Pikes Peak Area Council of Governments
Communities Working Together

MEETING AGENDA
BOARD OF DIRECTORS WORKSHOP
Friday, September 6, 2024, 9:00 AM

Microsoft Teams (Video and Audio)
www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 267 836 073 611
Passcode: KRiYH7

Phone (Audio Only)
Number: (929) 242-8427
Conference ID: 173 489 768

1. **INTRODUCTIONS**

2. **ACTION ITEMS**
   - **A.** CDOT 10-Year Project Reprioritization, Jessica Bechtel, Transportation Programming & Project Delivery Planner/ CDOT ✉
   - **B.** FY25 Unified Planning Work Program Update Release for Public Comment, Danielle Miller, Senior Transportation Planner ✉

3. **OTHER TOPICS BY BOARD MEMBERS**

4. **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.

Si necesita ayuda con traducción, llame por favor al (719) 471-7080 x139 o correo electrónico ppacg@ppacg.org.

Pikes Peak Area Council of Governments
Communities Working Together

DATE: September 11, 2024

TO: PPACG Board of Directors

FROM: Jessica Bechtel, Transportation Programming & Project Delivery Planner/CDOT Staff

THROUGH: Andrew Gunning, PPACG Executive Director

SUBJECT: CDOT 10-YEAR PLAN PROJECTS PRIORITIZATION

ACTION REQUESTED: Review & Approve

SUMMARY

CDOT requests approval of a proposed funding strategy for 10-year plan projects to fully fund the highest priority projects (i.e., US24 East and CO67 Woodland Park) within the available 10-year Plan funding limits. Future funding will be sought to make the lower-priority projects whole.

The Board was briefed by CDOT previously at the August meeting.
The TAC reviewed and recommended approval of CDOT's funding proposal at the August 2024 meeting.

The TIP will be amended to reflect the adjustments as outlined in the CDOT memo upon approval from the PPACG Board of Directors and the Transportation Commission.

PROPOSED MOTION

Approval of CDOT's request to adjust the 10-year projects.

ATTACHMENT(S)

CDOT Memo outlining proposed adjustments.

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.

COLORADO
Department of Transportation
Region 2

Region Transportation Director
5615 Wills Boulevard
Pueblo, CO 81008

DATE: 2 August 2024

TO: Pikes Peak Area Council of Governments (PPACG) Technical Advisory Committee (TAC)

FROM: John Hall, Colorado Department of Transportation (CDOT)
Region 2 North Program Engineer

SUBJECT: Budget Adjustments to Continue Advancing the Approved 10-yr Plan Projects – CDOT IDs 2548, 2761, 2759 and 2549

Action Requested: Review & Approve

Summary

This memorandum serves to request approval of a proposed funding plan for 10-yr plan projects that fully funds the highest priority projects (i.e., US24 East and CO67 Woodland Park) within available 10-yr Plan funding limits. We will seek future funding to make the lower priority projects whole.

Per the PPACG 10-yr Plan and CDOT 10-yr Plan, the following projects have funding and are listed below in the current PPACG priority order:

Under Construction

4 Fillmore to Garden of the Gods overlay with auxiliary lanes & median widening (CDOT ID 0016)
5 CO21 / Airport Rd DDI Interchange Construction (CDOT ID 2547)

NOTE: The above two projects were awarded through PPACG approving reallocation of $13.5M 10-yr funds from priority projects #6, 8 and 9 below. Additionally, $24M of increased CDOT asset, safety and contingency funds were provided before Advertisement and Award.

Future Projects

6 US 24 East Widening from Garrett Rd to Woodmen Rd (CDOT ID 2548)
7 CO 67 North of Woodland Park, Safety, Drainage (CDOT ID 2761)
8 US 24 West over Ridge Road (Overpass) (CDOT ID 2549)
9 Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle / Lake (CDOT ID 2759)

NOTE: Powers/Milton Proby Interchange (priority #10 on PPACG list) does have Regional Priority Program (RPP) preliminary design funds identified (see page 2) but does not have any other identified funding.

Current estimates for priority projects #6 and 7 are:

6	US24 East Widening from Garrett Rd to Woodmen Rd	$85,000,000
7	CO 67 North of Woodland Park, Safety, Drainage	$12,500,000

The following page shows an itemized accounting and proposal for fully funding the top two priority projects. The proposal includes flipping the priority ranking of the I-25 and Ridge Road projects.

5615 Wills Boulevard, Pueblo, CO 81008 | 719.546.5452 F 719.546.5456 | www.codot.gov

The below funding proposal meets the following criteria:

1. **The proposal has zero/$0 net change the total PPACG RPP and 10-yr funds. $22.3M in RPP and $102.7M in 10-yr funds are maintained for these projects in the current and proposed scenarios. Timeframes are shifted based on realistic and actual need.**
2. **The two high priority #6 and 7 projects are fully funded by reducing current funding to lower priority projects #8-10.**
3. **Shifting funds as proposed has a secondary benefit of allowing two 10-yr Rural Paving projects in CFR to be constructed in 2025, including the US 24 Resurfacing from Florissant to west of Woodland Park which has been noted as important to PPACG stakeholders. This does not alter total funding allocations for either PPACG or CFR.**

10-yr Program Funding Allocations	Non-10-yr Funds	Funds 23-26	Funds 27+	Plan Proj ID
6 US 24 East Widening	~~$4.0 M~~	~~$35.7 M~~	~~$9.8 M~~	2548
Proposed Project Totals ($85M):	$8.0 M	$10.0 M	$67.0 M	
7 CO 67 North of Woodland Park	$2.0M	~~$6.5 M~~		2761
Proposed Project Totals (12.5M):	$2.0M	$10.5 M		
9 Safety and Operational Improvements Exit 135	$7.5 M		~~$21.8 M~~	2759
Proposed Project Totals:	$7.5M		$13.2 M	
8 US 24 West over Ridge Road (Overpass)	$3.1 M		~~$28.9 M~~	2549
Proposed Project Totals:	Unchanged		$2.0 M	
10 CO21 (Powers)/Milton Proby Interchange	~~$5.7 M~~			
Proposed Project Totals:	$1.7 M			

Background

The US 24 East Widening (2548) project is in preliminary design and has already identified extensive environmental and Right of Way (ROW) impacts. Formalizing this plan allows the project to continue planning for construction starting in 2027, and specifically accounts for currently estimated $7M of ROW costs that are planned for 2025-2026 acquisitions.

The CO 67 North of Woodland Park (2761) project was advertised in January 2024. Bids were too high to award. This proposed action allows the project to be re-advertised for construction in 2025.

The I-25 Safety and Operational Improvements (2579) project has a scalable and less defined scope. The project just began preliminary design. The project remains underfunded and is expected to pursue grants and other sources of funding over the coming years. A focus of grants is expected to be bridge and multi-modal/connectivity related, particularly focused on the US85 and railroad structure replacements. The project team is looking into Bridge Investment Program (BIP) and Reconnecting Communities Pilot (RCP) grants as potential sources.

The US 24 West over Ridge Road (Overpass) (2549) project will be delayed. This project also expects to look for grant opportunities related to community and park resource connectivity.

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Next Steps

1. Approval by PPACG will be followed by presentation for approval to the Colorado Transportation Commission.

Attachments

N/A

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Pikes Peak Area Council of Governments
Communities Working Together

DATE: September 11, 2024

TO: PPACG Board of Directors

FROM: Danelle Miller, Sr Transportation Planner

THROUGH: Andrew Gunning, Executive Director

SUBJECT: FY 2025 UNIFIED PLANNING WORK PROGRAM AMENDMENT 1 PUBLIC COMMENT PERIOD

ACTION REQUESTED: Release for Public Comment

PREVIOUS ACTION

1) FY24-25 UPWP was approved by the Board of Directors in fall 2023.
2) This amendment was recommended for release for public comment by the Transportation Advisory Committee (TAC) and Community Advisory Committee (CAC) on August 14 and 28, respectively.

SUMMARY

Federal transportation planning regulations require PPACG to develop a Unified Planning Work Program (UPWP) to specify transportation planning activities that will occur within the Metropolitan Planning Area. At a minimum, the UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completing the work, the cost of the work, and the source(s) of funds.

Per federal regulations, PPACG develops a new UPWP every two years and updates it in the year in between new UPWPs. This year, we are amending the federal fiscal year (FFY) 2024 and FFY 2025 UPWP to account for changes in work tasks and budget. These changes are highlighted in yellow in the document to accommodate easier review.

PROPOSED MOTION

Release the UPWP amendment for public comment.

ATTACHMENT(S)

Draft UPWP Amendment for Public Comment

STRATEGIC PLAN GOALS

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

Pikes Peak Area
Council of Governments

Communities Working Together

Unified Planning Work Program

Federal Fiscal Years 2024 and 2025 - Amendment 1

Pikes Peak Area Council of Governments
Communities Working Together

Pikes Peak Area Council of Governments

Federal Fiscal Years 2024 and 2025
Unified Planning Work Program
for the
Metropolitan Transportation Planning Program

Approved by the
PPACG Board of Directors on:
September 13, 2023
Amendment 1:
TBD 2024

Prepared in Cooperation With:
City of Colorado Springs
El Paso County
City of Fountain
Town of Green Mountain Falls
City of Manitou Springs
Town of Monument
Town of Palmer Lake
Teller County
City of Woodland Park
and
Colorado Department of Transportation
Federal Highway Administration
Federal Transit Administration

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1 Introduction

1.1 Pikes Peak Area Council of Governments

The Pikes Peak Area Council of Governments (PPACG) is a forum for cities, towns, tribal governments, counties, transit agencies, and state agencies to address common regional issues. As the Council of Governments (COG), PPACG provides services to all of El Paso, Park, and Teller Counties. However, within that boundary is a smaller boundary of the Pikes Peak Area Metropolitan Planning Organization (MPO). PPACG also serves as the MPO, that is the regional planning organization that develops policies and makes decisions about transportation planning for the greater Colorado Springs Urban Area.

