Pikes Peak Area Council of Governments
Communities Working Together

MEETING AGENDA
COMMUNITY ADVISORY COMMITTEE
Friday, November 22, 2024, 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: 268 857 172 272
Passcode: 72j5Ui7o

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 286 165 711

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 from the October 30, 2024 meeting

4. **PUBLIC COMMENTS / PRESENTATIONS**
   A. Public Comments. 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 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. 2025 CAC Officers – Danelle Miller, Sr. Transportation Planner

6. INFORMATION ITEMS

A. CDOT Regional Priority Program Funding – CDOT/Jess Bechtel, Transportation Programming & Project Delivery Planner

B. Long Range Transportation Plan Update and Review – Danelle Miller, Sr. Transportation Planner

7. MEMBER ENTITY ANNOUNCEMENTS

8. MEETING SCHEDULE

A. Upcoming 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.

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

MEETING MINUTES
COMMUNITY ADVISORY COMMITTEE
October 30, 2024, 3 p.m.

Virtual – Microsoft Teams (Video and Audio)
www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 298 417 486 884
Passcode: FcYUNa
Virtual – Phone (Audio Only)
Phone Number: (929) 242-8427
Conference ID: 984 455 216

1. **CALL TO ORDER / ESTABLISH A QUORUM / INTRODUCTIONS**
First chair Ed Dills called the meeting to order at 3:00 pm.

2. **AGENDA APPROVAL**
Kathy Hisey motioned to approve the agenda; Chuck Theobald seconded. The motion was approved unanimously.

3. **CONSENT ITEMS**
A. Approval of the minutes of the September 25, 2024, meeting
Mattie Gullixson motioned to approve the minutes; Teresa Cheek seconded. The motion was approved unanimously.

4. **PUBLIC COMMENTS/PRESENTATIONS**
None.

5. **ACTION ITEMS**
A. Active Transportation Plan Adoption – Jason O'Brien, Sr. Transportation Planner
Jason O'Brien, Sr. Transportation Planner, provided an overview of the Active Transportation Plan and answered questions regarding the development community and wayfinding for bicyclists and pedestrians.
Chuck Theobald made a motion to recommend approval of the plan. Maile Foster seconded. The motion was approved unanimously.
B. Unified Planning Work Program Adoption – Danelle Miller, Sr. Transportation Planner
Danelle Miller, Sr. Transportation Planner provided an overview for the Unified Planning Work Program Adoption.
Kathy Hisey made a motion to recommend approval of the plan. Roland Rainey seconded. The motion was approved unanimously.

6. **INFORMATION ITEMS**
A. CDOT Infrastructure Condition and System Performance Target Setting – Danelle Miller, Sr. Transportation Planner /Jacob Kershner, CDOT
Danelle Miller, Sr. Transportation Planner, and Jacob Kershner, CDOT, gave a brief overview of the CDOT infrastructure condition and system performance target setting. A member requested comparable statistics of infrastructure targets for the surrounding states of Colorado, and Jacob Kershner offered to email that data to the members of the CAC.
B. CDOT Annual Safety Target Setting – Danelle Miller, Sr. Transportation Planner /David Swenka, CDOT
Danelle Miller, Sr. Transportation Planner, and David Swenka, CDOT, gave a brief overview of the CDOT annual safety target setting. David Swenka answered questions about the fatality and serious injuries data. Danelle Miller answered questions about the spectrum of data and when it will be presented to the members of the CAC again.
C. Long Range Transportation Plan Update and Review – Danelle Miller, Sr. Transportation Planner
Danelle Miller, Sr. Transportation Planner, provided an overview of the long range transportation plan and its status. Draft versions of Chapters 1 through 6 of the LRTP were made available for the CAC's review and questions.
D. CAC officers – Danelle Miller, Sr. Transportation Planner
Danelle Miller, Sr. Transportation Planner, noted that officer nominations and election will take place in November.
E. Holiday CAC Meeting Adjustments – Danelle Miller, Sr. Transportation Planner
Danelle Miller, Sr. Transportation Planner, gave a brief overview for the holiday CAC meeting adjustments and will send out a poll to the CAC members.
F. 2025 CAC Meeting Times – PPACG staff

Andrew Gunning, Executive Director, requested that the CAC consider moving the date and time of the meeting. Danelle Miller will send out a poll to members.

G. Special Presentation: 310th Space Wing Commander, Colonel Adam Fisher, Heritage Gala

Colonel Adam Fisher gave a brief overview of the 310th Space Wing and the plan to inactivate the wing.

7. **MEMBER ENTITY ANNOUNCEMENTS**

A. Danelle Miller, CAC staff liaison, announced that Lisa Gagnon is our new Transit Planner.

Chuck Theobald announced that the National League of Women Voters has appointed observers to the COP 29 Baku Azerbaijan. Dr. Rebecca Theobald will blog from November 7-17 on this topic.

8. **MEETING SCHEDULE**

As the holiday season approaches there may be a couple of alternate dates for meetings, staff will keep members updated.

9. **ADJOURNMENT**

The meeting was adjourned at 4:18pm.

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Attendees		
Present	**Name**	**Agency/Affiliation**
	Andrea Perry	League of Women Voters
X	Bill Boles	Park County
X	Brad Simmons	El Paso County
	Cali Standard	Colorado Springs
	Carey Storm	Manitou Springs
	Chris Crockett	CONO
X	Chuck Theobald	Colorado Springs
X	Ed Dills	Ramah
X	Gary Shugart	At-large
	Harold Larson	NEPCO
	Jon DeVaux	Woodland Park
X	Kathy Hisey	Calhan
	Karen Lusby	Monument
X	Maile Foster	El Paso County
X	Mattie Gullixson	Colorado Springs
	Paul Wiggins	At-large
X	Roland Rainey	At-large
X	Sheila Williams	At-large
X	Summer Earthsong	Fountain
X	Teresa Cheek	At-large
X	Tyler Peoples	At-large

** denotes a member's second term*

	Welling Clark	El Paso County
X	Staff	CDOT
X	Staff and guests	PPACG

** denotes a member's second term*

Pikes Peak Area Council of Governments
Communities Working Together

DATE: November 22, 2024

TO: PPACG Community Advisory Committee

FROM: PPACG Committee and Staff

SUBJECT: CDOT Regional Priority Program Funding – CDOT/Jess Bechtel, Transportation Programming & Project Delivery Planner

ACTION REQUESTED: Information Only

SUMMARY

CDOT Region 2 staff are providing an update regarding Regional Priority Program (RPP) funding allocations for FY 2029. No additional projects are being proposed currently.

BACKGROUND

PROPOSED MOTION

STRATEGIC PLAN GOALS

Please select which strategic plan goals this applies to.

____ 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.

_X_ Transportation: Maintain and improve a coordinated, validated plan for

____ transportation needs across the PPACG region.

X 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.

____

PREVIOUS ACTION

ATTACHMENTS

1. Memo from Colorado Department of Transportation
2. Regional Priorities Programming Fiscal Year 29 Funding

COLORADO
Department of Transportation
Region 2

Pikes Peak Area Council of Governments
Transportation Advisory Committee
15 South 7th Street
Colorado Springs, CO 80905

November 14, 2024

Regional Priorities Program (RPP) funds are allocated statewide at the direction of the State Transportation Commission (TC) and are a flexible funding source programmed at the discretion of each Region Transportation Director in consultation with each Metropolitan Planning Organization (MPO) and rural Transportation Planning Region (TPR). The objective of RPP funding is to supplement other formula-driven funding allocations to each CDOT Region with *flexible* funding. RPP funding comes from the Highway Users Tax Fund (HUTF) and other Federal Highway Administration (FHWA) sources.

This memo serves to inform the PPACG TAC, CAC, and Board of Directors that CDOT Region 2 does not propose a project within the PPACG MPO area for RPP funding in FY29. Tracking the amount of RPP funding allocated to projects in the PPACG region for the period FY22 through FY30 shows a total distribution percentage of 39.39% being allocated to PPACG, which is very near the targeted 40.9% PPACG RPP distribution amount. Note that FY 29 and FY 30 have not been approved yet. Since allocations vary from one year to the next, depending on project readiness and our other planning partner's needs, CDOT maintains a rolling 10-year average of the RPP funding in order to track targeted distributions. The Region will be scheduling a joint TPR and MPO in early 2025 (likely early February) to adopt the full list of FY 29 RPP projects.

Pikes Peak Area Council of Governments (PPACG)

Colorado Department of Transportation (CDOT) Regional Priorities Programming (RPP) Fiscal Year (FY29) Funding

November 2024

TPR or MPO	Project Description	TIP / STIP Number	CDOT Project Sub-account	2016-21 Prior Funds	2022 Planned Funds	2022 Budgeted Funds	2023 Planned Funds	2023 Budgeted Funds	2024 Planned Funds	2024 Budgeted Funds	2025 Planned Funds	2025 Budgeted Funds	2026 Planned Funds	2026 Budgeted Funds	2027 Planned Funds	2027 Budgeted Funds	2028 Planned Funds	2028 Budgeted Funds	2029 Planned Funds	2029 Budgeted Funds	2030 Planned Funds	2030 Budgeted Funds	Future Funds	2016-23 Subtotal Funds	2024-30 Subtotal Funds	Project RPP Total
PPACG	All Prior Year Projects and Funding	Various	Various	$ 25,859,994																				$ -	$ -	$ 25,859,994
PPACG	CO94A/Blaney Rd Jughandle	SR26867.076	22479		$ -	$ 157,500																		$ 157,500	$ -	$ 157,500
PPACG	Powers South PEL	SR26867.069	24774		$ -	$ 200,000																		$ 200,000	$ -	$ 200,000
PPACG	I25A Monument Gap PEL	2021-043	21102						$ -	$ 500,000														$ -	$ 500,000	$ 500,000
PPACG	CO115 -MP20-39 Safety/Bridge/Paving Improvements	SR27010.008	22903		$ -	$ 1,019,035					$ -	$ 612,840												$ 1,019,035	$ 612,840	$ 1,631,875
PPACG	US24A/Ridge Rd Overpass (10YCP: 2549H 27+)	2022-005 SPP7007.999	25355				$ -	$ 100,000			$ -	$ 1,500,000	$ 500,000	$ -			$ 1,000,000	$ -						$ 100,000	$ 3,000,000	$ 3,100,000
PPACG	US24G, CO21B Colorado Springs Signal Replacement	2019-128 SR26867.127/.114	24476						$ -	$ 1,000,000														$ -	$ 1,000,000	$ 1,000,000
PPACG	CO21A/Milton Proby Interchange	2022-019 ~~SR26867.069~~ SPP7TBD.999	25017						$ -	$ 1,000,000	$ -	$ 500,000	$ -	$ 200,000										$ -	$ 1,700,000	$ 1,700,000
PPACG	US24G Garrett-Woodmen Widening	SPP7TBD.999 ~~SR26867.114/.127~~ SPPTBD.999	25094						$ -	$ 2,000,000	$ -	$ 2,000,000	$ 2,000,000				$ 2,000,000							$ -	$ 8,000,000	$ 8,000,000
PPACG	I25A S Academy-Circle/Lake Safety/Operational Improvements (10YCP: 2759H 27+)	2022-020 SR26867.120	25092						$ -	$ 1,000,000	$ -	$ 1,500,000	$ 1,000,000	$ 1,000,000			$ 3,000,000	$ -						$ -	$ 7,500,000	$ 7,500,000
PPACG	CO67D Woodland Park Widening/Paving	2021-048 SR26867.105	25080						$ -	$ 2,000,000														$ -	$ 2,000,000	$ 2,000,000
PPACG	Powers (US24G)/Airport DDI Interchange	SR26867.118	24610								$ -	$ 500,000												$ -	$ 500,000	$ 500,000
PPACG	CO105 Palmer Lake Maintenance Rehabilitation	2023-048 SR26867.180	26209								$ 50,000	$ 50,000												$ -	$ 100,000	$ 100,000
PPACG	CO21A & B Mobility and Safety Improvements	2022-002 SR26867.069	TBD								$ 150,000	$ -												$ -	$ 150,000	$ 150,000
PPACG	US24G -MP311-350 Mobility/Safety Improvements	2021-047 SR26867.135	TBD								$ 250,000	$ -			$ 800,000	$ -	$ 500,000	$ -						$ -	$ 1,550,000	$ 1,550,000
PPACG	US24A Woodland Park Reliever Route Study	2022-006 SR26867.113	TBD								$ 500,000	$ -												$ -	$ 500,000	$ 500,000
PPACG	CO21B/Dublin Interchange		TBD																		$ 2,000,000	$ -		$ -	$ 2,000,000	$ 2,000,000
PPACG	US24A/21st St Interchange		TBD																		$ 3,000,000	$ -		$ -	$ 3,000,000	$ 3,000,000
PPACG	US24A Safety Improvements		TBD														$ 500,000	$ -						$ -	$ 500,000	$ 500,000
PPACG	I25A Safety Improvements		TBD														$ 500,000	$ -			$ 1,500,000	$ -		$ -	$ 2,000,000	$ 2,000,000
PPACG				25,859,994	$ 1,376,535		$ 100,000		$ 7,500,000		$ 7,612,840		$ 4,700,000		$ 800,000		$ 7,500,000		$ -		$ 6,500,000		$ -	$ 1,476,535	$ 34,612,840	$ 61,949,369
PPACG	0.409					$ 0		$ 0		$ 0		$ 0		$ 0		$ 0		$ 0		$ 0		$ 0				
PPACG Totals:				25,859,994	$ -	$ 1,376,535	$ -	$ 100,000	$ -	$ 7,500,000	$ 950,000	$ 6,662,840	$ 3,500,000	$ 1,200,000	$ 800,000	$ -	$ 7,500,000	$ -	$ -	$ -	$ 6,500,000	$ -	$ -	$ 1,476,535	$ 34,612,840	$ 61,949,369

Pikes Peak Area Council of Governments
Communities Working Together

DATE: November 22, 2024

TO: PPACG Community Advisory Committee

FROM: Danelle Miller, Senior Transportation Planner

SUBJECT: Long Range Transportation Plan Update and Review – Danelle Miller, Sr. Transportation Planner

ACTION REQUESTED: Information Only

SUMMARY

Pikes Peak Area Council of Governments is currently in development of the 2050 Pikes Peak Area Long Range Transportation Plan. PPACG staff will provide an overview of the LRTP and its status per the attached presentation.

As discussed last month, sections of the document are being provided to the PPACG committees for information and review. Last month, the first six chapters of the document were provided. In addition, the draft Implementation Plan chapter is now available for review, as is the Regional Specialized Transportation Plan and the Regional Transit Plan. Comments can be emailed at your convenience to Danelle Miller.

PPACG anticipates bringing the LRTP back to the CAC in full in December to ask that it be recommended for release for public comment.

BACKGROUND

As the federally designated metropolitan planning organization (MPO) for the Colorado Springs area, PPACG is responsible for developing and maintaining a regional LRTP. LRTPs are required to comply with federal and state laws for regional and statewide planning, in order for projects to be eligible for federal transportation funding.

The LRTP is a strategic document for the Pikes Peak region that identifies current

and future transportation needs and outlines transportation investments over the next 25 years. The development of the LRTP is a multiyear process that includes many subplans and elements.

PROPOSED MOTION

STRATEGIC PLAN GOALS

Please select which strategic plan goals this applies to.

____	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.
X ____	Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
X ____	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.

PREVIOUS ACTION

ATTACHMENTS

1. Draft 2050 LRTP Chapters 1-6
2. Draft Implementation Plan Chapter

INTRODUCTION
CHAPTER 1

INTRODUCTION

OVERVIEW

As the federally designated Metropolitan Planning Organization (MPO) for the Colorado Springs urbanized area, the Pikes Peak Area Council of Governments (PPACG) is responsible for developing and maintaining a long-range regional transportation plan and the supporting short-range implementation program.

Understanding that each county and municipality within the Pikes Peak Region has unique characteristics and needs, the 2050 Pikes Peak Region Long Range Transportation Plan seeks to collaboratively establish a foundation for transportation planning for the next 25 years.

This plan includes a vision and goals for regional transportation, evaluates the system as a whole, brings together local agency studies, identifies strategies for implementation, and provides information to assist decision makers in future development within the region.

The region's previous transportation plan, the Moving Forward 2045 Regional Transportation Plan, was adopted in January 2020. This plan updates that plan and addresses all of the performance-based planning requirements established with federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA). In its entirety, the plan meets the requirements for its composition and preparation process, and demonstrates conformity with applicable laws and regulations.

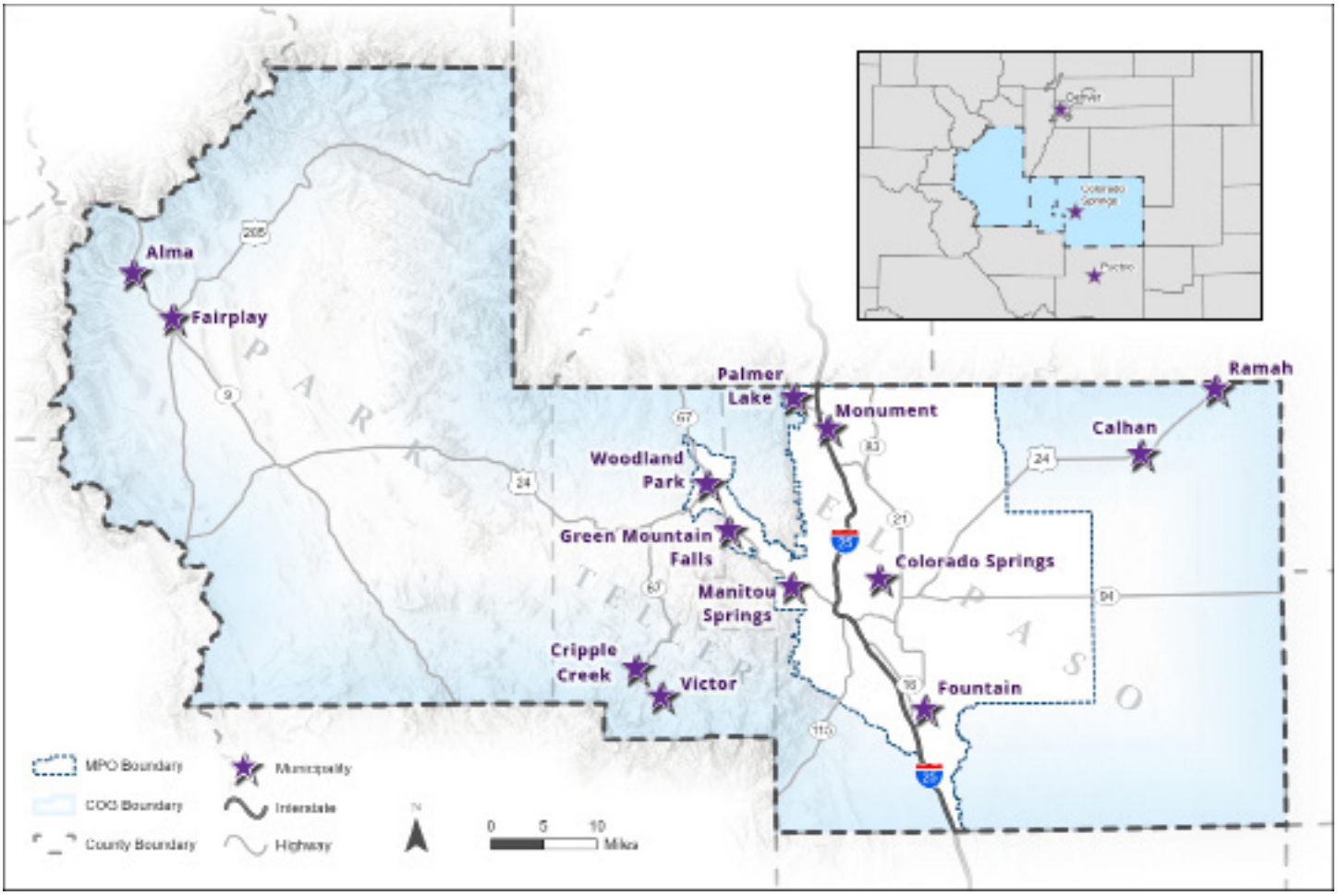
Pikes Peak Area Council of Governments

Formed in 1967 under Colorado laws regarding regional planning and intergovernmental contracting, PPACG is not a unit of local government, but an organization of local governments whose purpose is to identify regional problems and opportunities, develop solutions, and make recommendations on region-wide strategies. This regional approach serves to facilitate state and federal funding for local programs and projects.

PPACG is the designated Council of Governments (COG) for the region encompassing El Paso, Park, and Teller counties. It is also the state-designated MPO for the Colorado Springs Urbanized Area.

As the COG, PPACG is a voluntary organization composed of 16 member

Figure 1: COG and MPO Boundaries



governments: the counties of El Paso, Park, and Teller; the cities of Colorado Springs, Cripple Creek, Fountain, Manitou Springs, Victor, and Woodland Park; and the towns of Alma, Calhan, Fairplay, Green Mountain Falls, Monument, Palmer Lake, and Ramah. Elected officials appointed by these members compose the governing body of PPACG, the Board of Directors.

PPACG Metropolitan Planning Organization and Plan Area

While the COG is a voluntary organization, the MPO is instead a federally mandated and federally funded transportation organization made up of representatives from local government and governmental transportation authorities. The Federal Highway Act of 1962 requires the formation of an MPO for any urbanized area with a population of greater than 50,000.

Congress created MPOs to ensure that federal transportation funding is based on a continuing, cooperative, and comprehensive planning process. It is the job of the MPO to help allocate federal transportation funding to projects that reflect the region's shared vision for its future.

Figure 1 depicts the COG boundary and the Pikes Peak Metropolitan Planning Area boundary. This boundary must encompass

at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan and may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area (MSA), as defined by the Bureau of the Census.

Figure 2, on the following page, provides more detail regarding the MPO area with relation to the municipal, county, and military installation boundaries that fall within or cross the MPO area.

While this plan considers issues that extend into the COG area, this plan is limited to the MPO boundary. Areas within the COG that fall outside of the MPO undergo a separate planning process as part of the Central Front Range (CFR) Transportation Planning Region (TPR). The CFR TPR long range plan is developed by the Colorado Department of Transportation (CDOT).

Plan Purpose and Scope

The objective of regional long-range transportation planning is to provide a strategic framework for the development, operation, and management of the transportation system within the larger context of the region's economic, social, mobility, and environmental goals. Planning must be flexible to adapt to changing economic and technological conditions and forward-thinking enough to maximize return on investment, all while minimizing negative impacts.

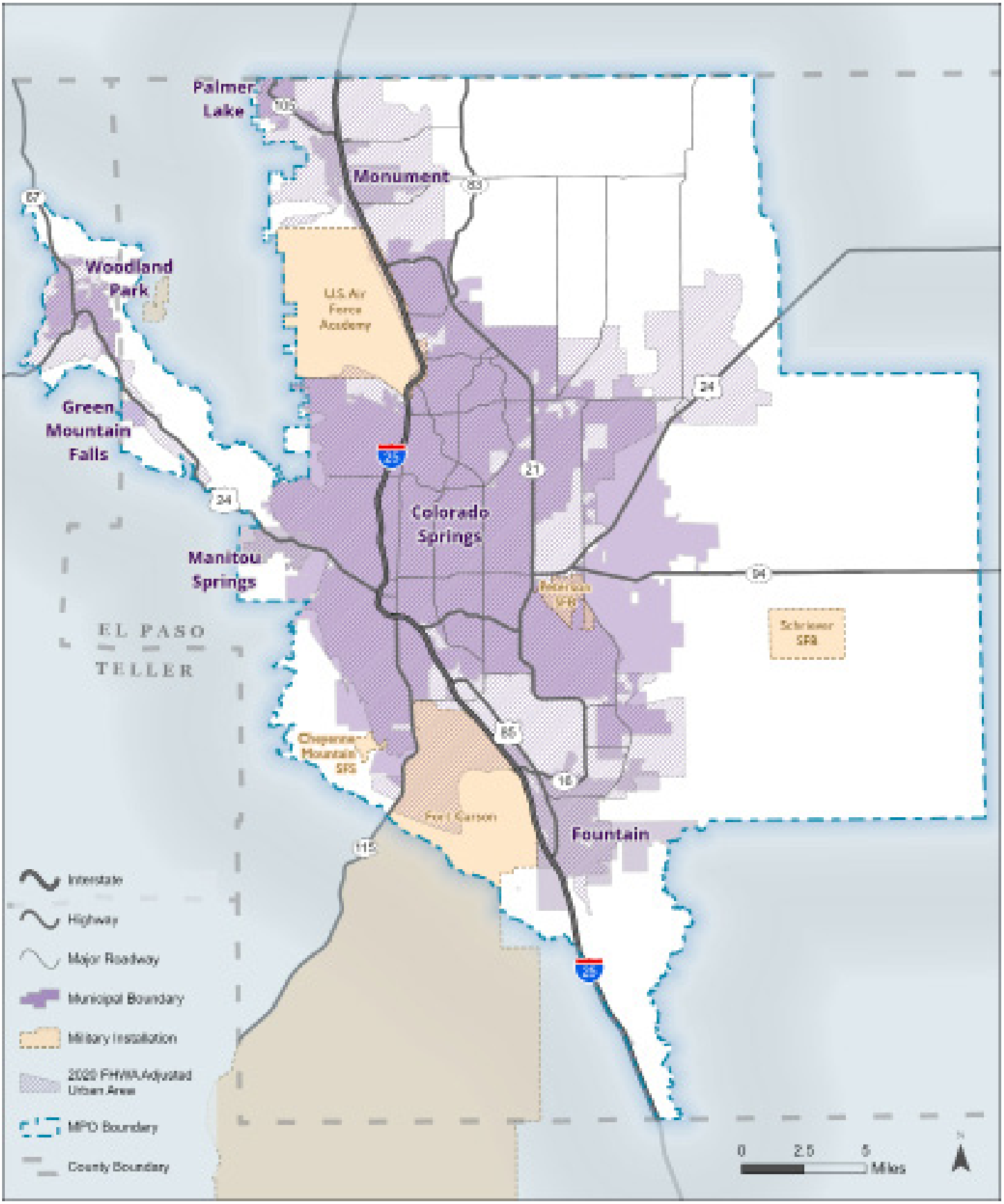
Long-range transportation plans are required to comply with federal and state laws for regional and statewide planning, in order for the region to be eligible for federal transportation funding. Projects must be consistent with the LRTP to be eligible for federal funding.

Further, all transportation projects that are regionally significantly, or impact air quality within the metropolitan planning area, regardless of the source of funding, must be included in the plan. The primary purpose of the plan is to develop a strategy for the best use of public funds in meeting community goals.

This plan:

- Includes a 20 or more year horizon;
- Describes the multimodal transportation system components designed to facilitate mobility of people and goods throughout the region;
- Is fiscally constrained, which means that projects can only be included in the plan if funding is expected to be reasonably available to pay for them;
- Identifies all funding—federal, state, local, and private—that is reasonably anticipated to be available during the period 2025 to 2050;
- Identifies how the transportation system, as recommended herein, assures maintenance of the National Ambient Air Quality Standards (NAAQS) and meets the mobility needs of persons with disabilities; and
- Is updated every 5 years (or 4 years for areas that are not in attainment with does not meet the national primary or secondary ambient air quality standard for a NAAQS).

Figure 2: MPO Boundary



FEDERAL AND STATE LEGISLATION

Title 23, United States Code (U.S.C.) 134 establishes the authority and responsibilities of the MPO. Further, this plan is guided by regulations set forth in 23 Code of Federal Regulation (CFR) § 450.324 and 23 CFR 49 CFR § 613.100., which are described in the previous section on scope.

Federal transportation legislation passed by Congress since 1991 emphasizes:

- Efficient use and preservation of existing transportation infrastructure;
- Synergistic relationships between transportation modes; and
- Inclusion of private citizens and stakeholders in planning.

In addition, transportation planning within metropolitan areas is defined by three major pieces of federal legislation:

- Infrastructure Investment and Jobs Act (IIJA, the current enactment of federal transportation legislation)
- The Clean Air Act Amendments of 1990
- The Civil Rights Act of 1964

Infrastructure Investment and Jobs Act

The FAST Act and MAP-21, the previous transportation legislation, incorporated performance goals, measures, and targets into the process of identifying necessary transportation improvements and selecting projects. The IIJA, signed into law in 2021, continued and expanded upon these provisions to promote an efficient and effective Federal surface transportation program. The long range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the national and regional goals.

Clean Air Act Amendments

The IIJA is linked to the Clean Air Act Amendments, which recast transportation planning to ensure that it will help, not hinder, the region in meeting federal air-quality standards. It encourages reduced auto emissions and fewer trips by single-occupant vehicles, and it promotes the use of alternative transportation modes, including transit, pedestrians and bicycles, as a viable part of the transportation system. Making receipt of all federal funding dependent on a region's ability to meet air-quality standards reinforces the link between transportation planning and federal air-quality standards.

Civil Rights Act

Requirements within the IIJA are similarly linked to the 1964 Civil Rights Act, which states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Act bars intentional discrimination, as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

Funding recipients must follow these fundamental environmental justice principles:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- Ensure the full and fair participation by all potentially-affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

State of Colorado Requirements

Senate Bill (SB) 21-260, Sustainability of the Transportation System, identified requirements for greenhouse gas (GHG) reductions related to the transportation planning process for CDOT and MPOs.

In January 2021, the state published the Colorado Greenhouse Gas Pollution Reduction Roadmap, and in December 2021, the Transportation Commission voted to approve a the GHG Transportation Planning Standard. This Standard sets GHG reduction levels for PPACG at different time periods and requires PPACG to model the existing transportation networks and future regionally significant capacity projects in its transportation planning documents.

FEDERAL PLANNING FACTORS

The IIJA outlines 10 planning factors that must be addressed by the metropolitan transportation planning process. These are addressed throughout this LRTP and must be considered in future planning and programming of federal funds.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the 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 the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

PROCESS AND ENGAGEMENT

CHAPTER 2

PROCESS AND ENGAGEMENT

REGIONAL TRANSPORTATION PLANNING PROCESS

Transportation planning at the regional level is a process of balancing goals to improve the quality of life for the region's citizens. This process is coordinated among federal, state, and local governments and private transportation providers to continuously anticipate and respond to the comprehensive transportation needs of people and goods moving throughout the region, fostering economic activity, and enabling access to and from areas outside the region.

PPACG Planning Products

PPACG's transportation planning includes three major products. The Unified Planning Work Program (UPWP) defines the transportation planning efforts undertaken by the MPO and throughout the region. This LRTP provides the long-range vision and potential projects for the region's future. Finally the short-range Transportation Improvement Program (TIP) is the mechanism by which funding is allocated to projects. Once funding is programmed, the projects are implemented by the local jurisdictions.

These processes work together and also feed into the larger state of Colorado planning processes.

Note: A graphic to illustrate the planning products is anticipated for a future draft.

LRTP PROCESS

The LRTP planning process is required to be continuing, cooperative and comprehensive. The 2050 LRTP provides consistency by building upon previous planning efforts. PPACG's iterative development process involved close coordination with local jurisdictions, CDOT, and various stakeholders as well as opportunities for engagement with the public at large.

PPACG began by developing the framework for the plan, to include federal and state requirements and defining a new vision and goals for the future. Next, PPACG collected and compiled data to determine regional performance, existing network conditions, and public feedback regarding the transportation network. This included review of

Working with this data and local jurisdiction transportation planners, engineers, and subject-matter experts, PPACG defined the needs of the region. Local jurisdictions submitted projects for inclusion in the LRTP, which were then scored and culled into a fiscally constrained project list.

The project scoring criteria were based on the federal planning factors, the PPACG vision and goals, and system performance. The scoring methodology and criteria weighting were then verified and adjusted through engagement with the PPACG committees and Regional Transportation Plan Advisory Committee (RTPAC), which are defined in the following pages.

Once the draft list was assembled, projects and their impacts were evaluated and modeled. This analysis includes an equity analysis, which is included in Appendix X, and greenhouse gas (GHG) analysis in accordance with state regulations and detailed in Chapter X.

