 miles in length, this primary regional trail begins at U.S. Highway 83 and continues along Shoup Road where it terminates at its connection to the Pinerias Open Space and Black Forest Section 16 at the intersection of Shoup Road and Vollmer Road. Project includes design, clearances and construction.
CREWS GULCH REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2050-085	This 2.85-mile section of the primary regional trail begins where the existing Crews Gulch Regional Trail ends, at the intersection of Fountain Mesa Road and Fontaine Boulevard. The trail continues east along Fontaine Boulevard to Marksheffel Road at Lorson Ranch, where it connects with the proposed Jimmy Camp Creek Regional Trail. Project includes design, clearances and construction.
EASTONVILLE / LATIGO REGIONAL TRAILS	El Paso County Public Works Parks & Community Services Department	2050-086	A mixed land use trail in nature, the Eastonville Regional Trail starts in an urbanized environment at Woodmen Road and runs north along Eastonville Road, connecting to Falcon High School and Falcon Regional Park. Entering a more rural area, the trail then continues to northward the existing Latigo Trails Open Space, where the trail turns westward and connects to Pinerias Open Space, utilizing road rights-of-way and proposed property easements. Project includes design, clearances and construction.
HIGHWAY 94 REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2050-087	Approximately 16.6 miles in length, the Highway 94 Regional Trail connects the City of Colorado Springs to the Town of Ellicott, including possible connections to Schriever Air Force Base and the Mayberry development. The trail starts at the intersection of Highway 94 & East Highway 24 and runs east along Highway 94 before ending at the Town of Ellicott. Project includes design, clearances and construction.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
PALMER DIVIDE REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2050-088	Beginning at the Pinerias Open Space Trailhead, this 10.5-mile primary regional trail connects the Pinerias Open Space to Homestead Ranch Regional Park. Its Pinerias location allows it to make further connections southward to Black Forest Section 16 and the Sand Creek Regional Trail. Utilizing the existing singletrack trail loop in Pinerias Open Space, the trail continues northeast through Black Forest Reserve, crossing Meridian Road at a proposed underpass, where it continues northeast where it connects to the existing Woodlake portion of the trail. From the Woodlake Trailhead, the trail turns east along Hodgen Road and continues to through subdivisions to eventually connect to the Homestead Ranch Regional Park. Project includes design, clearances and construction.
SAND CREEK REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2050-089	Approximately 5.55 miles long, this 8-foot wide primary regional trail commences along Sand Creek north of Woodmen Road at the City of Colorado Springs / El Paso County Public Works line, follows Sand Creek north to Arroyo Lane, where it continues along Vollmer Road to Burgess Road and connects to the Black Forest Section 16. Ultimately, the trail will allow contiguous non-motorized connections to Pinerias Open Space and the Palmer Divide Regional Trail, which is proposed to connect to Homestead Ranch Regional Park. It will connect to the City trail system at Woodmen Road, 2 bike lanes, 1 school, 2 parks/open spaces, 3 trails, commercial developments, and several neighborhoods along Sand Creek. Project includes design, clearances and construction.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
SOUTH POWERS TRAIL	El Paso County Public Works Parks & Community Services Department	2050-090	Commencing at Clear Spring Ranch, this 9.8-mile primary regional trail travels northward along the planned South Powers Boulevard right-of-way corridor, ending at Powers Boulevard and Fontaine Boulevard where it connects to a proposed extension of the Crews Gulch Regional Trail. This trail would thus allowing for future connections to other primary and secondary regional trails in the area. Project includes design, clearances and construction.
UTE PASS REGIONAL TRAIL	El Paso County Public Works Parks & Community Services Department	2050-091	A important urbanized portion of the Ring the Peak Trail System, this particular project would focus on the last remaining unfinished 2-mile section of the Ute Pass Regional Trail. Commencing at the intersection of U.S. Highway 24 and Fountain Avenue in Cascade, the trail continues southeastward along the West Highway 24 corridor, where it then turns southward along French Creek where it makes a connection to Longs Ranch Road and then the existing terminus of the Ute Pass / Ute Indian Trail. Project includes design, clearances and construction.
STAPLETON DR./BRIARGATE PKWY.: TOWNER AVE. TO MERIDIAN RD.	El Paso County Public Works/Private	2045-213	Where needed, design and construct new road segments and where needed design and construct additional through lanes to increase capacity from 2 to 4 lane expressway standard to reduce existing congestion, drainage and intersection improvements, auxiliary lane improvements, multimodal improvements.
BLACK FOREST RD. WIDENING: OLD RANCH ROAD TO SHOUP GRINNELL BLVD: GOLDFIELD TO POWERS BLVD. (STATE HIGHWAY 21)	El Paso County Public Works/Private El Paso County Public Works/Private	2045-231 2045-236	Expand two-lane minor arterial to a four-lane major arterial. Design and construct two additional lanes with multimodal features and improve the intersection at Powers Blvd. (State Highway 21).



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
DRENNAN RD. GRAVEL ROAD CONVERSION	El Paso County Public Works/Private	2050-092	Design and construct improvements to Drennan Rd. including converting the gravel road to pavement and bringing the road to current standards, adding multiuse shoulders, safety improvements, turn lanes and auxiliary lanes where needed, intersection, drainage and water quality improvements. This important east/west connection is one of few roads in the southern part of county that connect residents, agricultural products and military employees/contractors access to four bases.
ELBERT ROAD – U.S. HIGHWAY 24 TO COUNTY LINE RD. N IMPROVEMENTS	El Paso County Public Works/Private	2050-093	Elbert Road makes an important connection from U.S. Highway 24 East going to Douglas County and connects to State Highway 86. Design and construct a project to bring the roadway to current 2-lane arterial standards, improve sight distance, horizontal and vertical improvements, add multi-use shoulders, drainage, water quality, intersection improvements, and auxiliary and turn lanes.
MERIDIAN RD. - BRADLEY RD. TO SQUIRREL CREEK RD.	El Paso County Public Works/Private	2050-094	New road connection needed. Design and construct the new 2-lane road segment to include intersection and auxiliary lane improvements, pedestrian improvements, drainage and water quality improvements.
WALKER RD FROM STEPPLER RD TO BLACK FOREST RD	El Paso County Public Works/Private	2050-095	Construct paved multiuse shoulders, improve driving surface, drainage, turn lanes, accel. and decel. lanes, and intersection improvements.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
OLD PUEBLO RD. RECONSTRUCTION FROM LINK RD. TO ILLINOIS AVE.	Fountain	2045-221	6900' long; 2 travel lanes; 2 bike lanes; 25 to 30 mph; minor arterial; 6" vertical curb; 6' attached/detached sidewalk. Full reconstruction to address significant slippage cracking, longitudinal cracking, alligator cracking, block cracking, potholes, distortions and rutting. This is a critical roadway that serves numerous residents in the following adjacent subdivisions Ventana, Tera, Fountain Farms and Fountain Industrial Park. Turn lanes will be necessary at the intersections to ensure the through lanes will not experience interrupted flow as they do today.
SOUTHMOOR DR. RECONSTRUCTION FROM U.S. HIGHWAY 85/87 TO U.S. HIGHWAY 85/87	Fountain	2045-222	12,100' long; 2 lanes; 25 to 30 mph; major collector; vertical/mountable curb; 6' attached/detached sidewalk. Full reconstruction to address significant transverse cracking, longitudinal cracking, alligator cracking and edge cracking. This is a critical roadway that serves numerous residents and several businesses including Fountain Valley Senior Center, Anderson Brothers Subdivision, Beckett Development, Fountain Plaza North, Fountain Commons, Pedro Subdivision and the Southmoor Subdivision.
BELVIDERE AVENUE RIGHT-OF-WAY IMPROVEMENTS	Green Mountain Falls	2050-096	Planning/design and construction
GREEN MOUNTAIN FALLS TRANSPORTATION SAFETY IMPROVEMENT PROJECT	Green Mountain Falls	2050-099	The Town of Green Mountain Falls seeks to create improvements to pedestrian, bicycle and vehicular traffic through the implementation of realignment and improvement of trails, widening of Ute Pass Avenue to include Americans with Disabilities Act pedestrian walkways and public transit infrastructure (bus shelters, etc.).



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
CRYSTAL PARK RD. IMPROVEMENTS	Manitou Springs	2045-223	The first phase of the proposed Crystal Park Road improvement plan is to install sidewalk, curb, gutter, and lighting that is missing on the North and East side from Old Crystal Park Rd. to Sutherland Pl., and install a sidewalk, curb, gutter, and lighting from Sutherland Pl. to Crystal Hills Blvd. A section of the 1.5 miles of Crystal Park Rd., a 2-lane road with a speed limit of 25 mph throughout, with a primarily residential and commercial function. Labeled as phase two, and part of phase one, of the Manitou Springs Crystal Park Rd. Traffic Study.
EAST MANITOU AVE. PEDESTRIAN AND DRAINAGE IMPROVEMENTS PH 2	Manitou Springs	2045-224	Sidewalk, curb/gutter, crosswalk, storm drainage, street lighting, and landscaping improvements, and undergrounding of electricity, telephone and cable lines on Manitou Ave. from intersection with El Paso Blvd. to overpass of US-24 Bypass. Project costs also include traffic circle at Manitou Ave./El Paso Blvd. intersection, plans/specs and bid document creation and construction administration services. Project area approximately 5,005 linear feet total.
EL PASO BLVD. PEDESTRIAN AND DRAINAGE IMPROVEMENTS	Manitou Springs	2045-255	Design and construct, transportation-related improvements to 7900 linear feet of El Paso Boulevard from Manitou Ave. to the City boundary. Roadway improvements including curb/gutter, sidewalk, crosswalks, storm drainage, street lighting, landscaping improvements, and undergrounding of electricity, telephone, and cable lines.
LOVERS LANE AND CREEK WALK TRAIL PEDESTRIAN AND MOBILITY IMPROVEMENTS	Manitou Springs	2045-256	Design transportation-related improvements to 1500 linear feet of Lover's Lane from Canon Ave. to El Paso Blvd. Project includes survey, right of way acquisition, design, and construction. Roadway improvements including multimodal trail (Creek Walk Trail), curb/gutter, crosswalks, storm drainage, street lighting, landscaping improvements, and undergrounding of electricity, telephone, and cable lines.



PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
U.S. HIGHWAY 24/PETERSON RD. INTERCHANGE	Multiple Agencies	2045-248	Conduct environmental clearance, design services and construction from the US 24 ramps intersecting with Peterson Road to the Peterson AFB North Gate. The project will accommodate pedestrian and bicycle infrastructure and include improvements for transit service up to the gate entrance.
RAIL STATION DESIGN/CONSTRUCTION PROJECT	Multiple Agencies	2045-258	The project limits are to be determined in conjunction with the Southwest Chief Through Car Study and service development planning for the Front Range Passenger Rail. Project includes planning, design, and construction of a rail station in the Pikes Peak Metropolitan Planning Area. Final approval to spend funding would be via addition to the TIP.
POWERS BLVD. (STATE HIGHWAY 21) - SOUTH EXTENSION TO RAIL PARK (WEST OF INTERSTATE 25)	Multiple Agencies/Private	2045-246	Design, right of way acquisition and construction of a 2-lane arterial interim section of S. Powers (State Highway 21) per the Planning and Environment Linkages, including multimodal, water quality, and other features to reduce traffic on other area roads and provide a redundant link to Interstate 25. This road will serve freight from Powers north, Colorado Springs airport and the Freight distribution centers around the airport.
PALMER LAKE COUNTY LINE RD. WIDENING AND SAFETY PROJECT	Palmer Lake	2050-104	The County Line Road widening and safety design and construction project is approximately 2/3 of a mile, from Spruce Mountain Road to the top of the hill just past the Greenland Open Space where El Paso County Public Works begins maintenance, a minor arterial roadway.
PALMER LAKE FOREST VIEW ROADWAY IMPROVEMENT PROJECT	Palmer Lake	2050-105	The Forest View roadway improvement design and construction project is approximately .5 mile, from Red Rocks Ranch Road to Douglas Avenue, a major collector roadway.
PLANNING - POOLED FUNDS	Regional	2050-115	Planning projects and/or products within the Metropolitan Planning Organization region.

PROJECT NAME	SPONSOR AGENCY	LONG RANGE TRANSPORTATION PLAN ID	PROJECT DESCRIPTION
ALTERNATE MODES - POOLED FUNDS	Regional	2050-116	Alternate modes projects and/or products within the Metropolitan Planning Organization region
SAFETY AND CONGESTION MANAGEMENT - POOLED FUNDS	Regional	2050-117	Safety and Congestion Management projects and/or products within the Metropolitan Planning Organization region.
AMERICAN DISCOVERY TRAIL CONNECTION	Woodland Park	2045-237	Construct a 550' long, 8 ft. wide asphalt trail from US-24 (existing sidewalk) to the Fountain Creek Open Space and connect to the American Discovery trail.
STATE HIGHWAY 67 CORRIDOR IMPROVEMENTS - PHASE II	Woodland Park	2045-238	The State Highway 67 Phase II project is to widen the highway from 2-lanes to 4-lanes including dedicated left turn lanes, bi-directional center turn lane; accel/decel lanes; and an underground stormwater system. This multi-modal project includes sidewalks on the west side connecting pedestrian facilities with Evergreen Heights Drive and Stone Ridge Village.



Appendix H: Performance Measures and Targets

Performance Measures and Targets

The following are the most recent performance targets adopted by the Pikes Peak Area Council of Governments and Mountain Metropolitan Transit along with metrics. All roadway and transit projects identified for funding in this Transportation Improvement Program align with one or more of the following performance targets. In addition, these performance measures and targets were used as a guide to help establish overall goals for the 2050 Long Range Transportation Program and project scoring methodology. Both the goals and scoring also apply to the Transportation Improvement Program and the project selection process.

Recently the targets that have been approved by Pikes Peak Area Council of Governments committees are those set by the state in the following categories: Pavement Condition, Bridge Condition, System Reliability, and Safety.

Highway Safety (Performance Measure 1)

There are five performance measures in the highway safety category related crashes: number of fatalities, fatalities per 100 million vehicle miles traveled, number of serious injuries, serious injuries per 100 million vehicle miles traveled, and non-motorized fatalities and serious injuries. Data is collected from the Colorado Department of Revenue, refined by the Colorado Department of Transportation and analyzed by Pikes Peak Area Council of Governments staff. Targets for the highway safety category are established annually. For the Safety measures, Pikes Peak Area Council of Governments 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. The following targets are anticipated to be adopted by the Board of Directors in February 2026. Targets are established annually.

Adopted Safety Targets

HIGHWAY SAFETY PERFORMANCE MEASURE	TARGET
NUMBER OF FATALITIES	734
FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED	3,997
NUMBER OF SERIOUS INJURIES	1,342
SERIOUS INJURY RATE PER 100 MILLION VEHICLE MILES TRAVELED	7,276
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	784

Infrastructure Condition (Performance Measure 2) and System Performance (Performance Measure 3)

Federal regulation requires states and Metropolitan Planning Organizations to establish new Infrastructure Condition (Performance Measure 2) and System Performance (Performance Measure 3) targets based on updated data typically every 4 years or during a mid-cycle update. As the region's designated Metropolitan Planning Organization, the Pikes Peak Area Council of Governments can either adopt targets set by the state department of transportation, or set regional targets based on data only within its Metropolitan Planning Organization boundary. Pikes Peak Area Council of Governments committees and staff most recently 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.

Below are the 4-year data-informed targets established by the Colorado Department of Transportation in October 2022 and supported by the Pikes Peak Area Council of Governments in February 2023.

INFRASTRUCTURE CONDITION PERFORMANCE MEASURE	TARGET
PERCENT OF PAVEMENT ON INTERSTATE IN GOOD CONDITION	Above or at 47.0%
PERCENT OF PAVEMENT ON INTERSTATE IN POOR CONDITION	Below or at 3.5%
PERCENT OF PAVEMENT ON NON-INTERSTATE IN GOOD CONDITION	Above or at 43.0%
PERCENT OF PAVEMENT ON NON-INTERSTATE IN POOR CONDITION	Below or at 3.5%
PERCENT OF NATIONAL HIGHWAY SAFETY BRIDGES IN GOOD CONDITION	Above or at 38.5%
PERCENT OF NATIONAL HIGHWAY SAFETY BRIDGES IN POOR CONDITION	Below or at 4.0%

SYSTEM RELIABILITY PERFORMANCE MEASURE	TARGET
PERCENT OF PERSON-MILES TRAVELED ON INTERSTATE THAT ARE RELIABLE	Above or at 79.0%

SYSTEM RELIABILITY PERFORMANCE MEASURE	TARGET
PERCENT OF PERSON-MILES TRAVELED ON NON-INTERSTATE NATIONAL HIGHWAY SYSTEM THAT ARE RELIABLE	Above or at 94.0%
TRUCK TRAVEL TIME RELIABILITY INDEX	Below or at 1.46

Two other Performance Measure 3 target categories, emissions reductions and traffic congestion, are not required of the Pikes Peak Area Council of Governments because the region is in attainment for air quality.

Transit

Federal regulations also require Metropolitan Planning Organizations to incorporate transit performance measures, transit targets, and agency plans directly into the Transportation Improvement Program. Mountain Metropolitan Transit, the region's designated Federal Transit Administration recipient, establishes Transit Asset Management and Public Transportation Agency Safety Plan targets, which the Pikes Peak Area Council of Governments must integrate into both the Long Range Transportation Plan and Transportation Improvement Program. The following information was provided to the Pikes Peak Area Council of Governments by Mountain Metropolitan Transit.

Transit performance management encompasses three areas:

1. Transit Asset Management (State of Good Repair)

Under Transit Asset Management requirements, transit agencies must maintain assets in a State of Good Repair and set annual performance targets. The Pikes Peak Area Council of Governments incorporates these targets in the Transportation Improvement Program to prioritize transit investments and guide decision-making.

Mountain Metropolitan Transit, Transit Asset Management Targets:

- Revenue Vehicles Useful Life Benchmarks: Large Fixed-Route Buses (35–40 ft): 14 years; Small Fixed-Route Buses (30 ft): 12 years; Paratransit Cutaways: 8 years; Vanpool Vehicles: 8 years
- Facilities: Transit Economic Requirements Model score of 3 or higher indicates adequate condition



- Equipment & Information Technology Assets: Replaced on a 4–5 year cycle
- State of Good Repair Backlog: Approximately \$18 million, which grows under constrained funding scenarios

Transportation Improvement Program-funded transit projects, such as fleet replacement, facility rehabilitation, and technology upgrades, directly support Transit Asset Management targets by reducing the backlog, improving fleet condition, maintaining facilities, and enhancing operational sustainability.

2. Public Transportation Agency Safety Plan

Mountain Metropolitan Transit's Public Transportation Agency Safety Plan establishes safety performance targets for all transit modes. Transportation Improvement Program programming supports Public Transportation Agency Safety Plan goals by:

- Replacing aging vehicles with safer, more reliable alternatives
- Improving technology systems for incident reporting and operator protection
- Enhancing accessibility and safety at stops and stations
- Supporting operational reliability through upgraded maintenance facilities

MODE	MAJOR EVENTS	COLLISIONS	FATALITIES	INJURIES	MEAN DISTANCE BETWEEN FAILURES
FIXED ROUTE	12	0.35	1	14	243 miles
PARATRANSIT	1	0.09	0	1	43 miles
VANPOOL	0	0	0	0	0 miles

Safety risk reduction programs aim for a 10% reduction in safety events, injuries, and operator assaults across the system. Investments support these targets by funding safer vehicles, improved technology, and upgraded infrastructure.

3. Transit Mobility, Access, and Regional Goals

Beyond Transit Asset Management and the Public Transportation Agency



Safety Plan, the 2050 Regional Transit Plan establishes broader transit goals guiding Transportation Improvement Program investments:

- Expanding mobility and access for seniors, students, and persons with disabilities
- Improving regional connectivity between job centers, educational institutions, and military installations
- Providing reliable and frequent transit service as an alternative to driving
- Strengthening multimodal integration through mobility hubs and first-/last-mile improvements
- Supporting residents by improving transit access in underserved neighborhoods

Transportation Improvement Programs Projects by Performance Measure

The following table summarizes the federally required performance measures in comparison to the number of Transportation Improvement Program projects that correspond to them. Note that many projects align with multiple performance measures

PERFORMANCE MEASURE CATEGORY	NUMBER OF PROJECTS
HIGHWAY SAFETY	69
INFRASTRUCTURE CONDITION	23
SYSTEM PERFORMANCE	37
TRANSIT	26



Appendix I: Title VI Analysis Definition and Guiding Principles

The Pikes Peak Area Council of Governments is guided by federal Title VI mandates. The Pikes Peak Area Council of Governments strives to not only meet these mandates, but to also create an overall transparent and inclusive planning process.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Pikes Peak Area Council of Governments receives federal financial assistance.