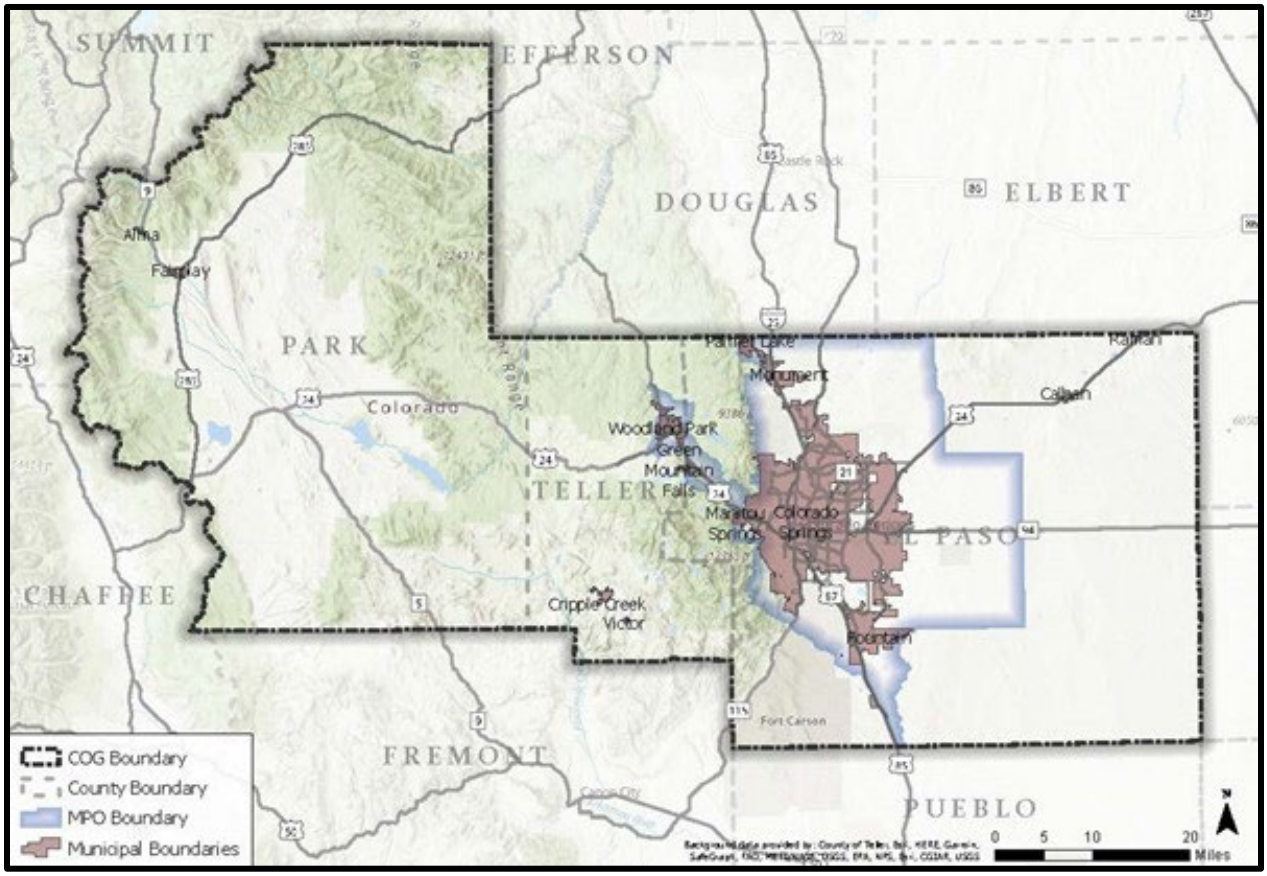

Figure 1: COG and MPO Boundaries

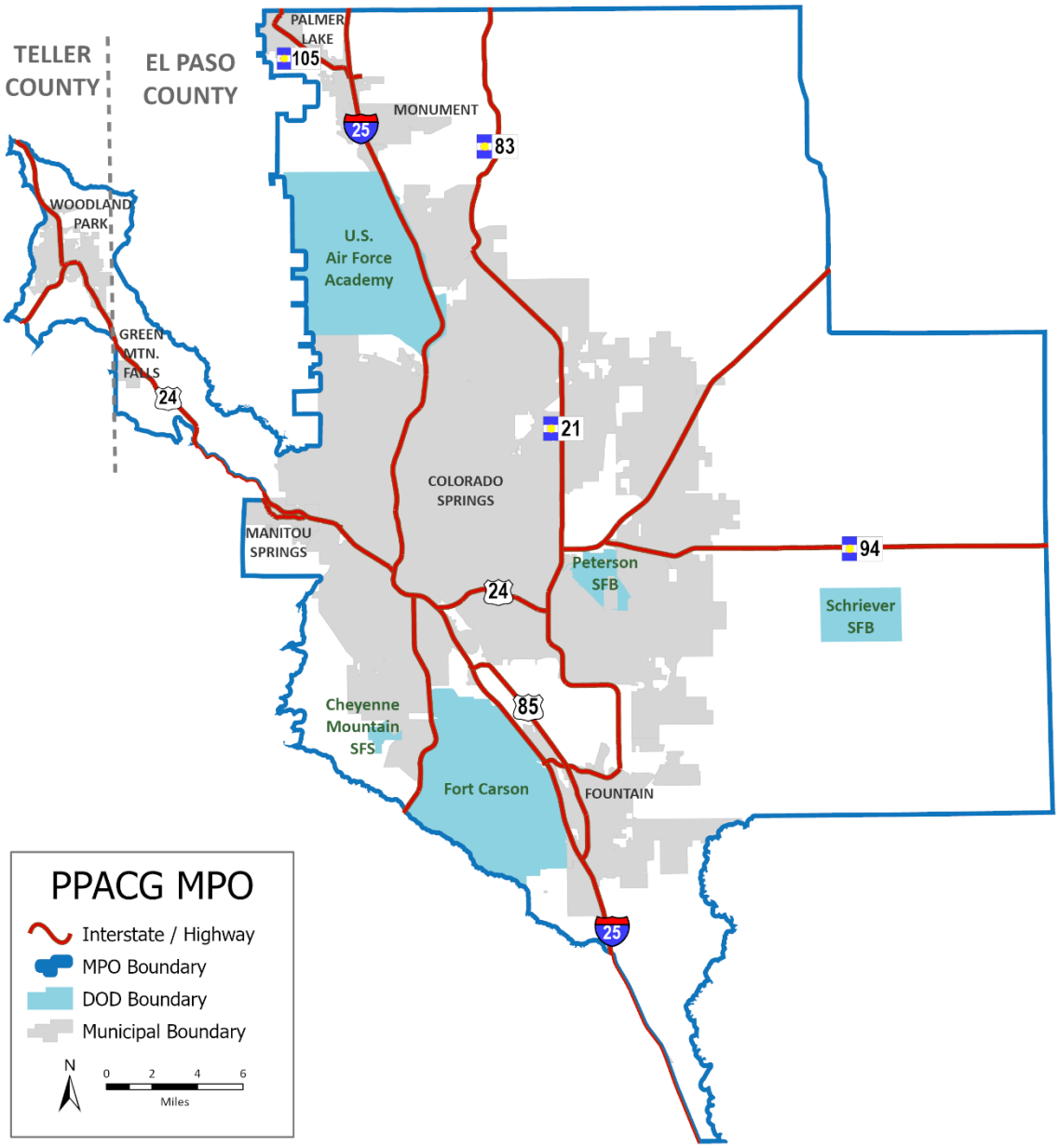

Figure 2: Colorado Springs Metropolitan Planning Area

The State of Colorado is divided into 15 Transportation Planning Regions (TPRs). There are five MPOs in Colorado and their boundaries are the same as TPRs 1 through 5. All other parts of the state not included in an MPO boundary are included in TPRs 6 through 15. TPRs are the mechanism by which the State plans and programs state transportation funding. The PPACG Council of Governments boundary includes the Pikes Peak MPO (TPR 1) and a portion of the Central Front Range Transportation Planning Region (TPR 14). PPACG and the Colorado Department of Transportation (CDOT) work in close coordination to optimize the transportation investments in the area.

This Unified Planning Work Program (UPWP) covers only the Pikes Peak MPO (TPR 1).