All of this information was then assembled into a draft document, which was reviewed by member jurisdictions, stakeholders and committees before being released for public comment. In addition, open houses were held to educate the public and gather feedback regarding the plan. Finally, adjustments to the document were made to address public comments and the plan was finalized. The LRTP must be approved by the PPACG Board of Directors before being approved by the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA).

Note: A graphic to illustrate the planning process is anticipated for a future draft.

Component and Related Plans and Studies

Developing the LRTP is a multi-year process. As previously noted, this LRTP aims to pull together existing planning efforts and relies heavily on the input of local jurisdictions.

Several component plans that support and feed into the LRTP. These include local plans and studies developed by jurisdictions in the region as well as additional efforts conducted by PPACG. For this 2050 LRTP, the following were referenced for the LRTP:

- PPACG Tri-County Transportation Study
- Regional Freight Mobility Study
- Pikes Peak Region Active Transportation Plan
- 2050 Regional Transit Plan
- 2050 Regional Specialized Transportation Plan
- PPACG Congestion Management Process
- ConnectCOS
- El Paso County Major Transportation Corridors Master Plan, Master Plan, and Road Safety Plan
- Fort Carson Comprehensive Traffic Study
- City of Fountain Transportation Master Plan
- Manitou Springs Transportation and Mobility Master Plan and State of the System
- Town of Monument Comprehensive Plan
- Town of Palmer Lake Community Master Plan

PUBLIC ENGAGEMENT

As noted in the LRTP Process section, engagement was built into each step of this LRTP development. The integration of existing planning efforts and the PPACG governing board, committee structure, and public outreach programs support cooperation. PPACG believes that a multifaceted approach to stakeholder and public engagement allows for greater exposure and opportunities. This approach is documented in the PPACG 2050 Long Range Transportation Plan Public Involvement Plan (PIP), which is included as Appendix X. Using multiple outreach techniques, PPACG empowered citizens to be involved at every stage of plan development.

Key Partners

THE BOARD OF DIRECTORS

The PPACG Board of Directors comprises city and county elected officials of local governments in the COG. Materials are presented to the Board to ensure there is an opportunity for clarification on project materials or messaging before disseminating information to the broader community. The Board ultimately is the adopting entity for the LRTP.

TRANSPORTATION ADVISORY COMMITTEE

The Transportation Advisory Committee (TAC) is closely involved in every step of the transportation planning process, providing technical expertise and input with monthly and special meetings. . Membership on the TAC includes planning, engineering, and public works staff of local governments, including Mountain Metropolitan Transit (MMT), the State of Colorado, military installations, Federal Transit Administration (FTA), and Federal Highway Administration (FHWA).

COMMUNITY ADVISORY COMMITTEE

The Community Advisory Committee (CAC) provides the means for citizens of the Pikes Peak region to have an ongoing role in PPACG planning activities. In particular, the CAC is charged with providing ongoing input into public involvement methods to ensure that the public is heard in preparing transportation plans and programs. The CAC members also serve as liaisons to their communities, helping to distribute information and encourage engagement with PPACG planning processes. Membership includes citizens appointed by PPACG member jurisdictions, representatives of designated community organizations, and six citizens-at-large appointed by the PPACG Board of Directors.

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE

In addition to PPACG's standing committees,) PPACG convened an additional advisory committee focusing on the 2050 LRTP. The Regional Transportation Plan Advisory Committee (RTPAC) guides the plan development process and provides insight into public participation.

More than 50 individuals and organizations around the region were invited to participate in the RTPAC. These organizations represented a variety of categories, including education, housing, neighborhoods, bicycles/pedestrians, parks and recreation, public health, economic development, tourists, freight land development, aging issues, transit, military, community interests, and local governments.

ADDITIONAL PARTNERS AND CONSULTATIONS

PPACG recognizes there are more members of the community that should be coordinated with as part of a regional effort. Several entities were engaged and consulted, when possible, to provide additional context and information for this LRTP. These include military installations, environmental and health organizations, the Central Federal Lands Highway Division (CFL), and other groups.

Public Survey

One of the first engagement tactics to support the LRTP was a short public survey. This survey was developed, disseminated, and analyzed by a neutral third party and was intended to gather information regarding regional transportation preferences. The survey was diseminated in digital and hard copy versions and in English and Spanish. It appeared on the PPACG website and was shared with a wide range of community members.

However, this survey was self-selecting and is not statistically valid, meaning that it was completed by those who chose to participate and is not intended to be an accurate cross-representation of area residents. The survey results provide discussion points that can be explored through the LRTP development and with the local jurisdictions that develop transportation projects.

Results were shared with local jurisdictions and the PPACG committees.

SURVEY RESULTS

More than 800 respondents from more than 41 regional zip codes completed the survey, with high participation rates in the 80902 (Fort Carson area), in Colorado Springs (80903, 80904, 80906 (Broadmoor area), 80907 (Old North End area), 80918 (Northeast), and 80919 (Rockrimmon) areas. However, it should be noted that this represents a very small portion (less than 1%) of the population of the region.

In a typical week, 94% of respondents used cars to travel throughout the region, 53% walked, 34% biked, and 8% used transit. Respondents were allowed to choose all the transportation modes they used.

When describing their commute between home and frequently traveled places like work, school, and others, 41% said they have an average commute of 10-20 minutes, while 26% have a commute less than 10 minutes and 26% have a 20–40-minute commute.

Respondents indicated that transportation conditions have improved or worsened significantly (31%), or have somewhat improved (24%) over the last 5 years. Some respondents could not answer the question, indicating that they have not lived in the region long enough to comment. Many correlated the improved or worse transportation conditions with an increase in regional population and advocated for proactive, rather than responsive, transportation and infrastructure planning.

With regard to other modes of transportation, 27% would ride transit more frequently if there was expanded service or buses to more destinations and 38% saw the lack of transit frequency as a top transportation problem. Meanwhile, 39% of respondents were most concerned with the lack of bicycle/pedestrian options (bicycle lanes, trails, sidewalks, crosswalks, etc.

When comparing the survey results to those in the previous LRTP, there are many similarities. The vast majority travel in single-occupancy vehicles. Drivers still desire improved road conditions and

improved safety, and they would like to see increased bicycle connectivity and safe infrastructure.

Concerns about congestion have increased from 50% to 62%. Data also show, though, that over the past 5 years, people travel differently within the region. Walking on a weekly basis to destinations has increased from 27% to 53%, while taking transit has increased from 3% to 8%. Additionally, respondents to this survey advocated for additional transit options including increased service and frequency and incorporating rail into interregional and intraregional travel.

Note: Graphics to illustrate the survey results will be developed for inclusion in a future draft.

Public Comments and Open Houses

In addition to the various committees, PPACG understands the importance of all voices in the regional planning process. As part of the LRTP review and adoption process, a public comment period allows the public to review, provide feedback, and comment on the draft plan. For this LRTP, the public comment period

During the comment period, PPACG holds a series of open houses to create a welcoming, collaborative environment and meet public involvement objectives. These meetings take place at a variety of locations and times to encourage maximum participation. Locations and times are chosen with consideration to Americans with Disabilities Act (ADA) and language accessibility.

LRTP information and the opportunity to comment is also hosted online via PPACG's website.

After collecting comments, a summary is presented to the PPACG Board and relevant committees. Feedback collected during this period are included as an appendix in the LRTP.

LRTP VISION AND GOALS

Establishing a strategic direction through the formulation of a vision and goals with the guidance of our planning partners and RTPAC was the a critical early component of the LRTP planning process. The vision and goals must be in alignment with federal and state guidance and planning factors, performance-based metrics, and regional needs.

The following vision and goals were developed by the RTPAC and adjusted by the TAC, CAC, and Board of Directors to reflect the priorities of the region.

Goals were formulated with a focus on outcomes, rather than on activities or policies.

The following vision and goals are reflected throughout the LRTP, and all projects and recommendations included support one or more of these goals.

Vision

Develop a sustainable multimodal transportation system, facilities, and services that meet regional mobility and accessibility expectations, improve the quality of life in the Pikes Peak region, and plan for the future of transportation.

Goals

- Preserve and enhance the function of and access to the existing regional transportation system.
- Provide efficient, improved, and fully connected multimodal and intermodal transportation for people, goods, information, technology, and freight to employment hubs, military installations, and other key destinations throughout the region.
- Increase the safety, security, redundancy, and resiliency of the multimodal transportation system.
- Maintain a robust, equitable, and healthy regional transportation system that enhances economic vitality of the Pikes Peak region.
- Implement responsible transportation solutions.

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SYSTEM PERFORMANCE

CHAPTER 3

SYSTEM PERFORMANCE

PERFORMANCE-BASED APPROACH

Under the IIJA, the transportation planning process must provide for the establishment and use of a performance-based approach to decision making. Performance-based planning applies performance management principles to transportation system policy and investment decisions. It is a system-level, data-driven process that identifies strategies and investments. Using specific performance measures and agreeing upon desired targets provides an objective, quantified basis for policies and investments, and improves accountability in communicating with the public.

States and MPOs must set specific performance target and develop plans designed to help reach those targets. The intent is to move toward an objectively accountable system that reflects the effectiveness of investment decisions, allowing federal funding recipients to improve decision-making.

SYSTEM PERFORMANCE

Performance measures are used to track and maximize the benefits of the transportation planning decisions, meeting national and regional goals, and link infrastructure investments to the LRTP, TIP, and Congestion Management Process (CMP). Federal regulation requires DOTs and MPOs to establish new targets based on updated data typically every four years or during a mid-cycle update. CDOT has recently updated some of their Performance Measures.

As the region's designated MPO, PPACG is required to update targets. MPOs can either adopt targets set by the state DOT, or set regional targets based on data only within our MPO boundary. The targets that have been approved by PPACG committees are those set by the state:

- Pavement condition
- Bridge Condition
- System Reliability
- Safety Targets

There are two other targets, congestion mitigation and traffic congestion, that are not required of PPACG because PPACG is in attainment for air quality.

Each performance measure has a corresponding baseline and target. Baselines are important to establish how much progress is being made on a performance target. Baselines are set when the performance measures and targets are first set. The status is the most recent data the PPACG has and is used to

evaluate progress on target achievement. The federal performance measure targets are to be achieved by the end of the corresponding performance period.

FHWA assesses targets to determine if states either met targets established or made significant progress. A state is determined to have met or made significant progress toward meeting their safety performance targets when at least four out of the five targets are either met or the actual outcome for the target is better than the baseline performance, which is the five-year rolling average. As provided by statute, states that did not meet the targets or make significant progress will be required to submit a Highway Safety Improvement Program (HSIP) Implementation Plan and use their funding only for those projects where targets have not been met.

Pavement Condition

Pavement condition is measured using data submitted to the Highway Performance Monitoring System (HPMS), specifically the International Roughness Index (IRI), cracking percent, faulting, and rutting. The IRI is a system used to evaluate and manage the road system, while cracking percent, faulting, and rutting address various aspects of pavement condition. FHWA set certain metric thresholds in the final rule, defining good, fair, and poor conditions for each of these measurements. Table 1 shows the metric categories for good, fair, and poor conditions used as part of this performance measure. The graphics on the following page depict these goals.

The pavement conditions in the Pikes Peak region are illustrated in Figure 3.

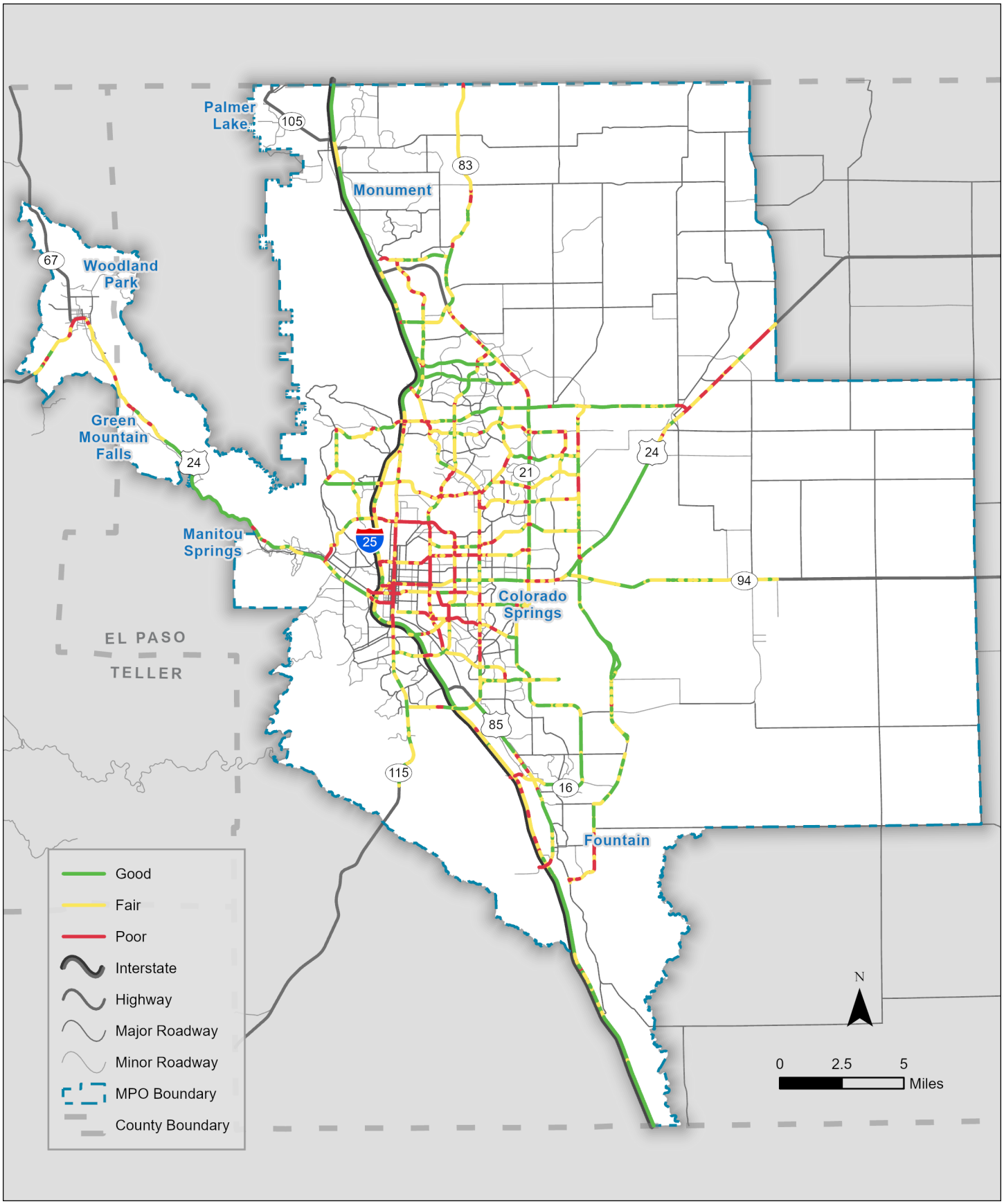
There are four targets related to pavement condition, which are described on the following pages. These targets were set by CDOT for the state as a whole and are not specific to the PPACG area. The PPACG Board of Directors approved supporting these targets in 2023. These targets will be re-evaluated in early 2025.

The 2023 and 2025 state targets for the percentage of interstate system (NHS) pavement in good condition are greater than or equal to 45% and 47%, respectively. In 2022, percentage of interstate system pavement in good condition was 42.8% statewide and 56.55% in the PPACG area.

Table 1: Pavement Condition Metric Thresholds

	GOOD	FAIR	POOR
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 asphalt) 5-15 (JCP) 5-10(CRCP)	>20 (asphalt) 0.15 (JCP) >10 (CRCP)

Figure 3: Pavement Conditions



The 2023 and 2025 state targets for the percentage of interstate system pavement in poor condition are less than or equal to 4% and 3.5%, respectively. In 2022, percentage of interstate system pavement in poor condition was 3.2% statewide and 1.01% in the PPACG area.

Meanwhile, the 2023 and 2025 state targets for the percentage of non-interstate system pavement in good condition are 42% and 43%, respectively. In 2022, percentage of interstate system pavement in good condition was 53.4% statewide but only 30.75% in the PPACG area.

The 2023 and 2025 state targets for the percentage of non-interstate system pavement in poor condition are 3.5% for each target year. In 2022, percentage of interstate system pavement in poor condition was 1.7% statewide, but 4.74% in the PPACG area.

Figures 4-7 depict the statewide and PPACG area trends for 2017 through 2022 compared with these targets.

Figure 4: Percentage of Interstate System Pavement in Good Condition

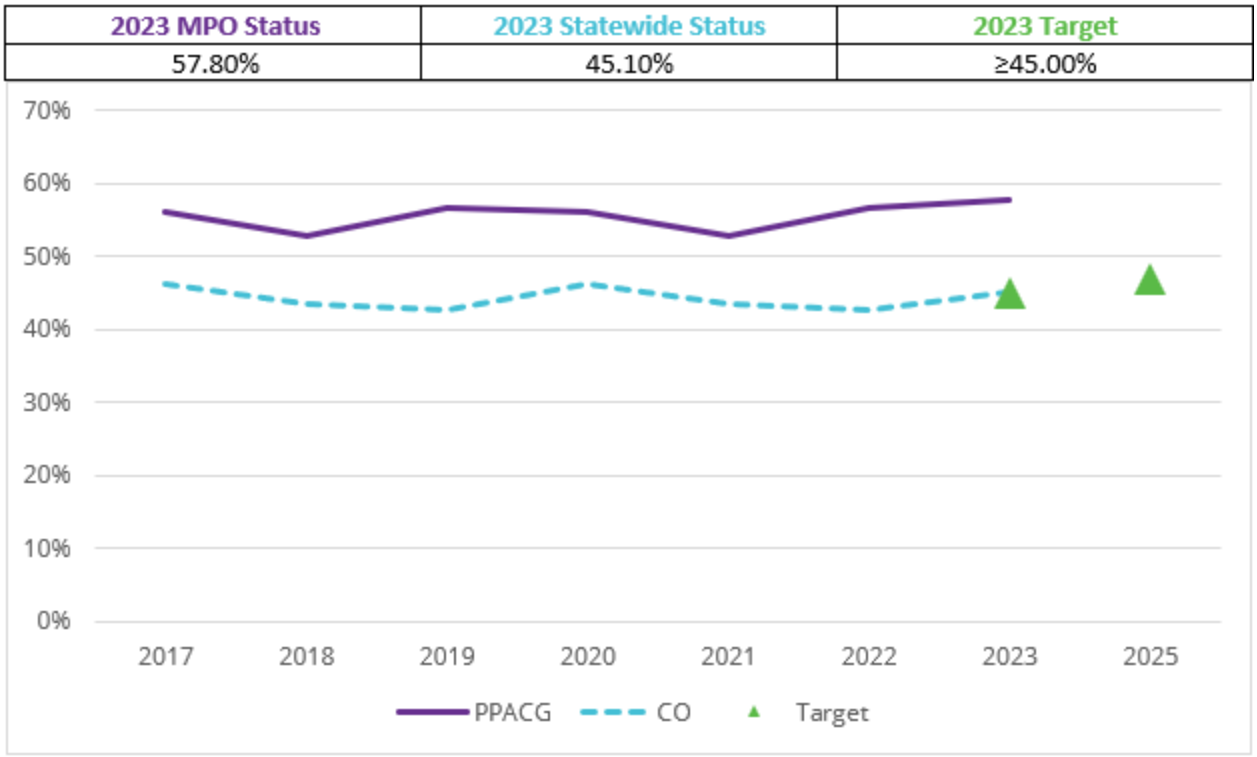


Figure 5: Percentage of Interstate System Pavement in Poor Condition

2023 PPACG Status	2023Statewide Status	2023 Target
0.80%	3.30%	≤4.00%

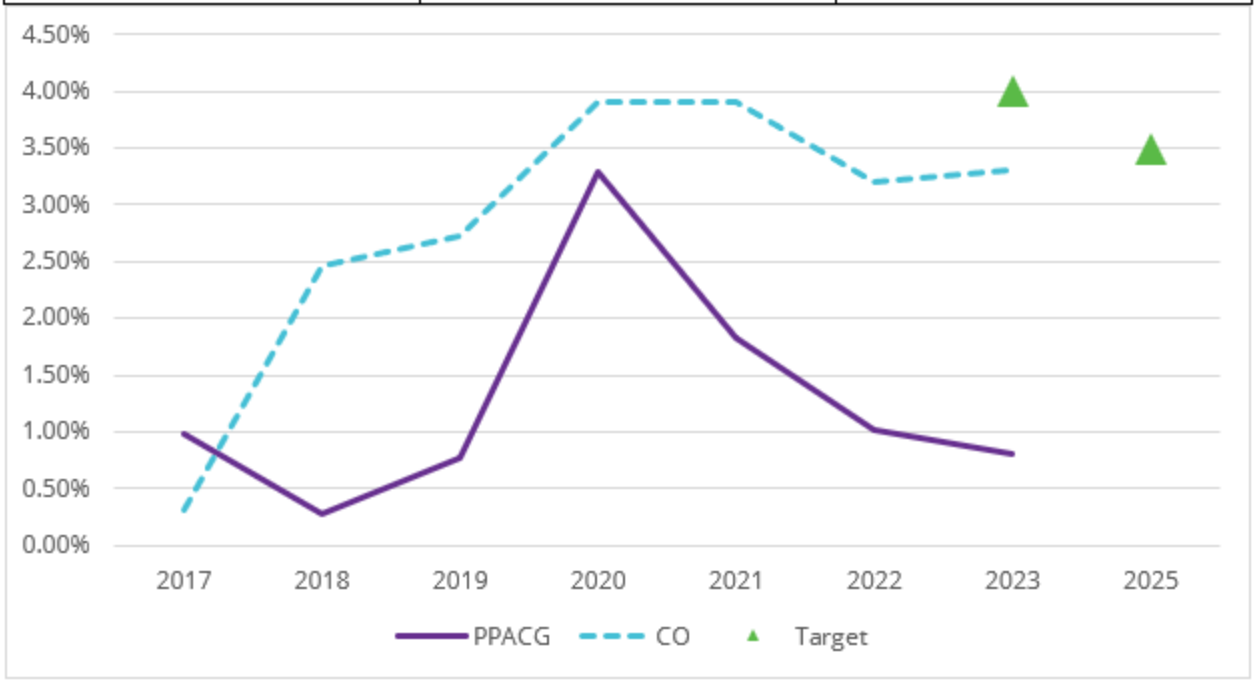


Figure 6: Percentage of Non-interstate System Pavement in Good Condition

2023 PPACG Status	2023 Statewide Status	2023 Target
29.60%	41.20%	≥42.00%

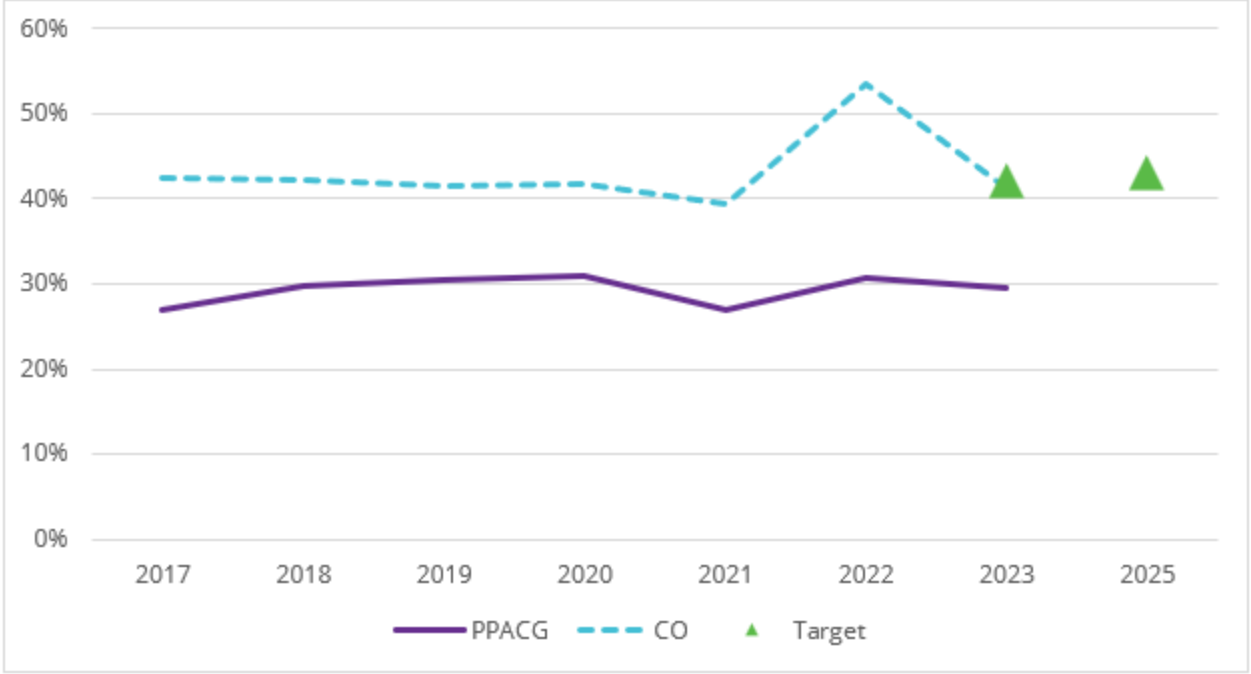
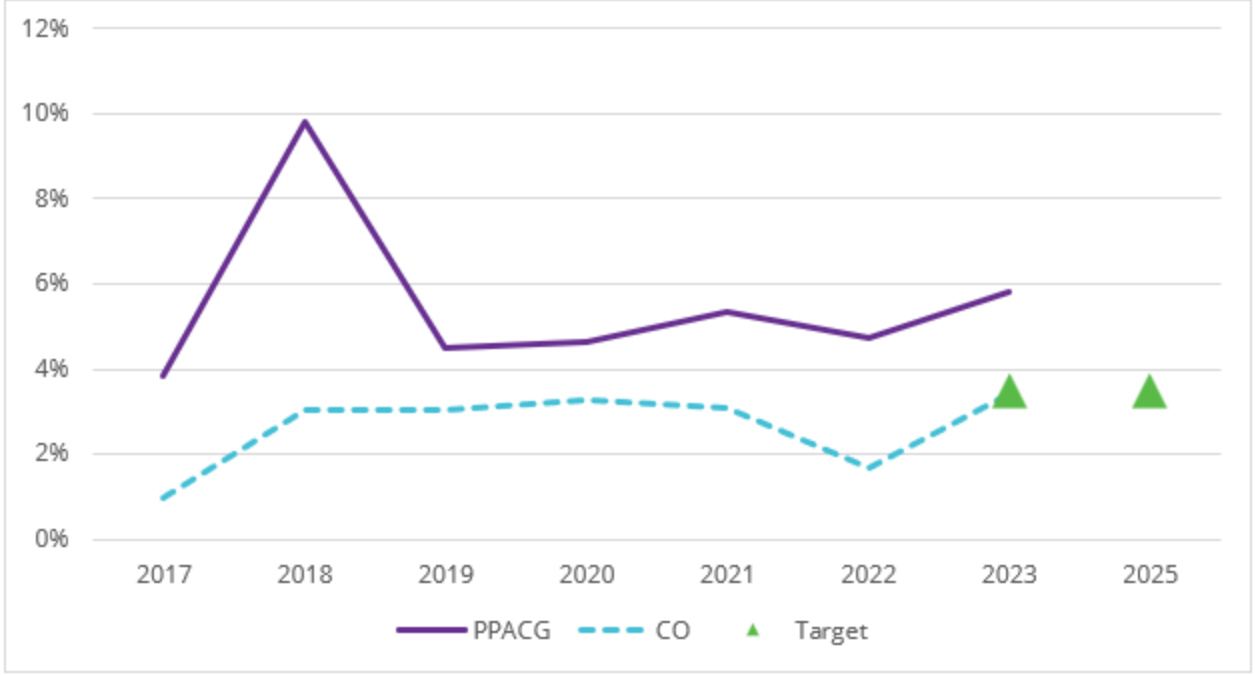


Figure 7: Percentage of Non-interstate System Pavement in Poor Condition

2023 PPACG Status	2023 Statewide Status	2023 Target
5.80%	3.50%	≤3.50%



Bridge Condition

Bridge condition is measured using data reported to the National Bridge Inventory (NBI). The NBI is a rating scale from zero to nine, rated good, fair, and poor. Deck, superstructure, and culvert condition are graded and FHWA set the following thresholds. Table X shows the thresholds for Bridge Condition Metrics.

The bridge conditions in the Pikes Peak region are illustrated in Figure 9.

There are two targets related to bridge condition. These targets were set by CDOT for the state as a whole and are not specific to the PPACG area. The PPACG Board of Directors approved supporting these targets in 2023. These targets will be re-evaluated in early 2025.

The 2023 and 2025 statewide target for the percentage of NHS bridges in good condition are 36% for each target year. Meanwhile in 2022, the percentage of bridges in good condition was 38.22% statewide and 39.52% in the PPACG area.

The 2023 and 2025 targets for the percentage of NHS bridges in poor condition was 4% for each target year. In 2022, 3.43% of bridges were in poor condition statewide and 2.15% of bridges in the PPACG area were in poor condition.

Figures 8 and 9 depict the statewide and PPACG area trends for 2017 through 2022 compared with these targets.