The Pikes Peak Area Council of Governments adopted its most recent Title VI Plan in June 2023. This plan outlines how the Pikes Peak Area Council of Governments meets Title VI requirements. It also identifies the concentrations of populations within the Pikes Peak region, utilizing an Environmental Protection Agency's mapping tool; provides demographic information per the U.S. Census; and provides information regarding those with limited English proficiency in the region.

For the purposes of the following analysis, a “minority population” means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons who will be similarly affected by a proposed program, policy or activity.

“Minority” includes persons who are:

- American Indian and Alaska Native
- Asian
- Black or African American
- Hispanic or Latino
- Native Hawaiian and other Pacific Islander

“Low-income” for this analysis means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant,

geographically dispersed/transient persons who will be similarly affected by a proposed program, policy or activity.

Methodology for this Analysis

Some analyses examine only the adverse effects of transportation plans and projects. For a metropolitan transportation system, analyses should examine how the Long Range Transportation Plan and the Transportation Improvement Program promote the safety, mobility, economic productivity, human environment, natural environment, and other goals identified in state and local plans for all populations served by the transportation agency. A complete analysis examines both the benefits to and adverse effects (or “burdens”) of transportation plans or projects on populations.

The demographic data shown in the following maps comes from the Environmental Protection Agency, which utilizes standard and nationally consistent data to highlight places that may have higher environmental burdens and vulnerable populations. Demographic indexes were developed by the Environmental Protection agency by combining environmental and demographic indicators in basic geographic units of Census block groups. It records the percentile of each Census block group for the following indicators, and not the actual percentage. Percentiles express all the observations of a given occurrence below a certain percentage of that occurrence. For example, if an area is at the 57th percentile in the nation, this means that for the average person the block group score is greater than (or equal to) 57% of the national population. The percentiles in the following maps represent the Census block group compared with the state of Colorado. Using percentiles allows the maps to illustrate higher concentrations of populations relative to the average across the state. Percentiles were used rather than percentages because percentages alone do not provide a good representation of what percentage might be considered high for an area. The geographic framework for the mapping tool was built from 2020 Census Topologically Integrated Geographic Encoding and Referencing / Line data.

This data is analyzed against the mappable transportation projects in the 2027-2031 Transportation Improvement Program. Projects included in this analysis are only those with funding in the programmed years of the Transportation

Improvement Program (Fiscal Years 2027-30) and the illustrative fifth year (Fiscal Year 2031). It is understood that projects with only Fiscal Year 2026 funds that are not obligated will roll forward into the Fiscal Years 2027-31 Transportation Improvement Program; however, as they were included in previous Title VI analysis during previous Transportation Improvement Program cycles they were not included here.

Analysis by Project Type

The Transportation Improvement Program project types are concentrated in a few areas: reconstruction, replacement, or maintenance of road and bridge facilities; capacity or road widening projects; transit and high-capacity transit projects; bicycle and pedestrian facilities and crossings; other safety or accessibility improvements; and drainage and water quality improvements. Roadway reconstruction and capacity projects receive the largest portion of locally controlled funding, with additional large amounts going to preventive maintenance surface treatments and safety improvements from other funding sources.

Roadway widening and new road construction projects

Roadway widening is a type of project that has the potential to help or harm minority communities by either providing reduced travel times or bringing increased noise, pollution, and safety issues that come with increased traffic and more dangerous or stressful crossings. The widening projects in the Transportation Improvement Program are few, dispersed, not extensive, and are aimed at addressing traffic “bottlenecks.” They are not likely to provide much benefit or drawbacks to minority or low-income populations. Although there is a significant portion of Hispanic and low-income population in the vicinity of the Bradley Road widening project, local communities appear as likely to benefit from congestion relief as they are to be negatively affected by increased noise, pollution, etc.

Transit projects

While there are no specific mappable transit projects in the Transportation Improvement Program, there are several projects that will expand local transit service and prioritize transit improvements. These will serve a wide area to include many low-income and minority populations. As documented in the 2023 Title VI

Plan, Mountain Metropolitan Transit has a long-term goal for fixed-route service to be available to 90% of the Colorado Springs urbanized Area. Note that this is different than the coverage area for Americans with Disabilities Act complementary paratransit, which is federally mandated and is defined as a $\frac{3}{4}$ -mile buffer around all fixed routes. Based on the guidance in the 2023 Title VI Plan, a coverage analysis was performed on the existing transit network. The analysis utilized a $\frac{1}{4}$ -mile buffer around regular fixed-routes and a $\frac{3}{4}$ -mile buffer around deviated fixed-routes. Fountain Municipal Transit's fixed-route was also included in this calculation. Populations residing in census blocks with their centroids located within the buffer were considered to be "served." The results of this analysis showed 44% of the total urbanized area population (per the 2020 Census) of Colorado Springs is served by Mountain Metropolitan Transit, indicating more coverage is needed in the network in the long-term.

Roadway safety and other roadway enhancement projects

A significant amount of funding under Colorado Department of Transportation control is dedicated to safety enhancements on major facilities in eastern Colorado Springs: Colorado State Highway 24, Colorado State Highway 83, and Interstate 25. Adopting a generalized definition of "safety improvements" and given that portions of the projects are adjacent to low-income and multiple minority population centers, there should be some safety benefit for these populations. However, the project descriptions lack sufficient detail to make an accurate determination. For example, it is unknown which travel mode(s) will receive safety improvements, and it is unknown whether "mobility" improvements will increase or decrease access to the facilities for low income or minority populations.

Bicycle and pedestrian projects

The bicycle and pedestrian projects in the Transportation Improvement Program consist of a mix of crossing improvements and trail enhancements and extensions on roads such as Manitou Avenue, Galley Road, and Woodmen Road. These projects are geographically dispersed throughout the region and appear to neither avoid nor target areas of low income or minority populations. Areas of low income, Black and other more dispersed minority populations are adjacent to several of the

improvements and may enjoy improved safety and access to outdoor exercise and recreation opportunities as well as biking and walking as modes of transportation.

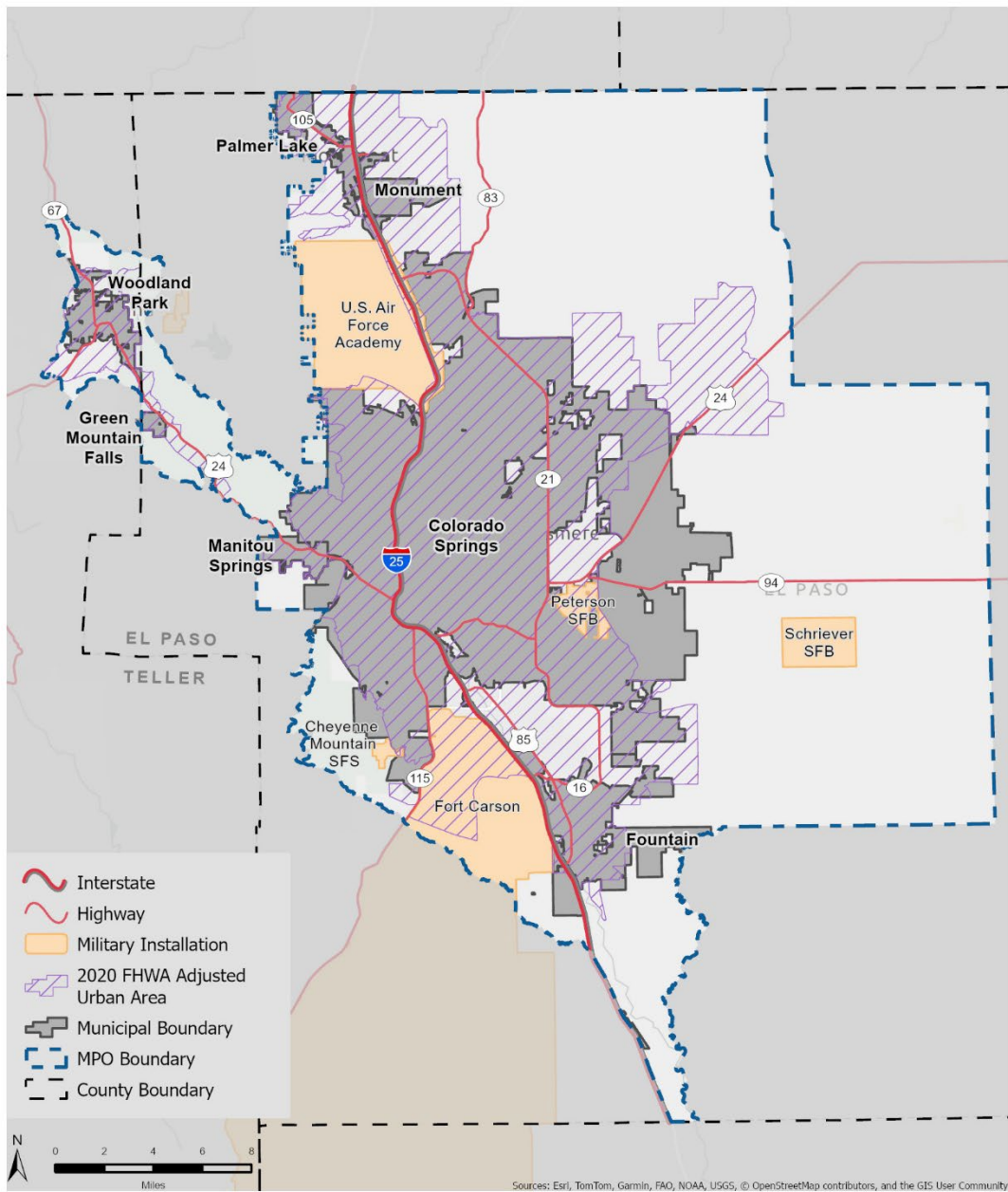
Maintenance, replacement, and reconstruction projects