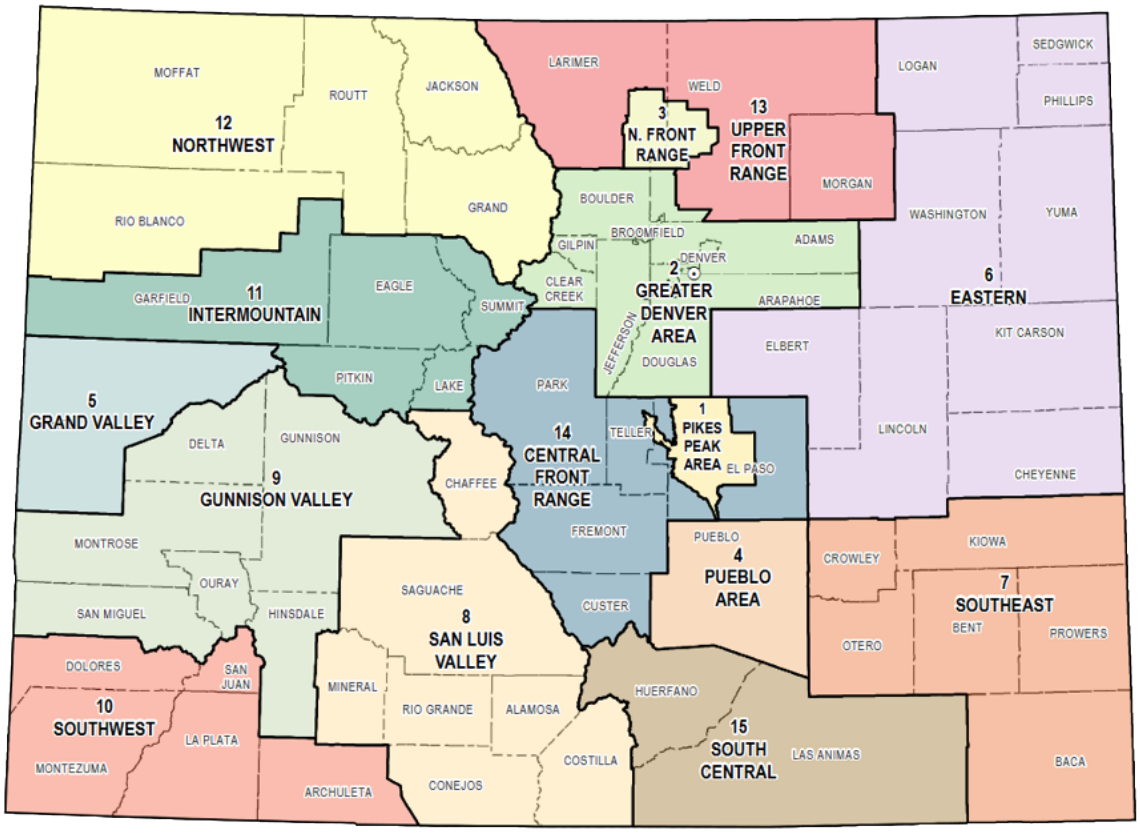

Figure 3: Colorado TPRs

1.2 The MPO and Planning Process

The U.S. Department of Transportation (USDOT) has established policy guidelines to improve regional transportation planning and give local communities a stronger voice in achieving their transportation goals while avoiding duplication of planning efforts.

The planning process provides the information, tools, and community outreach needed to improve transportation system performance. It includes extensive coordination with federal, state, and local agencies, as well as ongoing outreach to stakeholders throughout our planning area.

Federal transportation planning regulations require any urbanized area with a population over 50,000 to form an MPO. If that urbanized area has a population over 200,000, the MPO is recognized as a Transportation Management Area (TMA) and additional federal regulations apply. As an MPO/TMA, PPACG is required to develop a long-range transportation plan (LRTP) and transportation improvement program (TIP) for the Colorado Springs Urbanized Area (UZA).

As the designated MPO for the Pikes Peak region, PPACG is responsible for carrying out a "...continuing, cooperative and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan (the Long-Range Transportation Plan or LRTP) and a transportation improvement program (TIP)…" The LRTP and TIP are intended to encourage and promote "the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution " (23 Code of Federal Regulations [CFR] 450.300).

As both the designated MPO and the Air Quality Planning Agency, PPACG is responsible for performing regional air quality conformity analyses and demonstrating regional air quality conformity for carbon monoxide (CO). The boundaries of the metropolitan planning area (Figures 1 and 2) and the air quality planning area (Figure 4) are very similar, but not identical.

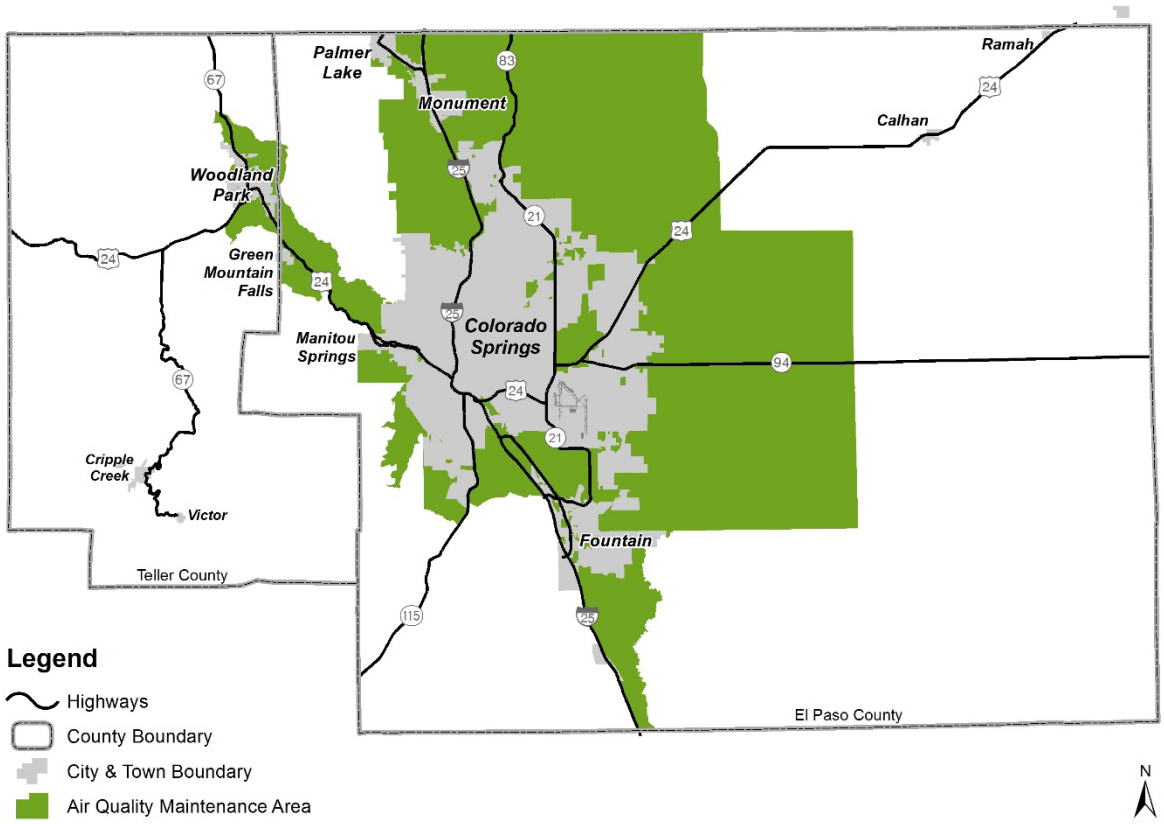

Figure 4: Colorado Springs Air Quality Planning Area

1.3 Unified Planning Work Program

The UPWP incorporates in one document all federally assisted state, regional, and local transportation planning and transportation-related air quality planning activities proposed to be undertaken in the Colorado Springs Urbanized Area during the federal fiscal years (FFYs) 2024 and 2025, beginning October 1, 2023, and ending September 30, 2025. The UPWP is required as a basis and condition for all federal funding assistance for transportation planning and transportation-related air quality planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This document reflects the PPACG's goals, the LRTP, and the Memorandum of Agreement (MOA) with PPACG, CDOT and Colorado Springs Mountain Metropolitan Transit (MMT).

This work program was developed to serve these specific objectives:

1. Define transportation planning activities to meet the transportation needs of local, state, and federal agencies.
2. Identify funding sources for planning studies.
3. Coordinate transportation planning activities and relationships (both internal and external).
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

The revenue utilized for PPACG's work activities documented in the UPWP originates from federal and non-federal sources (See Section 3). These funds are allocated to work activities in accordance with appropriate regulations and are used to pay for program expenditures by the MPO Transportation Planning Program. Federal planning funds, available from both FHWA (PL funds) and FTA (5303 funds), are administered by CDOT through the Consolidated Planning Grant (CPG) Program. CPG funds are allocated to PPACG on an 82.79 percent federal and 17.21 percent non-federal ratio. Non-federal funds are provided to PPACG from dues paid by its member (local government/jurisdiction) entities, and through grants and other ad hoc funding sources such as in-kind match.

Progress made on planning activities in the UPWP is reported in the PPACG Mid-Year and Year-End Reports. These reports outline activities completed and expenditures by work element on a semi-annual basis. UPWP project progression is tracked and where information is documented. These reports are also made available to the public on the PPACG website under the UPWP section.

1.4 Governance and Organizational Structure

PPACG is led by a Board of Directors composed of elected officials from our member jurisdictions. Membership, officers and voting procedures are in accordance with the Bylaws adopted by the Board of Directors. Standing advisory committees and ad hoc task forces provide the Board with guidance on matters related to funding, congestion management, bicycle and pedestrian issues, intelligent transportation systems, transit, freight, and other specific matters related to transportation planning. The standing committees are the Air Quality Technical Committee, the Community Advisory Committee, the Transportation Advisory Committee, and the Mobility Coordinating Committee.

All MPO transportation planning activities are guided by federal and state regulations and the PPACG Board of Directors.

All MPO activities involve our member jurisdictions, CDOT, FHWA and FTA, other community groups or stakeholders, and the public as required. The Transportation Advisory Committee (TAC) is a group of technical experts representing the jurisdictions within the MPO that provides guidance and recommendations to PPACG staff regarding transportation planning activities. The Community Advisory Committee (CAC) is comprised of members of the public designated by our member jurisdictions, local organizations, and at large per the CAC bylaws. The CAC provides guidance and public perspective on

items recommended by the TAC prior to approval by the Board of Directors. MPO activities are formally approved by the Board of Directors.