Table 2: Bridge Condition Metric Thresholds

	GOOD	FAIR	POOR
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

Figure 8: Percentage of NHS Bridges, by Deck Area, in Good Condition

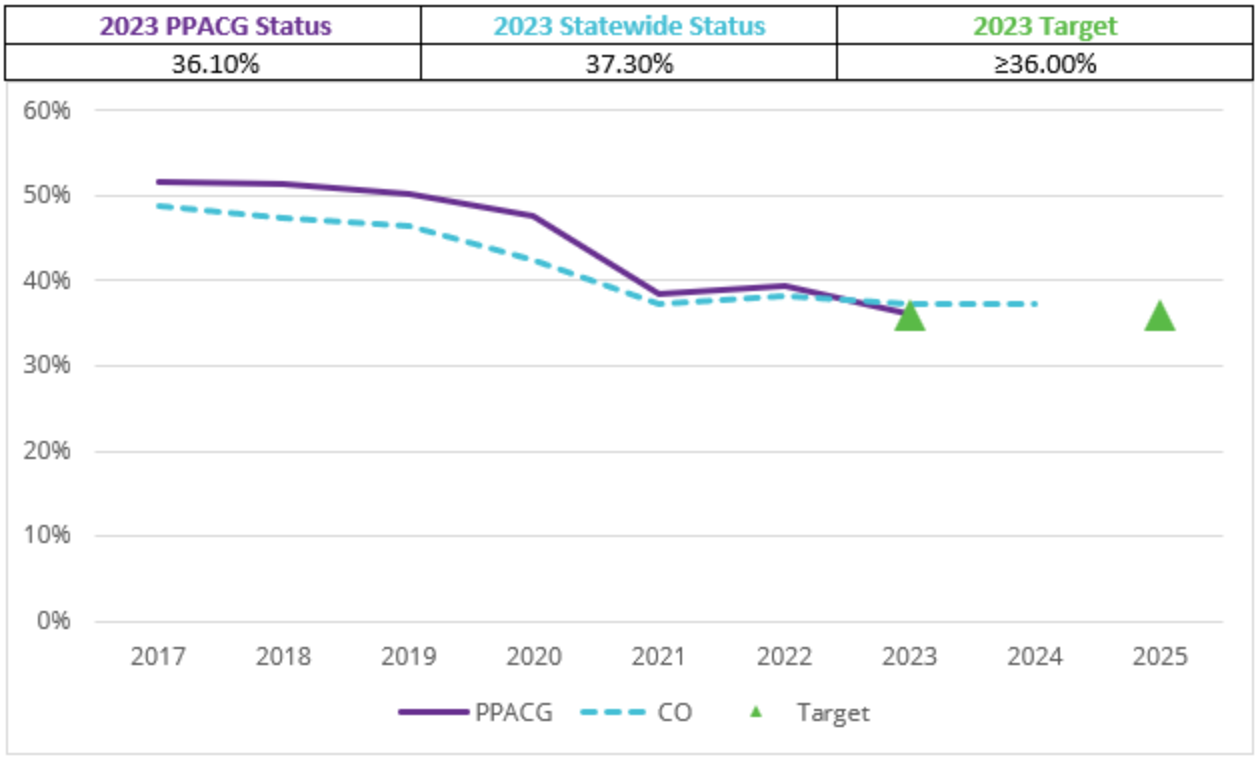


Figure 9: Bridge Conditions

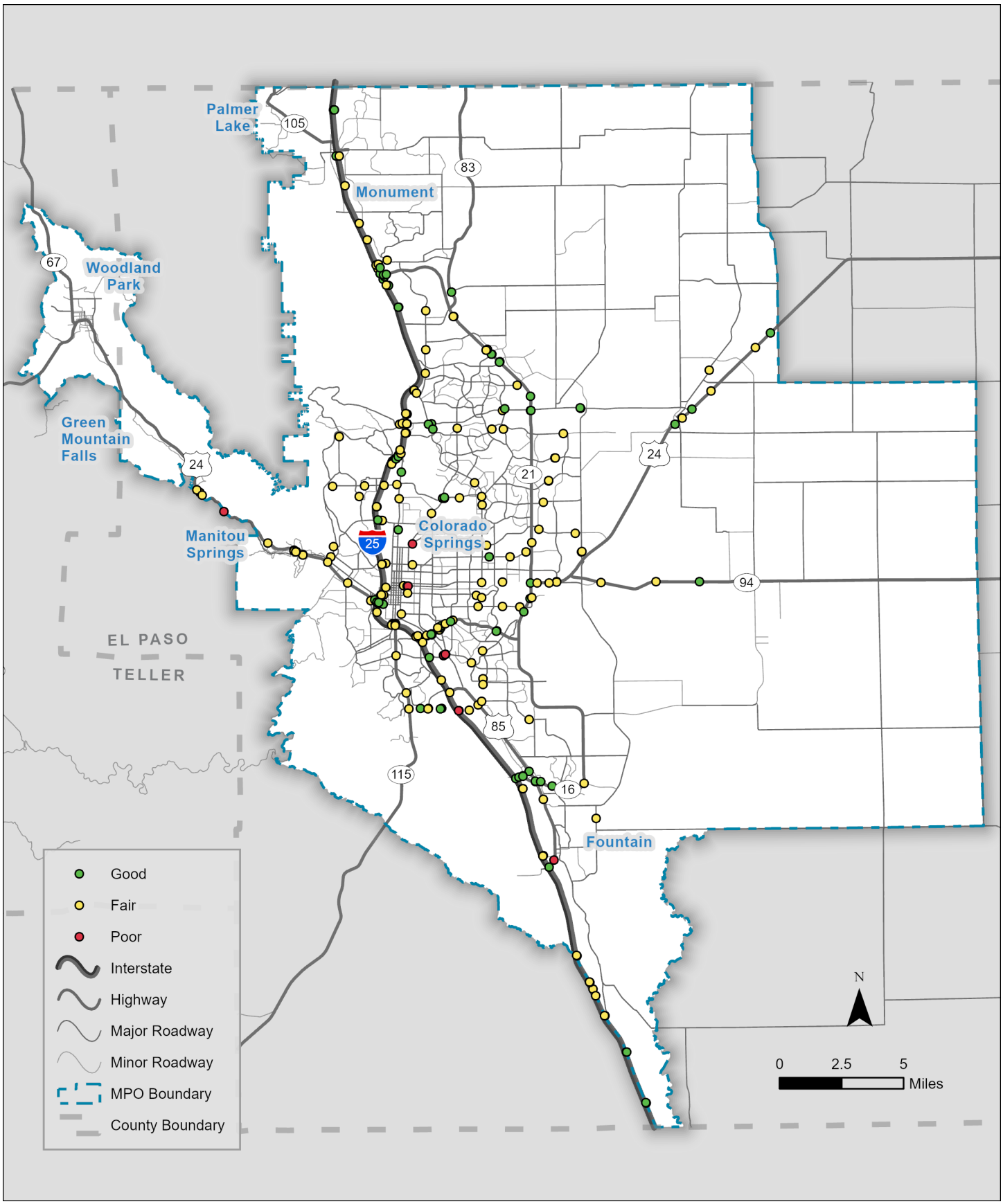
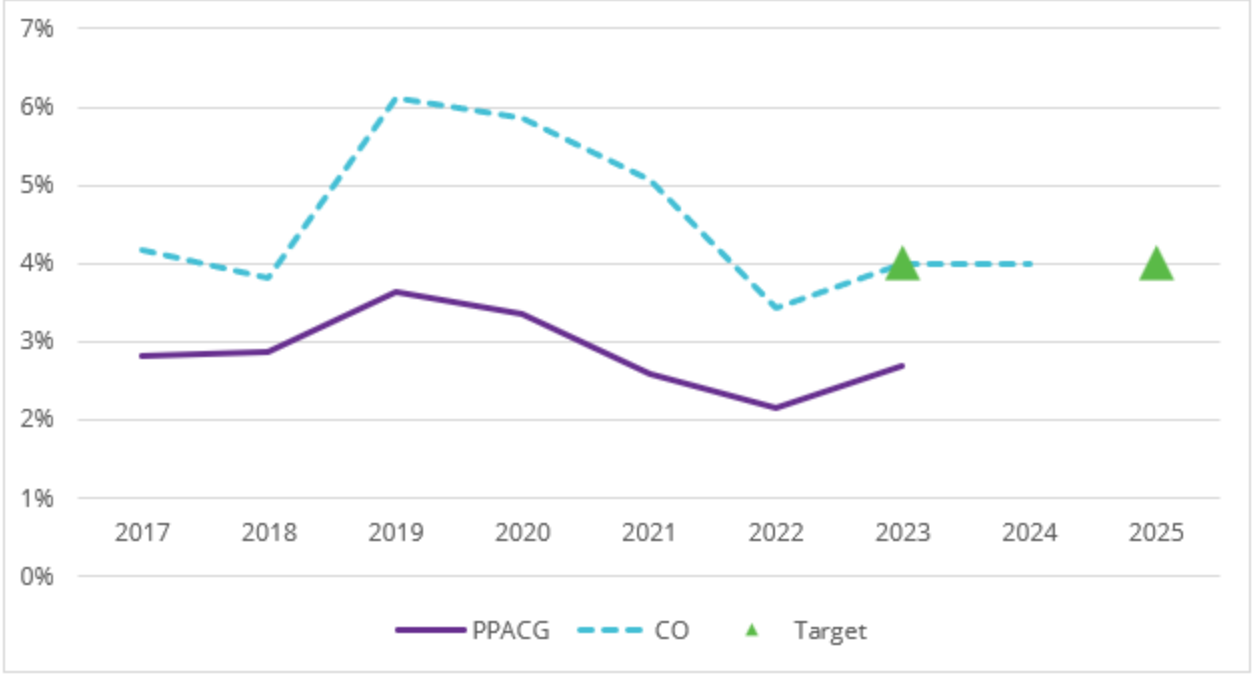


Figure 10: Percentage of NHS Bridges, by Deck Area, in Poor Condition

2023 PPACG Status	2023 Statewide Status	2023 Target
2.70%	4.00%	≤4.00%



System Reliability

Travel time reliability indexing (TTRI) is a multi-stepped process to determine the ratio of peak travel periods to normal travel periods. Travel time reliability is a measure of the consistency, timeliness, predictability, and dependability of a trip. Travel time reliability is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the "normal" (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

Travel time is reported using the National Performance Management Research Data Set (NPMRDS) and is collected in 15-minute segments during all time periods between 6:00 a.m. and 8:00 p.m. local time. The 80th Percentile Travel Time represents congested periods, while the 50th Percentile Travel Time represents the average travel time. "Reliable" is considering a TTRI below 1.5.

The system performance targets were set by CDOT for the state as a whole and are not specific to the PPACG area. The PPACG Board of Directors approved supporting these targets in 2023. These targets will be re-evaluated in early 2025.

The 2023 and 2025 state targets for the percent of person-miles traveled on the interstate system that are reliable are 81% and 79%, respectively. In 2022, percentage of interstate system pavement in good condition was 84.3% statewide and 93.8% in the PPACG area.

The 2023 and 2025 state targets for the percent of person-miles traveled on the non-interstate system that are reliable are 93% and 94%, respectively. In 2022, percentage of interstate system pavement in good condition was 95% statewide and 94.3% in the PPACG area.

Figures 11 and 12 depict the statewide and PPACG area trends for 2017-2022 as well as the targets.

TRUCK TRAVEL TIME RELIABILITY

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index. The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR is calculated for each of the following five time periods for each segment of Interstate:

- Morning peak Monday through Friday (6-10 a.m.)
- Midday Monday through Friday (10 a.m.-4 p.m.)
- Afternoon peak Monday through Friday (4-8 p.m.)
- Weekends (6 a.m.-8 p.m.)
- Overnight for all days (8 p.m.- 6 a.m.)

The maximum TTTR for each segment of Interstate is multiplied by the length of the segment, then the sum of all length-weighted segments is divided by the total length of Interstate will generate the TTTR Index.

The 2023 and 2025 state targets for TTTR Index are 1.46 for both target years. In 2022, the TTTR Index was 1.42 statewide and 1.47 in the PPACG area. Figure 13 depicts the statewide and PPACG area trends for 2017-2022 as well as the targets.

Figure 11: Percent of Person-miles Traveled on the Interstate System that are Reliable

2023 PPACG Status	2023 Statewide Status	2023 Target
90.06%	80.1%	≥81.00%

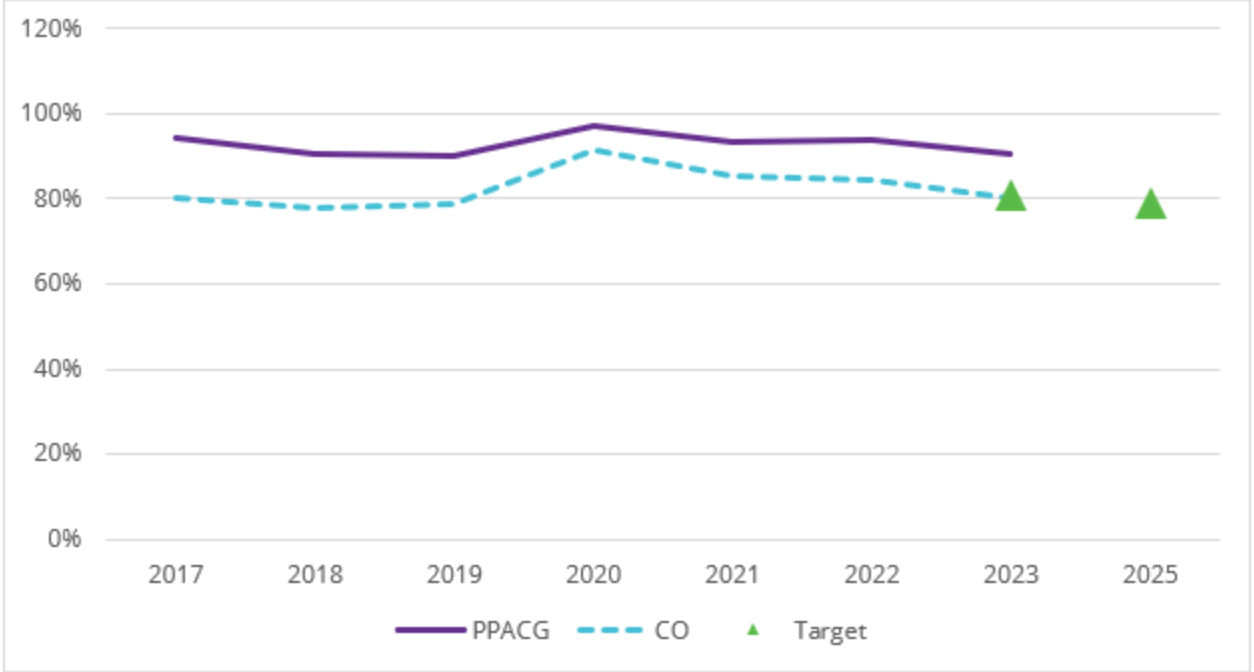


Figure 12: Percent of Person-miles Traveled on the Non-interstate System that are Reliable

2023 PPACG Status	2023 Statewide Status	2023 Target
91.00%	92.50%	≥93.00%

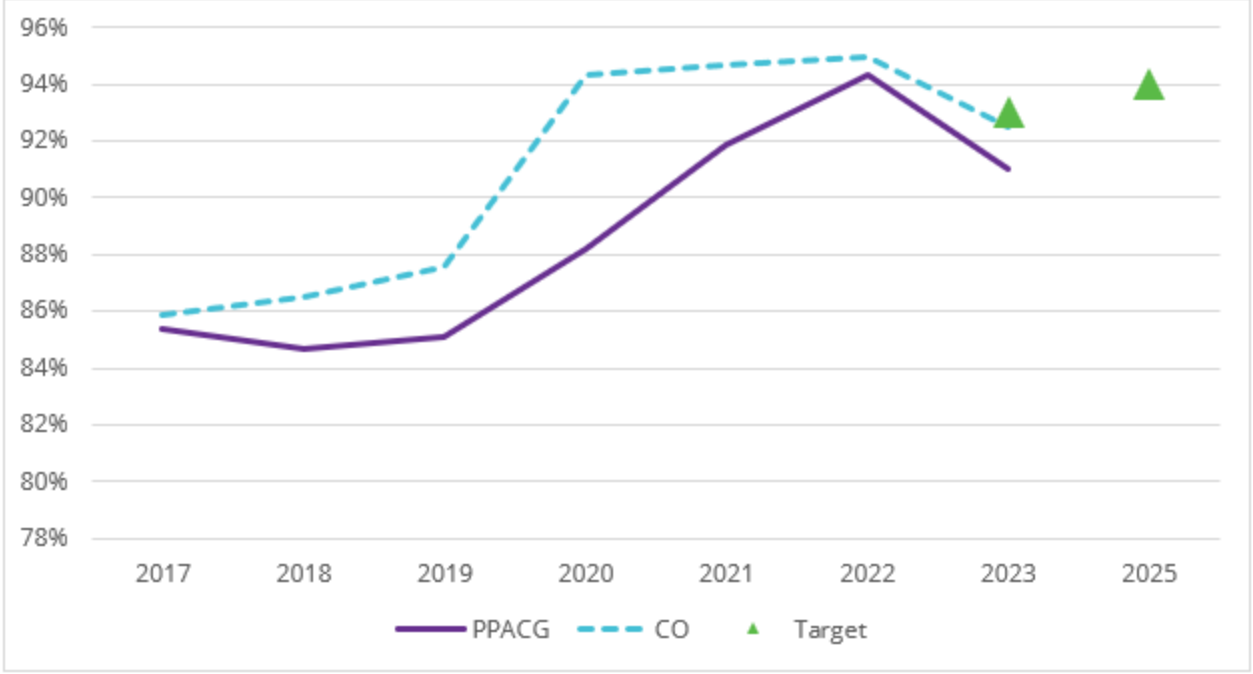
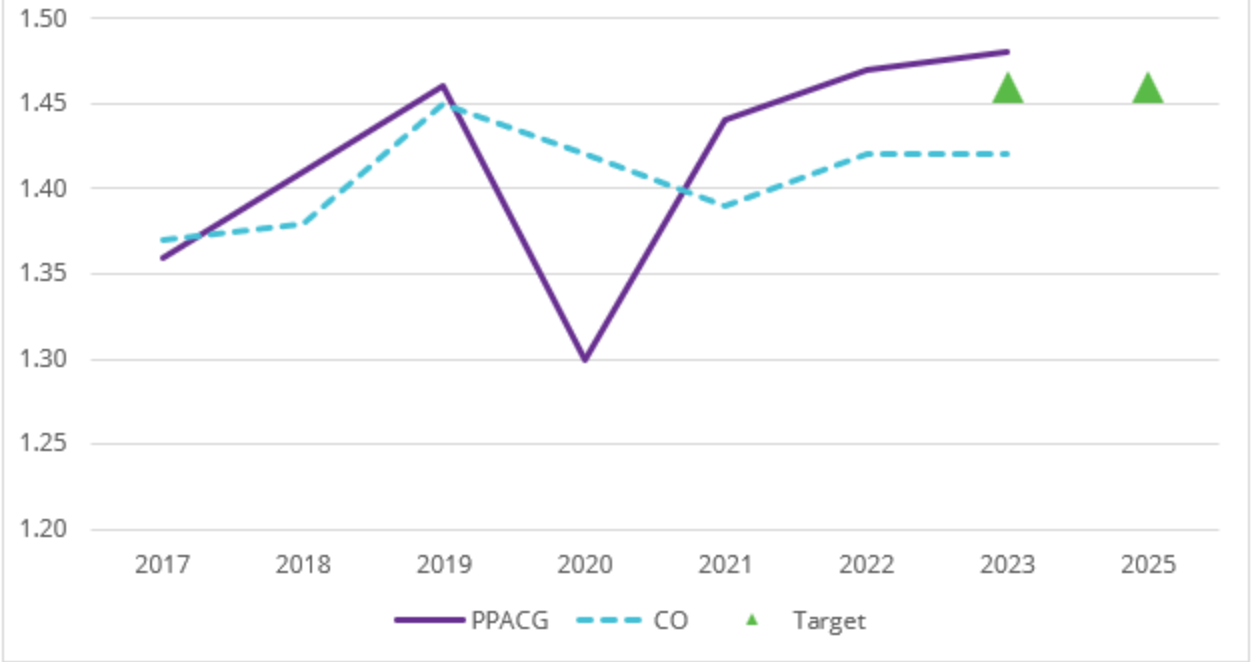


Figure 13: TTTR Index

2023 PPACG Status	2023 Statewide Status	2023 Target
1.48	1.42	≥1.46



Safety

There are five performance measures in the Highway Safety category related to the number of crashes, both resulting in fatal and/or serious injury, on the entire roadway network within the PPACG boundary. Data is collected from the Colorado Department of Revenue, refined by CDOT, and analyzed by PPACG staff. Targets for the Highway Safety category are supported annually by the PPACG Board of Directors. The targets in this section were supported by the Board in 2024 and will be re-evaluated in early 2025.

The goal for PPACG and the State of Colorado regarding fatalities and injuries is to have none. Realistically that is not likely to happen, therefore targets are set to measure progress. Where targets are not met, funding received must be used towards those areas that need improvement. The safety targets in this document were set by CDOT in November 2023. The statewide targets were adopted by the PPACG BOD in January 2024.

Chapter 5 provides additional detail regarding transportation safety in the Pikes Peak region as well as steps being taken to address safety.

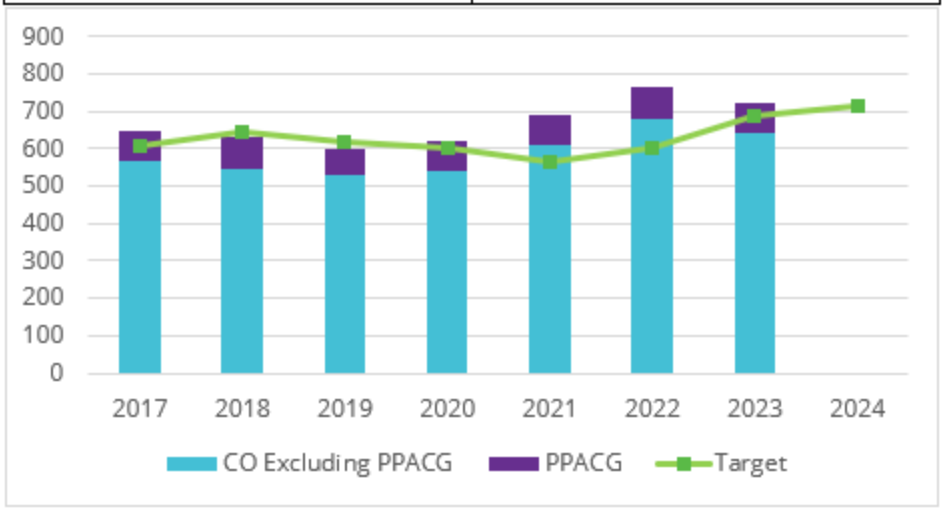
FATAL CRASHES

Figure 12 shows the number of fatal crashes and fatalities in Colorado, along with PPACG numbers from 2017-2023. 2020 had an increase in fatalities and fatal crashes following decreases in 2018 and 2019. Between 2019 and 2022, the number of traffic fatalities in Colorado increased by 17%. The number of fatalities includes those crashes with more than one fatality.

Colorado did not meet its target and is headed in the wrong direction in relation

Figure 14: Number of Fatalities

2023 Status	2023 Target
720	≤688



to the number of fatalities related to motor vehicle crashes.

Dividing the number of motor vehicle fatalities by the number of vehicle miles traveled (VMT) considers changes in the population, fuel prices, driving habits, and distances driven. Fatalities per 100 million VMT can be compared over time and between different geographic areas. Figure 13 shows the rate of fatalities per 100 million VMT for Colorado. Colorado's fatality rate increased sharply (21%) in 2020 after a decrease in 2019. However, Colorado's fatality rate was slightly lower than the average fatality rate in the United States in 2020.

SERIOUS INJURIES

In this report, serious injury is defined as "evident incapacitating" on the crash report by the responding law enforcement officer. An incapacitating injury is a type of injury that prevents the person from walking, driving, or continuing the normal activities previously capable of performing prior to being injured. Figure 16 shows the number of serious injuries, while Figure 17 shows the rate if serious injuries per 100 million VMT.

Figure 15: Fatalities per 100 million VMT

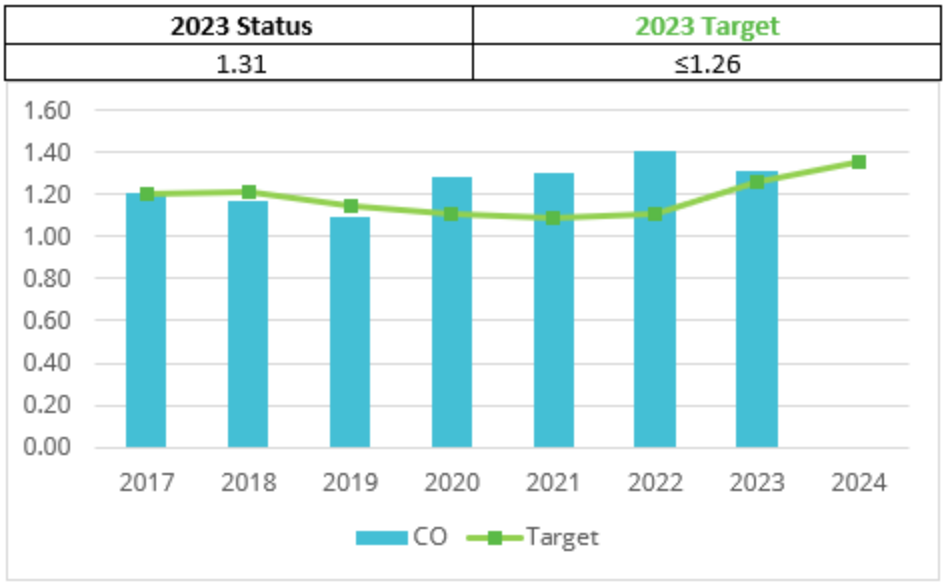


Figure 16: Number of Serious Injuries

2023 Status	2023 Target
4,154	≤3,041

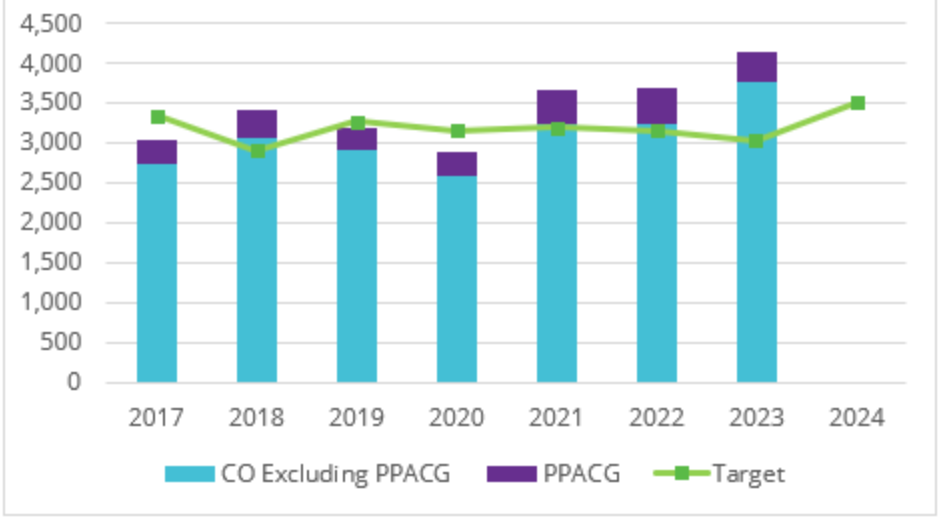
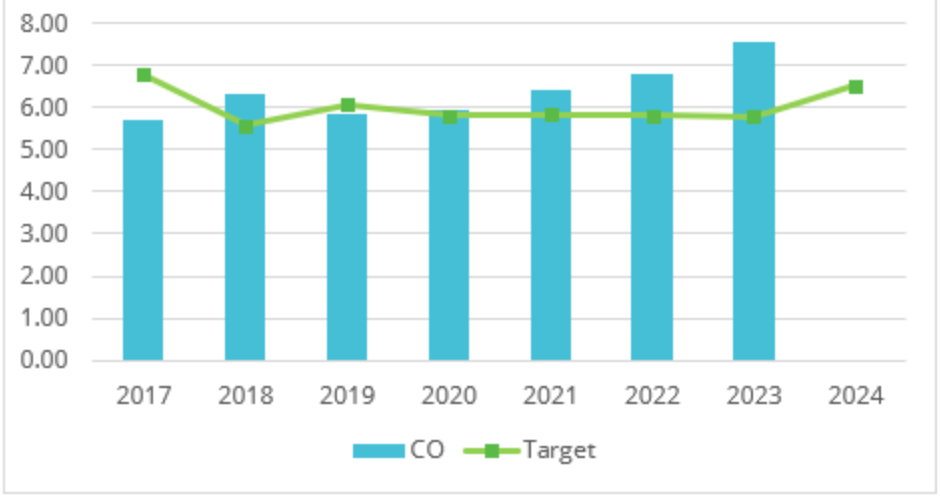


Figure 17: Serious Injuries per 100 million VMT

2023 Status	2023 Target
7.57	≤5.79



NON-MOTORIZED FATALITIES AND SERIOUS INJURIES

Non-motorized refers to bicyclists, pedestrians, and other active transportation modes. This measure combines both fatalities and serious injuries. Figure 16 shows the number of non-motorized fatalities and serious injuries.

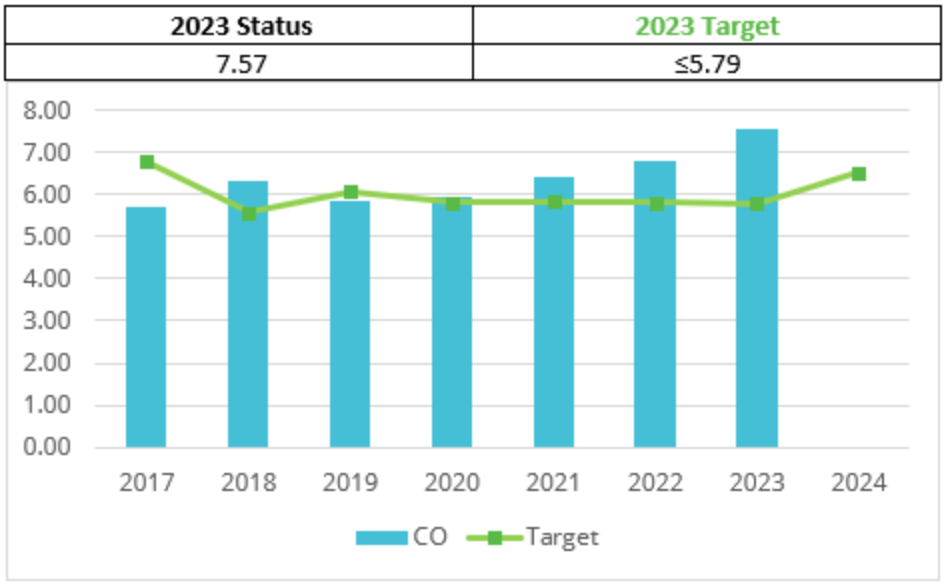
NEXT STEPS

This chapter includes the performance targets as adopted most recently by the PPACG Board of Directors as well as the data supplied by CDOT as of October 2024. Targets are updated for safety on an annual basis on every two years for infrastructure condition and system performance.

Chapters 4 and 5 document existing conditions and planning considerations related to these targets specific to the Pikes Peak region.

In addition, the scoring system used to determine the projects included in this LRTP integrated all of these performance measure concepts to support moving the region toward the targets in future years.

Figure 18: Non-motorized Fatalities and Serious Injuries



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TRANSPORTATION NETWORK

CHAPTER 4

TRANSPORTATION NETWORK

The transportation network within the PPACG region is composed of roadways, transit systems, bicycle and pedestrian networks, railroads, and airports. These facilities are largely operated and maintained by local governments, CDOT, and private companies.

The LRTP provides a holistic view of the transportation system and supports those entities that operate and maintain the transportation networks. A successful transportation network allows the movement of people and goods safely and efficiently throughout the region and beyond, taking into account the variety of transportation modes available to users.

ROADWAY NETWORK

The National Highway System (NHS) encompasses vital roadways crucial to the economy, defense, and overall mobility, connecting places and people across the country. Functional classification is pivotal in categorizing roads based on their role in transportation networks, influencing design standards, funding eligibility, and performance evaluations. Only public roads that are classified higher than minor collector are eligible for the federal funding included in this LRTP. This classification system distinguishes between various road types, including:

- Interstates: the highest classification of roadways in the United States. They are designed for high-speed, long-distance travel with limited access points, typically separated by medians or barriers. Interstates provide crucial links between major cities and regions while supporting passenger and freight transportation.
- Freeways and Expressways: are similar to Interstates in design but may vary regionally in terminology and specific design elements. They feature controlled access with ramps and limited points of entry and exit. These roadways are designed for efficient and rapid traffic, often connecting major urban areas and providing important links in regional transportation networks.
- Other Principal Arterials: serve major centers of metropolitan areas and provide high mobility both within urban areas and through rural regions. Unlike freeways and expressways, they often allow direct access to adjacent land uses through intersections and driveways. They are critical for accommodating both local and through traffic movements.
- Minor Arterials: facilitate shorter trips within urban areas, connecting to higher-level arterials like Interstates and Other Principal Arterials. They support

intra-community continuity, providing access to neighborhoods, business districts, and local amenities. Minor arterials may also serve local bus routes and are designed to handle moderate traffic volumes efficiently.

- Major Collectors: gather traffic from local roads and feed it into the arterial network. They typically have longer routes, lower densities of access points (such as driveways), and higher speed limits than minor collectors. Major collectors are extremely useful in facilitating regional travel patterns and supporting transportation between communities.
- Minor Collectors: distribute local traffic within neighborhoods and communities, connecting residential areas to major and minor arterials. They have more frequent access points than major collectors, allowing easier local access to residences, businesses, and community facilities. Minor collectors generally have lower traffic volumes and shorter travel distances than major collectors.
- Local roads: are designed primarily to provide direct access to abutting properties, serving local traffic needs within neighborhoods and communities. Local roads typically discourage through traffic and are not intended for long-distance travel. They are a crucial part of supporting connectivity and providing access to local services and amenities.