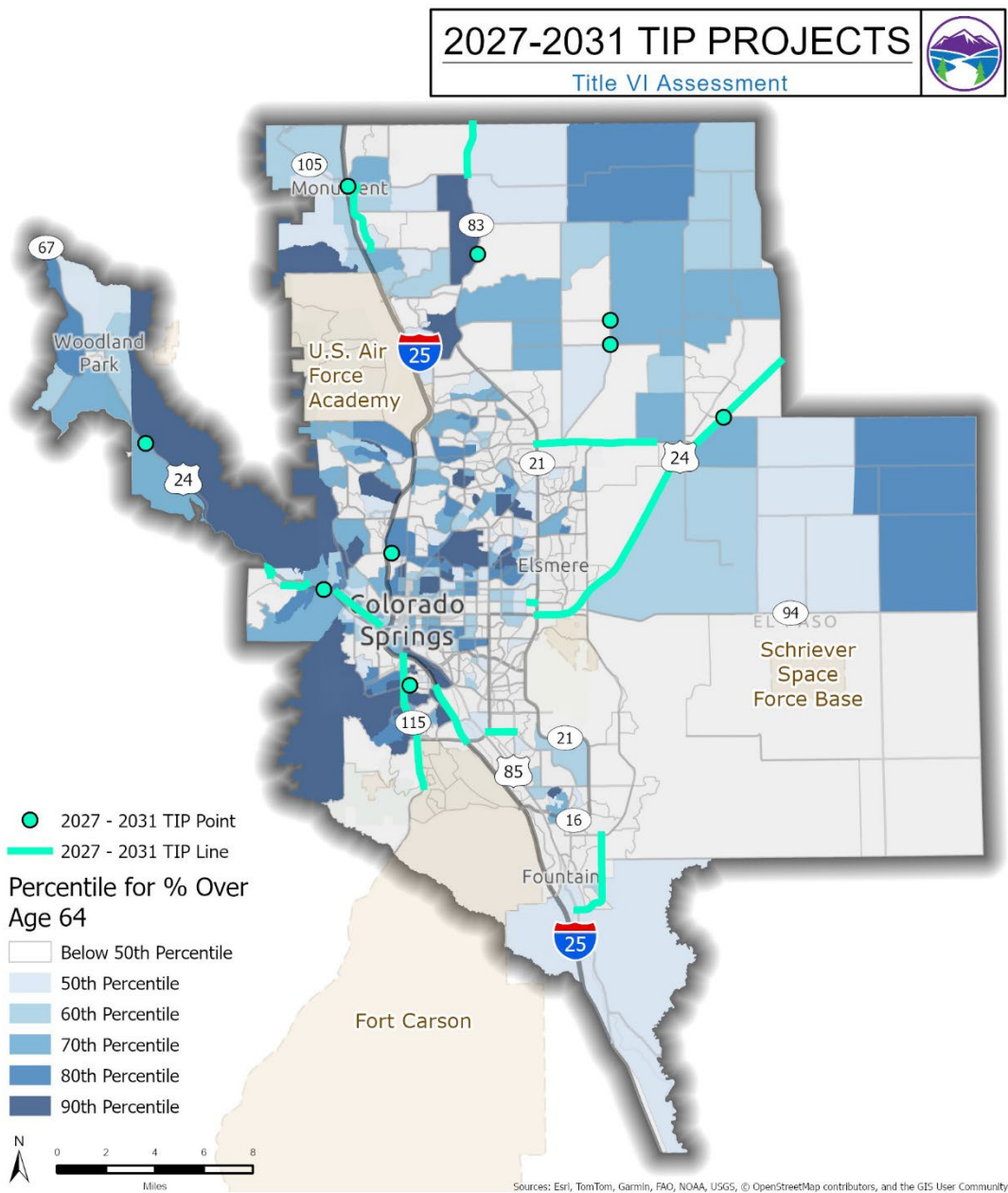
There are several projects that primarily include maintenance, replacement, or reconstruction of facilities. Like bicycle and pedestrian projects, these projects are geographically dispersed throughout the region and appear to neither avoid nor target areas of low income or minority populations. Low income and several minority populations are adjacent to these projects and may benefit from functional improvements and reconstruction of facilities to higher standards.