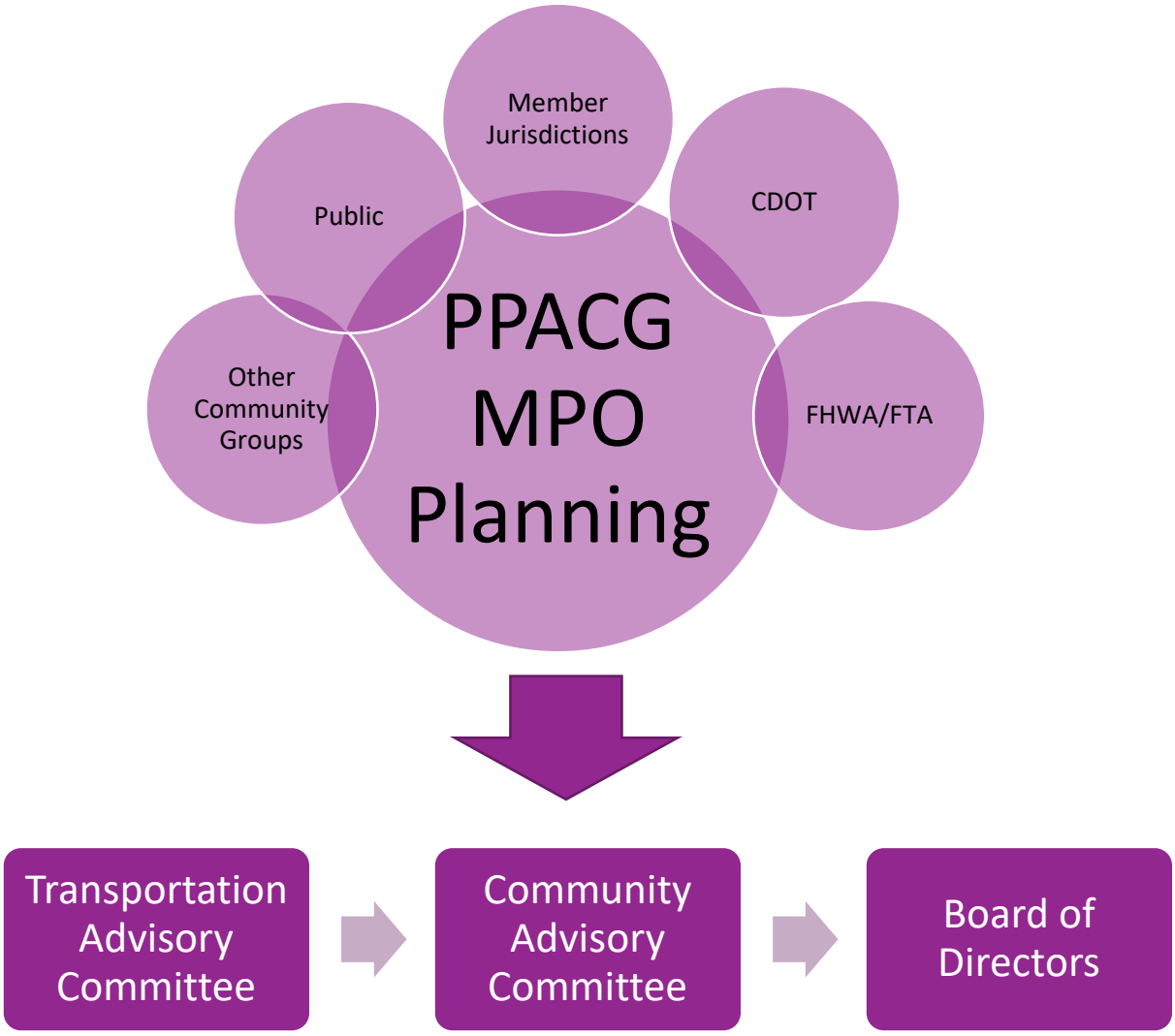

Figure 5: Organizational Structure

1.4.1 Public Participation and Outreach

Public involvement for individual planning activities such as the TIP and LRTP is sought in accordance with the PPACG Public Participation Plan (PPP) and the individual public involvement plans for those activities.

The PPP outlines PPACG's approach to community outreach, along with the types of strategies staff will use to reach target audiences. The PPP is designed to facilitate participation by a range of community members, including traditionally under-served groups and individuals including minorities, seniors, low-income populations, and individuals with disabilities. Implementation of the tactics outlined in the Plan

will provide an array of opportunities for meaningful public involvement and ensure compliance with all applicable federal regulations. Outreach efforts will be undertaken as necessary in support of transportation planning activities as they occur.

2 Planning Framework and Requirements

2.1 Planning Framework

While the UPWP covers only the activities to be undertaken during the time period covered by the UPWP, the basis of the work program is grounded in the requirements of the metropolitan transportation planning process. The six primary requirements of the metropolitan transportation planning process are:

1. Develop and maintain the Unified Planning Work Program (UPWP).
2. Develop and maintain the Regional Long Range Transportation Plan (LRTP).
3. Develop and maintain the Transportation Improvement Program (TIP).
4. Develop and maintain the Congestion Management Process (CMP).
5. Coordinate the development of the LRTP with the State's air quality State Implementation Plan (SIP).
6. Involve the public in the transportation decision-making process.

Development of the LRTP has several components under it that can be completed on an as need basis, including but not limited to:

- Regional Active Transportation Plan (Pedestrian and Bicycle Plan)
- Transit Plan (in coordination with MMT)
- Specialized Human Services Plan (in coordination with MMT)
- Congestion Management Process
- Regional Freight Study

The next LRTP is scheduled to be completed in January 2025. The above listed activities are anticipated to be completed in the scope of this UPWP.

2.2 Federal Planning Requirements

2.2.1 Infrastructure Improvement and Jobs Act

The Infrastructure Improvement and Jobs Act (IIJA) became law on November 15, 2021. IIJA continues to promote an efficient and effective Federal surface transportation program by focusing on transportation issues of national significance, while giving regional transportation decision-makers flexibility for solving transportation problems in their communities. Under IIJA, metropolitan and statewide transportation planning processes are continued. While there are several MPO related changes included in the IIJA, below are a couple that are highlighted as they may be addressed in the coming year(s).

Metro planning (Sec. 11201)

- *In developing the plan, MPOs may use social media and other web-based tools to drive public participation*
- *Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For TMAs, the transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization*

Increasing Safe and Accessible Transportation Options (Sec. 11206)

- *MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals.*
- *A 100% federal share has been approved for this effort, meaning a non-federal match is not required.*
- *States and MPOs may opt out of the requirement if they can demonstrate, not later than 30 days after the Secretary apportions funds, that a State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets Prioritization Plan.**
- *For more details: https://www.fhwa.dot.gov/planning/spr-pl_match_waiver_memo.pdf*

** PPACG plans, in coordination with FHWA, FTA, and CDOT, to use FFY23 PPACG CPG funds to obtain a consultant to develop a Regional Complete Street toolbox of model policies, standards and practices for voluntary use by the PPACG jurisdictions as they deem appropriate. This project may be ongoing during FFY24. PPACG feels that the development of these voluntary model standards and polices is the best context-sensitive solution for compliance of this federal requirement. The PPACG region is diverse in both its urban/rural population densities as well as how each individual jurisdiction implements zoning and land use. A one-size-fits-all approach is not appropriate for the Pikes Peak Region, but the development of voluntary guidance will be a welcome resource for the PPACG jurisdictions that don't already have their own existing Complete Streets ordinances or policies.*

2.2.2 Federal Planning Factors

In addition, the IIJA carried forward the federal planning factors modified in the Fixing America's Surface Transportation Act. These planning factors are listed below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.

4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve transportation system resiliency and reliability of the transportation system and reduce (or mitigate) the stormwater impacts of surface transportation
10. Enhance travel and tourism.

The linkages between the UPWP Work Elements and the planning framework are summarized in Figure 6. Work elements in Figure 6 will be defined in greater detail later in this document.

In addition, PPACG will consider the principles adopted by the USDOT as a result of its partnership with the U.S. Department of Housing and Urban Development and the Environmental Protection Agency. These principles are:

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investments.
6. Value communities and neighborhoods.

Figure 6: UPWP Work Elements Consistency with Planning Framework and Law

Planning Framework	Work Elements						
	WE 610	WE 611	WE 612	WE 613	WE 614	WE 615	WE 616
Requirements of the Metropolitan Transportation Planning Process							
Develop and maintain the UPWP	✓						
Develop and maintain the LRTP	✓	✓		✓	✓	✓	✓
Develop and maintain the TIP	✓	✓	✓		✓	✓	✓
Develop and maintain the CMP	✓	✓	✓	✓	✓	✓	✓
Coordinate the development of the RTP with the State's air quality SIP	✓	✓	✓	✓	✓		✓
Involve the public in the transportation decision-making process	✓	✓	✓	✓	✓	✓	✓
Federal Planning Factors							
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	✓	✓	✓	✓	✓	✓	✓
Increase the safety of the transportation system for motorized and non-motorized users	✓	✓	✓	✓	✓	✓	✓
Increase the security of the transportation system for motorized and non-motorized users	✓	✓	✓	✓	✓		✓
Increase accessibility and mobility of people and freight	✓	✓	✓	✓	✓	✓	✓
Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	✓	✓	✓	✓	✓		✓
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	✓	✓	✓	✓	✓	✓	✓
Promote efficient system management and operation	✓	✓	✓	✓	✓	✓	✓
Emphasize the preservation of the existing transportation system	✓	✓	✓	✓	✓	✓	✓
Improve transportation system resiliency and reliability	✓	✓	✓	✓	✓	✓	✓
Reduce (or mitigate) the stormwater impacts of surface transportation	✓	✓	✓	✓	✓		✓
Enhance travel and tourism	✓	✓	✓	✓	✓	✓	✓

WE 610 – Program Administration and Coordination
WE 611 – Data Development and Information Management
WE 612 – Transportation Improvement Program
WE 613 – Regional Transportation Planning
WE 614 – Regional Transportation Related Environmental Planning
WE 615 – Regional Specialized Mobility Services
WE 616 – Regional Safety Activities

2.2.3 Federal Planning Emphasis Areas

On December 30, 2021, FTA and FHWA released a joint letter on additional/revised planning emphasis areas (PEAs). As additional guidance is received on these emphasis areas, they will be incorporated in the PPACG planning process as appropriate. The following provides the PEAs and how PPACG will address them.