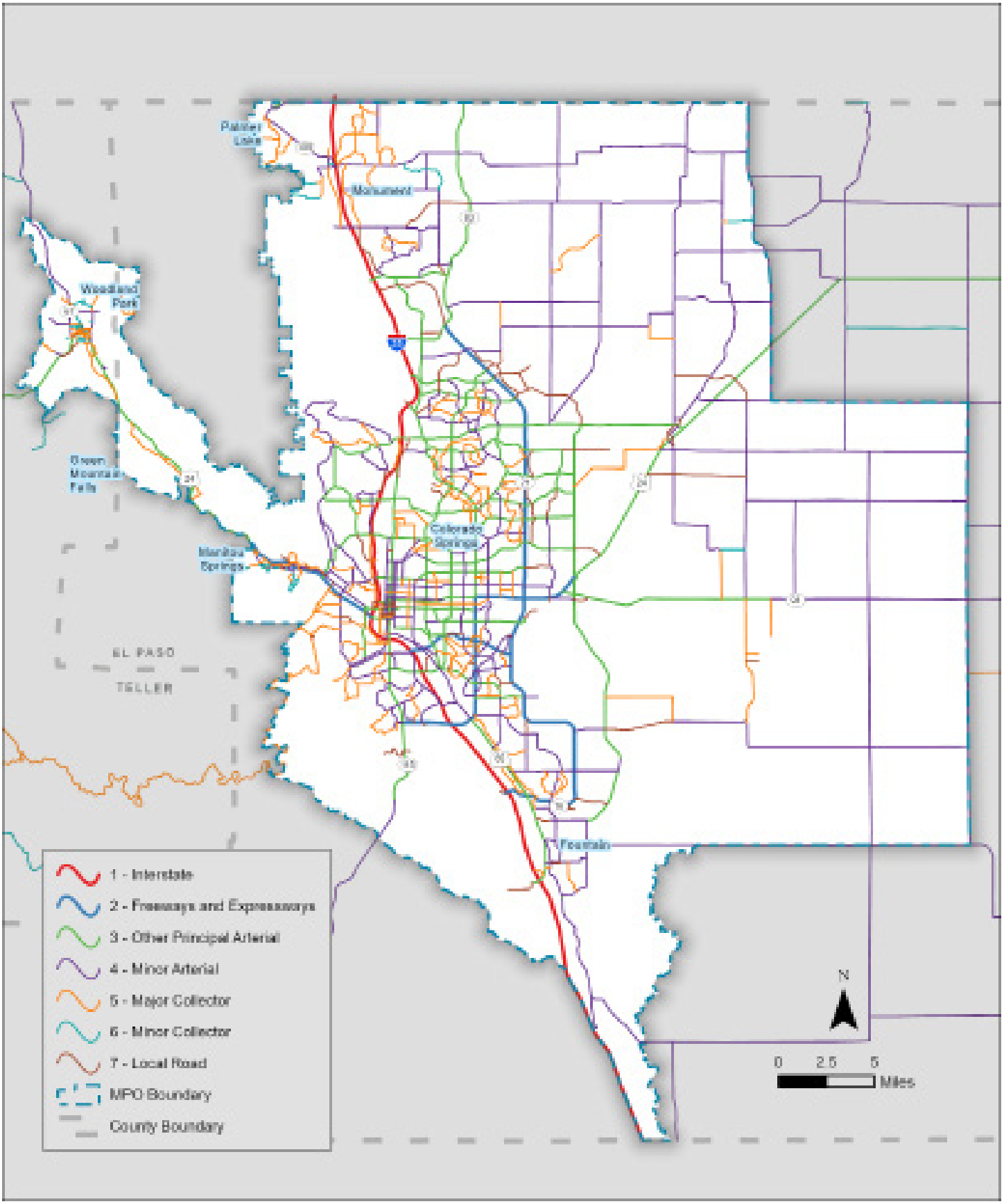
Functional classification plays a central role in transportation planning and management, underscored by federal legislation that ties funding eligibility to these classifications. State departments of transportation (DOTs) update and maintain these classifications, involving extensive collaboration with metropolitan and rural planning agencies, local officials, and federal oversight bodies like the Federal Highway Administration (FHWA) Division Offices. Advances in geospatial technology and travel demand forecasting have facilitated more precise classification and planning, enhancing cost-effectiveness and analysis capabilities.

Figure 19 depicts the roadway network in the Pikes Peak region by functional classification. More specific details can be found on the PPACG Roadway Network Map, which is availably publically on the PPACG website. This dataset, compiled from various sources including the CDOT and the NHS data, provides essential planning and mapping attributes crucial for regional transportation planning. As of the latest data, the PPACG roadway network includes:

- Interstate: 46.9 miles
- Freeways and Expressways: 48.7 miles
- Other Principal Arterial: 225 miles
- Minor Arterial: 413.8 miles
- Major Collector: 199.3 miles
- Minor Collector: 14.8 miles
- Local Road: 65.9 miles*

**Note: Local roads were only included in the network if they were designed as a collector or above and serve to connect major roads in the network. Their purpose in the network is too great to omit*

Figure 19: Roadway Network



Regionally Significant Corridors

In 2022, PPACG developed a Congestion Management Process (CMP), which defines a systematic approach to define the extent and duration of congestion, determine causes, identify a range of management strategies, and evaluate effectiveness of implemented strategies.

As part of the CMP, PPACG defined four facility classifications, which were based on data-driven criteria or which are similarly designated by adopted jurisdictional plans. Identifying these the CMP network allows jurisdictions to focus their efforts on maximizing investments related to congestion management.

STRATEGIC COMMERCIAL AND EMPLOYMENT CORRIDOR

- Similar designation in an adopted jurisdictional plan, or meet the following conditions:
  - Average Daily Traffic (ADT) Count above 10,000; and
  - Commercial area comprising at least 25% of the total area within a ¼ mi; and
  - Included in the PPACG regional transportation demand model

FREIGHT CORRIDOR

- Similar designation in an adopted jurisdictional plan, or meet the following conditions:
  - Identified as a freight corridor in a federal or state adopted plan/map;
  - Connections to air or rail cargo facilities to include military; or
  - Construction standard specifically for freight traffic with an ADT above 10,000; and
  - Included in the PPACG regional transportation demand model
  - Or other National Highway System (NHS) routes identified as secondary freight corridors by the owning jurisdiction

CRITICAL MULTIMODAL CORRIDOR

- Similar designation in an adopted jurisdictional plan, or meet the following conditions:
  - ADT Count above 10,000;
  - Transit route; or
  - Provides bike lanes or provides a parallel bike boulevard or multi-use trail; and multi-use shoulder
  - Included in the PPACG regional transportation demand model

MULTIMODAL HUB

- Similar designation in an adopted jurisdictional plan, or meet the following conditions:
  - Facilities for the changing of modes for people or goods:
    - Park and rides
    - Transit centers
    - Freight facilities – air and rail cargo
  - Included in the PPACG regional transportation demand model

The following pages contain maps of these corridors and hubs. These maps are not intended to convey jurisdictional plans or planned improvements, nor are they intended to identify gaps. Additional information about elements of the transportation network are included in this chapter and their standalone plans

Figure 20: Strategic Commercial and Employment Corridors

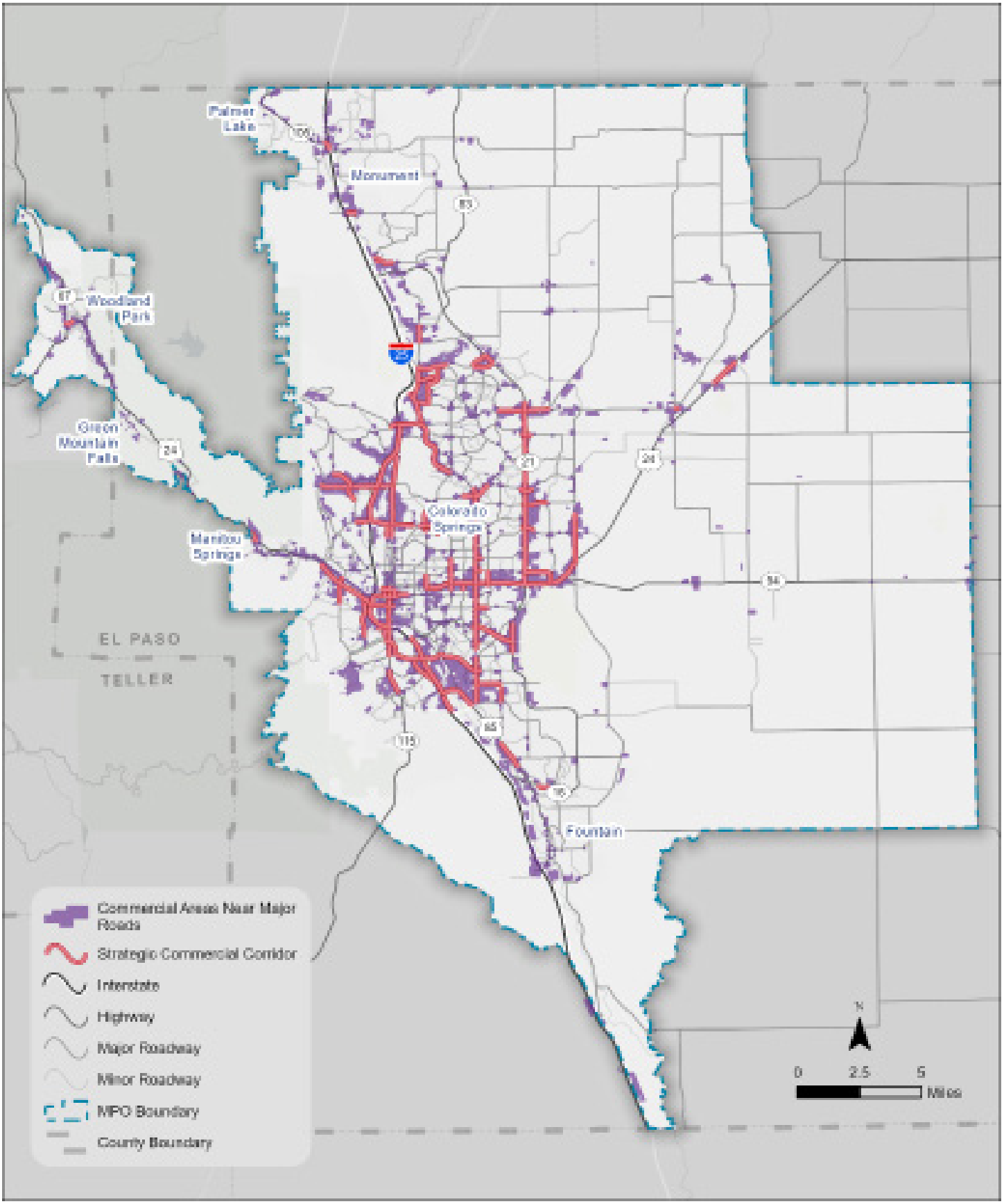


Figure 21: Critical Multimodal Corridors and Hubs

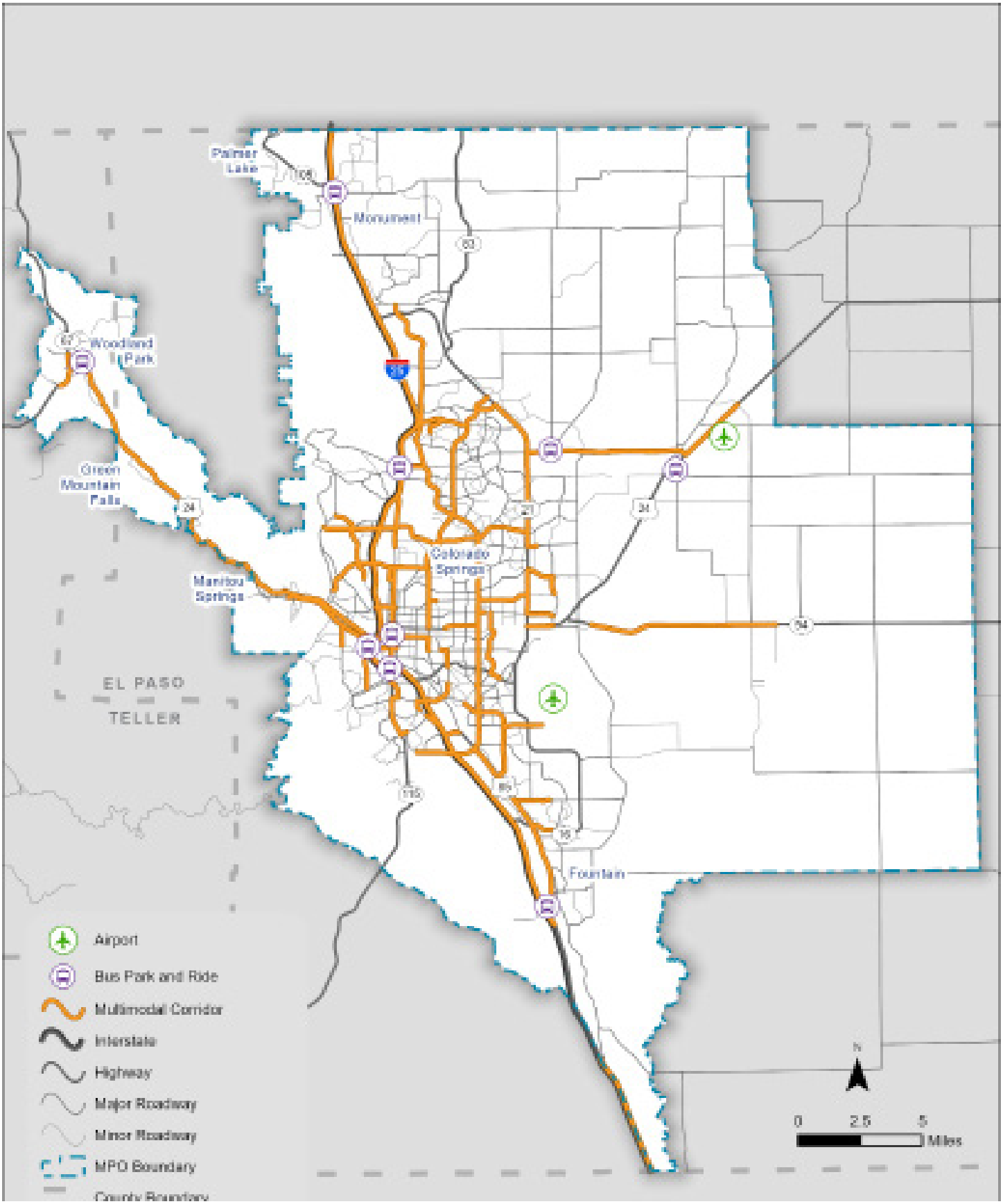


Figure 22: Freight Corridors



and studies. These regionally signiifant corridors were used during the project selection process for this LRTP along with local plans and engineering and planning expertise. These corridors were based on data available at the time the CMP was developed and may be updated as needed.

Traffic and Congestion

The CMP defines types of congestion in the PPACG region and identifies areas of recurring congestion. However, since adoption of the CMP, access to improved data has allowed PPACG to better analyze congestion in the region.

RECURRING CONGESTION

For this LRTP, PPACG utilized StreetLight Data, Inc for traffic analysis data. The recurring congestion map in Figure 23 shows the vehicle hours of delay (VHD) on the major roads within the region. Analyses were run for the evening hours of 5:00 to 6:00 pm on Tuesdays, Wednesdays, and Thursdays throughout the year. Roads analyzed were classified based on VHD for all the FHWA/NHA classified roads of types 1 – Interstate, 2 – Freeways and Expressways, and 3 – Other Principal Arterial. Results were exported with the VHD. VHD is the amount of delay vehicles experienced in congestion where congestion is the speed of a vehicle not traveling at free flow speed. StreetLight exports tabular data for each road segment, which was joined to the GIS data and utilized to create the recurring congestion map. High to low VHD is shown in the map using changing values from red to green with red signifying the highest VHD.

The areas of highest recurring congestion include I25 between Woodmen and Cimmarron; I25 between S Academy Boulevard and US85/57; portions of Powers Boulevard (CO21), particularly between Dublin and North Carefree Circle; and positions of North Nevada Avenue, Academy Boulevard, Marksheffel Road, and US24.

NON-RECURRING CONGESTION

According to the FHWA, "About half of congestion is caused by temporary disruptions that take away part of the roadway from use – or "nonrecurring" congestion. The three main causes of nonrecurring congestion are: incidents ranging from a flat tire to an overturned hazardous material truck (25 percent of congestion), work zones (10 percent of congestion), and weather (15 percent of congestion)." [1]

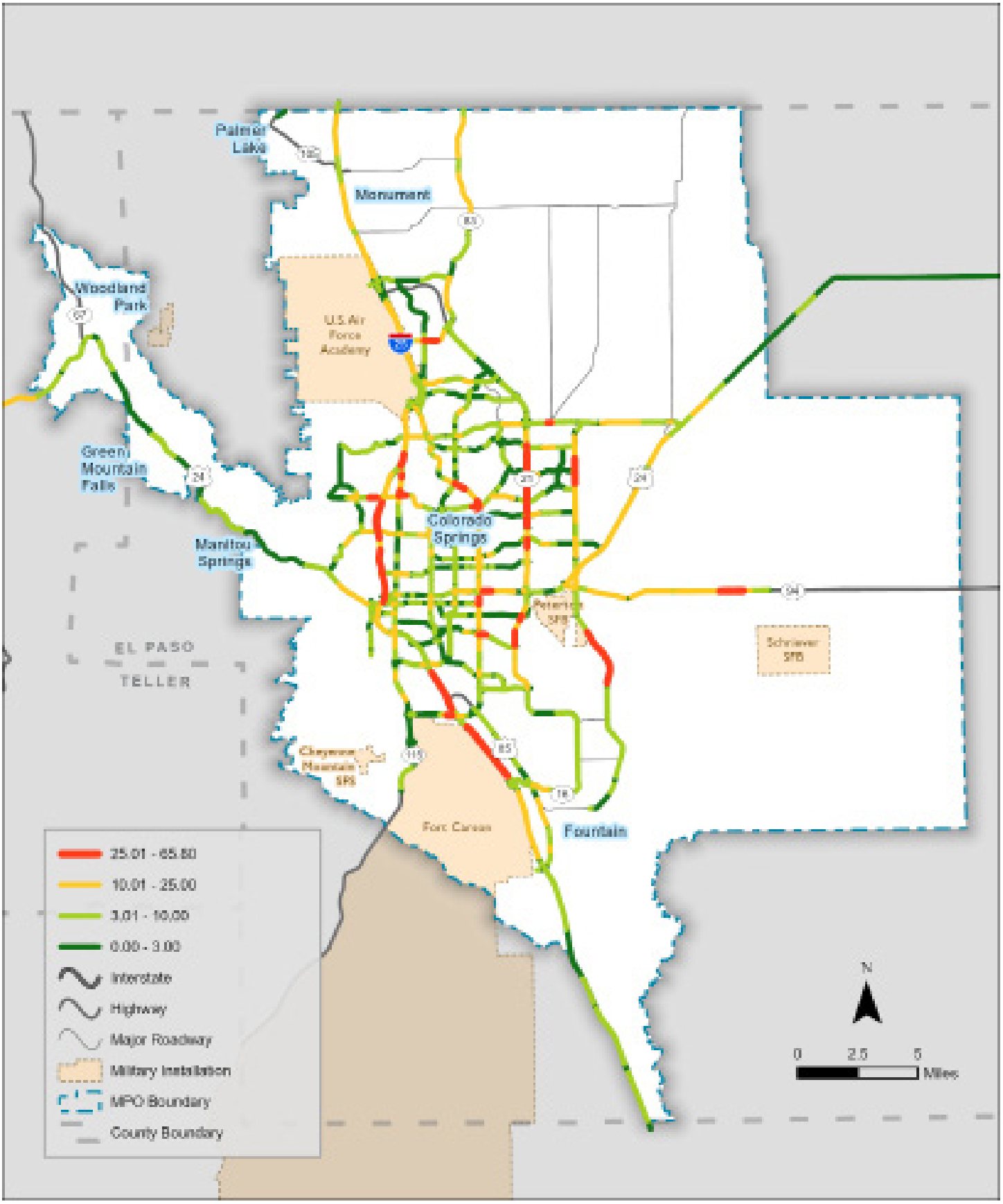
One of the most frequent causes of non-recurring congestion are traffic crashes. The locations and occurrences of crashes are discussed in more detail in the Safety discussion of this plan in Chapter 5.

TRAFFIC GENERATORS

In addition to the recurring and non-recurring congestion, transportation planning should take into consideration the overall travel within the region. To do this, PPACG mapped the average annual daily traffic (AADT) for each transportation analysis zone (TAZ) in the region.

1 https://ops.fhwa.dot.gov/program_areas/reduce-non-cong.htm#:~:text=Non%2Drecurring%20congestion%20includes%20the,events%2C%20and%20planned%20special%20events.

Figure 23: Recurring Congestion



TAZs are areas used in transportation planning modeling. More information about TAZs within the PPACG region can be found in Chapter 6.

AADT is commonly used to provide a baseline understand of how busy a roadway or the transportation network is. The AADT includes all vehicular trips for an entire year, and is calculated by dividing the total traffic volume by the number of days in the year. For the purposes of this LRTP, Figure 25 shows the TAZs within the region by AADT in 2021, which was the most recent data available. This provides planners with a basic understanding of the areas with the most traffic volume. The areas with the largest traffic volume are those that correlate to large employers, such as Fort Carson, or employment centers.

In addition to the AADT, understanding locations of major traffic generators is also critical to long-range transportation planning. The following paragraphs provide information related to some of those areas.

Military Installations

The PPACG region is home to five military installations: Fort Carson, the United States Air Force Academy (USAFA), and three Space Force installations that are part of Space Base Delta 1: Peterson Space Force Base (SFB), Schriever SFB, and Cheyenne Mountain Space Force Station (SFS). These installations have an estimated associated population of 150,000, which includes military personnel, contract employees, and their families. Detailed information about these installations and their transportation needs is included in Chapter 5.

Higher Education

The University of Colorado, Colorado Springs (UCCS), Colorado College (CC), and Pikes Peak State College (PPSC) are all generators of multimodal traffic.

PPSC is the largest college in the region, with 17,000 students across three campuses: the Centennial Campus on Interquest Parkway, the Rampart Range Campus on South Academy adjacent to Fort Carson, and a downtown campus on Pikes Peak Avenue.

UCCS had more than 11,000 students in fall 2023, and its campus is located off Austin Bluffs Parkway, between North Nevada Avenue and Union Boulevard.

CC has more than 2,000 students and is located near downtown Colorado Springs, to the south side of Unitah Street between I25 and North Nevada Avenue.

While all of these generate vehicle traffic, it is also critical to consider active transportation and transit connections to these campuses.

A primary concern for these locations is pedestrian and bicycle connections to improve access and safety, particularly in areas that lack sidewalks or bike trails.

Recreational Access and Tourism

According to Visit Colorado Springs, the region hosted 24 million visitors in 2022.Of those, 68% enjoyed outdoor activities during their trip. Further, the region appears to be a year-round destination as the percentage of visits by season were fairly similar: January-March (21%), April-June (26%), July-September (29%), October-December (24%).

Figure 24: AADT

Note: Figure in development

In addition, recreational opportunities and outdoor activities are a critical quality of life factor for residents as well as tourists.

Among these traffic-generating tourist destinations are USAFA; Garden of the Gods; The Broadmoor area, including Seven Falls and Cheyenne Mountain Zoo; downtown Colorado Springs, including the U.S. Olympic and Paralympic Museum and Weidner Field; Old Colorado City; and the Manitou Springs area, including the Pikes Peak Highway, Barr Trail, the Manitou Incline, the Manitou Penny Arcade, Cave of the Winds, and the Manitou Cliff Dwellings. In addition, there are many recreational destinations for tourists and residents that lie outside the MPO but are accessed via the MPO transportation network, mostly notably US24. The impact of these desired locations on the network is detailed in the plans for individual municipalities and counties but should be considered in regional planning as well. In addition, local recreational trails were considered in the PPACG Active Transportation Plan, adopted in 2024.

Well-maintained roads and bridges are critical for tourism and recreation across the region, as are clear wayfinding signage and consistent terminology, when possible for cohesive tourist communication.

TRANSIT SYSTEM

The transit system in the PPACG region is comprised of several providers.

Mountain Metropolitan Transit (MMT) is the primary transit service provider in the PPACG region. MMT is operated by the City of Colorado Springs but also provides service to Manitou Springs and Security-Widefield. MMT operates 29 fixed-route transit lines, two deviated fixed-route lines, three free shuttles (one in downtown Colorado Springs and two in Manitou Springs), and complementary ADA paratransit service.

Fountain Municipal Transit is operated by the City of Fountain, which runs a single route that connects to MMT at the Pikes Peak State College Transfer Center.

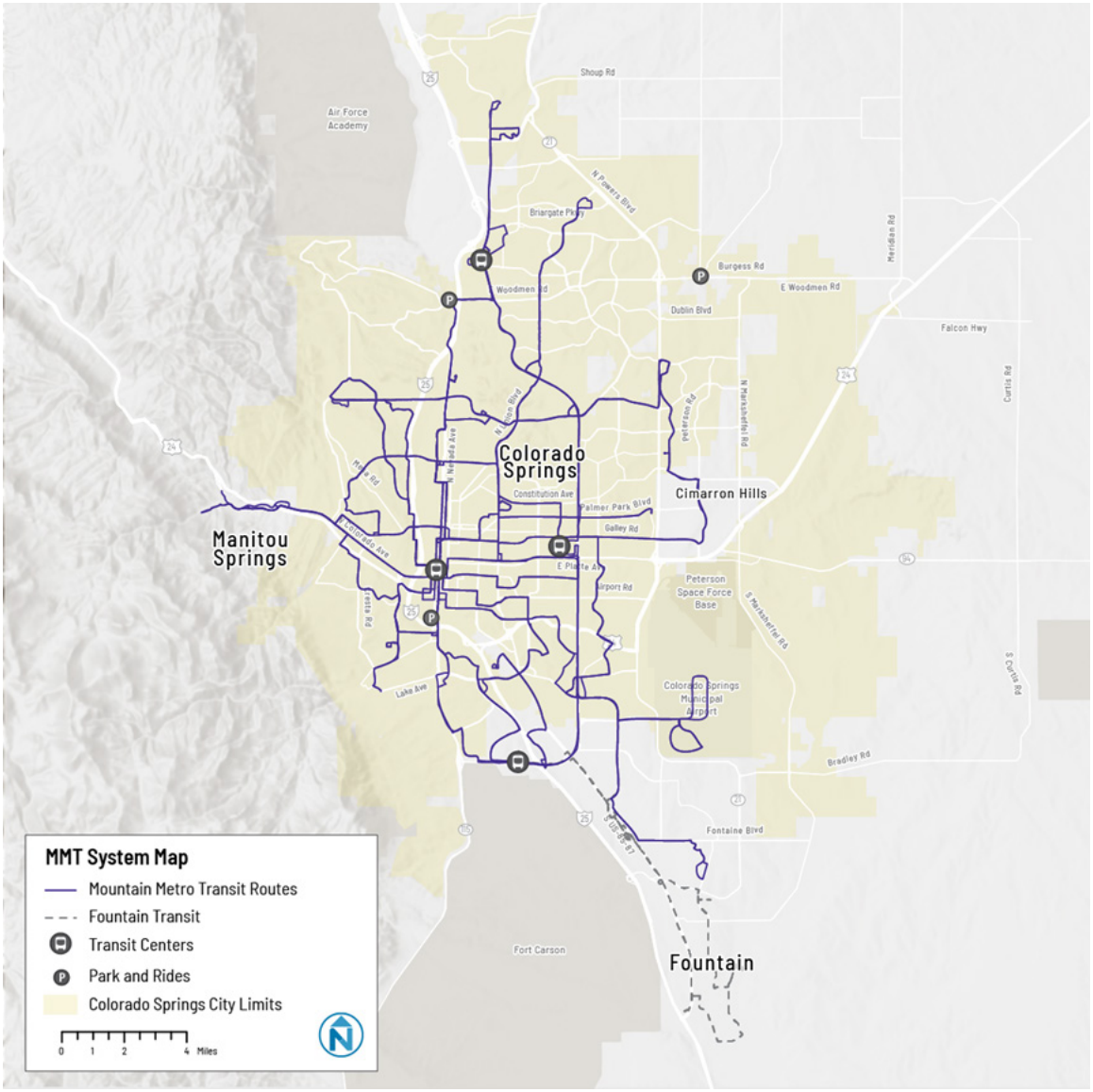
Envida is a nonprofit organization that predominantly provides transportation services to individuals with disabilities, older adults, and low-income individuals in the greater Colorado Springs area. Envida operates demand-responsive service, but also runs two fixed-route lines and deviations upon request. This service is open to the public and provides connections into Colorado Springs from rural communities in eastern El Paso County.

Bustang is an intercity bus service provided by the Colorado Department of Transportation. There are three Bustang routes that serve Colorado Springs.

Ramblin Express is a private intercity bus service open to the general public. It operates two routes from Colorado Springs: to Cripple Creek via Woodland Park, and Pueblo.

Information about the specific services, routes, amenities, performance, and recommendations for the transit system

Figure 25: Transit System



Source: Colorado Springs 2050 Regional Transit Plan, 2024

can be found in Appendix B.

Addditional information may be included when the transit plan is complete.

Additional information regarding the CDOT Transit Connections Study may also be included if available.

SPECIALIZED TRANSPORTATION

In addition to a regional transit plan, MMT and PPACG partnered to develop a regional specialized transportation plan. Specialized Transportation is a service designed for individuals that offers door-to-door or curb-to-curb transportation (as well as door-through-door, in certain circumstances). The specialized plan, also known as a coordinated transit/human services transportation plan, is necessary for receiving federal dollars on transportation programs tailored to older adults, disabled people, and low-income communities.

Specialized transportation may require advanced reservations and is usually operated by a funded non-profit (e.g., Envida, Silver Key Services, Fountain Valley Senior Center).

In addition, paratransit is a transit agency service provided by transit agencies exclusively for individuals with disabilities who cannot independently use transit services some or all the time. MMT provides Americans with Disabilities Act (ADA) complementary paratransit through their Mountain Metro Mobility program.Service operates the same days and hours as local fixed-route transit service covering areas within ¾-mile of existing routes.

Specialized Transportation and ADA Complementary Paratransit seeks to meet these needs where fixed-route service cannot. Some, but not all, of these services exist to fulfill a legal mandate, such as the Americans with Disabilities Act (ADA). Additionally, some, but not all, of these services are funded through Section 5310.

PPACG currently receives and administers Pikes Peak Area Agency on Aging (PPAAA) funds for older adults and has been designated by the Governor of Colorado as the regional recipient of FTA Section 5310 funds for the Colorado Springs Urbanized Area. Section 5310 funds are currently the only dedicated federal source of transportation funding available to both transit agencies and human service providers (HSPs) in this region..

Section 5310 funds are used by PPACG to contract mobility services that provide rides for the populations of older adults and people with disabilities. Section 5310 funds received by PPACG for the past two contract years were allocated to two eligible subrecipients: Silver Key and Envida. However, there are several other providers that are important HSPs in the region. While they do not receive Section 5310 funds, they may receive Older Americans Act funds through the PPAAA. HSPs receive assistance in the programming of funds used for these specialized transportation purposes through PPACG and PPAAA and may also receive funding from other sources (e.g., localities and donations).

Details of the service providers, their service regions, funding sources, and operations are included in Appendix C.

ACTIVE TRANSPORTATION

The PPACG region has a robust active transportation network composed of paved and unpaved trails, on-street and off-street bicycle lanes, multiuse shoulders, and sidewalks. This network serves a variety of purposes within the region. It supports children walking and biking to school, commuting, shopping and other consumer activities, and recreation.

The regional active transportation plan, adopted by PPACG in 2024, focuses on connecting communities and helping each community to be a safer, healthier and more enjoyable place for residents, businesses, and visitors. Its purpose is to build upon previous regional bicycle and pedestrian initiatives alongside local plans in setting a path for the region to link its communities and regional destinations with a deserving transportation network.