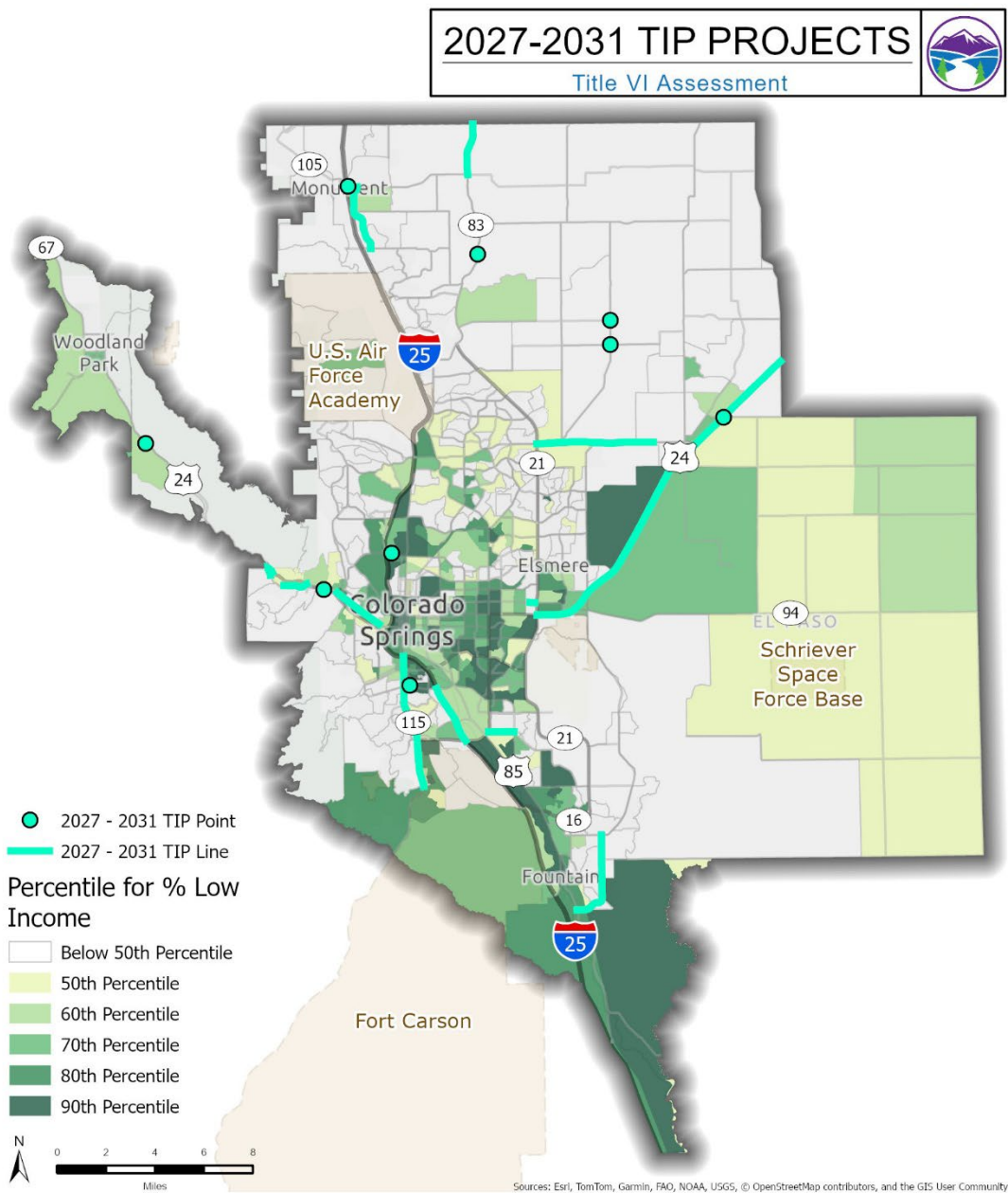
Net Effect on Populations

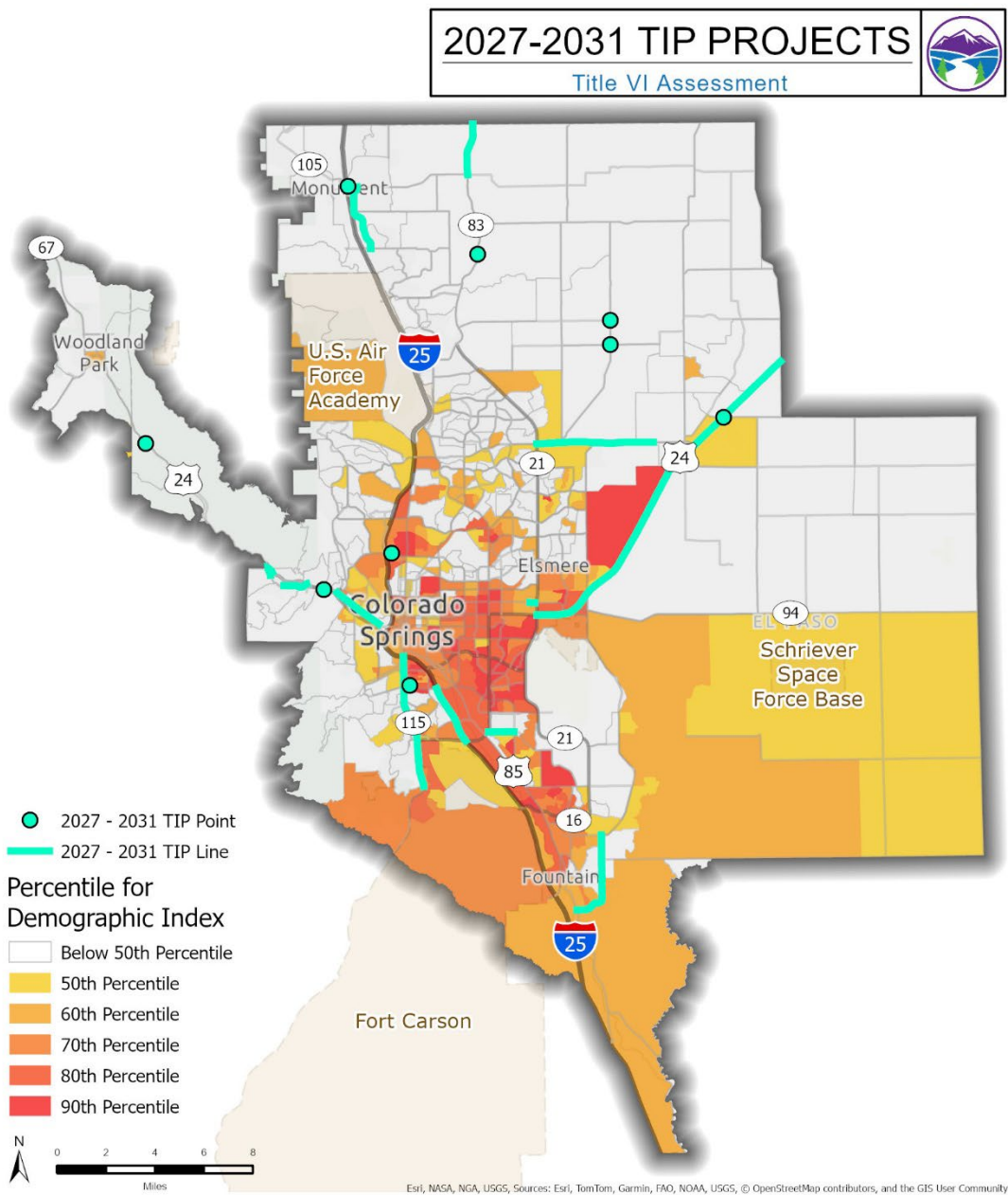
As a group, the Fiscal Years 2027-2031 projects before regional project selection and after project selection do not disproportionately impact federally protected classes or other communities and have the same potential impact (both to help and hurt) on minority and low-income concentrated areas as that of the entire region. Much of the real effect will depend on how the projects are developed and whether any mitigation techniques are used, which suggests that the situation should be monitored through the implementation of this plan. The best way to understand the likely impacts, for better or for worse, would be to perform more targeted outreach to these minority and low-income concentrated areas and to work closely with the appropriate member jurisdictions in determining the best approach for potentially disruptive projects that make use of federal funds.

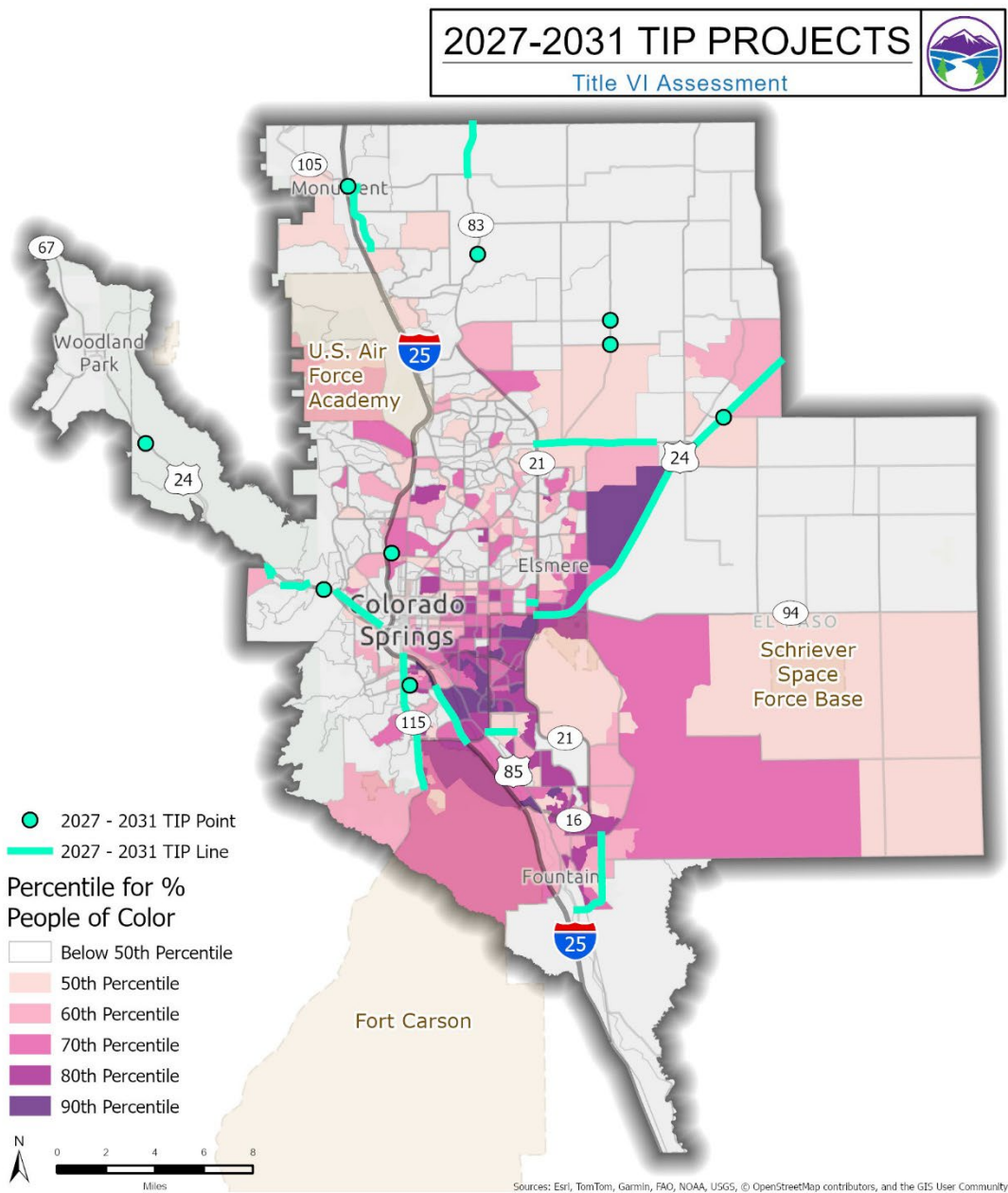
The Title VI and Limited English Proficiency Plans include several provisions and recommendations for this type of targeted, proactive outreach and can act as guides moving forward. It is also worth noting that, in addition to this regional analysis, National Environmental Policy Act studies will need to be conducted for individual projects that use federal funds.











Appendix J: Public Involvement Plan



Pikes Peak Area
Council of Governments
Communities Working Together

PIKES PEAK AREA COUNCIL OF GOVERNMENTS TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC INVOLVEMENT PLAN

Introduction

The Pikes Peak Area Council of Governments serves as the designated Metropolitan Planning Organization for the Pikes Peak region. The Metropolitan Planning Organization boundaries are illustrated in Figure 1. The Pikes Peak Area Council of Governments is responsible for coordinating and programming federal and state transportation and transit funds for projects throughout the region. In fulfilling this role, the Pikes Peak Area Council of Governments works collaboratively with member agencies, the Colorado Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and Colorado Springs Mountain Metropolitan Transit to align transportation planning and funding resources with regional and local needs.

The Fiscal Year 2027 through Fiscal Year 2031 Transportation Improvement Program serves as the region's short-range implementation plan and reflects the vision and priorities identified in the region's Long Range Transportation Plan. The Transportation Improvement Program was developed under the guidance of the Pikes Peak Area Council of Governments Board of Directors and with input from its advisory committees. It includes four programmed years of projects and one illustrative year.



Development of the Transportation Improvement Program followed the competitive project selection process established in the Long Range Transportation Plan. Member agencies submitted projects considered vital to the region's transportation system. These projects were evaluated and scored by Pikes Peak Area Council of Governments staff and then further prioritized and selected by the Transportation Advisory Committee.

The Transportation Improvement Program includes projects funded through a combination of federal, state, and local sources. It aligns with the region's Long Range Transportation Plan and advances projects that support the achievement of goals set by the Long Range Transportation Plan, the United States Department of Transportation, Federal Transit Administration, Federal Highway Administration, and Colorado Department of Transportation. The full document is available here: [Pikes Peak Area Council of Governments 2050 Long Range Transportation Plan](#)