- Transition to Clean Energy, Resilient Future – Planning and programming of the new Carbon Reduction Program federal funding source, as well as the State of Colorado funds created by Senate Bill (SB) 21-260. PPACG will also comply with CDOT greenhouse gas (GHG) rules aimed at reducing GHGs and participate in future electric vehicle (EV) corridor nomination.
- Equity and Justice40 in Transportation Planning – Use of State Multimodal Transportation and Mitigation Options Fund (MMOF) to provide greater travel choices in Disproportionally Impacted Communities. Disproportionally Impacted Communities are also taken into account during the scoring process for LRTP project selection.
- Complete Streets – Develop a Regional Complete Street toolbox of model policies, standards, and practices.
- Virtual Public Involvement – PPACG plans to continue hybrid meetings as well as provide for online comment opportunities for plans and studies.
- Strategic Highway Network (STRAHNET)/Department of Defense (DOD) Coordination – There are several military installations in the Pikes Peak area and PPACG has a Military Planning section, funded through a DOD grant. PPACG will continue to coordinate planning efforts with the region's military planners. Representatives from the DOD installations in the vicinity are included in PPACG's committee process. STRAHNET routes are will be discussed as part of the LRTP development.
- Federal Land Management Agency (FLMA) Coordination – PPACG will coordinate with FLMA during development of the 2050 LRTP and future TIPs.
- Planning and Environmental Linkages (PEL) – PPACG member organizations make the determination regarding when to undertake a PEL process; when they decide to do so, PPACG participates in the process and provides assistance when appropriate. For example, PPACG staff currently sit on the technical team for the South Powers Extension PEL being developed by the City of Colorado Springs.
- Data in Transportation Planning – PPACG continues to work with our jurisdictional partners to obtain and utilize good data as budgets and procurement contracts allow. For example, PPACG has recently worked with our local jurisdictions to fulfill their desire to purchase regional traffic volume data to assist with planning and decision making, and these types of efforts will continue in the future.

2.2.4 PPACG Planning Priorities and Challenges

In October 2020, the PPACG Board of Directors adopted an update to the Strategic Plan for the region, which is available online at https://www.ppacg.org/wp-content/uploads/2020/10/Strategic-Plan-2020-Update-1.pdf.

That strategic plan was for the COG boundary (El Paso, Park, and Teller Counties), which is bigger than the MPO boundary, but this plan helps articulate priorities of the Board.

"Strategic Plan Goals

- *Develop an effective advocacy voice for common ground issues.*
- *Become a significant resource for PPACG members to share and collect information with regional partners.*
- *Provide access, awareness, education, and connectivity so individuals can age wherever they want.*
- *Develop and maintain a coordinated, validated plan for transportation needs across the PPACG region."*

It is a priority of the region to become more efficient by sharing resources/information and coordinating between jurisdictions to maximize efficiencies. The strategic plan contains the following transportation objectives.

- Objective1: Ensure coordinated transportation planning among entities within the PPACG MPO and between the MPO and Central Front Range TPR.
- Objective 2: Utilize performance-based measurements to develop regional long-range plan and TIP project priority lists.
- Objective 3: Explore and pursue all funding mechanisms to serve all modes of transportation in the PPACG region.

While the Strategic Plan did not specifically call out the challenges of the region, like most other regions in Colorado the lack of transportation funding is a key issue. Additionally, the PPACG region has some unique challenges with:

- Having the region split into an MPO and TPR creates some challenges in coordinating a seamless transportation network.
- Military coordination and land use
- Air quality and population growth

3 Planning Program Revenue and Expenditures

The revenue utilized for work activities identified in the UPWP originate from two basic sources: federal transportation planning funds and non-federal sources used to match federal funds.

PPACG receives federal funds to undertake the required planning activities associated with the MPO designation. These funds, from the FHWA and FTA, are consolidated into a single grant that is apportioned to PPACG on an annual basis. This CPG requires a 17.21% match of local dollars. For an example of how the match works, if the MPO spends $100.00 on an approved activity consistent with the UPWP, the MPO submits an invoice to CDOT (which is acting as the fiscal agent for FHWA) to document the eligible expenditure. CDOT reimburses the MPO at a rate of 82.79% (100% less the required 17.21% match). In this example, CDOT would pay $82.79 back to the MPO.

For various reasons, PPACG does not always have the required match available to spend all the CPG funds available to it. Usually, the limiting factor to the MPO budget is the availability of match dollars. Understanding that the PPACG jurisdictions are facing their own budget issues, PPACG has worked with CDOT to use federal toll credits to undertake additional planning activities beginning in FFY2023 and anticipates utilizing that opportunity again in FFYs 2024 and 2025 if possible.

Additionally, the region receives Surface Transportation Block Grant (STBG) program funds, which are programmed through the MPO process that develops the regional TIP. Regional planning activities are eligible for STGB funds. If and when the PPACG Board of Directors decides to allocate STBG funds to PPACG Planning activities, those activities should be referenced in the PPACG UPWP.

The tables below provide the financial information for the MPO in FFY24 and FFY25.

Figure 7: FFY 2025 Budget Summary (rounded to the nearest dollar)

Revenues and Expenditures	Federal Share	State Funds*	Local Match*	Total Funds
FFY2025 Revenues				
FFY2025 CPG	$1,490,175	$309,771	$0	$1,799,946
Anticipated Carry-over from FFY2024	$342,631	$0	$71,224	$413,855
CDOT SPR (converted to CPG)**	$0	$158,000	$0	$158,000
Total FFY2025 Revenues	**$1,832,806**	**$467,771**	**$71,224**	**$2,371,801**
FFY2025 Expenditures				
Salaries, Fringe and Indirect	$1,241,851	$186,925	$71,224	$1,500,000
Direct Expenses	$221,703	$189,623	$0	$411,326
Total FFY2025 Expenditures	**$1,463,553**	**$376,549**	**$71,224**	**$1,911,326**

** The federal share for MPO activities at PPACG cannot exceed 82.79%; the remaining 17.21% is generally matched by local funds. However, CDOT has unobligated advanced CPG federal budget funds and has allowed the MPO to use this funding in lieu of local match funds for FFY25. For carryover from FFY24, the match funds will remain local match.*

***The expenses listed above include two items that will be funded by State Planning and Research (SPR) dollars; $158,000 in SPR funds will be converted to CPG and included in PPACG's CPG contract with CDOT for FFY25. This funding will support a Regional Freight Study and the purchase of software to enable PPACG to fulfill state-required accessibility guidelines for website materials. Because this is included in the PPACG CPG contract, it is included here for transparency.*

The following list defines the Work Elements in this UPWP, and the financial budget for each task is listed in the following tables. Specific tasks for these Work Elements will be described later in this document.

- 610 – Program Administration and Coordination – Time is charged to this work element when it relates to overall administration of the program. This element also includes

interacting with the community or our partners when those meetings are not specifically related to the LRTP or the TIP.

- 611 – Data Development and Information Management – Time is charged to this work element when it relates to developing Geographic Information Systems (GIS) information that can be used for a variety of sources. Information that is used for both the LRTP and the TIP are charged to this number. Administration of the GIS files would also be charged to this code. Modeling that is specific to the LRTP and the TIP will be charged to this element and includes the building, verification, and testing of the model. Additionally, jurisdictional data requests are charged to this number.
- 612 – Transportation Improvement Program – Time is charged to this work element when it relates to development of the regional TIP. Performance measures as they relate to the TIP are charged to this element well.
- 613 – Regional Transportation Planning – Time is charged to this work element when it relates to development of the regional LRTP and related regional planning efforts. Performance measures and the congestion management process as they relate to the LRTP are charged to this element.
- 614 – Regional Transportation Related Environmental Planning – Time is charged when any transportation related work element touches on air or water quality. To include but not be limited to, roadway storm water mitigation, air quality planning and conformity, and travel reduction strategies.
- 615 – Regional Specialized Mobility Services – Time is charged to this element for any work related to the administration of regional specialized mobility services. To include, but not limited to, administration of the PPACG regional 5310 FTA Grant Funds.
- 616 – Regional Safety Activities – Time is charged to this element for any work related to the administration of regional safety activities.
- 617 – Direct Expenditures – Time is not charged to this work element. Contracts and equipment that should not be charged to a specific work element are charged here.