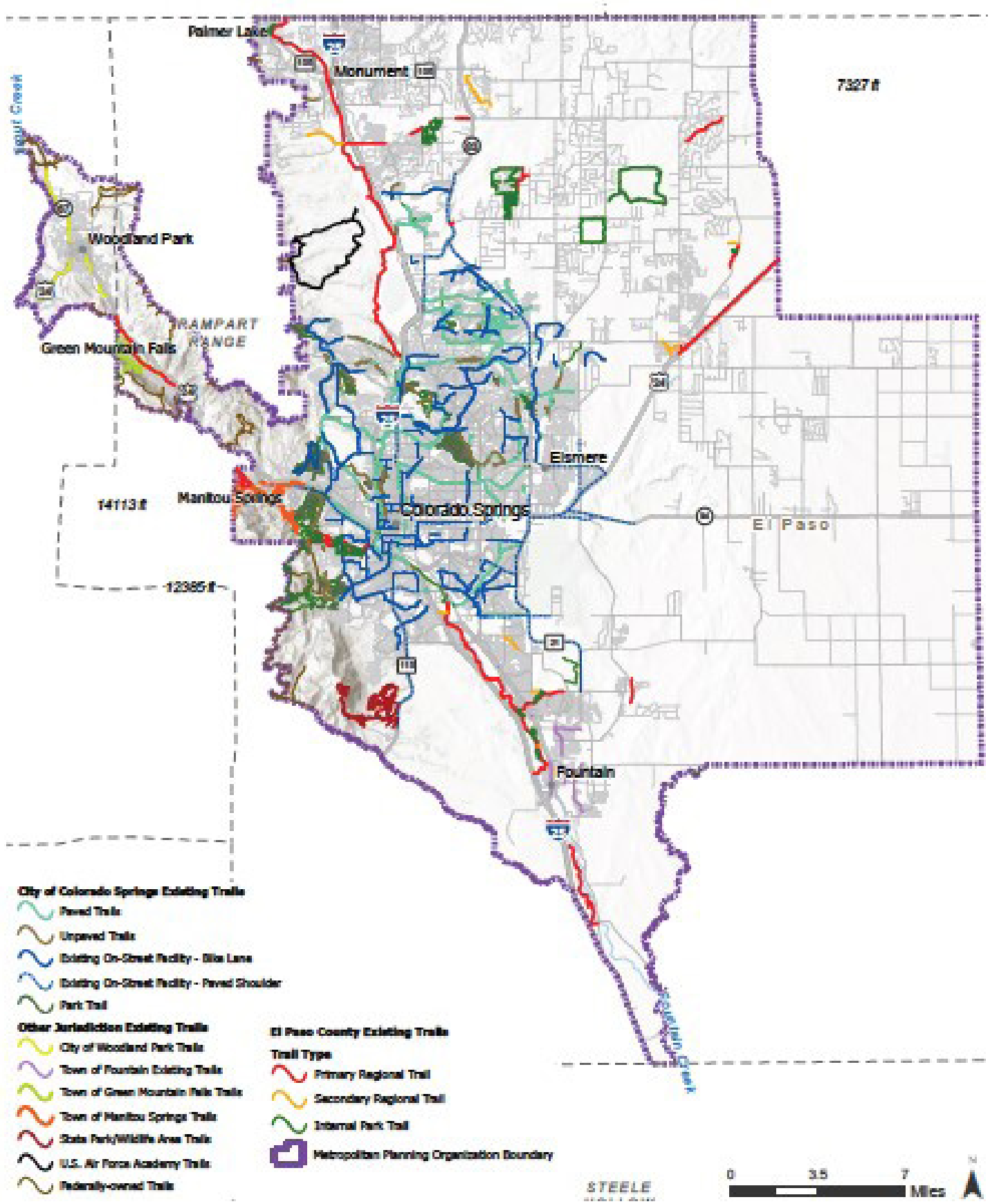
Approximately 25 planning documents and studies developed by area governments were reviewed in the compilation of the active transportation network and the regional active transportation plan.

The Active Transportation Plan included a review of existing and planned factilies and developed a demand index to identify areas where people are likely to be and provide a framework to understand the environment for walking and bicycling. Demand was based on a set of factors that represent live, learn, work, and locations.

An analysis of the existing cycling and pedestrian facilities provides a general understanding of the coverage and type of infrastructure. The facilities are given a buffer to show the reasonable access area for the existing infrastructure. Figure 26 depicts the existing trail facilities in the region. Sidewalks and sidewalk gaps were outside of the scope of the active transportation plan as the plan had a regional scope and sidewalk issues are generally handled on a jurisdictional level.

Additional information may be incldued here as needed when the plan is finalized.

Figure 26: Existing Trail Network



Source: PPACG Active Transportation Plan, 2024

FREIGHT

In January 2024, PPACG adopted a Regional Freight Mobility Study. As the first such study conducted in the region, its goal was to gain a deeper understanding of the regional freight system and support future funding applications, at the regional, statewide, and federal level, as well as supporting planning initiatives.

The PPACG region lies snugly along the eastern side of the Southern Rocky Mountains which outlines the major freight corridors in the region. This corridor is home to the region's major freight carrying railroad corridor operated jointly by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroads as well as three airports and is a freight hub for Southern Colorado. Figure XX outlines the region's freight network, and Figure XX depicts the existing railroad facilities identified in the Regional Freight Mobility Study. The I-25 corridor is the main connection to larger trading hubs in the state and beyond as well as being the only location where certain modes such as air and rail can access the region. US-24 runs east-west through the PPACG region.

The Regional Freight Mobility Study provided an overview of the economic development trends and freight commodities in the region as well as summaries of freight by mode, safety and reliability, and emergency routes. The study included a list of potential future freight projects in the region and a vision freight network. It will also form the foundation for the forthcoming Freight Plan, which will add detail to the Study and create an implementation plan for strategic freight goals.

Truck, Rail, and Air are the three modes of freight transportation in the region. When considering the larger region of El Paso, Park, and Teller counties, truck is by far the most important mode to the region's economy, handling 99% of all tonnage and nearly 92% of all value in the region each year, according to cargo data compiled by Transearch.

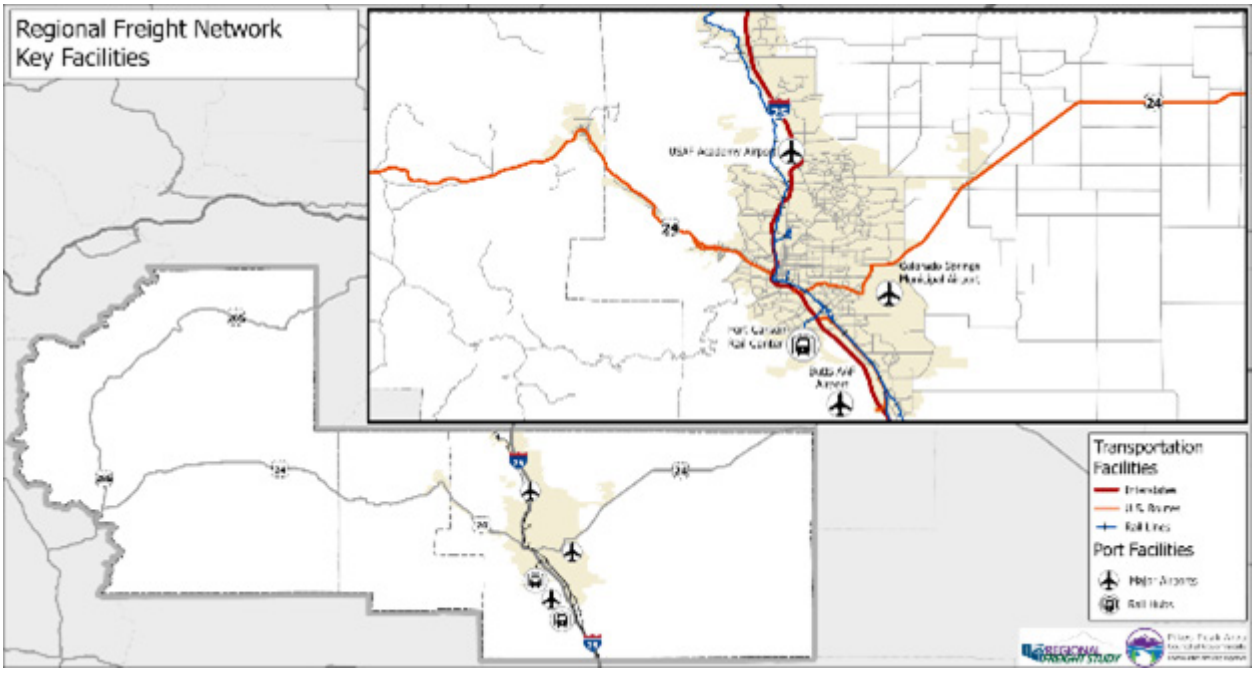
Colorado Freight and Passenger Rail Plan

The Colorado Freight and Passenger Rail Plan was completed by CDOT in February 2024 and looks at the role of rail in the state, rail initiatives, and proposed rail improvements. This plan includes information from the regional study and discusses how the Pikes Peak region network connects with existing and proposed rail throughout the state and beyond.

Southern Colorado Rail Park

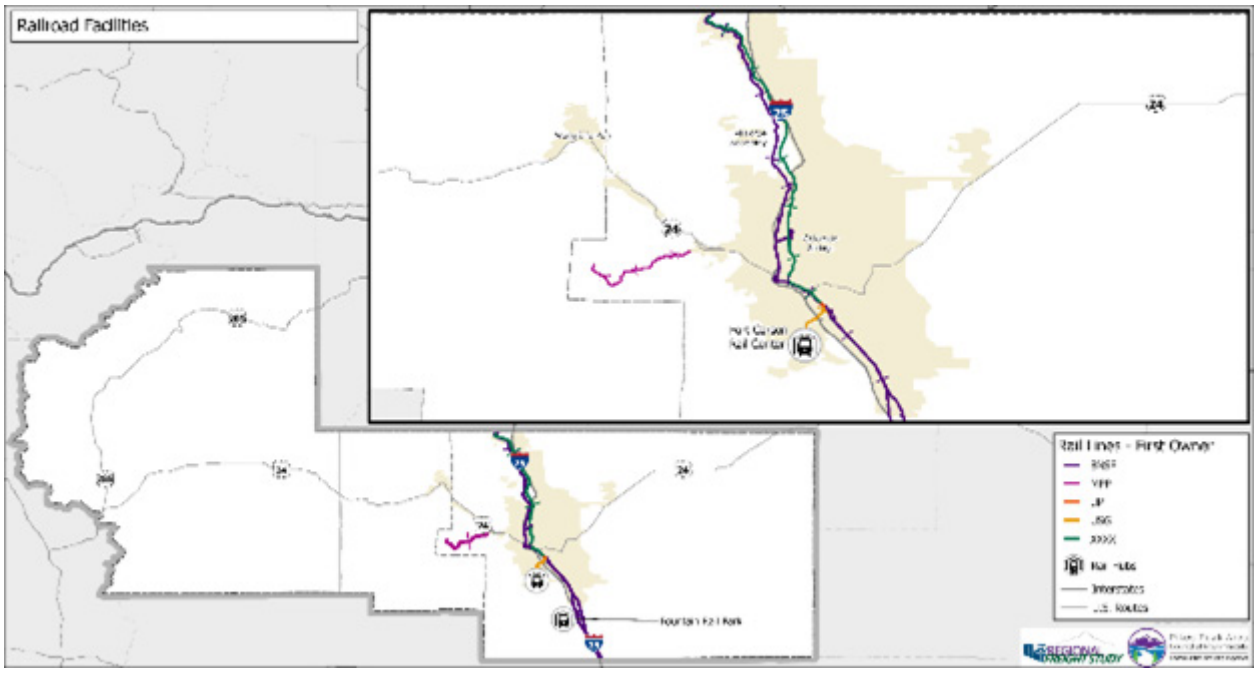
The Southern Colorado Rail Park (SCRP) is a proposed industrial park and freight hub project that is currently progressing through the development review process. The SCRP industrial park site is located within El Paso County, Colorado, with potential future annexation into the City of Fountain. The site is bordered by Fort Carson to the north, south, and west, City of Fountain property to the east, and the

Figure 27: Freight Network



Source: Regional Freight Mobility Study, 2024

Figure 28: Railroad Facilities



Source: Regional Freight Mobility Study, 2024

Ray Nixon power plant to the southeast. The project received a U.S. Economic Development Administration grant to support technical planning in 2021, and in 2023, the City of Colorado Springs and Colorado Springs Utilities approved the rail trackage agreement.

The site is planned to be developed over four phases, with the first phase including only the existing rail line into Fort Carson. The planned land use mix for the site will be primarily light and heavy industrial, with some retail and storage/warehousing uses also expected. The build out of the site is expected to progress over a period of about 20 years.

PASSENGER RAIL

As described in the previous section, the major rail corridor in the region parallels I-25. Both BNSF and UP use the facilities in this corridor for freight. In addition, there are about 7 miles of track in the region owned by the U.S. Government. This segment is operated by the Department of Defense and connects to the Fort Carson Rail Center. There is also a portion of track that passes through the United States Air Force Academy (USAFA).

The only other rail facilities in the region are The Broadmoor Manitou and Pikes Peak Cog Railway, a recreational and tourist railway that operates year-round from the Manitou Depot to the summit of Pikes Peak.

Front Range Passenger Rail

The Colorado Legislature established the Front Range Passenger Rail (FRPR) District in 2021. Per Senate Bill 21-238, the District's purpose is to "research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation."

The established vision for Front Range Passenger Rail is: Developing passenger rail that serves Front Range communities from Pueblo to Fort Collins is a critical component of Colorado's future. FRPR will provide a safe, efficient, and reliable transportation option for travel between major population centers and destinations along the Front Range and create a multi-modal backbone for connecting and expanding rail and transit options in the state and region.

The District contains portions of 13 counties along the Front Range and I-25, spanning the length of Colorado, and has the authority to levy taxes to fund rail programs.

A Service Development Plan (SDP) for FRPR is being conducted, which will evaluate routes, stations, service, infrastructure, operations, costs, and financing. The final report is anticipated in late 2024.

Southwest Chief Thru-Car Service

Southwest Chief is a daily long-distance train that runs between Chicago and Los

Angeles with stops in Lamar, La Junta, and Trinidad. In 2021, CDOT, Amtrak, and the Southwest Chief and Front Range Passenger Rail Commission (now FRPR District) received a federal grant to study the feasibility of adding passenger rail services between Colorado Springs, Pueblo, and the existing Amtrak Southwest Chief station in La Junta. Because this study overlaps with the FRPR SDP, analysis of the Colorado Springs to Pueblo segment has been paused pending the SDP.

However, a Passenger Rail Station Location Study, conducted by Mountain Metropolitan Transit and the City of Colorado Springs was adopted in December 2022. This study considered 11 potential station locations and determined a recommended location east of America the Beautiful Park and south of the Olympic and Paralympic museum

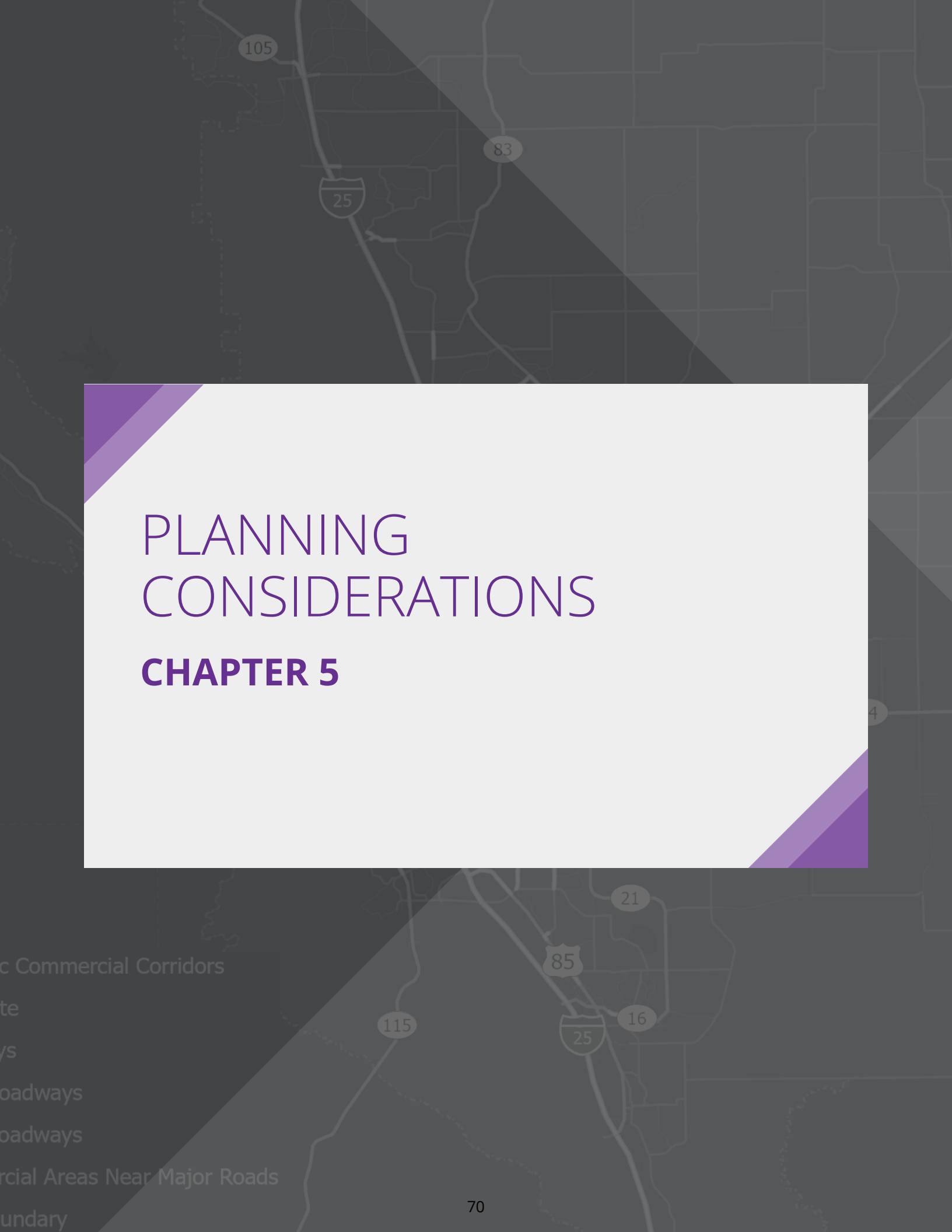
AIR TRANSPORTATION

The PPACG region contains two airports, although five additional small airports operate outside the MPO boundary.

The Colorado Springs Municipal Airport handles freight and passenger traffic . It includes a 275,000-square-foot facility with 12 gates, two parallel runways, and one crosswind runway. Colorado Springs Municipal Airport is located to the east of CO21 (Powers Blvd) off Milton Proby Parkway. The airfield is also a joint use civilian and military airport, with Peterson SFB located to the north.

The Meadow Lake Airport is located in Peyton off Judge Orr Road near the intersection with US24. It is a public use, one-runway airport owned by a 501.c4 nonprofit corporation, the Meadow Lake Airport Association.

The Colorado Springs Airport completed a 20-year master plan in 2022, which included an assessment of regional transportation assessment.



PLANNING CONSIDERATIONS

CHAPTER 5

PLANNING CONSIDERATIONS

When looking at the PPACG region, there are several items that should be considered for every transportation project. This section contains information on a broad range of issues that impact the future success of the network.

SAFETY

Safety is of the utmost importance in any transportation network. In the Pikes Peak region, serious injury and fatal crashes have been increasing or holding steady over the past several years. Safety improvements not only reduce fatalities and injuries but, can also reduce negative impacts to the regional economy. While regional safety is the focus of this plan, there are federal and state safety programs that can support efforts in the Pikes Peak region. Those are described briefly below before the details of the regional safety conditions and efforts.

Federal Safety Programs

On a national level, the National Roadway Safety Strategy (NRSS) outlines the U.S. DOT's approach to reducing serious injuries and deaths on highways, roads, and streets. Adopted in 2022, this strategy is guided by the Safe Systems Approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

The NRSS focuses on the objectives of safer people, safer roads, safer vehicles, safer speeds, and post-crash care.

To support the NRSS, the IIJA more than doubled funding for surface transportation programs that improve the safety of people and vehicles in our transportation system, including highways, trucks, rail, and pipeline and hazardous materials transport.

The IIJA established or continued formula-based and discretionary funding programs for safety projects. One of the core federal-aid programs is the Federal Highway Administration's Highway Safety Improvement Program (HSIP). HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Major requirements of the HSIP include planning, implementation, evaluation, and reporting.

One significant new program established by the IIJA is the Safe Streets and Roads for All (SS4A) program, a discretionary grant program to support local safety planning and projects.

State Safety Planning and Programs

CDOT places high priority on increasing the safety for all travelers. Recent CDOT safety plans include the 2024 Triennial Highway Safety Plan (3HSP) and the 2020-2023 Strategic Transportation Safety Plan (STSP).

The 3HSP outlines priority highway safety projects and respective funding for a three-year period and reports on progress toward meeting the performance measures identified in the previous plan. It is developed by the Highway Safety Office (HSO), which sits within the Office of Transportation Safety (OTS) at CDOT and is responsible for developing and administering behavioral programs that improve the traffic safety environment in Colorado by reducing the number and severity of traffic crashes.

Meanwhile the STSP establishes a collaborative and shared vision for transportation safety across the state and sets specific visionary goals for reducing fatality and serious injury rates, as well as the total number of crashes overall as compared to previous years. The STSP was led collaboratively by CDOT, CDPHE, Colorado State Patrol (CSP) and Colorado Department of Revenue (CDOR).

The STSP put in place an Advancing Transportation Safety (ATS) initiative, a statewide collaborative effort led by a team of state and local agencies, advocacy groups, academic institutions and private entities. The ATS is intended to align all safety activities across the state, and it is based on the Safe Systems Approach.

CDOT develops and manages a number of initiatives to prevent crashes and injuries and also offers grants to agencies, organizations and tribal governments within Colorado that provide programs, projects, services and strategies intended to reduce the number of deaths and serious injuries from traffic crashes on roads.

One such program is administered by the HSO, which provides countermeasure strategies for programming funds in its 3HSP. These include strategies aimed at impaired driving, traffic enforcement services, community traffic safety, traffic records, occupant protection, motorcycle safety, media communications, pedestrians and bicyclists, and planning and administration.

Regional Safety

As the number of crashes and people in the region have grown, safety has become a critical concern for the region. In response, PPACG and local governments have collected data, developed plans and studies, created traffic safety education efforts, and implemented projects aimed at improving safety for all transportation network users.

CRASH ANALYSIS

In 2021, a state grant for processing crash data was successfully pursued, and the Diexsys crash analysis firm was hired to perform geolocation and correction of CDOT crash data. Upon completion of the project, PPACG's own GIS team assumed responsibility for processing the data on an annual basis.

PPACG processes and maps crash data, collected by state and local police and sheriff's departments and maintained by the Department of Revenue, into a more refined data set to be used in software and modeling programs. Crash records include the type of crash, location, weather conditions, and contributing factors such as alcohol. Different factors were used to rank the safety performance of roadways and intersections, including quantity, rate, and severity.

The PPACG data shows a total of 53,713 crashes occurred in the 5-year span on 2018-2022. These crashes were broken down into the following categories:

- 337 fatal crashes;
- 1,389 crashes that resulted in serious injuries;
- 16,022 crashes that resulted in minor injuries; and
- 35,965 crashes that resulted in property damage only

Figures X-X depict the locations of all crashes, fatal crashes, and serious injury crashes, respectively. The largest number of crashes tends to occur on roads with the greatest vehicle miles traveled, such as I-25 and State Highway 21 More detailed maps and information can be found online on the PPACG Traffic Crashes Dashboard.

Although the number of crashes dipped significantly in 2020 due to the covid-19 pandemic and lower vehicle miles traveled in the region, that trend did not hold true for fatal and serious injury crashes. Of large significance is the increase in serious injury crashes during 2021 and 2022. Table X shows the trends of total crashes, fatal crashes and serious injury crashes over the 5-year span.

PLANS AND STUDIES

As safety is a core consideration in transportation planning, nearly all of the component and related plans and studies listed in Section 2 contain discussion regarding safety in the region. Each member government within the MPO has its own approach to transportation safety

Table 2: Crashes by Year

	2018	2019	2020	2021	2022
Total Crashes	12,693	12,009	8,079	10,796	10,136
Fatal Crashes	73	56	77	63	68
Serious Injury Crashes	256	220	229	328	356

Figure 29: Heat Map of Crashes in the Pikes Peak Region 2018-2022

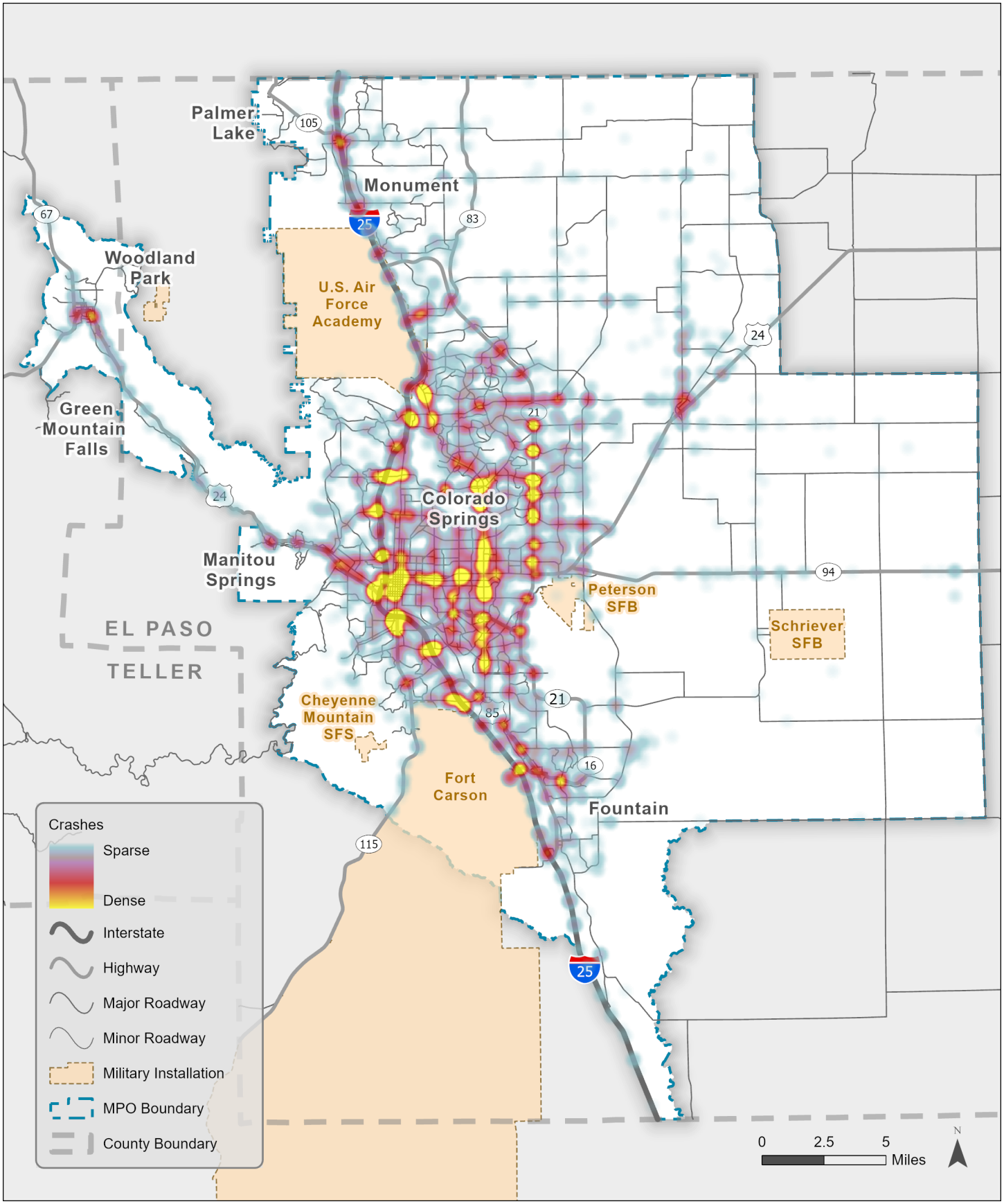


Figure 30: Fatal Crashes 2018-2022

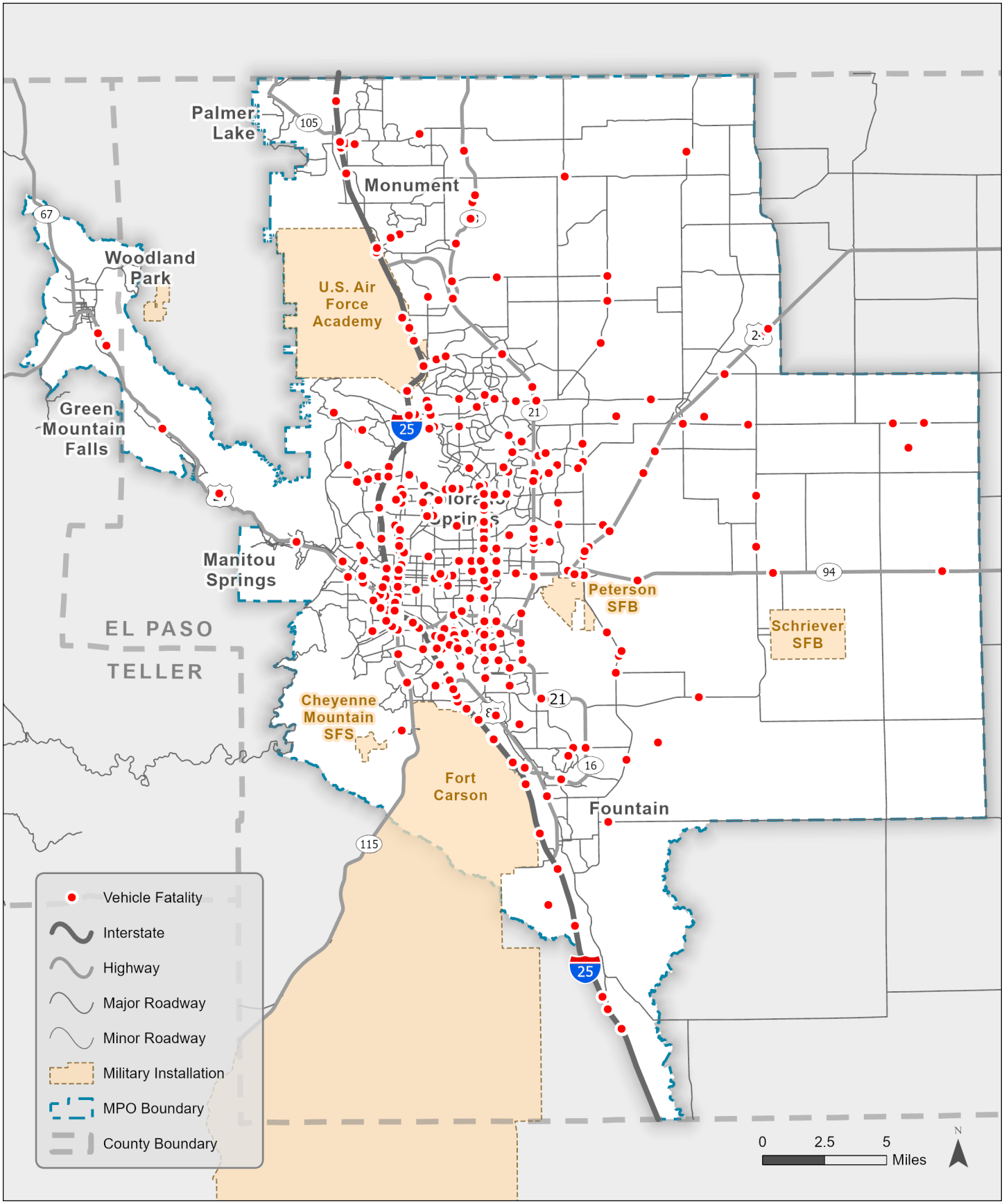
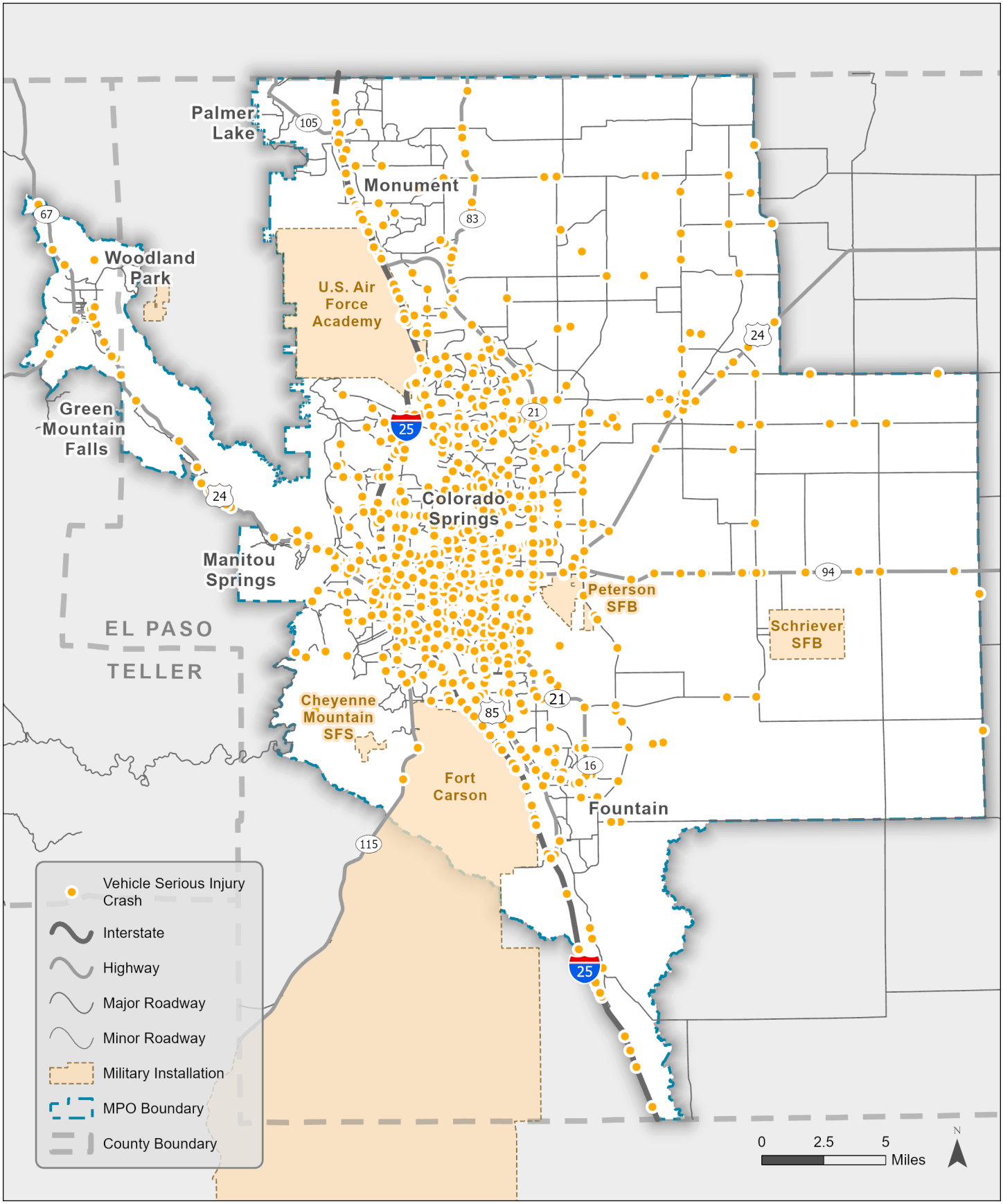


Figure 31: Serious Injury Crashes 2018-2022



and traffic engineering based on a variety of studies, data, and staff expertise.