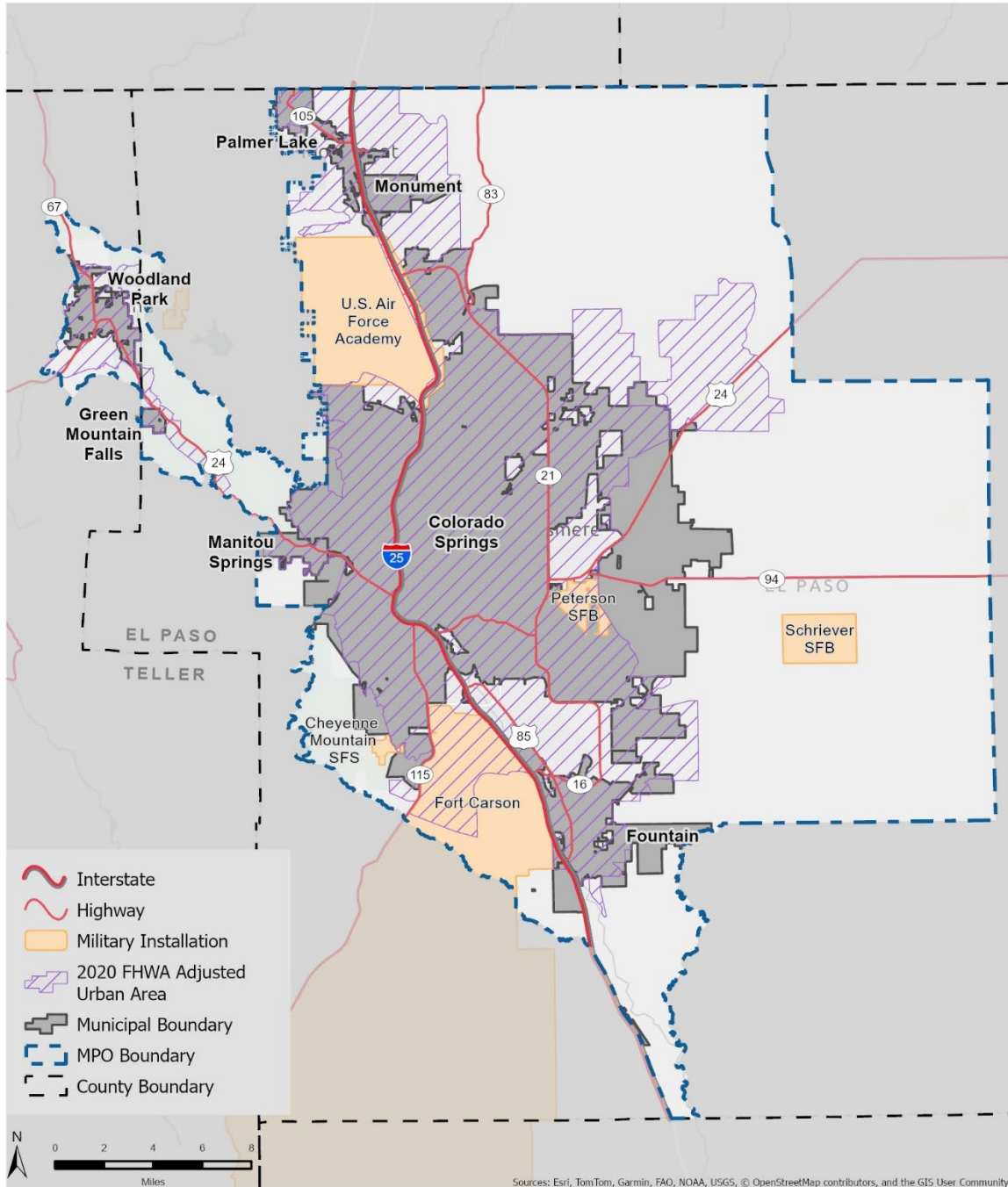


Figure 1: Pikes Peak Region MPO Boundary

Purpose of the Public Involvement Plan

The Public Involvement Plan outlines the procedures that the Pikes Peak Area Council of Governments will follow and identifies the methods it will use to ensure that the region's public is involved in planning efforts to the greatest extent



reasonably possible. The Public Involvement Plan is reviewed annually and updated as needed. It is designed to facilitate participation from a broad range of community members, including traditionally underrepresented or underserved populations such as minorities, seniors, individuals with low incomes, and individuals with disabilities.

Serving the Public: Pikes Peak Area Council of Governments' Responsibilities

The Pikes Peak Area Council of Governments recognizes the critical importance of building public understanding and support for the agency's activities. To achieve this, the Pikes Peak Area Council of Governments maintains a set of public involvement procedures that meet and often exceed federal requirements. These procedures are guided by the following major objectives:

- Establish a transparent framework that Pikes Peak Area Council of Governments staff follow when conducting public engagement efforts.
- Define the tools and techniques used to effectively reach the region's diverse population; and
- Conduct periodic evaluations to assess the effectiveness of public engagement strategies and make updates to the Public Involvement Plan as necessary.

The public involvement process at the Pikes Peak Area Council of Governments complies with federal mandates and supports national transportation planning goals through the following practices:

- Provide adequate and timely notice of public participation opportunities, including public review and comment periods for key decisions.
- Actively seek out and consider the needs of traditionally underserved populations, including low-income and minority households.
- Hold public meetings at convenient times and in accessible locations to encourage broad participation.
- Utilize visualization techniques to enhance public understanding of the planning process.
- Ensure timely and reasonable access to transportation planning information.

- Provide information in accessible electronic formats to promote both equity and sustainability.
- Facilitate a two-way communication process that demonstrates explicit consideration and response to public input.
- Fully comply with all applicable federal laws, including the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964, and relevant Executive Orders.
- Coordinate public involvement efforts with state and local transportation planning agencies; and
- Periodically review and assess the effectiveness of the procedures and strategies outlined in the PIP.

Opportunities to Engage with the Pikes Peak Area Council of Governments and Where to Find Information

The Pikes Peak Area Council of Governments employs a variety of strategies to enhance public involvement, with the goal of making information accessible through both digital and print platforms. These strategies are designed to inform the public and encourage meaningful participation in the regional transportation planning process.

- PPACG.org – The official website provides comprehensive information about the transportation planning process, funding programs, core regional planning documents, a document library, planning studies, and other technical resources. Opportunities for public participation in the Transportation Improvement Program can be found on the Transportation Improvement Program webpage: [Transportation Improvement Program - Pikes Peak Area Council of Governments \(ppacg.org\)](https://www.ppacg.org/transportation-improvement-program).
- Print Media –The Pikes Peak Area Council of Governments publishes press releases in local newspapers to inform the public about important updates, events, and opportunities for involvement.
- Public Meetings – Meetings of the Pikes Peak Area Council of Governments Board of Directors and advisory committees are held monthly and are open to the public. Each meeting includes a designated public comment period at the beginning, during which members of the public are invited to speak for up to three minutes. Meeting notices, agenda packets, and minutes are

posted on the Pikes Peak Area Council of Governments website for public access.

- Open Houses – At least one open house is held during the Transportation Improvement Program development process. These events are conducted in both in-person and hybrid formats to maximize accessibility for all participants.
- Public Comment Period – All public comments received during the designated comment period are made available on the Pikes Peak Area Council of Governments website after the period concludes. These comments are reviewed and considered by Pikes Peak Area Council of Governments staff and the Board of Directors during the Transportation Improvement Program approval process. Transportation Improvement Program-related materials remain accessible on the website and can be provided in alternative formats or translated into other languages upon request.

Accommodation Available, Including Translation Services

The Pike Peak Area Council of Governments strives to ensure the region's public can fully participate in public involvement efforts, projects, and programs. The Pikes Peak Area Council of Governments makes available accommodations for individuals with disabilities and those with limited English proficiency. Appropriate documents will include language such as, "Pikes Peak Area Council of Governments public meetings are held in Americans with Disabilities Act-accessible facilities and transit-accessible locations whenever possible. Should additional auxiliary aids or services be needed to participate, please contact ppacg@ppacg.org or (719) 471-7080 x139," so that we can do our best to accommodate all needs.

Policies and Procedures for Public Comments

All comments must be received by the close of the comment period to be explicitly addressed and included in the final plan. The Pikes Peak Area Council of Governments considers all public comments and is responsible for coordinating a response to comments in a timely manner. A written summary, analysis, and report on the disposition of all significant comments received during the public comment periods will be provided as part of the final document. All final documents are posted on the Pikes Peak Area Council of Governments website.

Evaluating Our Effectiveness

A variety of tools will be used to measure the quantity and quality of interactions the Pikes Peak Area Council of Governments has with the public. The evaluation results will be used to modify the practices, as appropriate. Questionnaires, Polls, and/or surveys may be used to provide feedback on a variety of topics. Staff will debrief on feedback as necessary throughout the Transportation Improvement Program process.

Public Involvement Plan Updates

The Public Involvement Plan document can be modified during the process subject to a 45-day public comment period as subject to the Pikes Peak Area Council of Governments Public Participation Plan guidelines.

Pikes Peak Area Council of Governments Contacts

PPACG - (719) 471-7080

John Liosatos - *Transportation Director*

x105

jliosatos@ppacg.org

Danelle Miller - *Senior Transportation Planner*

x140

dmiller@ppacg.org

Josh Squires - *Transportation Planner*

x133

jsquires@ppacg.org

Jared Verner - *Public Policy and Communications Manager*

x139

jverner@ppacg.org



Appendix K: Public Comments

A 30-day public comment period will be held XX-XX, 2026. Comments received during that timeframe will be reported here.



Appendix L: Federal Transportation Improvement Program Requirements Compliance Crosswalk

This appendix provides a summary crosswalk of federal Transportation Improvement Programs requirements and identifies where each requirement is addressed in the Fiscal Years 2027-2031 Pikes Peak Area Council of Governments Transportation Improvement Program. The table is intended to support transparency and verify compliance with applicable planning and programming regulations.

FEDERAL REQUIREMENT	REGULATION CITATION	DESCRIPTION OF REQUIREMENT	TRANSPORTATION IMPROVEMENT PROGRAM SECTION / PAGE
TRANSPORTATION IMPROVEMENT PROGRAM REQUIRED AND MINIMUM COVERAGE	23 CFR §450.326(a)	Metropolitan Planning Organization must prepare a Transportation Improvement Program covering at least four years	Introduction, pp. 8
TRANSPORTATION IMPROVEMENT PROGRAM UPDATE CYCLE	23 CFR §450.326(b)	Transportation Improvement Program must be updated at least every four years	Introduction, pp. 9
FISCAL CONSTRAINT	23 CFR §450.326(j)	Transportation Improvement Program must be fiscally constrained by funding source and year	Financial Plan, pp. 20
CONSISTENCY WITH LONG RANGE TRANSPORTATION PLAN	23 CFR §450.326(i)	All Transportation Improvement Program projects must be consistent with the adopted Long Range Transportation Plan	Federal Requirements – Relationship to the Long Range Transportation Plan, pp. 11
PROJECT DETAIL REQUIREMENTS	23 CFR §450.326(h)	Transportation Improvement Program	Program of Projects; Appendix F



FEDERAL REQUIREMENT	REGULATION CITATION	DESCRIPTION OF REQUIREMENT	TRANSPORTATION IMPROVEMENT PROGRAM SECTION / PAGE
		must include project scope, cost, funding, year, and sponsor	
REGIONALLY SIGNIFICANT PROJECTS	23 CFR §450.326(d)	All regionally significant projects must be included, regardless of funding	Regionally Significant Projects, pp. 14
AIR QUALITY CONFORMITY	Clean Air Act §176(c); 23 CFR Part 93	Transportation Improvement Program must conform to the State Implementation Plan	Air Quality Conformity; Appendix C
PUBLIC PARTICIPATION	23 CFR §450.316(a)	Public participation process required for Transportation Improvement Program development	Public Participation; Appendix J
PERFORMANCE-BASED PLANNING	23 CFR §450.306(d)	Transportation Improvement Program must link investments to performance targets	Performance Management; Appendix H
TRANSIT COORDINATION	49 CFR §613.200	Transportation Improvement Program must include transit projects and coordination with transit operators	Transit Funding and Revenues, pp. 23
OPERATIONS AND MAINTENANCE	23 CFR §450.326(j)	Financial plan must include system-level operation and maintenance estimates	Maintenance and Operations, pp. 25
TITLE VI COMPLIANCE	49 CFR Part 21	Transportation Improvement Program must comply with Title VI nondiscrimination requirements	Title VI; Appendix I
ELECTRONIC TRANSPORTATION IMPROVEMENT PROGRAM / PROJECT TRACKING	23 CFR §450.326	Transportation Improvement Program must be maintained and amended as projects change	Electronic Transportation Improvement Program Section, pp. 43



Appendix M: Assurances

PIKES PEAK AREA COUNCIL OF GOVERNMENTS
ANNUAL TITLE VI ASSURANCES
FISCAL YEAR 2025-2026

1. There have been no lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the Pikes Peak Area Council of Governments within the last year, July 1, 2025 through June 30, 2026.
2. The Pikes Peak Area Council of Governments, as the MPO, does not currently have any pending applications to any federal agency other than the FTA.
3. There were no civil rights compliance reviews performed on the Pikes Peak Area Council of Governments by any local, state or federal agency during the period July 1, 2025 through June 30, 2026.
4. Title VI will be enforced by the Pikes Peak Area Council of Governments for all contractors. All contracts with the Pikes Peak Area Council of Governments include compliance measures that, in effect, state that failure to comply with Title VI requirements will result in termination of the contract. A copy of the standard contract language regarding Title VI is attached.