Figure 8: FFY 2025 Expenditures by Work Element (rounded to the nearest dollar)

Work Element	Funding			Percent of Total Salaries, Fringe, and Indirect
	Federal	Non-Federal*	Work Element Total	
610 - Program Administration and Coordination	$357,653	$74,347	$432,000	28.80%
611 - Data Development and Information Management	$545,172	$113,328	$658,500	43.90%
612 - Transportation Improvements Program	$94,381	$19,619	$114,000	7.60%
613 - Regional Transportation Planning	$176,343	$36,657	$213,000	14.20%
614 - Regional Environmental Transportation Planning	$39,739	$8,261	$48,000	3.20%
615 - Regional Specialized Mobility Services	$0	$0	$0	0.00%
616 - Regional Safety Activities	$28,563	$5,937	$34,500	2.30%
Total	**$1,241,850**	**$258,150**	**$1,500,000**	100.00%

** The federal share for MPO activities at PPACG cannot exceed 82.79%, as reflected in this table. The remaining 17.21% is generally matched by local funds. However, CDOT has unobligated advanced CPG federal budget funds and has allowed the MPO to use this funding in lieu of local match funds for FFY25. For carryover from FFY24, the match funds will remain local match. This table does not break down the local match and state funds because that will depend on the timing of the billing rather than the work element.*

FFY25						
	Federal	**Non-Federal**	**Work Element Total**	**Account Code**	**Direct Expense**	**Amount**
617 - Direct Expenses	$230,307	$181,019	$411,326	WE-617 (76030)	Contract Services	$363,891
				WE-617 (76060)	Printing/Reproduction Services	$1,200
				WE-617 (77000)	Education/Training/Conference	$3,000
				WE-617 (77150)	Travel Out-of-State	$4,000
				WE-617 (77160)	Travel In-State	$1,200
				WE-617 (77200)	Supplies	$2,760
				WE-617 (77300)	Telephone	$2,540
				WE-617 (77350)	Support Services/Postage	$120
				WE-617 (77360)	Advertising/Public Notices	$3,200
				WE-617 (77400)	Memberships/Dues	$9,895
				WE-617 (77450)	Subscriptions/Publications	$120
				WE-617 (77500)	Maintenance – Software and Equipment	$1,200
				WE-617 (77660)	Capital – Software/Furniture/Equipment	$18,200
Total	$230,307	$181,019	$411,326	**Sub-Total WE-617**	**Total Direct Expenses**	**$411,326**

4 Work Elements and Planning Program Expenditures

The UPWP is organized by work element. Each work element is formatted to indicate purpose, objective, methodology, major accomplishments for the previous fiscal year, expected products for the current fiscal year, and schedule. PPACG's Accounting Program uses account codes to monitor and report expenditures for work activities. Therefore, account code numbers are included for reference purposes.

4.1 Work Element 610 – Program Administration and Coordination

Work Element 610 provides for the ongoing management and administrative responsibilities of the Transportation Planning Program. This work element also facilitates ongoing regional participation by PPACG staff, elected officials, member entity staffs, regulatory agencies, and the public in the Transportation Planning Program.

Objectives and Tasks

- Participation in FHWA/FTA's certification review.
- Maintain current planning agreements and execute annual contracts and amendments for planning funds.
- Prepare and monitor annual operating budgets and submit monthly financial reports on UPWP tasks.
- Participate in statewide planning and resource allocation activities.
- Prepare mid-year and annual status reports on UPWP and post to PPACG website.
- Participate in semi-annual UPWP monitoring meetings (MMT/CDOT/FTA/FHWA)
- Prepare FY2026 and FY2027 UPWP.
- Support and participation in PPACG technical committees, including the TAC, CAC, and Air Quality Technical Committee (AQTC).
- Maintain, revise, and implement the strategies outlined in PPACG's Public Participation Plan.
- Maintain regular communications with member entities to provide value and satisfy requests for technical assistance.
- Improve the professional capabilities of staff by attending and participating in local, regional, state, and national workshops, conferences, and meetings.
- Participate in State and Federal legislation policy review.
- Coordinate, review and comply with new legislation and apprise member entities.
- Provide input on statewide, regional, and local planning issues as appropriate.
- Participation in local, regional, state, public transportation and federal transportation-related meetings, webinars, and workshops.
- Work with member entities to revise urban boundaries for transportation planning purposes based on 2020 Census data, if needed.
- Research and analyze MPO requirements to comply with state Green House Gas Roadmap, and GHG Rules, 2 CCR 601-22, and other state regulations.

- Comply with federal IIJA Complete Streets requirements.*
- Coordinate translation services.
- Research and assist jurisdictions in identifying potential discretionary grant funding.**

** PPACG will utilize consultant to develop a Regional Complete Street toolbox of model policies, standards, and practices for voluntary use by the PPACG jurisdictions as they deem appropriate. PPACG feels that the development of these voluntary model standards and polices is the best context-sensitive solution for compliance of this federal requirement.*

*** PPACG has received funding through DOLA to hire a consultant to assist in grant research and application preparation for regional transportation projects seeking IIJA grant funding. This cost is not captured in the expenditures matrix because it does not affect CPG funds but is reported in this section for transparency.*

Deliverables and Schedule

- CPG Contracts and Budgets, May each year
- Amendments to the UPWP, as needed
- Mid-year and Year-end UPWP Reports, April and December each year
- Annual Self Certification, January each year
- Board, TAC, CAC meeting materials, monthly
- FY2026 and FY2027 UPWP, Summer 2025

4.2 Work Element 611 – Data Development and Information Management

Work Element 611 maintains and expands the Transportation Planning GIS, which includes transportation, socioeconomic, environmental, and land-use data. The database is designed to support statistical analysis for a wide variety of transportation planning-related activities. Work Element 611 also provides for the development and maintenance of the MPO regional models. The travel demand model is an essential planning tool used by the MPO to develop and test various transportation system alternatives and impacts. The model is also used to evaluate the effect of the proposed transportation system on regional air quality. The regional land use forecasting and analysis process results in the socioeconomic inputs to the travel demand model.

Objectives and Tasks

- Acquire, update, and enhance the available databases including transportation, socioeconomic, environmental, and land-use data to support transportation planning and transportation-related air quality analysis activities.
- Support enhancement of the data management and delivery system and incorporate available data sets in the system and develop data for forecasting travel demand scenarios.
- Integrate PPACG's socioeconomic forecasting and travel demand modeling capabilities within the GIS framework so data can move as seamlessly as possible between these applications.

- Create a library of spatial and tabular data that enhances and supports the analysis of transportation improvements and state and local planned growth and economic development patterns across the MPO area.
- Build upon the data collected by PPACG through the GIS program in order to maintain and enhance the ability of PPACG to provide timely, objective, and useful forecasts of travel and land use in the MPO area.
- Maintain a land use model and associated data inputs.
- Develop a post report analysis for the land use model to document methodologies and assumptions and identify future needs.
- Maintain the travel demand model and inputs.
- Provide technical support and assistance to users of the PPACG regional travel demand and land use models.
- Continue support of the statewide travel demand model.
- Analyze data and work with members entities to revise urbanized area based on 2020 Census Data, if needed.

Note: PPACG anticipates increasing staffing by one full-time position to fulfill GIS and modeling needs to support regional planning.

Deliverables and Schedule

- Data collection for Travel Model input and travel demand model updates/improvements, ongoing
- Update of a regional traffic crash dataset, ongoing
- Regional data hub for municipal and county planning document, ongoing
- Updated socioeconomic and land use data, ongoing
- Work with the travel demand models and CDOT for GHG evaluation and work to cooperatively meet GHG reduction targets if possible, 2025

4.3 Work Element 612 – Transportation Improvement Program

One of the primary responsibilities of the MPO is the development of a TIP. The TIP includes all transportation and transit projects within the Colorado Springs Metropolitan Planning Area for which federal and/or state funds will be used as well as all projects that have regional significance and are funded using local or private funds. The TIP identifies prioritized projects consistent with the long-range transportation plan that are to be implemented during the next four years.

Objectives and Tasks

- Monitor, maintain, and amend, as necessary, the FY2023-2027 TIP.
- Develop, adopt, and monitor the FY2025-2029 TIP including a Call for Projects stakeholder workshops, public comment period, and open houses. Programming in the TIP will include federal STBG, Transportation Alternatives Program, and Carbon Reduction Program funding, as well as the State of Colorado funds created by SB 21-260.
- Coordinate with CDOT and MMT to develop allocations and project lists for the TIP.

- Monitor progress of TIP project obligations.
- Develop, approve, and monitor FHWA required performance measures and targets as necessary. Monitor the Public Transportation Agency Safety Plan targets as needed.
- Provide for the coordinated implementation of federally funded and other regionally significant transportation improvements in the Colorado Springs MPA.

Deliverables and Schedule

- Administrative changes and amendments to the TIP, ongoing
- Annual Listing of Projects Report, December 2024
- Performance measures - Safety Target Setting, January 2025
- Performance measures - Target Setting (PM2, PM3 and Transit Safety), February 2025

4.4 Work Element 613 – Regional Transportation Planning

Work Element 613 reflects efforts in support of developing and maintaining the long-range transportation plan and other regional transportation planning activities including the Specialized Human Services Plan and Transit Plan. Key activities in this Work Element for FFY2024 and FFY2025 will be processing any necessary plan amendments; evaluating the process used in plan development and proposing improved methodologies; and anticipating potential impacts from new federal legislation. Pre-plan activities and plans associated with the 2050 LRTP and initial development of the 2050 LRTP will be conducted during this UPWP time period. This Work Element also provides for staff participation in and support of activities implementing the long-range transportation plan.

Objectives and Tasks

Staff will support implementation of the preferred strategies within the 2045 LRTP. These activities will include:

- Technical support and coordinating transportation plan development with ongoing local transportation planning activities.
- Pursuing innovative funding strategies to accelerate needed improvements.
- Participation in statewide and Front Range Rail long-range transportation planning activities.
- Providing transit planning assistance to member entities.
- Continued coordination for implementation of the recommendations from the Specialized Human Services Plan and Transit Plan.
- Continuing coordination with TSMO/ITS tasks.
- Preparing and processing amendments to the 2045 LRTP, if necessary.
- Develop, approve, and monitor federal performance measures and targets as necessary.
- Monitor the Public Transportation Agency Safety Plan (PTASP) targets and Transit Asset Management (TAM) targets as needed.
- Research and analyze MPO requirements to comply with state Green House Gas Roadmap, and GHG Rules, 2 CCR 601-22, and other state regulations.

- Develop and complete the 2050 LRTP. Planning in the LRTP will include federal STBG, Transportation Alternatives Program, and Carbon Reduction Program funding, as well as the State of Colorado funds created by SB 21-260.
- Develop mobility elements and conduct other regional planning activities, including studies, that will be incorporated into the 2050 LRTP and the 2055 LRTP.