Two documents are of specific interest when considering safety issues in the region. The first is the El Paso County Road Safety Plan. This plan will guide El Paso County and partner agencies in improving safety through implementation of recommended countermeasures based on the safety data analysis, road safety audits, and a prioritized list of projects, ensuring the County continues in line with the state in their history of utilizing state and federal roadway safety dollars effectively in fatal crash reduction. As part of this effort, the plan identified priority locations and conducted safety audits at 10 priority locations in 2022.

A unique study was conducted in 2024 by PPACG. The Major Crash Study was a small effort that looked at the change in driver behavior during and following the covid-19 pandemic. The intent of this study was to provide information for partner agencies and local governments as well as help guide PPACG's safety traffic education activities. The study documented significant changes in driver behavior post-2020.

In addition, there are three concurrent planning projects in development in the region funded by grants from the SS4A program. The City of Colorado Springs and the City of Fountain were awarded grants to develop safety action plans for their jurisdictions. The City of Woodland Park, partnering with PPACG, is conducting a safety action plan for the larger COG region of El Paso, Teller, and Park counties, to include the municipalities therein. This study excludes the City of Colorado Springs, as it has unique needs in the region based on its more urban nature.

The goal of a safety action plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region. A successful safety action plan includes the following eight key components:

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

Having a certified safety action plan makes the jurisdiction or region eligible for implementation funding through the SS4A program to develop safety projects.

KEY ISSUES

According to Colorado DOT's statewide crash summary, the top three driver actions cited in crashes in the PPACG region and the state between 2019 and 2023 (excluding those categorized as "No Contributing Action") were "Careless Driving," "Failure to Yield," and "Following too Closely."

It should be noted that the top contributing factors in crashes in the PPACG region shifted starting in 2021.

In terms of contributing factors (excluding those categorized as "No Contributing

Factor" or "Other Factor"), "Distracted," "DUI, DWAI, DUID," and "Driver Inexperience" were the top factors listed for both the region and the state in 2019 and 2020. Starting in 2021 however, "Aggressive Driving" and "Looked/Did Not See" replaced "DUI, DWAI, DUID" and "Distracted" as top contributing factors. This change in contributing factors suggests that aggressive driving is an increasing trend in the region.

The combination of plans, studies, and crash data reveal a number of significant issues in the region. The following are some of the top issues.

- Aggressive driving
- Distracted driving
- Impaired driving
- Speeding
- Transportation infrastructure
- Motorcycle driver behavior
- Nonmotorized and passenger safety
- Congestion
- Roadway departure
- Intersection crashes

It should be noted that transportation safety issues and crash factors differ in rural areas compared to urban ones. Although the LRTP plans for the MPO region, understanding the additional issues in rural areas is important in the development of overarching or regional discussions and strategies. In addition to those above, the following are key issues in rural areas.

- Unrestrained occupants
- Lane departure

TRAFFIC SAFETY EDUCATION

Understanding that there are many facets to improving safety in the region, PPACG undertakes a number of efforts related to traffic safety education. In response to record breaking fatalities in 2018, PPACG performed research and conducted interviews of area planners, traffic engineers, law enforcement, and people in traffic safety education. This informal process revealed that the biggest gaps and opportunities for improving traffic safety were in public messaging and data collection.

In 2020, PPACG launched its first safety media campaign, conducted with consultation from Drive Smart Colorado. This effort included creations of original content that was boosted across online platforms. The 2021 campaign re-used 2020 content and used social media platforms with added radio buy. The 2023 media campaign consisted of new video content developed by Drive Smart Colorado and El Paso County. The 2024 media campaign is forthcoming, and PPACG intends to continue these campaigns as possible.

In 2023 the media campaign resulted in 336,735 impressions and 2,316 clicks through Google and 630,946 impressions, 11,740 clicks through Facebook. Those who clicked were taken to a survey that helped inform future media campaigns as well as the Major Crash Study.

In 2022 and 2023, PPACG conducted a regional traffic safety education review to identify how many groups in the region

were providing safety education materials and outreach and what type of education or activities they were conducting. The project goal was to identify any gaps as well as find new opportunities for cross-organizational collaboration. The project found a lack of cohesion and coordination throughout the region and made recommendations to improve traffic safety education in the communities.

Utilizing this analysis, PPACG successfully applied for a CDOT HSO grant related to traffic safety education. The bulk of this grant provides funding for a regional safety champion, tasked with providing a central point of contact for traffic safety education efforts throughout the region and fostering communication and collaboration.

The safety champion and this grant strengthen the alliance between PPACG and Drive Smart Colorado. A standalone nonprofit, Drive Smart Colorado was brought under the umbrella of PPACG in 2022.

As the MPO, PPACG can perform some activities related to transportation and safety in the planning realm; however, there are many important activities that are outside of the scope of the MPO and PPACG's funding streams. As Drive Smart Colorado was losing momentum due to the pandemic and the loss of its executive director, PPACG saw an opportunity to partner with the organization. Drive Smart Colorado has made enormous contributions to traffic safety in the region over its history, and the region could ill afford its loss at a time when serious crash rates were at their worst.

Drive Smart Colorado is a nationally recognized community traffic safety program that focuses on improving communities through the reduction of traffic crashes and the unsafe behaviors that cause them.

Drive Smart was born of a public demand for improved traffic safety in 1989. Reaching 501(c)3 non-profit status in 1992, Drive Smart has been a key player in improving traffic safety across Colorado. Using advocacy, education, and policy, our goal is to make the roads safe for everyone, regardless of their means of transportation. Drive Smart Colorado is guided by a Board of Directors consisting of local law enforcement and emergency management personnel, elected officials, and traffic safety advocates. In addition, Drive Smart Colorado hosts a Traffic Safety Coalition that encompasses a wide variety of groups and interests from across the region. The coalition's goal is to share information and resources and improve collaboration in traffic safety activities.

LOCAL SAFETY STRATEGIES

Based on the environment, data, and plans previously mentioned, the following are strategies that may improve safety within the region. These actions are examples of strategies that may be undertaken by local jurisdictions or groups of jurisdictions, as the MPO does not have authority to dictate engineering, policy, law enforcement, or other types of local projects.

- Complete the regional and local Safety

Action Plans funded by recently awarded Safe Streets and Roads for All grants. Compete for discretionary funds to help implement the recommendations of those plans.
- Increase collaboration with available state and federal resources, and consider using grant funding for increased education or enforcement to offset lack of local funding sources.
- Build on successful law enforcement practices, and establish laws/policies that have bearing/are enforceable..
- Leverage traffic safety education programs such as Drive Smart Colorado, and coordinate efforts with the Drive Smart Traffic Safety Coalition.
- Continue conducting safety media campaigns that are targeted to the region and its issues to ensure effectiveness.
- Implement engineering and infrastructure improvements such as Minimizing speed deferential; making roads seem "narrower" with striping to encourage drivers to slow down; enlarging road signs; or installing adaptive signal systems or radar detection systems.
- Improve pedestrian engineering, safer cross walks, especially at intersections with high crashes. This may include adding pedestrian bump outs or adding advanced flashing beacons before the intersection to inform drivers that pedestrians are crossing.
- Identify areas where speeding or other types of dangerous driving is common.
- Implement effective access management techniques such as limiting the number of conflict points, adding turn lanes, and using connecting parking lots and access roads to minimize inefficient travel on primary roadways,

NONMOTORIZED SAFETY

Vulnerable road users are those that are not protected by an outside shield, such as a vehicle. As such, pedestrians, bicyclists, and others utilized nonmotorized transportation have a greater risk of injury in the event of a crash.

In the PPACG region, there were 1,199 reported crashes involving bicyclist or pedestrians in the five years between 2018 and 2022. However, the actual number is likely much higher. According to the FHWA, studies show that pedestrian and bicycle crashes are underreported. This may be because of several issues, including crashes that occur outside of the public right-of-way (such as at driveways or on shared use paths), a lack of injury or sufficient property damage to warrant a police report, or a lack of police involvement for fear of legal consequences.

The 71 reported fatal crashes between 2018 and 2022 resulted in 63 pedestrian deaths and 15 bicyclist deaths. Of these crashes, no impairment was suspected in 53 of them, while alcohol was suspected in 16 and drugs were suspected in 2. Weather did not seem to be a contributing factor in these crashes as dry conditions were reported in 65 crashes, followed by wet conditions (4), and snowy (1). Conditions were unknown for one crash.

Figure 32: Bicycle Crashes 2018-2022

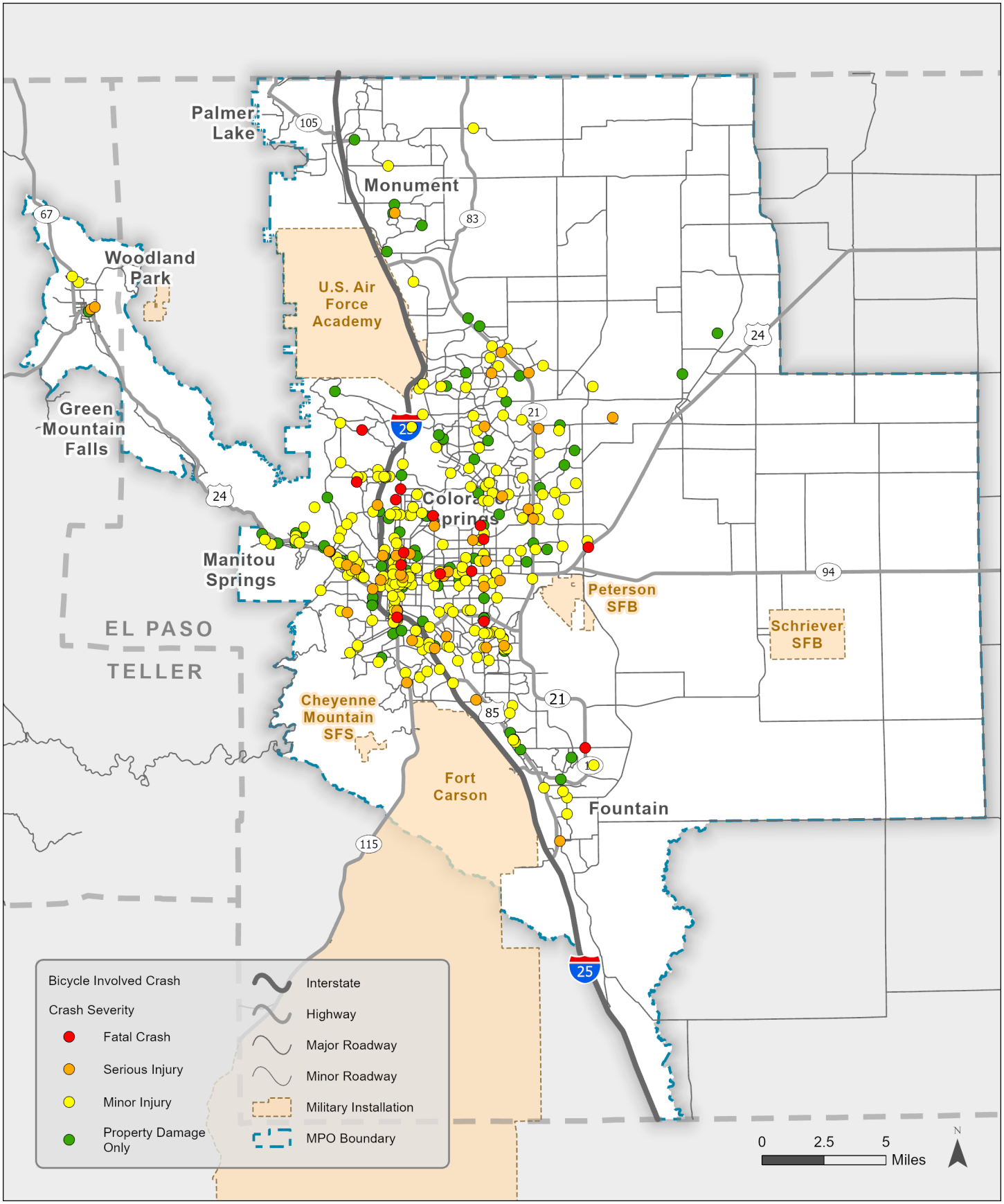
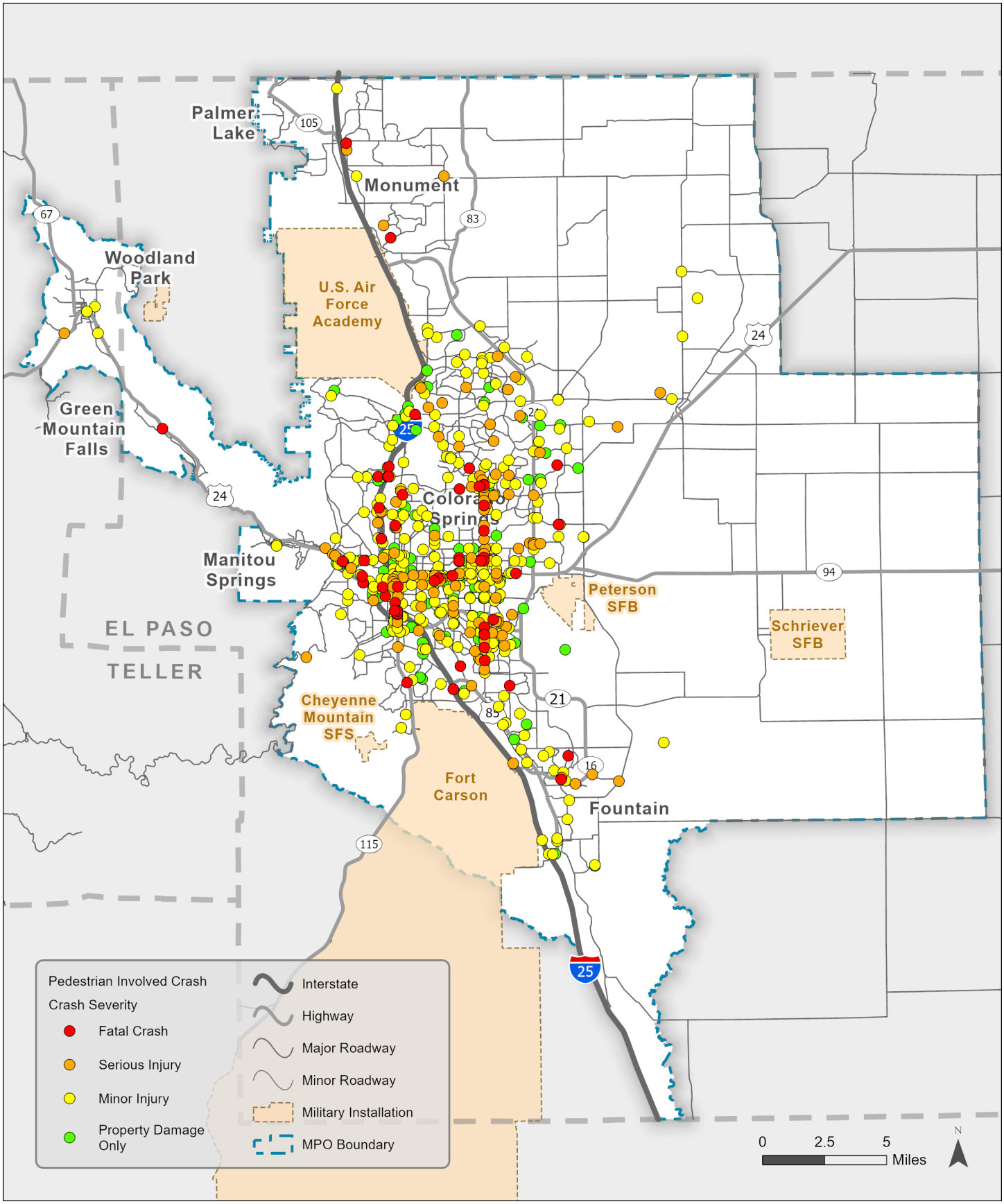


Figure 33: Pedestrian Crashes 2018-2022



The locations of crashes involving bicycles and/or pedestrians are included in the following figures. Few fatal crashes occurred in close proximity, meaning there were no noticeable trends by location.

As mentioned in the previous chapter, the regional active transportation plan was adopted in 2024 and details specific information regarding nonmotorized travel, including safety and crash information as well as active transportation network design guidelines.

TRANSIT SAFETY

The safety and security of public transit can also be an issue in comfort and ridership rates, and can make the difference between a system for everyone versus a system for captive riders only. The regional transit plan, included as Appendix X, discuses this and provides recommendations and guidance regarding safety and passenger perception.

SECURITY

During emergencies, the transportation system serves a crucial role in safeguarding regional security. The role of PPACG has been limited to an informational level with regard to security and resilience within the region.

According to the Federal Emergency Management Agency (FEMA) National Risk Index, El Paso County has a "Relatively Moderate" risk index, where this rating is the middle ranking in a scale from "Very High" to "Very Low." Teller County is rated "Relatively Low." This risk index is based on a formula that calculates expected annual loss, social vulnerability, and community resilience.

The FEMA risk index lists El Paso County as having a very high risk of cold wave and lightning, as well as a relatively high risk of hail, ice storm, landslide, tornado, and wildfire. El Paso County also has relatively moderate risks of strong wind and riverine flooding. Meanwhile, Teller County has a relatively high risk of lightning with relatively moderate risk of hail and wildfire.

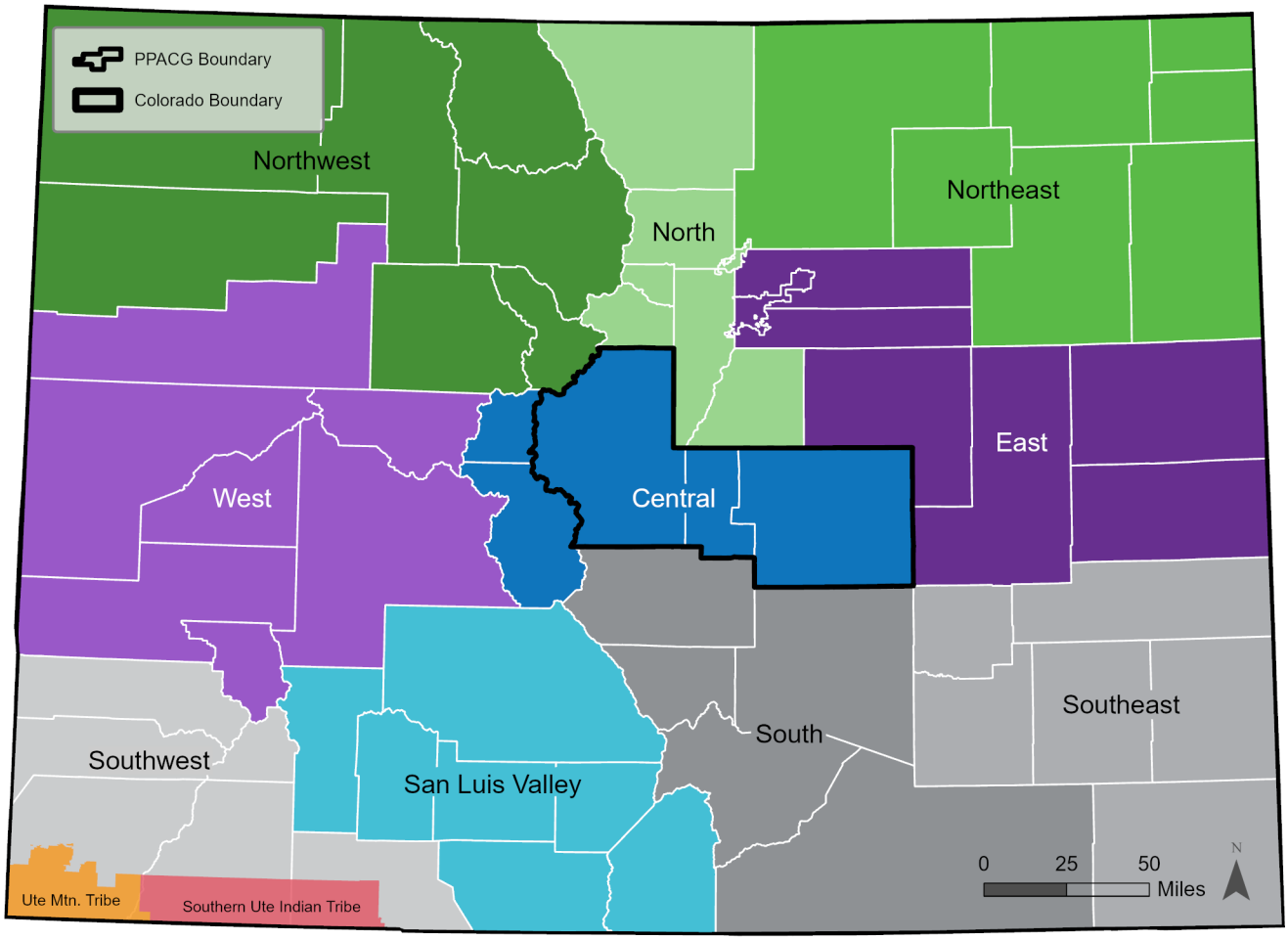
It should be noted that FEMA identifies El Paso County as having a relatively high ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S., while Teller County is listed as relatively moderate. Community resilience is measured at the County level using the Baseline Resilience Indicators for Communities (HVRI BRIC) published by the University of South Carolina's Hazards and Vulnerability Research Institute (HVRI).

In addition to these natural events, human-cause events such as hazardous material incidents, power outages, acts of terrorism, and civil disobedience should be considered in planning for security.

Manmade and natural disasters can have devastating long-term effects on the region. The Black Forest and Waldo Canyon fires are recent examples of this.

Within the state of Colorado, the Division

Figure 34: DHSEM Field Service Areas



of Homeland Security and Emergency Management (DHSEM) supports planning and response to hazards and disasters such as flooding, tornadoes, wildfire, and hazardous materials incidents.

DHSEM develops the State of Colorado Emergency Operations Plan, which identifies the roles, responsibilities, and actions of state government in disasters. When local government capabilities are taxed, state government has resources and expertise available to provide emergency or disaster assistance.

DHSEM Emergency Management Office has 10 field service areas, and the Pikes Peak Region is located in the Central field service area, as indicated in Figure X.

Communication and coordination between the field service manager and local emergency managers is important to the security of the regional transportation network. Field managers for these service areas can provide local emergency managers with response, planning, training, and exercise assistance as well as grant administration.

In addition the PPACG region is addressing transportation security through the following.

- Activation of an Emergency Operations Center (EOC) may be required during an incident. Effective January 22, 2019, Colorado Springs City Council and the El Paso County Board of Commissioners approved an Intergovernmental Agreement (IGA) to operate a joint office of emergency management. It is called the Pikes Peak Regional Office of Emergency Management.
- Locally-developed all-hazard plans provide for coordination, control, and allocation of transportation assets in support of the movement of emergency resources, including the evacuation of people and the redistribution of food and fuel supplies.
- CDOT's role in emergency management consists primarily of safeguarding and maintaining the state transportation system in the affected area and facilitating and coordinating evacuation routes that use the state transportation system. CDOT maintenance staff are the primary responders for damage to CDOT infrastructure and assistance to others, but staff from other areas may be used as needed.
- Chemical Response Teams in the PPACG region provide support for each other, and are housed within the Colorado Springs Fire Department, the El Paso County Sheriff, in Teller County, at Peterson Space Force Base, and at Fort Carson.

MILITARY

Fort Carson alone is the third-largest employer in the state. According to installation data provided to PPA, Fort Carson serves more than 26,500 active duty military personnel, 39,000 family members, 1,400 Reserve component military, 900 contractors, and more than 6,600 civilian workers.

Space Base Delta 1 (SBD 1) is headquartered at Peterson SFB and includes Schriever SFB and Cheyenne Mountain SFS in the Pikes Peak region as well as several installations around the world. As of 2020 data, Peterson SFB employed 8,750 active duty military personnel and approximately 2,200 people. Schriever SFB employed 1,644 active duty military and more than 5,500 additional people. Per the Space Operations Command website, SBD 1 includes more than 4,000 military and civilian members who support 18,500 personnel and 173,000 local beneficiaries.

Peterson SFB and Schreiver SFS are the global headquarters of the North American Aerospace Defense Command (NORAD) and the DOD operational center for the Global Positioning System (GPS), respectively. Together they employ 15,000 military and civilian personnel. SBD 1 has also been selected as the Headquarters for U.S. Space Command. The installations may see changes in personnel and employment due to the location of U.S. Space Command and the growth of the U.S. Space Force. This may increase travel demand on

specific transportation networks that serve installation gates and are used by civilian drivers who travel within the vicinity of these installations.

USAFA is a public university and military service academy for cadets who will serve in the United States Air Force and United States Space Force. USAFA has an approximate population of 2,450 active duty military personnel, 4,000 cadets, and 1,900 civilians that live on the installation. However, that population is not representative of the total traffic to and from the installation.

In addition, these installations serve as medical, retail, and recreational destinations for the large contingent of veterans in the region. Congressional District 5 military veteran and retiree populations are the third highest in the United States at more than 109,000.

The military installations are major traffic generators within the region, but it is also critical to consider security and compatible use when considering transportation projects that impact or are near to the military installations. Protecting the mission of these installations may proclude some traditional solutions to traffic congestion or other issues. The traffic and security considerations make it critical to coordinate and continue good relationships between the military and surrounding communities to ensure there is good understanding of the impacts of off and on-installation projects on the transportation network as a whole.

A relatively new discretionary funding source may be available for future transportation projects that mutually meet the needs of the military and communities. The Defense Community Infrastructure Program (DCIP), created in 2018, is a competitive program to fund infrastructure enhancements to support military value, the training of cadets, installation resiliency, and family quality of life that benefits installations. In 2024, the City of Colorado Springs was awarded $10,710,000 for a project to provide safety improvements and access to the North Gate of Peterson SFB. This project will address issues that impact operational readiness, the ability to accommodate future total force requirements, and operating costs.

In addition, Colorado Springs Utilities was awarded $5,348,798 for a project to remove several miles of existing overhead power lines between two substations on the USAFA grounds and replace them with underground 34.5 kilovolt lines. This project will enhance the reliability of the primary electric power feed to USAFA, providing essential support to all aspects of the training and education mission.

DCIP funding was not included in the development of the financial plan, chapter 8; however, it may be applicable for future projects that support military installations.

Strategic Highway Network and Power Projection Platform

The Strategic Highway Network (STRAHNET) is a system of select state and federal highways, including the entire Interstate

System, designated by the Department of Defense (DOD) as the minimum public highway network necessary to support DOD deployment needs. Along with 1,800 miles of connector roadways, the entire STRAHNET system totals over 64,000 miles of roadway and links over 200 important military installations, seaports, and airports in the continental U.S.

The DOD distinguishes a subset of the STRAHNET as Power Projection Platform (PPP) routes. PPP routes include about 5,000 miles of the STRAHNET system, and are considered the most critical routes to support the movement of DOD equipment from 18 inland military installations to their designated Seaports of Embarkation (SPOE) during a national emergency. These routes must therefore be capable of supporting the rapid movement of large, heavy military equipment through adequate highway and bridge design.

I-25 serves as the major STRAHNET corridor within the region, with sections of S Academy Blvd, E Fountain Blvd, S Powers Blvd (CO 21), and US 24 serving as STRAHNET connectors to link Fort Carson and Peterson SFB to the interstate. Further, the section of I-25 from the S Academy Blvd interchange to the New Mexico state border is part of a PPP route linking Fort Carson to its SPOE in Beaumont/Port Arthur, Texas.

Recent Projects

In recent years, the military installations have had good relationships with surrounding jurisdictions and CDOT, and several key projects have been completed or are underway that have benefited the transportation network in relation to the installations.