Dated: 02/11/2026

Pikes Peak Area Council of Governments

by


Andrew Gunning
Executive Director





Pikes Peak Area
Council of Governments
Communities Working Together

General Assurance

The Pikes Peak Area Council of Governments HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance, it will comply with Title VI of the Civil Rights Act of 1964, (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, that no person in the United States shall, on the grounds of race, color, national origin, gender, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this assurance.

Specific Assurances

Federal Highway Program Assurance

More specifically and without limiting the above general assurance, the Pikes Peak Area Council of Governments hereby gives the following specific assurances with its Federal-aid Highway Program.

1. The Pikes Peak Area Council of Governments agrees that each “program” and each “facility” as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a “program”) conducted, or will be (with respect to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. The Pikes Peak Area Council of Governments requires that all contractors sign and agree to a professional services contract (see Appendix X) which explicitly outlines Title VI requirements and regulations.
3. That where the Pikes Peak Area Council of Governments receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
4. That where the Pikes Peak Area Council of Governments receives Federal financial assistance in form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights space on, over, or under such property.



5. That this assurance obligates the Pikes Peak Area Council of Governments for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Pikes Peak Area Council of Governments or any transferee for the longer of the following periods:
 - a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. The period during which the Pikes Peak Area Council of Governments retains ownership or possession of the property.
6. The Pikes Peak Area Council of Governments shall provide for such methods of administration for the program as are found by the Secretary of Transportation, or the official to whom he or she delegates specific authority, to give reasonable guarantee that it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed by or pursuant to the Act, the Regulations and this assurance.
7. The Pikes Peak Area Council of Governments agrees that the United States has the right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

Federal Transit Administration Assurance

The Pikes Peak Area Council of Governments HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Federal Transit Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Pikes Peak Area Council of Governments will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and, in compliance with the Department of Transportation Title VI regulation, 49 CFR Part 21.9.
3. The Pikes Peak Area Council of Governments will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.



Certification

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Pikes Peak Area Council of Governments by the Department of Transportation under the Federal-aid Highway Program/Federal Transit Grant Program and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in the interest, and other participants in these same Federal-aid programs. The person whose signature appears below is authorized to sign this assurance on behalf of the Pikes Peak Area Council of Government.

DATED 02/11/2026

Pikes Peak Area Council of Governments

By



Andrew Gunning
Executive Director



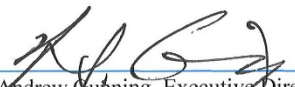


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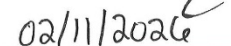
TITLE VI POLICY STATEMENT

It is the policy of the Pikes Peak Area Council of Governments that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act, the Civil Rights Restoration Act of 1987, and any other applicable non-discrimination civil rights laws and regulations.

The Pikes Peak Area Council of Governments' Title VI Administrator is granted the authority to administer and monitor the Title VI Plan as promulgated under the Title VI Civil Rights Act of 1964 and any subsequent legislation and will provide assistance as needed.



Andrew Cunning, Executive Director
Pikes Peak Area Council of Governments



Date

For more information contact:
Pikes Peak Area Council of Governments
Title VI Coordinator
15 S. 7th St.
Colorado Springs, CO 80905
719-471-7080





Pikes Peak Area
Council of Governments
Communities Working Together

DECLARACION DE POLITICA CONFORME AT TITULO VI

Es política de la Organización de Planificación Metropolitana del Pikes Peak Area Council of Governments (PPACG) que a ninguna persona, por razones de raza, color, u origen nacional, se le excluya de participación, se le nieguen beneficios, o de cualquier otra manera se le discrimine bajo cualquier programa o actividad conforme at Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, y cualquier otra ley o reglamento aplicables de derechos civiles contra la discriminación.

El Coordinador del Título VI del PPACG tiene la autoridad para administrar y supervisar el Plan del Título VI conforme se lo promulga en el Título VI de la Ley de Derechos Civiles de 1964 y cualquier legislación posterior, y ofrecerá asistencia según corresponda.



Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

02/11/2026

Fecha

Para obtener más información, comuníquese con:

Pikes Peak Area Council of Governments
Coordinador del Title VI
15 S. 7th St.
Colorado Springs, CO 80905
719-471-7080



Project	TIP-ID	FY	Fund type	Pre-Amendment Amount	Adjustment	Post-Amendment Amount
Woodmen Rd. SH 21 to 1,000' East of Black Forest	2023-004	27	STP Metro	\$4,853,646	(\$681,628)	\$4,172,018
			Local Match	\$1,008,953	(\$141,693)	\$867,260
		28	STP Metro	\$2,173,351	(\$599,565)	\$1,573,786
			Local Match	\$451,786	(\$124,635)	\$327,151
		31	STP Metro	\$0	\$7,330,081	\$7,330,081
			Local Match	\$0	\$1,523,743	\$1,523,743
Regional Traffic Data Service	2025-029	27	STP Metro	\$0	\$240,091	\$240,091
			Local Match	\$0	\$49,909	\$49,909
		28	STP Metro	\$0	\$240,091	\$240,091
			Local Match	\$0	\$49,909	\$49,909
		29	STP Metro	\$0	\$216,640	\$216,640
			Local Match	\$0	\$45,034	\$45,034
		30	STP Metro	\$0	\$240,091	\$240,091
			Local Match	\$0	\$49,909	\$49,909
MMT Transit Planning Studies	2019-045	31	STP Metro	\$0	\$240,091	\$240,091
			Local Match	\$0	\$49,909	\$49,909
		29	STP Metro	\$231,000	(\$231,000)	\$0
			Local Match	\$34,850	(\$34,850)	\$0
		30	STP Metro	\$0	\$468,930	\$468,930
			Local Match	\$0	\$97,479	\$97,479
MMT Metro Rides	2023-006	31	STP Metro	\$0	\$245,068	\$245,068
			Local Match	\$0	\$50,944	\$50,944
		29	STP Metro	\$262,500	(\$262,500)	\$0
			Local Match	\$54,463	(\$54,463)	\$0
		30	STP Metro	\$0	\$250,000	\$250,000
			Local Match	\$0	\$51,969	\$51,969
Link Road Reconstruction	2021-005	31	STP Metro	\$0	\$250,000	\$250,000
			Local Match	\$0	\$51,969	\$51,969
		30	STP Metro	\$0	\$2,633,777	\$2,633,777
			Local Match	\$0	\$547,497	\$547,497
Galley Road Sidewalks	2021-009	30	STP Metro	\$0	\$2,240,986	\$2,240,986
			Local Match	\$0	\$465,846	\$465,846
		28	CRP	\$1,229,007	(\$85,385)	\$1,143,622
			Local Match	\$255,480	(\$17,749)	\$237,731
		29	CRP	\$1,155,058	(\$73,949)	\$1,081,109
			Local Match	\$255,480	(\$15,372)	\$240,108
		30	CRP	\$0	\$159,334	\$159,334
			Local Match	\$0	\$33,122	\$33,122
		27	TAP	\$0	\$403,849	\$403,849
			Local Match	\$0	\$100,962	\$100,962
		28	TAP	\$0	\$244,764	\$244,764
			Local Match	\$0	\$61,191	\$61,191
Burgess and Vollmer Intersection Improvements	2025-025	29	TAP	\$0	\$270,217	\$270,217
			Local Match	\$0	\$67,554	\$67,554
		30	STP Metro	\$0	\$3,702,791	\$3,702,791
			Local Match	\$0	\$769,719	\$769,719
		31	STP Metro	\$0	\$1,471,335	\$1,471,335
			Local Match	\$0	\$305,854	\$305,854
MMT Vehicle Purchase	2019-091	27	CRP	\$1,229,007	(\$96,708)	\$1,132,299
			Local Match	\$255,480	(\$20,103)	\$235,377
		30	CRP	\$0	\$995,724	\$995,724
			Local Match	\$0	\$206,986	\$206,986
		31	CRP	\$0	\$1,155,058	\$1,155,058
			Local Match	\$0	\$240,108	\$240,108
Colorado Ave. Roadway Improvements: 31st St. to Limit St.	2023-005	30	TAP	\$0	\$1,202,755	\$1,202,755
			Local Match	\$0	\$300,689	\$300,689
		31	TAP	\$0	\$82,755	\$82,755
			Local Match	\$0	\$20,689	\$20,689
Serpentine Area Improvements	2023-043	31	TAP	\$0	\$1,120,000	\$1,120,000
			Local Match	\$0	\$280,000	\$280,000

Creekwalk Trail Phase 6	2023-011	27	TAP	\$184,000	(\$184,000)	\$0
			Local Match	\$46,000	(\$46,000)	\$0



Date: February 25, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Committee Membership

Action Requested: Provide Guidance

Summary

Due to the resignation of Dr. Paul Wiggins, there is a vacancy for an at-large member of the Community Advisory Committee.

Section 7 of the CAC bylaws state the following:

"The committee shall screen and/or interview applicants to fill at-large vacancies on the committee and make recommendations to the Board of Directors. All other membership positions are nominated by the member entity.