These activities include:

- Completing the Transit Plan*
- Completing the Specialized Human Services Plan (Coordinated Plan)*
- Completing the Active Transportation Plan
- Initiate a Regional Freight Plan (funded through CDOT SPR dollars, which were converted to CPG and included in the CPG contract between CDOT and PPACG)

** Note: MMT will handle development of the 2050 Regional Transit Plan and the 2050 Regional Specialized Human Services Plan (Coordinated Plan). PPACG has transferred $100,000 of federal planning dollars to MMT. MMT will provide the necessary $25,000 of match for that $100,000 of federal planning dollars.*

In addition, PPACG will develop a Complete Streets Toolbox*, in accordance with the IIJA, which will constitute 2.5% of the FHWA metropolitan planning funds allocated to PPACG. Per FHWA guidelines, this task may be accomplished with no local match. This contract amount will be no less than $31,091.

** PPACG will use a consultant to develop a Regional Complete Street toolbox of model policies, standards, and practices for voluntary use by the PPACG jurisdictions as they deem appropriate. This project may be ongoing. PPACG feels that the development of these voluntary model standards and polices is the best context-sensitive solution for compliance of this federal requirement.*

In FFY23 PPACG began the following activities with the support of CDOT toll credits. All these efforts either feed into the PPACG 2050 LRTP effort or are part of that effort and will continue through 2024 and 2025

- Active Transportation Plan- $120,788.00 ($100,000 PPACG CPG and $20,788 CDOT toll credits)
- LRTP - Land Use Update - $120,788.00 ($100,000 PPACG CPG and $20,788 CDOT toll credits)
- LRTP - Public Outreach - $120,788.00 ($100,000 PPACG CPG and $20,788 CDOT toll credits)

Note: None of the projects listed above utilize local dues. Toll credits allow the federal portion of the CPG to be reimbursed at 100%.

In FFY24 PPACG began the following activities with the support of CDOT toll credits. These efforts either feed into the PPACG 2050 LRTP effort or are part of that effort and may continue into 2025.

- LRTP - Public Outreach Phase 2 - $60,394 ($50,000 PPACG CPG and $10,394 CDOT toll credits)
- Safety Campaign - $60,394 ($50,000 PPACG CPG and $10,394 CDOT toll credits)

Deliverables and Schedule

- Active Transportation Plan, Fall 2024
- Transit Plan, January 2025
- Updated Specialized Human Services (Coordinated Plan), January 2025
- Long Range Transportation Plan, January 2025
- Complete Streets Toolbox, 2025
- Regional Freight Plan, 2025

4.5 Work Element 614 – Regional Transportation Environmental Planning

Work Element 614 reflects efforts in support of regional transportation planning to address mitigation of storm water impacts and air quality impacts of transportation in alignment of environmentally related performance measures.

Objectives and Tasks

Staff will support Regional Transportation Related Environmental Planning. These activities will include:

- Roadway storm water mitigation.
- Air quality planning and conformity.
- Travel reduction strategies.
- Emphasize the preservation of the existing transportation system.
- To provide staff support for preparation of SIP development and revisions, if needed.
- Research and analyze MPO requirements to comply with state Green House Gas Roadmap and other state regulations.

Deliverables and Schedule

- Strategies developed and in various stages of implementation to reduce emissions that lead to ground level Ozone, ongoing.

4.6 Work Element 615 – Regional Specialized Mobility Services

Work Element 615 reflects efforts in support of regional transportation planning to address transportation and mobility needs for specialized populations in the Pikes Peak region.

Objectives and Tasks

- PPACG staff and the Mobility Coordinating committee will develop goals and objectives to address themes identified in the current Specialized Human Services Plan. Benchmarks will be established to ensure activities track towards meeting each goal.
- Identify funding opportunities to expand and enhance services in the Pikes Peak region.
- PPACG staff will work with the Mobility Coordinating Committee and individuals who depend on specialized transportation to identify gaps in services, opportunities for

coordination, and strategies to increase access across the Pikes Peak Region. These strategies, opportunities, and identified gaps will be used to develop the updated 2050 Specialized Human Services Plan.

- PPACG staff will coordinate with CDOT and Pikes Peak Area Agency on Aging to increase participation in CDOT's Transportation Planning Region studies and the State Unit on Aging Surveys. These surveys are targeted at older adults and individuals with disabilities. They contain questions related to transportation access and service delivery quality.
- Administer pass-through grants for programs and plans as needed.

Deliverables and Schedule

- Identification of additional funding for specialized transportation, ongoing
- Updated Specialized Human Services Plan (Coordinated Plan), January 2025

4.7 Work Element 616 – Regional Safety Activities

Work Element 616 reflects efforts in support of regional transportation planning to address transportation safety.

Objectives and Tasks

- Assist in coordination and improvement of regional crash data.
- Conduct and coordinate public messaging campaigns to improve the driving culture in the region, reducing injury and fatality crashes.
- Provide traffic safety briefings and reports to the Board and relevant committees on a variety of traffic safety-related topics.
- Help create and oversee a traffic safety-oriented non-profit within the MPO; pursue and manage grants and other applicable sources of funding for that entity.

Note: PPACG received an CDOT Office of Transporation Safety (OTS) Highway Safety Office (HSO) grant, which provides funding for a staff member to serve as a traffic safety education champion and coordinator in the region. The grant also provides for safety media and publications. This cost is not captured in the expenditures matrix because it does not affect CPG funds but is reported in this section for transparency.

Deliverables and Schedule

- Regular briefings and reports, ongoing
- Non-profit bylaws and articles of incorporation, ongoing
- Grant proposals, ongoing
- Public messaging campaign debriefs and reports, ongoing

4.8 Work Element 617 - Direct Expenditures

Budget items shown below for direct expenses are detailed on the following pages.

WE-617 (76030) Contract Services & Software

Work includes annual software maintenance agreements costs. Budgeted dollars shown in the above table may also include consultation services for the following efforts during FFY2024 and FFY2025:

- ArcGIS and other data acquisition;
- Azure – interactive GIS data;
- Crash analysis software and data;
- Accessibility data and analysis;
- Public participation/information;
- Traffic counts and other transportation-related data acquisition;
- eTIP and eLRTP online database and support; EcoInteractive;
- Acquisition of data and expertise – UCCS Economic Forum and economic data analysis;
- Other future enhancements to the Regional Modeling System;
- Long Range Transportation Plan Public Involvement Assistance Phase 2, utilizing toll credits from CDOT;
- Additional consultant support efforts that may include air quality, housing, land use, public participation/limited English proficiency, and safety campaign, utilizing toll credits from CDOT (to be defined as discussion with CDOT and scoping is developed);
- Planning and programming consultant support;
- Spanish Translation Services;
- Colorado HT – Tech support;
- Travel demand model software, support, and maintenance to include PTV and modeling support*;
- Regional Traffic Data (This will be purchased for the region using STGB, with the local match coming from PPACG jurisdictions in the form of an additional donation to the region beyond their local dues**);
- Complete Streets Toolbox; and
- Safety media campaign (This will be supported by a separate toll credit project initiated in FFY24 that may continue in FFY25 and by CPG in FFY25).

** In 2022 the State Transportation Commission set aside $1,000,000 in MMOF to assist the MPOs around the state with updating their modeling capabilities – both in model upgrades and data purchases to help the MPOs better comply with requirements of the recently adopted GHG Rule, 2 CCR 601-22. PPACG has contracted with a consultant for $350,000 of those MMOF dollars to be used to improve the PPACG model, and this work is ongoing at the time of this UPWP. The $350,000 of MMOF is not captured in the expenditures matrix because the grant is running through CDOT but is reported in this section for transparency.*

*** The jurisdictions within the region desire the purchase of Regional Traffic Data utilizing STBG funding, pending PPACG Board of Directors authorization, PPACG staff will utilize through a procurement process to purchase Regional Traffic Data. Local match is provided by local jurisdictions for this purchase. This will be completed annually as directed by the Transportation Advisory Committee and approved by the Board of Directors. This cost is not captured in the expenditures matrix because it does not affect CPG funds but is reported in this section for transparency.*

Several efforts that began in FFY23 and FFY24 may be ongoing and are included below. These consultant service costs are not included in the previous matrix as they were not anticipated in the roll-forward of funds.

- Long-range Transit Plan (partnership with MMT – with MMT handling the procurement);
- Updated Specialized Human Services Plan (Coordinated Plan) (partnership with MMT – with MMT handling the procurement);
- Active Transportation Plan, utilizing toll credits from CDOT;
- Long Range Transportation Plan Public Involvement Assistance, utilizing toll credits from CDOT;
- Long Range Transportation Plan Land Use Modeling, utilizing toll credits from CDOT;

Specific work scopes and funding details for activities not eligible for the on-call contracts will be provided to CDOT prior to release of any requests for proposals. The PPACG Board of Directors and/or the Executive Director must approve all contractual support services. The actual budget for contract services is heavily dependent upon the amount of carry-over.

All arrangements necessary to retain funding for multi-year contract services are subject to approval by CDOT.

WE 617 (76060) Printing/Reproduction Services

Expenses include document printing and related services when outside (vendor) services are used.

WE 617 (77000) Education/Training/Conference

Expenses include registration and related fees for education, training, and conferences for Transportation Planning Program staff development. Conferences and training may include Association of Metropolitan Organizations, American Planning Association, ESRI (GIS), National Association of Regional Councils, Transportation Research Board, travel demand model user groups and others as necessary to support Transportation Planning Program goals.

WE 617 (77150) Travel Out-of-State

Expenses include travel, lodging, subsistence expenses and related items of expense incurred for Transportation Planning Program staff traveling out-of-State on official business. Trips may include, but are not limited to, conferences or trainings associated with the Association of Metropolitan Organizations, American Planning Association, ESRI (GIS), National Association of Regional Councils, Transportation Research Board, National Highway Institute, and FHWA.

WE 617 (77160) Travel In-State

Expenses include travel, lodging, subsistence expenses and related items of expense incurred for Transportation Planning Program staff traveling within the State of Colorado on official business.