The most substantial of these is the Military Access, Mobility and Safety Improvement Project (MAMSIP), an extensive project that contains four major components:

- Roadway, drainage and structural improvements on Charter Oak Ranch Road, completed in 2023, enhanced access to Fort Carson Gate 19. El Paso County estimated that improving Charter Oak Ranch Road would reduce the number of trips to Fort Carson Gate 20 by approximately 25%, improving safety along the I-25 corridor and reducing gate times for those accessing the installation.
- Safety and efficiency improvements made to CO94 between Peterson SFB and Schreiver SFS were completed in 2023 and included the addition of a westbound passing lane and a signalized jug handle intersection at Blaney Road. Prior to these improvements, eastbound daytime traffic suffered from recurrent congestion caused by steep grades, limited opportunities for passing, and a high volume of slow-moving heavy vehicles traveling to the Waste Management Landfill – Colorado Springs.
- I-25, which supports military commuters and is a key travel corridor in the region will receive safety and efficiency improvements are part of MAMSIP to include two bridge replacements over South Academy Boulevard, maintenance

on four additional bridges, widening of shoulders, surface treatment, median barriers, and lengthening of the deceleration lane at the interchange with CO16. This work will be completed in late 2024.
- South Academy Boulevard, a key corridor for commuters as well as a critical defense access and haul route, will receive efficiency and resiliency improvements to include widening and bridge work. This project will be completed in 2026.

In addition, several other projects have been completed or are in progress that will support local military installations.

Near Peterson SFB, a City of Colorado Springs project at the US24-Peterson Road interchange is ongoing to alleviate congestion near Peterson SFB's North Gate. Colorado Springs also worked with Peterson SFB to make improvements to Marksheffel Road at the base's East Gate.

CDOT is currently construction a diverging diamond interchange at the intersection of Powers Boulevard (CO21) and Airport Road. Airport Road is a critical access point for the Peterson SFB West Gate.

Near Fort Carson, a CDOT project to improve SH115 from Nelson Boulevard to I-25 will support Gate 1.

Military Interest Highlights

To ensure that military interests were included in this planning effort, TAC ex-officio military representatives participated in the LRTP update process. In addition, individual interviews were held with planners from each installation to determine needs, projects, and other input for this LRTP.

- In general, there is a need to ensure compatible land use and adequate transportation networks surrounding military installations. Representatives from military installations shall continue to be notified of planned future developments and improvements within the vicinity of the military installations. Colorado Revised Statutes § 29-20-105.6 and the Colorado Springs Regional Joint Land Use Study (JLUS), developed by PPACG, provide guidance regarding coordination of activities. PPACG continues to support JLUS implementation and compatible land use coordination as possible through an Office of Local Defense Community Cooperation grant.
- Peterson SFB may double in population by 2050, which will require significant transportation infrastructure investment as this occurs.
- I-25 crosses USAFA on an easement held by CDOT. Due to underlying land ownership by USAFA, construction on this section requires additional processes due to USAFA ownership.
- Planning local/regional trail connections such as the Santa Fe Trail with military installation input is important, particularly Fort Carson, USAFA, and Cheyenne Mountain SFS.
- There is a desire by installations to support multimodal transportation, including transit and active

transportation options, as well as car/van pools. However, these pose challenges related to maintaining appropriate security measures at installation boundaries and demand may not support these activities.

- The military commonly uses Inter-Governmental Support Agreements (IGSA), as well as the Compatible Use (formerly JLUS) program as tools to partner with surrounding cities to work on transportation projects.

Fort Carson

Approximately 57% of Fort Carson's personnel live off post, and about 34,000 travel to the post daily. This can be challenging, particularly in the morning hours as personnel report to the post. Recent and ongoing off-post projects will significantly benefit the post and will mitigate many of the issues that can be affected by civilian projects. Fort Carson staff would like to continue the supportive relationship with surrounding jurisdictions.

On post, Gate 20 is the busiest gate and is undersized, causing backups affecting Mesa Ridge Parkway, South Academy, and I-25. This is a challenge because Fort Carson has limited right-of-way in the area to make improvements. A long-term project has been identified to increase the number of check lanes and provide additional security measures at Gate 20. However, recent and ongoing projects, including the improvements to Charter Oak Ranch Road, have significantly reduced traffic at Gate 20 by accommodating traffic at Gate 19 from personnel who commute from Fountain and Pueblo. A new barracks in the southern portion of the post will also reduces internal traffic congestion and shift traffic away from Gate 20.

A planned project to reconstruct Gate 3, the post's commercial gate, will mitigate congestion at the Academy Road and Westmeadow Drive. In addition, Gate 4 is undersized. However, there is no timeline for these gate improvements by the DOD.

As previously mentioned, a Southern Colorado Rail Park is planned near the Ray Nixon power plant site. This has been previously recognized as an opportunity for Fort Carson to establish a secondary rail line for redundancy during deployments. This development could create a rail spur off the power plant rail loop that would extend to the eastern boundary of Fort Carson. Local governments, the developer, and Fort Carson representatives are coordinating on this project to meet community and military needs.

Fort Carson has an on-post shuttle that largely supports soldiers without vehicles and reduces on-post traffic. In the past Fort Carson has explored transit options to post, but security and low ridership were challenges. An existing bus hub at PPSC supports access to Fort Carson via Gate 4.

Fort Carson would additionally like to participate in discussions regarding local trail interests and projects. Bike/hike trail connections that link with Cheyenne Mountain State Park, the Chamberlin Trail, and Fountain Creek Trail will need

coordination between the City of Colorado Springs and Fort Carson to ensure effective networks, master planning and wayfinding.

Space Base Delta 1

Recent, ongoing, and planned work near the three local Space Base Delta 1 installations will support greater access, safety, and efficiency. Installation staff has good working relationships with El Paso County, Colorado Springs, and CDOT and worked with El Paso County on the development of the Major Transportation Corridors Plan.

Of particular concern to all three installations is encroachment and added traffic volume due to nearby residential and other development. Staff would like to continue to be involved in any work on the major approaches and corridors to the installations that will change the traffic patterns for access, detours, delays and safety and welfare of personnel.

PETERSON SPACE FORCE BASE

Peterson SFB is accessed via three gates: East Gate (Marksheffel Road), North Gate (Peterson Road and US24), West Gate (only 24-hour gate) near Powers Boulevard (CO21) and Airport Road. Projects to improve the network near these gates have been high priorities for El Paso County, Colorado Springs, and CDOT, particularly because anticipated growth at the base will add volume to adjacent roadways.

Another major transportation consideration for Peterson SBB staff is safety and efficiency along SH94 to Schriever SFB, where personnel commute between for work and home, which has also been addressed in part via a recent CDOT project.

Staff are interested in any project near the gates to the base, such as the Reagan Ranch residential development near East Gate and Banning Lewis Ranch development. They are also interested in better connectivity from Marksheffel Road to the Colorado Springs Airport via Drennan Road, or another route north of Bradley Road. This could alleviate cross traffic and volume on Powers Boulevard from people coming from the east to access the airport efficiently.

SCHRIEVER SPACE FORCE BASE

Around 7,000 persons travel to Schriever SFB daily as the installation continues to grow in importance and missions. As a result, the criticality of transportation improvements is also increasing. Safety improvements to CO94 are the most critical concern for the installation. Assured and safe access to Schriever SFB is essential for sustaining National Security operations.

Continued considerations for safety and capacity improvements for area roadways connecting regional communities with Schriever SFB would include key access roads CO94, Curtis Road, Bradley Road, Enoch Rd (North Gate), and Irwin Rd (West Gate). Heavy vehicles and landfill traffic can cause sight line, safety, and efficiency issues. Specifically, Schriever SFB staff are supportive of the projects on Curtis Road to add shoulders to existing pavement from

CO94 to Judge Orr Road.

The North Gate will be reconfigured for improved security, but no capacity changes are currently planned.

CHEYENNE MOUNTAIN SPACE FORCE STATION

Cheyenne Mountain SFS is accessed via NORAD Road near the Broadmoor Bluffs neighborhood, about 3 miles from CO115. There is an existing easement in place to allow residential traffic on NORAD Road to Broadmoor Bluffs.

The Station is pursuing an easement for emergency secondary egress, possibly south through Cheyenne Mountain State Park, which would be used only when the main gate is not viable as in the case of a wildfire.

Cheyenne Mountain SFS is concerned about encroachment on NORAD Road, new housing developments in the vicinity, and trail connections in the area, all of which can pose security issues. The Station would like to be involved in any discussions regarding nearby active transportation routes.

U.S. Air Force Academy

In addition to those housed on or working at USAFA, the installation allows visitors through either the North Gate or South Gate during certain hours with proper identification. The USAFA chapel, currently under renovation, has been a significant tourist destination, and a new visitor center is under construction that is likely to draw both tourists and area residents. In addition, Douglass Valley Elementary School and Air Academy High School, District 20 public schools, are located on USAFA, which adds to daily commute traffic.

USAFA is also the host to major events such as football, hockey, and basketball games; special sporting and concert events; and the annual cadet graduation ceremony. Falcon Stadium, which hosts football games and special events, can attract over 40,000 spectators, creating traffic backups in and around the installation during ingress and egress of the event. These major events and the daily commute are the main impacts of base traffic.

Due to its layout at the mountains on the west, USAFA is limited in how it connects to off-installation traffic. Incoming traffic at both North and South Gates occasionally backs up onto the I-25 off ramps, especially at the South Gate during the morning commute of the civilian installation employees and the two District 20 public schools that are located on the base.

USAFA is concerned with the increase traffic volume due to the rapid development around the I-25 corridor, which includes

the new visitor center, hotel, and other facilities at North Gate as well as the Ford Amphitheater near Voyager Parkway and the Powers Boulevard-I-25 interchange. Coordinating with CDOT and local jurisdictions on construction projects and major improvements in the corridor is essential to help reduce the impacts othis traffic on I-25 and maintain adequate access to USAFA.

Unlike other major transportation corridors in the state, I-25 is on federal property owned by the US Air Force and the state has an easement for I-25. It is important for CDOT to coordinate easement issues with USAFA on all work. In some instances, USAFA has to coordinate with central Air Force personnel and meet additional federal requirements, which can add time to the easement modification process. Early involvement could help reduce project delays and reduce public relations issues.

In addition, the proposed Front Range Passenger Rail project may run through USAFA via the existing rail line, which may poses security, safety, noise, and right of way concerns. It is critical that USAFA be included in any rail planning efforts in the region.

USAFA is also interested in improvements to trail connections to Colorado Springs and Monument with non-motorized trails. This includes the Santa Fe Trail and bike lanes and sidewalks that run under I-25.

For connections to off-installation facilities, USAFA noted that any development or traffic changes that affect the Bullseye Auxiliary Airfield, which is located in eastern El Paso County, should be brought to their leadership for review. The airfield is located near South Ellicott Highway and Sanborn Road, south of CO 94. Upgrades on roads that go to from Colorado Springs to Woodland Park area where USAFA has the Farish training/recreation facility would help facilitate access to this resource.

FEDERAL LANDS ACCESS

This section is pending text from the FHWA Central Federal Lands team, which is developing planning materials in conjuntion with this LRTP. A federal lands access workshop was held with Pikes Peak region stakeholders in July.

ENVIRONMENTAL

The following are environmental considerations for any project included in the LRTP. In addition, the scoring criteria to guide project selection for this LRTP included an environment category. Projects were awarded points for incorporating environmentally friendly concepts, such as transit, active transportation element (bike lanes, sidewalks, etc.), erosion mitigation/reduction, reduction of dust pollution, solar canopies/lighting, resiliency, greenhouse gas-combating vegetation, and green stormwater infrastructure. Per the EPA, “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.

Mitigation and Monitoring

Transportation planning and decision making, including project selection, must be integrated and coordinated with land use, water quality, and natural resource concerns. Preserving the high quality of life in the Pikes Peak region requires maintaining or enhancing communities and ecosystems while also accommodating growth and development. PPACG aspires to accomplish this by being as deliberate in developing coordinated and collaborative mitigation activities as we are in developing transportation projects.

PPACG collaborates with local governments, non-profit organizations, and state and federal resource and regulatory agencies to mitigate adverse impacts of transportation projects. Collaboration among transportation planning, economic development, land development, and wildlife conservation efforts is critical because the impacts of policies will cut across all of these individual efforts. A desired outcome of the PPACG collaboration process is that transportation planning and decision making, including project selection, is integrated and coordinated with land use, water quality, and natural resource planning and management. The identification of a full range of environmental concerns will occur early in the transportation planning and project development process.

In the context of a regional transportation plan, environmental planning and collaboration means incorporating the broad strategies, policies, programs, and actions that serve to help avoid, minimize, mitigate, or remediate impacts to the human and natural environments associated with the implementation of the regional transportation plan. This planning process will identify issues and concerns that can be addressed proactively and can then be mitigated or incorporated into projects in a manner that both informs and reinforces other planning efforts in the region.

There is only one federal source of funding directed by the PPACG Board to this effort: STP-Metro funds. Local, state, and federal officials have access to other funds, but they are very limited.

Figure 7 identifies the land cover for the Pikes Peak region as defined by the National Land Cover Database (NLCD). While the core urban area is classified as developed, there are also areas of deciduous, evergreen, and mixed forest, particularly in the Woodland Park, Manitou Springs, and Black Forest areas. In addition, less populated areas, particularly in the eastern portion of the region are covered by dward scrub, shrub/scrub, grassland/ herbaceous, sedge/herbaceous, pasture/ hay, or cultivated crops. Land cover can influence the water quality and watershed, habitat and species, and micro-climate of the region.

Figure 35: Environmental Considerations in the Pikes Peak Region

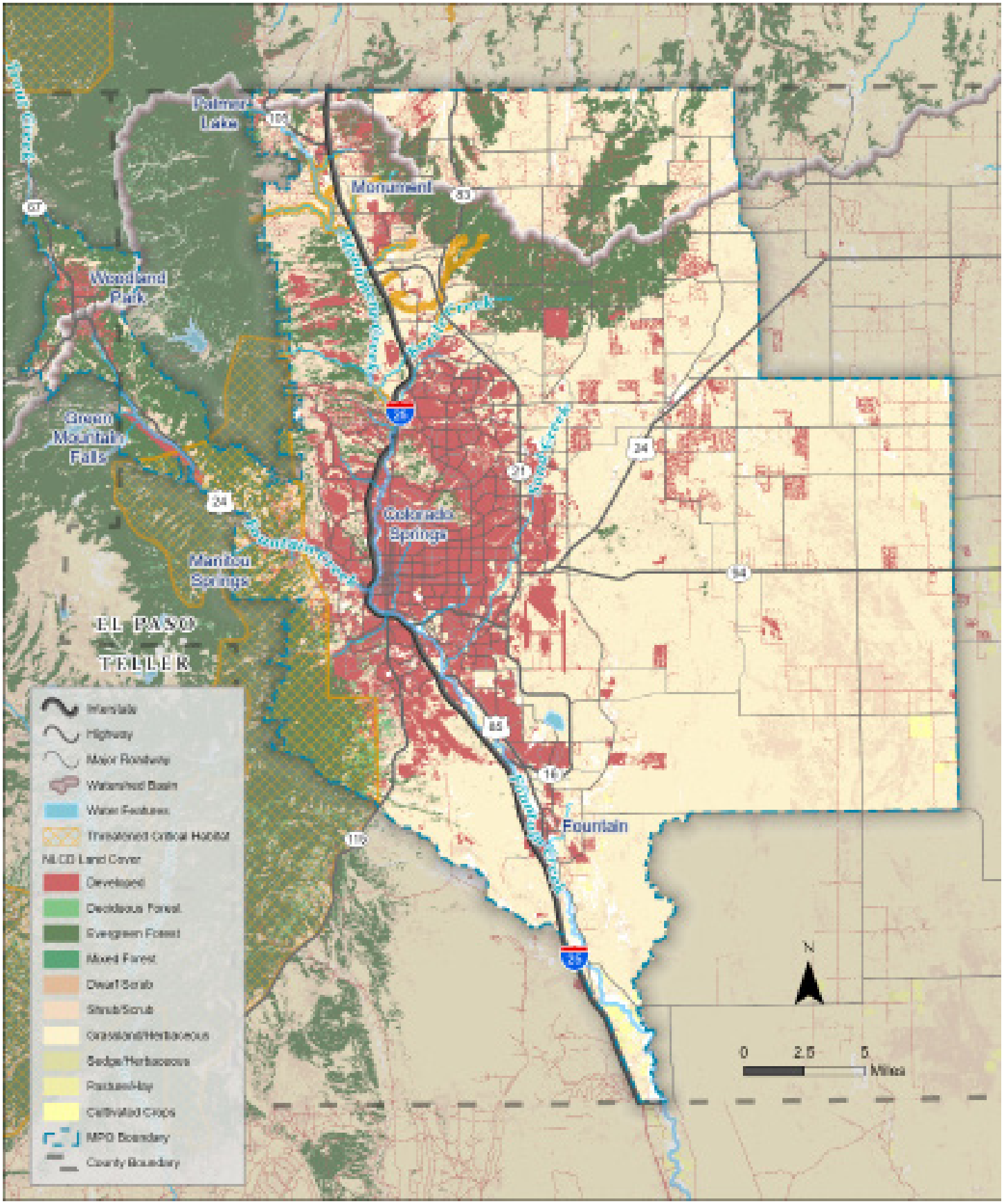


Figure X also shows environmental considerations in the context of these land covers. These considerations include water features such as Fountain, Sand, Monument, and Kettle creeks as well as the boundary of the watershed basin, which runs through the northern portion of the region. Fuel, particle, and salt-laden runoff from streets, highways, and storage facilities results in damage to public water supplies, ponds, lakes and surface streams, roadside soil, vegetation and trees.

In addition, the Mexican Spotted Owl and the Preble's meadow jumping mouse are threatened species with critical habitat areas within the Pikes Peak region. As noted on Figure X, this habitat is largely in the wooded areas west of Colorado Springs and Fort Carson, but this habitat does not extend as far as Green Mountain Falls or Woodland Park. There are also small habitat areas along watersheds north of Colorado Springs in the Monument and Black Forest areas.

While this figure is not inclusive of all environmental considerations, it does provide context that can be used by local jurisdictions in planning. Specific environmental analysis and measures are required at the project and implementation level beyond the scope of this regional look.

Individual projects in this plan could have a significant impact on the environment if they are not managed properly. The cumulative impacts to the region are significant and warrant a well-reasoned plan to remediate the social, economic, and ecological impacts.

Any federal project, or a state or locally funded project requiring a federal action, must meet requirements set forth by the National Environmental Policy Act of 1969 (NEPA).

As part of the NEPA process, alternatives to roadway construction must be thoroughly evaluated to identify any other possibilities that offer the least impact to people and the environment, including the alternative of no action. Impact prevention and mitigation strategies must be fully evaluated to prevent as much harm as possible during the construction and operation of new roads.

Mitigation of environmental impacts includes rectifying the impact by repairing, rehabilitating, or restoring the affected environment, reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action, and compensating for the impact by replacing or providing substitute resources or environments. Where possible, projects may also consider opportunities to avoid impacts altogether by not taking a certain action or parts of an action, or minimizing impacts by limiting the degree or magnitude of the action and its implementation. Together, these strategies can help reduce collective impacts to the environment.

Air Quality Conformance

Transportation conformity is required under Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit

activities are consistent with ("conform to") the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. The Environmental Protection Agency (EPA) transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the purpose of the SIP.

In the 1980s, carbon monoxide levels in the Colorado Springs area exceeded the EPA standard and the area was designated non-attainment for carbon monoxide. The last violation of the 8-hour standard was in 1989. This allowed the area to be re-designated as a maintenance area. The EPA requires maintenance areas to develop two 10-year air quality maintenance plans that demonstrate attainment of the standard for a 20-year period.

The EPA reclassified the Colorado Springs area as a maintenance area in October 1999. After 20 years as a maintenance area, the PPACG region successfully maintained conformity and was considered in attainment. Following is an excerpt from a letter from EPA dated December 9, 2019.

"In consideration of the Colorado Springs CO maintenance area, the EPA approved the first 10-year maintenance plan on August 25, 1999 (64 FR 46279) with an effective date of October 25, 1999. We approved the second 10-year Limited Maintenance Plan (LMP) on August 1, 2013 (78 FR 46521). As the Colorado Springs CO maintenance area has shown continuous maintenance of the CO NAAQS (see 40 CFR 50.8) from October 25, 1999 through October 25, 2019, the area has met its obligation to demonstrate maintenance of the CO NAAQS for 20-years. Therefore, as of October 26, 2019, the Pikes Peak Area Council of Governments (PPACG) Metropolitan Planning Organization (MPO) is no longer required to address the transportation conformity determination requirements of 40 CFR part 93, subpart A. As such, a conformity determination is no longer required for the PPACG's Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP)."

It should be noted that while PPACG is in "attainment" under the current federal guidelines, the region has significant ozone challenges ahead and is looking to voluntarily address those issues in advance of a potential "non-attainment" determination in the future. Such activities include participation in the EPA "Ozone Advance" program and developing voluntary control measures to reduce ozone precursors.

Additionally, the State of Colorado has implemented its own rules to address transportation's role in the production of Greenhouse Gas (GHG). A discussion of a PPACG's efforts to conform to the State's GHG rules are discussed in Chapter 7.

Carbon Reduction Strategies

The Carbon Reduction Program (CRP) was established by the IIJA and requires states, with the consultation of MPOs, to develop a Carbon Reduction Strategy.

Several policies/activities being developed within the Pikes Peak region will reduce carbon emissions by facilitating the use of alternatives to single-occupant vehicle trips. These policies/activities include and are not limited to:

- Development of a Regional Complete Streets toolbox resource
- Enhanced regional TDM (Travel Demand Management) strategies
- Recommendations from the PPACG Active Transportation Plan
- Reviewing the Congestion Management Process (CMP) and strengthening the process as necessary
- Updating the Regional Transit Plan
- Integration of carbon-reducing projects into the project selection process for the TIP and LRTP

PUBLIC HEALTH

A holistic approach to planning includes serious consideration of the health impacts of transportation policies and decisions.

The effect of the built environment on the physical, social, and mental health of the community is substantial. Transportation affects physical activity, lifestyle, environmental quality, safety, quality of life, and access to healthy food, jobs, and social destinations. An understanding of the connections between transportation and health can help decision makers achieve desired public health outcomes.

This LRTP envisions a more accessible, effective transportation system that supports public health, and will enhance active transportation or environmental quality and reduce injury and mortality.

Safety

One of the most visible links between public health and transportation is transportation safety, which is discussed previously in this chapter. Lack of safety or perceived lack of safety is one of the key issues affecting transportation.

Access to Jobs, Goods, Services, and Social Activities

Transportation-related barriers such as mileage, lack of adequate pedestrian or bicycle facilities, or lack of transit service can make it difficult for people to access important lifestyle destinations, while also reducing transportation choices. Community design and transportation systems impact the opportunity for all residents to make healthy choices. Access to these destinations by way of a variety of transportation choices is especially important for vulnerable populations as these populations generally have a lower vehicle ownership rate and/or depend on transit. Several aspects of the built environment can affect opportunities for a healthy lifestyle, such as mixed use zoning, pedestrian-friendly streets and intersections, handicap accessibility, and

Figure 36: No-vehicle Households

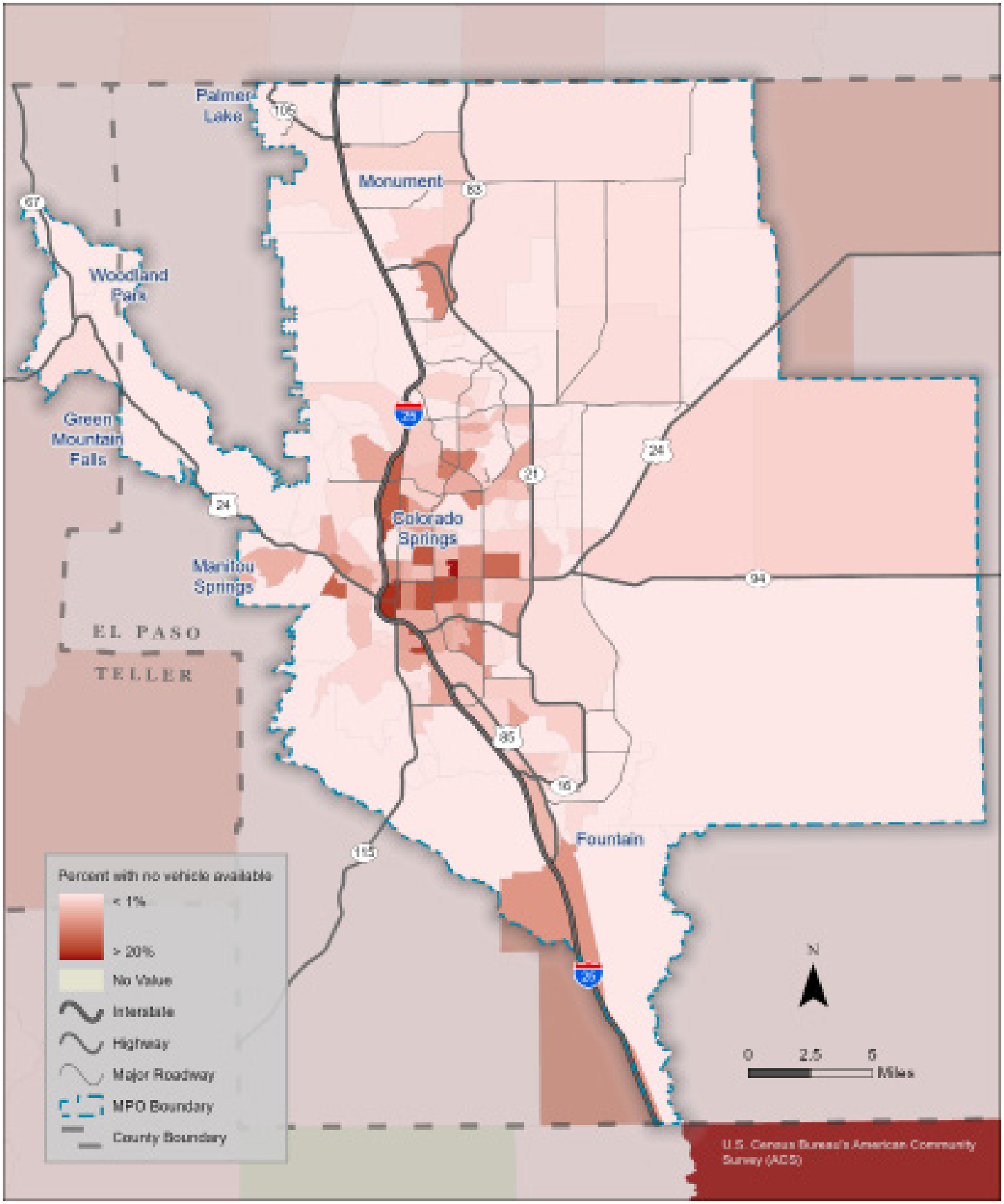


Figure 37: Food Deserts

Note: Figure is in development

transit and bicycle infrastructure.

Identifying where people want and need to go and ensuring access to those locations is critical in planning for the transportation network. The commercial and employment centers identified in Figure X of Chapter 4 are among those locations as they contain both retail needs and areas where many people work. This link between transportation and public health is one of the reasons that connectivity was among the scoring criteria for project selection for this plan.

In particular, households without vehicles can have difficulty accessing basic services like healthy food outlets and medical care unless there are adequate nonmotorized and transit options in place. Figure X depicts the percent of the households that do not have a vehicle. Understanding the areas where no-vehicle households are prevalent can assist in planning the future transportation network, while also benefiting the greater community with increased transportation choices.

Additional text regarding food deserts is pending mapping information.

Active Transportation and Recreation

Active transportation includes any mode of human powered transportation, such as walking, biking, or scooters. In addition to being a mode of transportation, active transportation offers substantial physical and mental health benefits and has been shown to reduce heart disease, adult diabetes, obesity, hypertension, osteoporosis, depression, anxiety, and more.

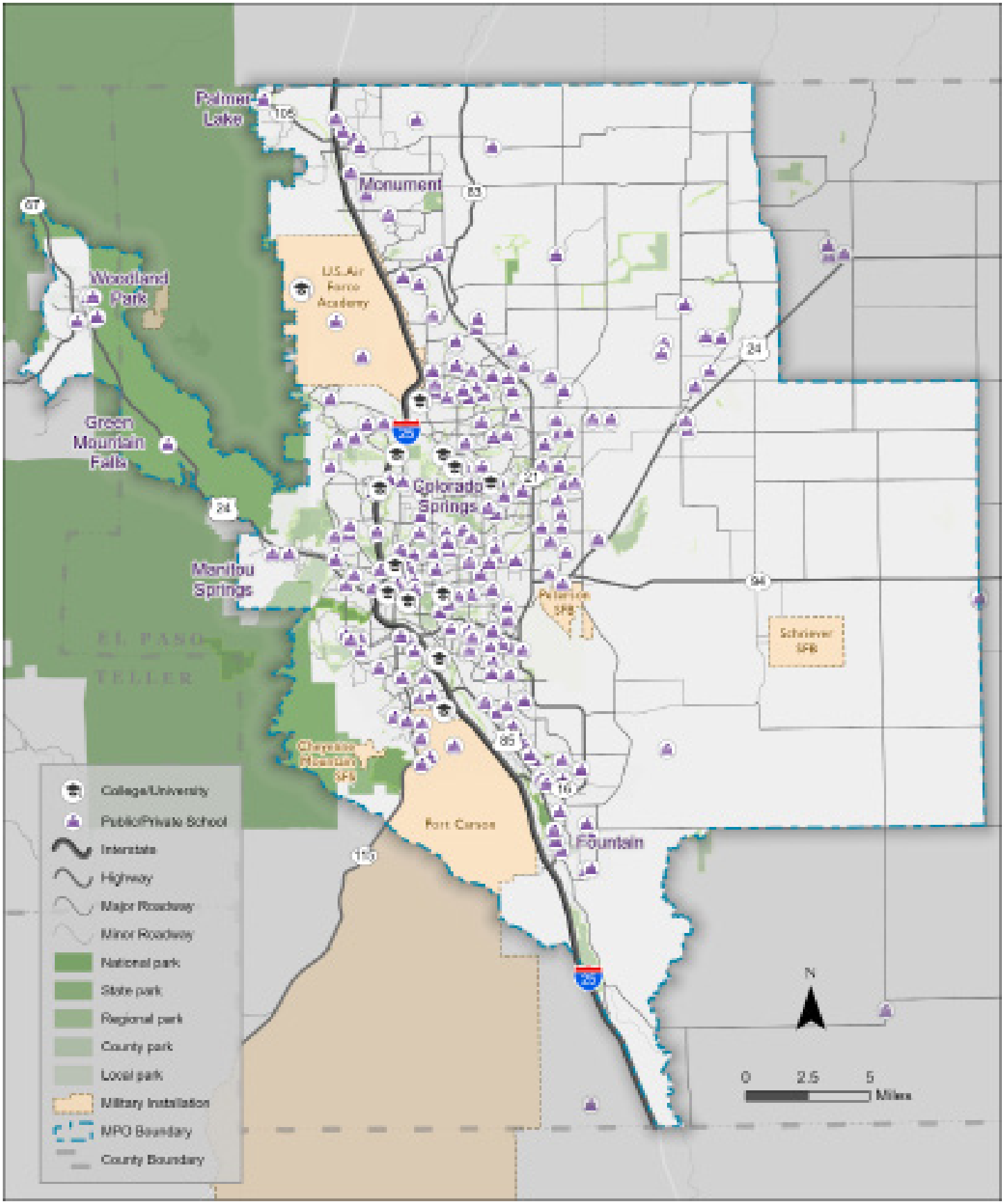
Transportation systems can encourage active transportation through infrastructure such as separation from high-speed traffic or maintained and well-connected sidewalks and crosswalks.

In addition to physical infrastructure, laws, rules, and policies can support active transportation. Lower speed limits on certain roads, for example, can reduce the danger and discomfort of cycling, and requirements for new developments could include provisions for supplying active transportation infrastructure such as bicycle parking.

Two significant destinations not mentioned in the previous section are schools and parks, which are identified in Figure X. Access to these by vehicle and transit are important but arguably access by active transportation network is even more important. For planning purposes, connectivity to these locations was considered in the project selection process. It should be noted that several funding streams, which will be defined in Chapter X, that are dedicated to active transportation or other non-roadway projects.