The PPACG Board, thereafter, reviews all recommendations and appoints members to this Committee."

As the previous application period was in spring 2024, it is recommended that staff hold a new application period to ensure transparency and process. Staff recommends that previous applicants be contacted for their interest and considered in this process, unless the Community Advisory Committee directs otherwise.

During the previous at-large selection process, a subcommittee of the Community Advisory Committee was formed to provide recommendations on at-large positions. Staff would like guidance on the membership of that subcommittee for this opening.

Proposed Motion

Provide guidance on the Community Advisory Committee vacancy and a potential membership subcommittee.

Strategic Plan Goals

☐ Advocacy: Serve as an effective advocacy voice for common ground issues.

- ☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☐ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.



Date: February 25, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: John Liosatos, Transportation Director/Cambridge Systematics

Subject: Regional Freight Plan

Action Requested: Information Only

Summary

In 2023, the Pikes Peak Area Council of Governments conducted a Regional Freight Mobility Study with the assistance of Cambridge Systematics. Following that effort, we are now developing a Regional Freight Plan. Local stakeholders have been interviewed, and the goals and objectives of the plan are being developed. Representatives from Cambridge Systematics will present an update on the project and its status.

Proposed Motion

Information only

Attachments

None.

Strategic Plan Goals

- ☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
- ☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.



Date: February 25, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Public Participation Plan

Action Requested: Information Only

Summary

Federal regulations require the Pikes Peak Area Council of Governments to produce a Public Participation Plan to guide public involvement for agency plans and programs in order to ensure a well-informed effort. The Public Participation Plan helps to determine how public input will be solicited and used during the planning process, sets certain minimum requirements for notification of the public, and provides guidance for inclusion of underrepresented groups. The Public Participation Plan was last formally adopted by the Board of Directors in 2019.

This update provides the starting point for the next 5-year planning cycle, including the 2055 Long Range Transportation Plan and future Transportation Improvement Program documents. (These changes will not impact the Fiscal Years 2027-2031 Transportation Improvement Plan that is currently in development.)

In addition to the Public Participation Plan, staff will also be updating the Title VI Plan and Limited English Proficiency Plans. These were last formally adopted in 2023 but are in need of update. These documents will be brought as a suite through the committee process in upcoming months.

Proposed Motion

For information only.

Attachments

- 1) Public Participation Plan presentation

Strategic Plan Goals

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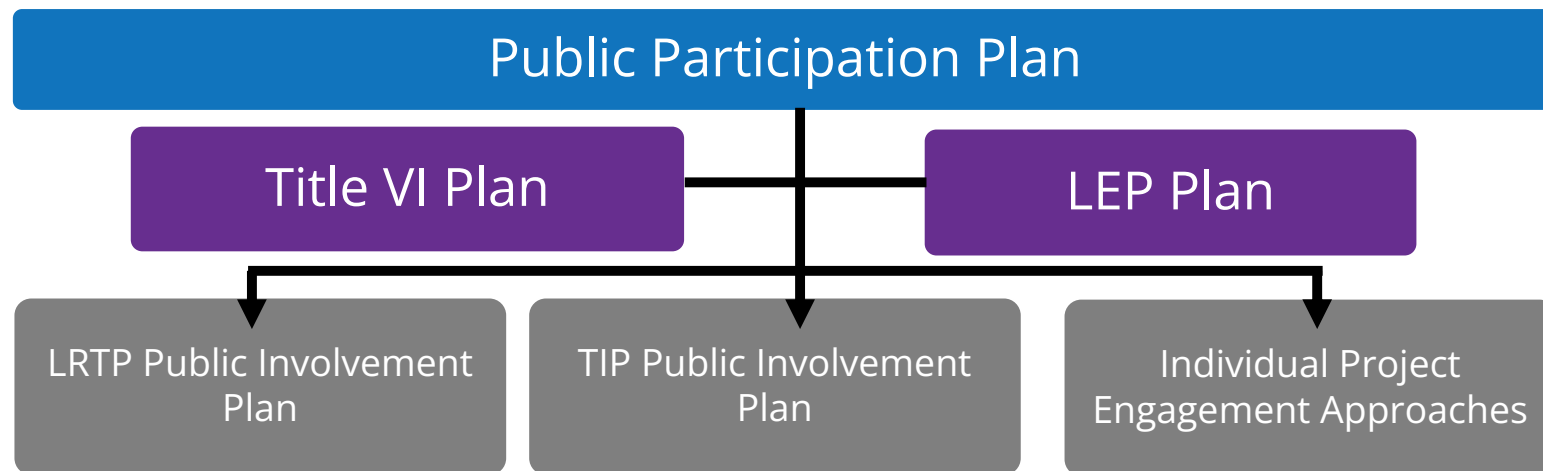


Pikes Peak Area
Council of Governments
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Public Participation Plan Update

February 2026

MPO Public Engagement Guidance



- The public participation plan is an overarching document for activities undertaken by the MPO.
- The Title VI Plan and Limited English Proficiency (LEP) Plan are companion plans to the PPP.
- Individual projects has public involvement plans or other approaches that are specifically identified to support that project/process.

Document Update Cycle

Document	Update Cycle	Last Adopted
Public Participation Plan	No required cadence, treated as a living document and formally adopted at the beginning of the 5-year planning cycle	2019
Title VI Plan	Every 3 years	2023
Limited English Proficiency (LEP) Plan	No required cadence, but usually updated with the Title VI Plan	2023



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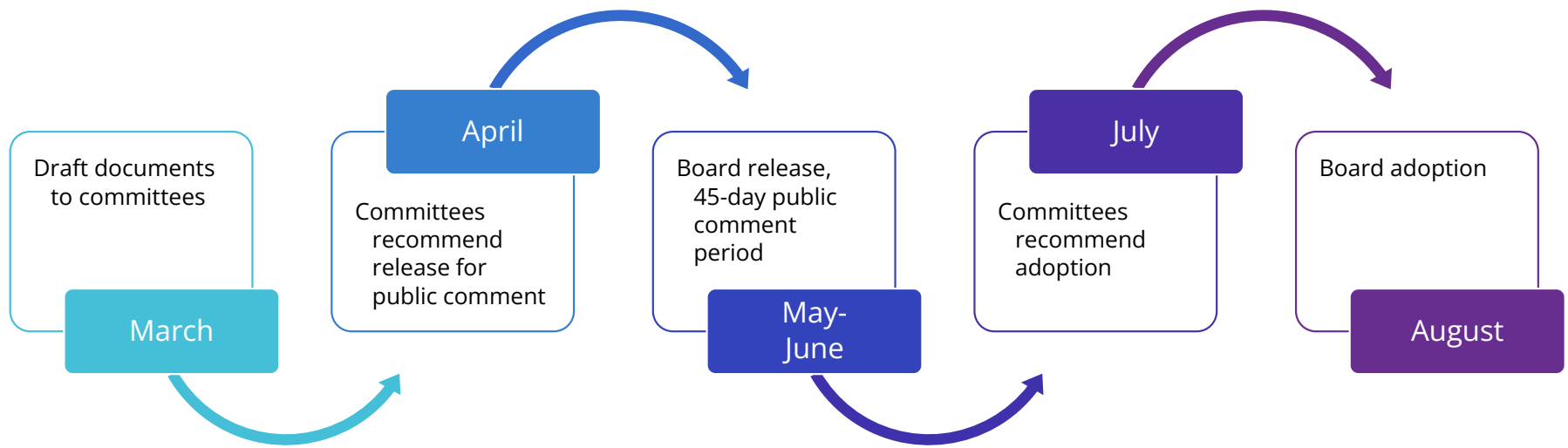
What We've Learned

- The PPACG website is a valuable tool for education and engagement, allowing users to engage on their own timeframes.
- Providing engagement opportunities in multiple ways (in person, etc.) is still critical.
- Holding in-person events in a variety of locations and times supports greater participation.
- Engagement fatigue is a challenge for PPACG and other entities in the region. Combining processes and/or collaborating on timing or events may be beneficial.
- The MPO's role and processes can be difficult for the public to understand. Plain language, well-designed products, easy-to-digest graphics, and interactive tools can help.
- Asking community members to learn about PPACG and share our products is a valuable way to spread information and increase our reach.

The Path Forward

- Alignment with changes on the federal level
- Evaluation of past engagement tactics
- Updates regarding how PPACG approaches public participation (e.g., adjusted tactics and desired outcomes)
- Updated demographic information for Title VI and LEP analysis

Timeline



Pikes Peak Area
Council of Governments
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Upcoming Meeting Schedule

Date	Time	Meeting
February 25	3 p.m.	Community Advisory Committee
February 26	10 a.m.	Regional Advisory Council
March 4	9 a.m.	Commission on Aging – Executive Committee
March 4	11 a.m.	Regional Advisory Council – Executive Committee
March 6	9 a.m.	Board of Directors Workshop
March 9	8:30 a.m.	Legislative Committee
March 11	9 a.m.	Board of Directors
March 16	8:30 a.m.	Legislative Committee
March 18	3 p.m.	Commission on Aging
March 19	1:30 p.m.	Transportation Advisory Committee
March 19	2 p.m.	Commission on Aging – Caregiving
March 23	8:30 a.m.	Legislative Committee
March 25	9 a.m.	Water Quality Management Committee
March 25	1 p.m.	Air Quality Work Group
March 25	3 p.m.	Community Advisory Committee
March 26	10 a.m.	Regional Advisory Council
April 1	9 a.m.	Commission on Aging – Executive Committee
April 1	11 a.m.	Regional Advisory Council – Executive Committee
April 3	9 a.m.	Board of Directors Workshop
April 6	8:30 a.m.	Legislative Committee
April 8	9 a.m.	Board of Directors
April 15	3 p.m.	Commission on Aging
April 16	1:30 p.m.	Transportation Advisory Committee
April 16	2 p.m.	Commission on Aging – Caregiving
April 22	9 a.m.	Water Quality Management Committee
April 22	1 p.m.	Air Quality Work Group
April 23	10 a.m.	Regional Advisory Council
April 28	9:30 a.m.	Mobility Coordinating Work Group
April 29	3 p.m.	Community Advisory Committee

Schedule as of February 20, 2026

Meetings may be added, changed or cancelled as needed. Current meeting schedule is available at ppacg.org.