WE 617 (77200) Supplies

Expenses include purchase of materials and supplies specifically for accomplishing UPWP tasks.

WE 617 (77350) Support Services

Expenses include advertising for public meetings, filling staff positions and miscellaneous support needs, such as communication interpreters for public meetings.

WE 617 (77450) Memberships/Subscriptions/Publications

Expenses include the costs of the PPACG's membership in business, technical, and professional organizations; subscriptions to or purchase of business, professional and technical periodicals/books.

WE 617 (77500) Maintenance - Equipment

Expenses include general computer maintenance costs, as needed.

WE 617 (77660) Capital – Furniture/Equipment

The budgeted dollar amount is to support computer hardware and other furniture and/or equipment necessities.

5 Other Regionally Significant Transportation-Related Planning Activities

In addition to the Work Elements previously outlined in this UPWP for PPACG staff, other transportation planning and transportation-related air quality planning activities will be conducted by various transportation planning and implementation agencies. The IIJA requires that the UPWP include a description of all metropolitan transportation planning and transportation-related air quality planning activities anticipated within the next one- to two-year period, regardless of funding source or agencies conducting the activities. The following information summarizes the efforts that were submitted to PPACG for inclusion in this document. Note: Project descriptions are provided by the respective government entity staff.

5.1 Colorado Department of Transportation:

Name of the project/study: US 24 Reliever Route Study

Cost: $600,000 ($500,000 CDOT, $100,000 local match from Woodland Park)

Purpose: To determine if a US 24 Reliever Route around Woodland Park in Teller County is economically viable and feasible. The study would look at economic impacts to Woodland Park and the surrounding area from realigning US 24 from downtown Woodland Park to an around town alignment. Evaluate US 24 alternatives and identify if these alignments are feasibly based on constructability, environmental impacts, right-of-way impacts, and other criteria. Engage stakeholders and evaluate support for the proposed project.

5.2 El Paso County:

Name: Major Transportation Corridor Plan

Cost: $400,000

Purpose: This is a long-range plan focused on providing an effective and efficient multi-modal transportation system in unincorporated El Paso County that prioritizes transportation infrastructure to meet future needs.

Name: South Powers Multimodal Corridor Study

Cost: $500,000

Purpose: Working with affected jurisdictions, plan for the next phase of corridor planning for South Powers Boulevard Corridor Study - Mesa Ridge Parkway to I-25. Increasing population growth and development are driving a need to conduct a corridor study that builds on the year 2000 Feasibility Study that selected a preferred alignment. The goals are to produce a corridor plan, determine a more precise alignment, plan for access and right of way (ROW) needs for vehicles, transit and multimodal transportation needs and phasing options. This holistic approach will identify critical Americans with Disabilities Act (ADA) compliant bike/pedestrian connections and crossings for safer travel, will consider transit opportunities for Bustang, Mountain Metro Transit, Fountain transit and/or paratransit services along with park and ride locations if needed. This corridor study is the next planning phase that was identified in the feasibility study to determine the appropriate corridor plan and alignment for the extension of South Powers Boulevard from Mesa Ridge Parkway Boulevard to a connection with I-25. This strategic planning effort will continue the vision started in the In the mid-1960s when local, county, regional and state planners recognized the need for secondary loop around the I-25 corridor to provide for multimodal connectivity, alternative route for closures, military access and to prepare for the tremendous growth in the coming decades.

5.3 Mountain Metropolitan Transit:

Name: Long Range Transit Planning Activities

Cost: $200,000 (per year)

Grant: #5307, STP-Metro, FASTER, other

Purpose: Update required and necessary long-term regional transportation plan and various long-range financial, human services, operations facilities capacity and capital acquisition planning for the system. Participate in statewide transit planning efforts and coordinate with PPACG to communicate interests of the Pikes Peak Region. Future project list includes Comprehensive Operational Analysis (COA), Alternative Transit Mode plan (on demand type), and ADA Paratransit planning activities.

Name: Short Range Transit Planning Activities

Cost: $350,000 (per year)

Grant: #5307, other

Purpose: Conduct required transit planning activities such as route optimization, feasibility studies, business plan, data collection, fare study, on-board survey, fiscal planning, capital, and service planning to improve the efficiency and effectiveness of transit services in the region. Current project list includes Compliance safety/security: a System Security Plan (SSP), Continuity of Operations Plan (COOP), Emergency Response Plan (ERP), Rider survey, DBE. Future project list includes Fare Study, Business Plan, Rider Survey, Title VI and DBE Program Updates, another Bus Rapid Transit (BRT) corridor study, Phase II work on Academy Boulevard, National Transit Database (NTD) Survey, Facilities Utilization Plan

Name: Academy Boulevard High Capacity Transit Corridor Improvement Study

Cost: $350,000

Grant: #5307, #5304, other

Purpose: Additional planning, preliminary engineering and design, and National Environmental Policy Act (NEPA) processes for enhanced transit service in the Academy Boulevard corridor. This project will evaluate existing conditions and help identify transit needs along the corridor, determine the appropriate transit technology alternative, suggest the level of service to improve ridership in the corridor, and develop recommendations for near-, mid-, and long-term implementation of the proposed transit improvements. Includes BRT.

Name: 2050 Regional Transit Plan

Cost: $200,000

Grant: #5307, #5304, other

Purpose: Update the current 2045 Transit Plan with the new planning horizon – 2050. The plan will review the current transit environment in the Colorado Springs region, engage stakeholders, assess needs, review funding opportunities, develop recommendations, and identify a list of potential projects to incorporate into the Pikes Peak Region's 2050 Long Range Transportation Plan. Plan development scheduled to take one year. Efforts begin in FFY2023 and will continue through FFY2024. Includes a Zero Emission Vehicle Plan.

Name: ADA Paratransit Planning Activities

Cost: $125,000

Grant: #5307, other

Purpose: Conduct various short term and long term paratransit planning activities and required activities such as community human services planning, operation analysis, and updating ADA accessibility standards related to transit services.

Name: NTD Randomized Survey Data Collection and Analysis

Cost: $40,000

Grant: #5307, other

Purpose: Federally required for transit agencies. Transit agencies must sample or collect 100 percent counts of passenger miles traveled (PMT) in a mandatory year. MMT uses Automatic Passenger Counters (APCs) for collecting unlinked passenger trips (UPT) and PMT data for bus mode, either through sampling or a 100 percent count of data. The APCs must be calibrated and validated by each transit agency periodically in order to be used for NTD reporting. The use of APCs for NTD reporting requires prior FTA approval. This project will allow MMT to obtain the approval.

Name: Title VI and DBE Program Updates, Rider Survey 2025

Cost: $200,000

Grant: #5307, other

Purpose: As a federal requirement, the City of Colorado Springs, Transit Services Division must maintain an updated Title VI Program to demonstrate how we are complying with Title VI requirements every three years.

5.4 Woodland Park:

Name: Woodland Park Pavement Management Plan

Cost: $70,000

Purpose: Complete a pavement condition survey and road needs analysis to understand the condition of the City's road network and determine maintenance and rehabilitation recommendations to maximize use of available funding.

6 Appendices

6.1 Acronyms and Abbreviations

ADA	Americans with Disabilities Act of 1990
AQTC	air quality technical committee
CAC	community advisory committee
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
CMP	congestion management process
CO	carbon monoxide
COG	Council of Governments

CPG	consolidated planning grant
BRT	Bus Rapid Transit
DOD	Department of Defense
EV	electric vehicle
FFY	federal fiscal year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	fiscal year
GHG	greenhouse gas
GIS	geographic information systems
IIJA	Infrastructure Investment and Jobs Act
LRTP	long range transportation plan
MMOF	multimodal transportation and mitigation options fund
MMT	Mountain Metropolitan Transit
MOA	memorandum of agreement
MPO	metropolitan planning organization
NEPA	National Environmental Policy Act
PEA	planning emphasis area
PEL	planning and environmental linkages
PL	planning funds
PMT	passenger miles traveled
PPACG	Pikes Peak Area Council of Governments
PPP	public participation plan
PTASP	public transportation agency safety plan
ROW	right of way
SB	Senate Bill
SIP	state implementation plan
STBG	surface transportation block grant
STRAHNET	strategic highway network
TAC	transportation advisory committee
TAM	transit asset management
TIP	transportation improvement program
TMA	transportation management area (an MPO with more than 200,000 population)
TPR	transportation planning region
UPT	unlinked passenger trips
UPWP	unified planning work program
USDOT	United States Department of Transportation
UZA	census designated urbanized area

6.2 Supporting Documents

The following pages contain supporting documents:

- Table of Core Planning Documents
- Approved Agency Indirect Cost Rate
- Certifications and Assurances
- PPACG Board of Directors Resolution of Approval
- State and Federal Approvals (to be included in final document pending approvals)

Figure 9: Table of Core Planning Documents

Document	DATE ADOPTED	TIME SPAN	UPDATE DUE
Unified Planning Work Program	August 2023	2 years	August 2025
Transportation Improvement Program	March 2024	2 years*	March 2026
Self-Certification	January 2022	4 years	January 2026
Public Participation Plan**	June 2019	N/A	June 2026
LRTP Public Involvement Plan	April 2023	5 years	April 2028
Title VI/EJ Plan and Limited English Proficiency (LEP) Plan	June 2023	3 years	June 2026
Congestion Management Process	December 2022	5 years	December 2027
Long Range Regional Transportation Plan	January 2020	5 years	January 2025
Transit Plan	January 2020	5 years	January 2025
Specialized Human Services Plan	January 2020	5 years	January 2025

** The federal requirement is to update the TIP every 4 years; however, PPACG updates the TIP every 2 years.*

*** The overarching public participation plan for PPACG is updated on an as-needed basis. However, public involvement plans are developed specifically for each LRTP and TIP.*