This LRTP contains a number of active transportation projects that could be beneficial for public health. In addition, the Active Transportation Plan provides guidance for the region, particularly regarding recreational trails and priority trail corridors.

Figure 38: Schools and Parks



Aging Population

Colorado and the PPACG region are experiencing a dramatic increase in aging citizens. The over 65 population is expected to grow by more than 67,000 from 2020 to 2050. In 2050, people over the age of 65 are expected to constitute nearly 17 percent of the population. The implications of this growing population are yet to be seen, but will likely require well-coordinated long-term planning in health and transportation to adequately address the changing mobility and health needs of the population. This may include a greater need for transit, specialized transit, and walking/biking options.

Transportation Noise

Studies show that exposure to transportation noise such as an airport, railroad line, or downtown area can be detrimental to public health and the environment. Noise pollution levels have been linked to problems with communication, school performance, sleep, mental health, heart disease and hypertension, and hearing impairment as well as to negative impacts on wildlife.

Low-noise road surfaces and rail tracks, sound walls, noise barriers, and traffic calming are all potential mitigation strategies.

EQUITY

As noted in Chapter1, PPACG is guided by federal Title VI and environmental justice (EJ) mandates, and PPACG strives to not only meet these mandates, but to create an overall transparent, and inclusive planning process.

PPACG adopted a new Title VI and EJ Plan in 2023. PPACG also adopted a new Limited English Proficiency (LEP) Plan in 2023. Both of these were integrated into the planning and public participation processes for this LRTP to ensure that the LRTP considers the needs of minority populations so the benefits and burdens of transportation are distributed fairly and to ensure that the public involvement process has no barriers that would prevent successfully engaging minority populations in regional decision-making.

The PPACG Title VI and EJ Plan uses the Environmental Protection Agency's (EPA) Environmental Justice Screening and Mapping Tool (EJScreen) (Version 2.11) website to identify environmental and demographic indicators within the region. Per federal requirement, an assessment of the projects included in this LRTP and their impacts with regard to equity is included in Appendix X.

EMERGING TECHNOLOGIES

Innovations and emerging technologies play an ever-increasing role in all aspects of transportation. Alternative energy, autonomy, big data, machine learning, and artificial intelligence (AI) can help to tackle traffic congestion, optimize planning, and reduce the environmental impacts caused by transportation. These

advances will change the way we approach transportation and planning.

Many of the emerging technologies that were discussed in the PPACG 2045 LRTP still hold true for the 2050 LRTP. Targets such as electric vehicle (EV) adoption and driverless technology are ramping up slower than previously anticipated. Existing technology continues to be improved upon. Technology in transportation is leading to changes in demand, new opportunities, new infrastructure, and changes to urban form and the way streets are managed and operated. It is also bringing new challenges such as cost, infrastructure upgrades, and access to emerging technologies. PPACG prioritizes and funds regional transportation projects and does not propose or build them, so in this region the initiative will have to come from member cities and counties. Some of PPACG's member jurisdictions are already taking advantage of the opportunities presented by new technologies.

Emerging Technology Concepts

TRANSPORTATION ELECTRIFICATION

The State of Colorado has set ambitious goals to increase adoption of electric vehicles, including increasing adoption of EVs in the light-duty sector to approximately 940,000 vehicles by 2030.

Although EVs are a small percentage of the overall automotive picture in Colorado, the numbers are growing steadily, according to the Colorado Energy Office. Colorado is among the top three states for EV and PHEV adoption. As EV technology becomes more reliable and EVs offer drivers more amenities and a longer driving range, it is anticipated that the market for EVs will grow. In 2022, PPACG published a Transportation Electrification Infrastructure Study to provide support and resources for local jurisdictions and other entities should they choose to pursue grants or other funding related to EVs and EV charging.

Significant infrastructure investments will be needed if EVs are to be adopted for widespread use. Electric grid readiness and charging station infrastructure and maintenance must be carefully considered. Cities, transportation agencies, and EV companies must work together to make sure that there is a smooth introduction to EV adoption. In addition, transportation projects must take into consideration EV-specific impacts such as safety, vehicle weight, and queuing demand due to long charge times.

ESCOOTERS AND EBIKES

Escooters and ebikes are also gaining popularity in Colorado and can be challenging to incorporate into the transportation network. Their speeds may cause incompatibilities with nonmotorized travel modes on trails and sidewalks, but they can pose safety challenges alongside vehicles. This should be studied further at the local level to determine impacts to individual areas.

CONNECTED AND AUTONOMOUS VEHICLES

Of all the technological changes on the horizon, connected vehicles and autonomous vehicles may have the largest impact on transportation. Although they have some features in common and are frequently confused, connected and autonomous vehicles are not the same.

Connected vehicles (CVs) change how drivers interact with each other and the transportation system. As transportation systems become more interconnected, vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication will play an increasingly significant role. CVs focus on providing timely and accurate information to travelers and offer driver support capabilities, rather than self-driving capabilities. These networks will enable vehicles to share information about traffic conditions, road hazards, and other data in real-time, improving safety, efficiency, and overall traffic flow which can improve safety and mobility.

Autonomous vehicles (AVs), also known as self-driving cars, use a combination of sensors, cameras, LiDAR, radar, and AI algorithms to navigate the roads safely without human intervention. Though most autonomous vehicles will be connected, their immediate self-driving capabilities will not rely on being connected. Autonomous microtransit, small shuttles that specialize in circulating through high-traffic areas and making first- and last-mile connections., and autonomous trucking are also potential future uses of autonomous vehicle technology. Although these are not in use currently in the Pikes Peak Region, they should be mentioned as a possibility through the lifespan of this LRTP. As technology develops, it is important to study and consider how CVs and AVs could impact safety, accessibility, congestion, and travel behavior.

MOBILITY AS A SERVICE

Mobility as a Service (MaaS) refers to the integration of transportation elements such as routing and payment to provide a streamlined user experience. MaaS services arrange the most suitable transportation means to meet user's needs, which could include public transportation, taxi/ride hailing, car rental, ride shares, or bike shares.

THE INTERNET OF THINGS

The Internet of Things (IoT) is an idea that suggests that you can connect all objects and people to networks. In addition to self-driving technology, there are some other applications in which the IoT affect daily driving. Some of these impacts include efficient and secure transport in urban areas in ticketing, safety, and telematics systems. For example, radio-frequency identification and smart sensors can help manage tolls and aid traffic officers with ticketing. Vehicles equipped with collision prevention systems could also control the vehicle's settings to avoid an accident or monitor the physiological condition of a driver. Telematics can monitor vehicles and equipment by using global positioning system (GPS) technology and on-board diagnostics (OBD) to collect data about the

vehicle's current location and can help plan routes.

BLOCKCHAIN TECHNOLOGY

Blockchain technology has the potential to streamline aspects of the transportation industry such as ticketing and payments to supply chain management. Blockchain creates a permanent record of all transactions, providing a tamper-proof record of every step in the logistics process. This technology allows for the authenticity of goods, tracking the origin of products, and ensuring compliance with regulations and standards so that transportation systems can become more secure, transparent, and efficient.

PASSENGER RAIL

Emerging technology could enable railroads to utilize the substantial amounts of data being collected to reduce the impact of human error and on railroad operations, improving safety and efficiency for passengers.

HYPERLOOP

The hyperloop is a form of high-speed transit that uses sealed, low-pressure tubes to minimize air resistance and reach speeds of up to seven hundred miles per hour. The technology and infrastructure are costly, and no operating hyperloops currently exist. However, there are plans in place to construct a hyperloop test track in Pueblo. The test track will be built at the decommissioned U.S. Army chemical depot about 20 miles east of Pueblo Colorado, called the PuebloPlex.



REGIONAL FORECAST

CHAPTER 6

REGIONAL FORECAST

OVERVIEW

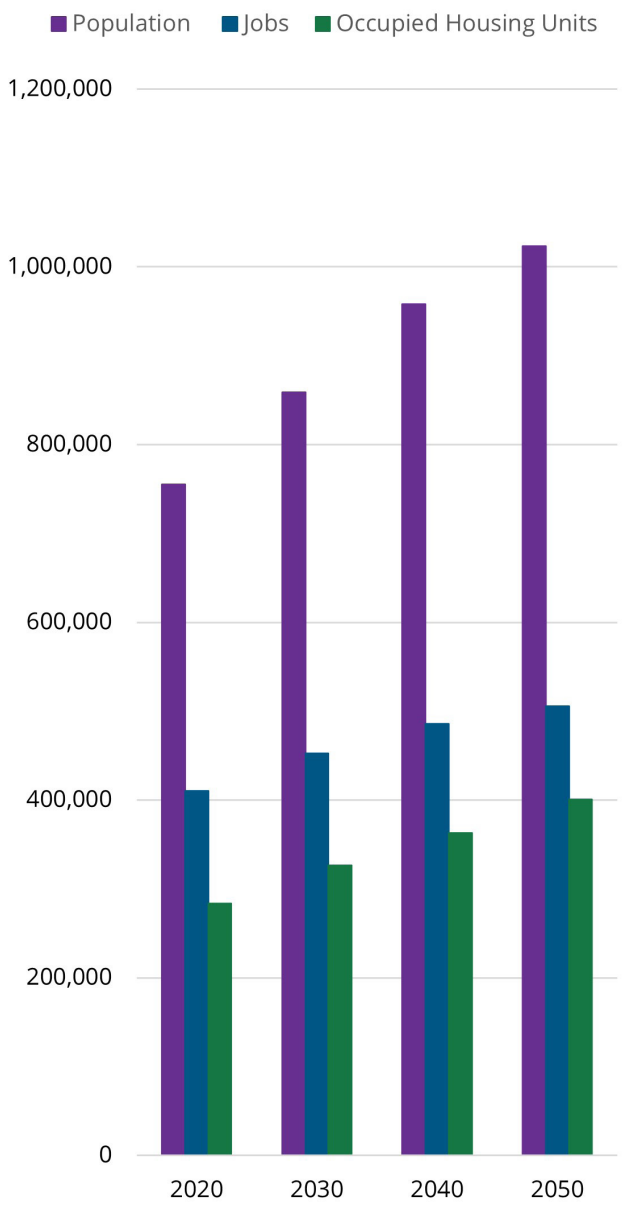
The demand for transportation services is directly related to an area's demographic, economic, and geographic characteristics. This chapter examines socioeconomic forecasts and their effects on the transportation system in the Pikes Peak Region.

Expanding population, employment, and urban area size, along with improved economic conditions, result in an increased need for transportation facilities and services. These include freight, roadway, transit, bicycle, and pedestrian facilities, along with strategies intended to increase the efficient use of existing facilities.

By 2050, the region is projected to be home to over 1,023,000 people, growing by more than 268,000 from 2020. The State Demographer also forecasts the number of new jobs to grow by over 95,000 from 2020 to 2050. The number of occupied housing units is expected to be 400,923 in 2050 up from 283,470 in 2020. Figure 39 shows the population, job and housing unit growth anticipated from 2020-2050.

More people and jobs mean more trips for work, shopping, health, and recreation. These trips will increase the demand on an already strained transportation network.

Figure 39: Population, Job, and Housing Unit Growth 2020-2050



Proactive regional planning may be able to mitigate the potential issues on the regional transportation system. PPACG uses forecasts from the Colorado State Demography Office to develop the area's socioeconomic trends. This assessment includes an estimation of future residential and commercial growth based on zoning and development entitlements, projecting where people might live and work so that transportation investments will address anticipated issues.

TRANSPORTATION ANALYSIS ZONES

To project future transportation needs and confirm that the 2050 Long Range Transportation Plan is consistent with anticipated growth patterns, PPACG analyzed regional projections of population and employment and allocated them into small sub-areas of the region, referred to as transportation analysis zones (TAZs). There are 934 TAZs in the Colorado Springs Metropolitan Statistical Area (MSA), which includes all of El Paso and Teller Counties.

Each TAZ boundary is typically derived from Census Block Groups and then edited to be coincident with parcel boundaries and either split or merged to best represent homogeneous residential, commercial, or military areas. Figure X shows the TAZs in the region by the ration of residential to commercial areas.

Transportation trips are calculated in the Travel Demand Model (TDM) to and from TAZs.

METHODOLOGY

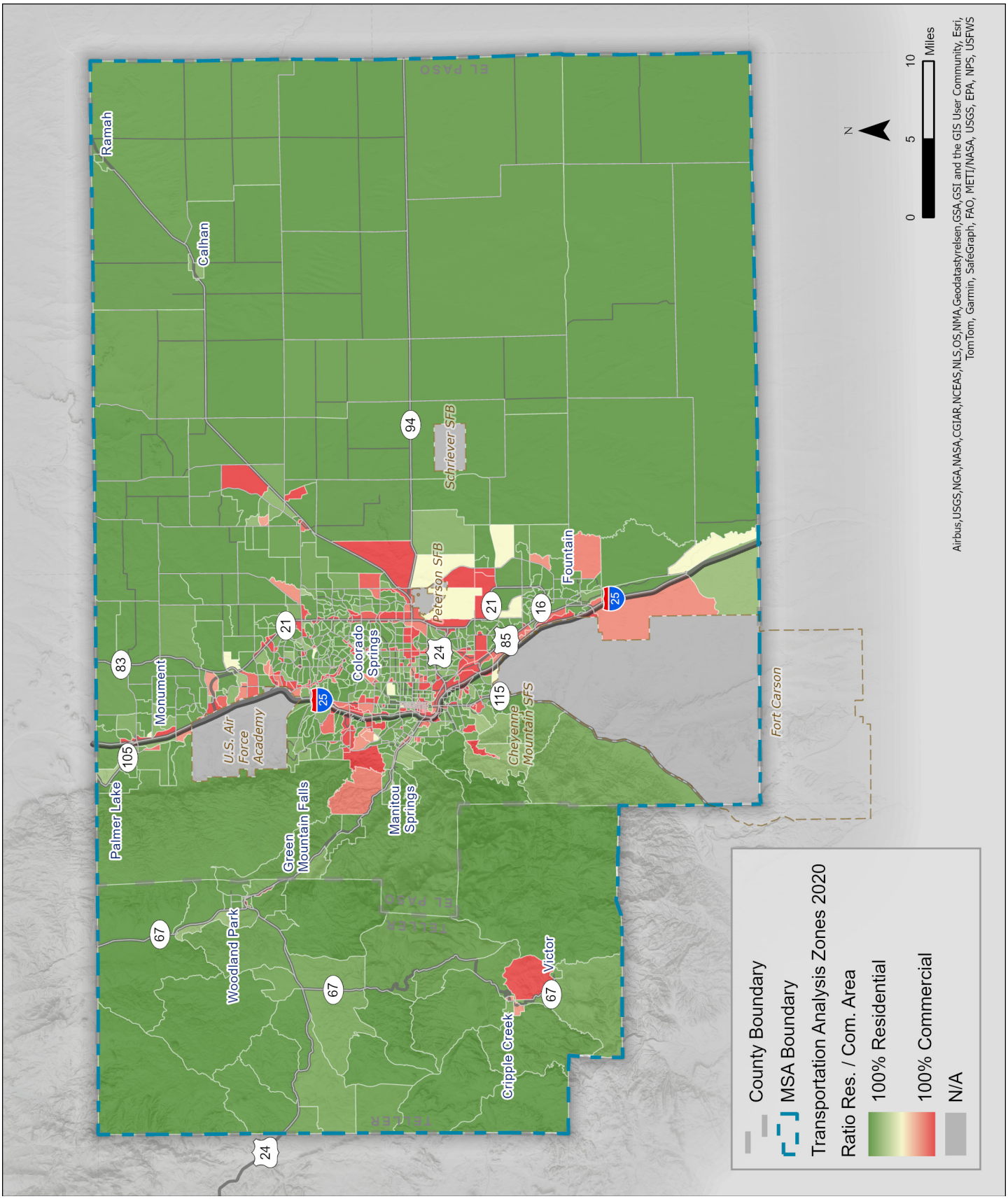
Many types of socioeconomic models exist. The methodology used for this plan was a collaborative process involving local land-use planners, economic development staff, transportation planners, and other local organizations.

The Colorado State Demographer develops an annual forecast for population and employment growth for each county in Colorado. The population and employment forecasts for El Paso and Teller Counties are combined to develop regional control totals for PPACG's demographic forecast.

The model incorporates both the population and employment control totals and ensures that the model's projections meet but do not exceed expected growth. Per the demographer's forecasts, the Colorado Springs MSA is expected to have 505,936 jobs and 1,023,342 people by 2050.

Because each jurisdiction within the Pikes Peak Region has its own development plans, PPACG's method was to use a best-fit scenario for where household and employment development and growth might occur. Growth was distributed within natural and regulatory constraints. Housing growth was limited in each TAZ to not exceed typical build rates in the area. Peak build rates are around 195 housing units (HU)/year in fast growing developments like Wolf Ranch in northeast Colorado Springs. Build rates are typically much lower in more rural locations.

Figure 40: 2020 Ratio Residential/Commercial Areas by TAZ



PPACG took current growth patterns and development plans into account and assigned growth based on these inputs. It is important to note that the growth that was assigned is a snapshot in time, based on plans and information that were available at the time of the land use modeling.

Areas that are not developable or relatively difficult to develop, due to ownership or natural hazards, were also accounted for in the model. Constraints included floodplains, steep slopes, and military influence areas, as well as land owned by the State Land Board, National Park Service, U.S. Forest Service, and others.

After development was allocated, PPACG held meetings with local planners and organizations to ensure support for the growth distributions. PPACG's growth forecast expects 505,629 jobs and 1,023,259 people by 2050, while not exceeding the control totals from the Colorado Department of Local Affairs (DOLA). The population control totals are compared with the PPACG projected totals in Table 3.

Table 2: Population Control Totals vs. PPACG Population Totals

YEAR	DOLA CONTROL POP.	PPACG POP.
2020	757,111	755,105
2030	859,427	858,962
2040	958,942	958,237
2050	1,023,342	1,023,259

DOLA Control Pop. Source: "State and Region," "Total Population Lookup" State Demography Office, Colorado Department of Local Affairs.

The socioeconomic data is developed in 10-year intervals to align with banding of projects to be modeled. These 10-year bands are needed so that projects can be built when sufficient funding is available.

The proposed projects, along with the land use forecasts, are modeled for travel time and the State of Colorado required GHG performance.

While the long range plan is a 25-year outlook, PPACG uses 2020 as a base year for the 2050 LRTP. The 2020 Census Data was the last collection of data by the United States Census Bureau. By using the 2020 data as a base year, it provides a more realistic look at the socioeconomic data to better forecast the future 10-year bands.

TRANSPORTATION AND LAND USE

Land use and transportation planning are inextricably linked. Low-density development patterns may make it difficult to use transportation methods such a walking, bicycling, transit, or rideshares for normal daily activities. For example, new residential developments that are removed from activity centers, are highly auto-dependent, and use a curvilinear street pattern make it both physically and financially difficult to provide effective transit services.

Developments that take transit operations into account during design and construction encourage increased transit use and make transit operations more efficient.

Compatible land uses and increasing density complements and supports efficient transit, in addition to an overall reduction in automobile reliance. Likewise high-density and well-connected development and compatible land uses make mode choices like bicycling or walking more attractive.

Pursuing development that increases density can also decrease vehicle miles traveled, since compact development patterns shorten trip distances. In turn, land use can benefit the community as a whole by supporting transportation choices, contributing to lowering traffic congestion, decreasing air pollution, and making more efficient use of infrastructure.

Land use policies and changes are directed by individual jurisdictions, and PPACG does not have authority over land use. However, the State has passed legislation in recent years aimed at encouraging land use change to increase residential density and promote transit.

LAND USE FORECAST

The land use model provides current and forecasted data pertaining to land use, demographics, and socioeconomic factors within El Paso and Teller counties, which are used as critical inputs to the PPACG TDM for modeling current and future traffic conditions. Land use and travel demand modeling are incorporated into PPACG's planning process, both directly and indirectly, for activities such as congestion forecasting, equity analysis, and performance comparisons.

Population

As Colorado's population increases, Colorado Springs is forecasted to become the largest city in the state by 2050, growing by over 268,000 from 2020.

Figure X shows the TAZs by forecasted population change from 2020-2050. The areas of greatest growth occur mainly east of Powers Boulevard in Colorado Springs and around the City of Fountain. Development in North and South Banning Lewis Ranch is expected to see rapid growth. This map also depicts an increase in development around Peterson SFB. It should be noted that low growth does not mean low population. Rather, Figure X shows the forecasted total population by TAZ in 2050. By 2050, the TAZs that contain Fort Carson, North Banning Lewis Ranch, and the area south of Peterson SFB and east of Fountain are among the most populated.

Figure 41: 2020-2050 Population Changes by TAZ

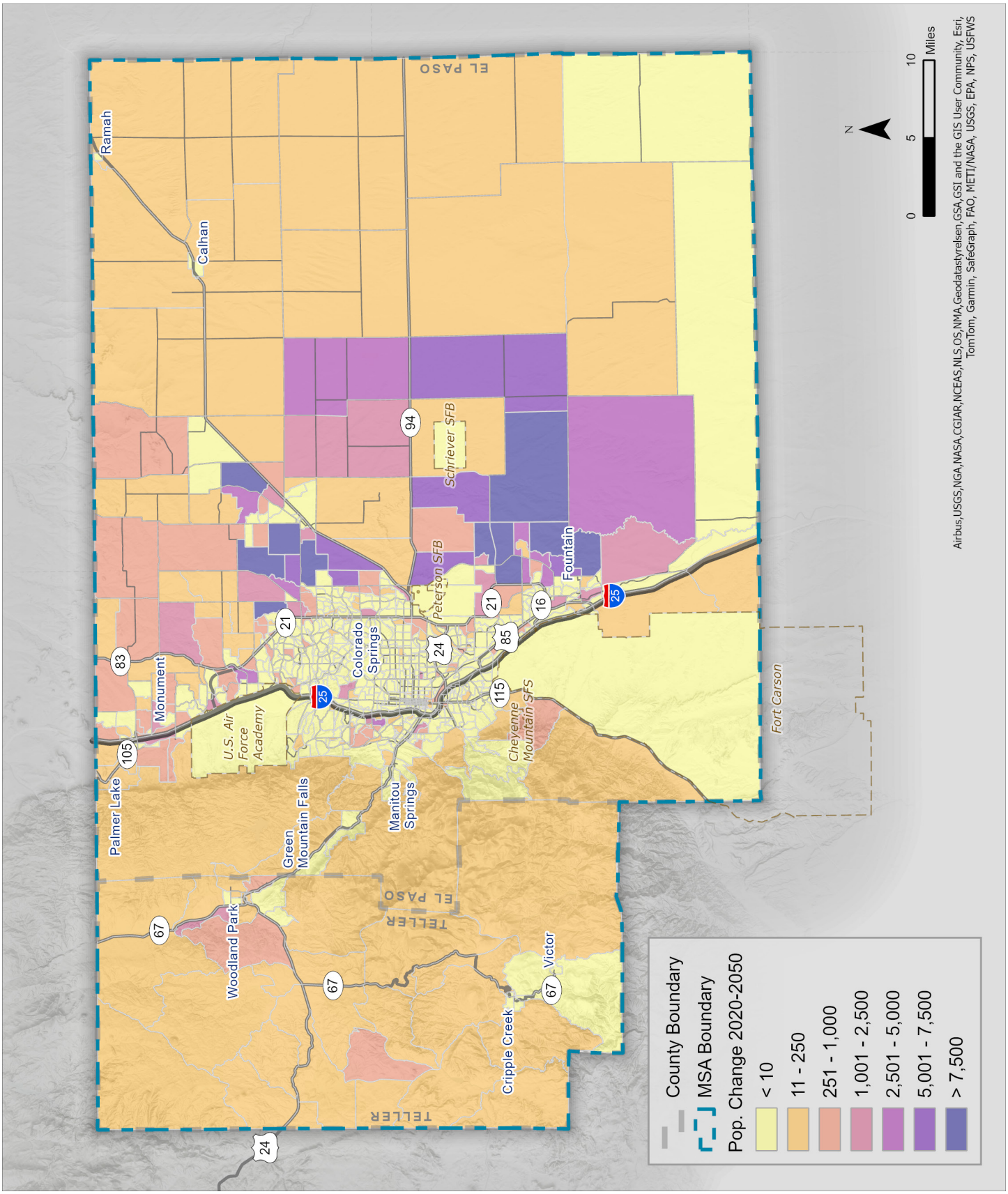
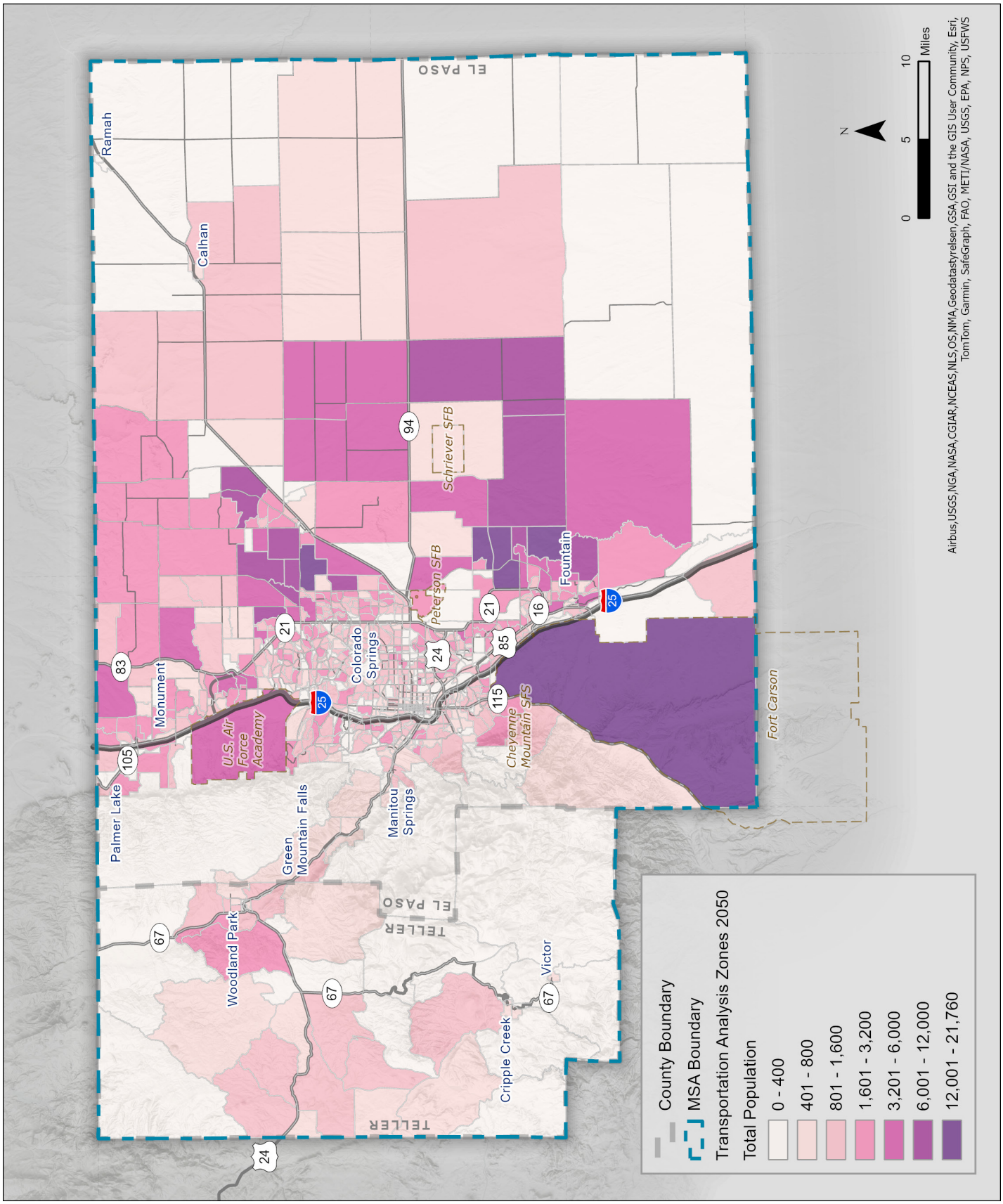


Figure 42: 2050 Total Population by TAZ



AGE BRACKETS

Figure X depicts the net migration by age from 2010-2020. Growth patterns slowed significantly during the Covid pandemic. Though the rates of population and job growth have been declining compared to those prior to 2020, there is still an influx of people and jobs coming into the area. The largest group of people in-migrating to the Pikes Peak Region are those in the 25-35 age bracket. The region attracts this age group likely because of the large military presence, universities, and early career opportunities in the region. It is also an attractive area for young families.

There was a large boom of in-migration in the early 1990s of people in the 25-35 age range. Much of that population is now aging in place. For this reason, the largest share of growth in the region presently is among those age 65 and above. Figures X depicts the population by age bracket for 2020, 2030, 2040, and 2050.

Figure 43: Net Migration by Age 2010-2020

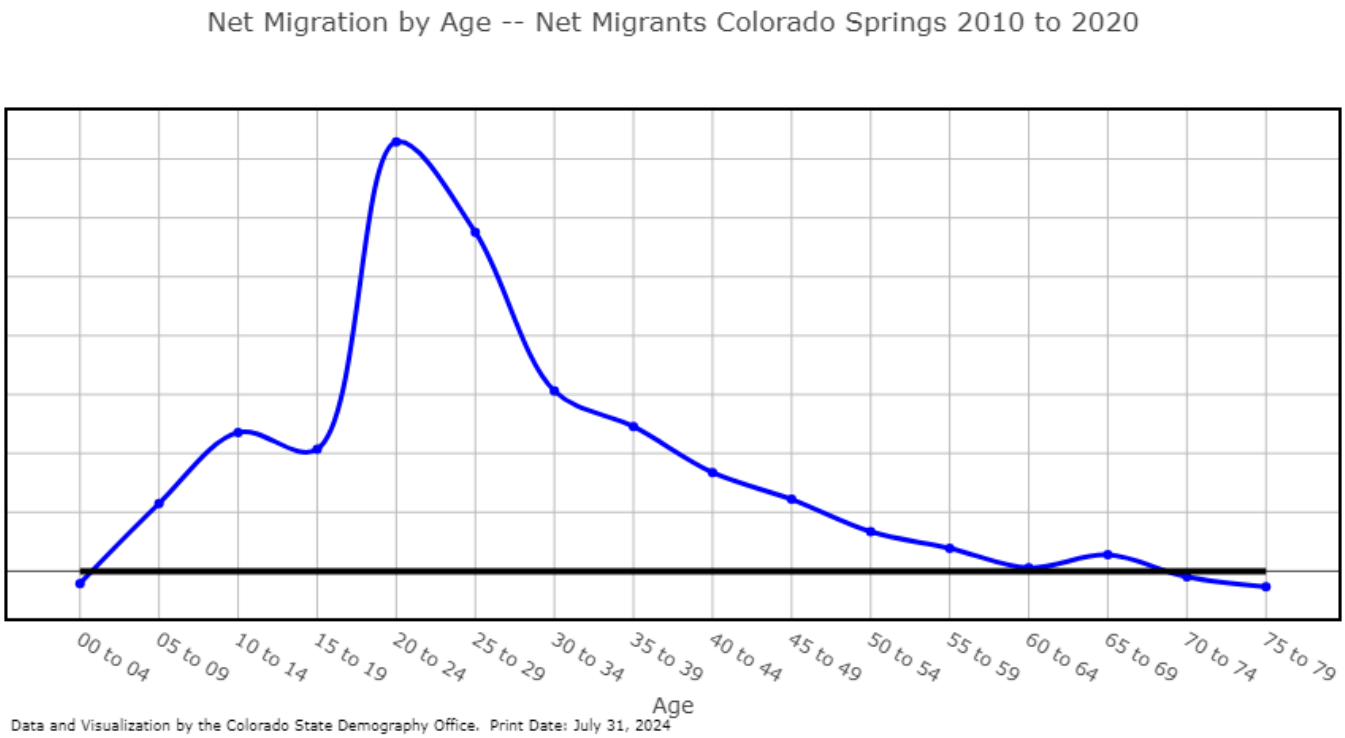
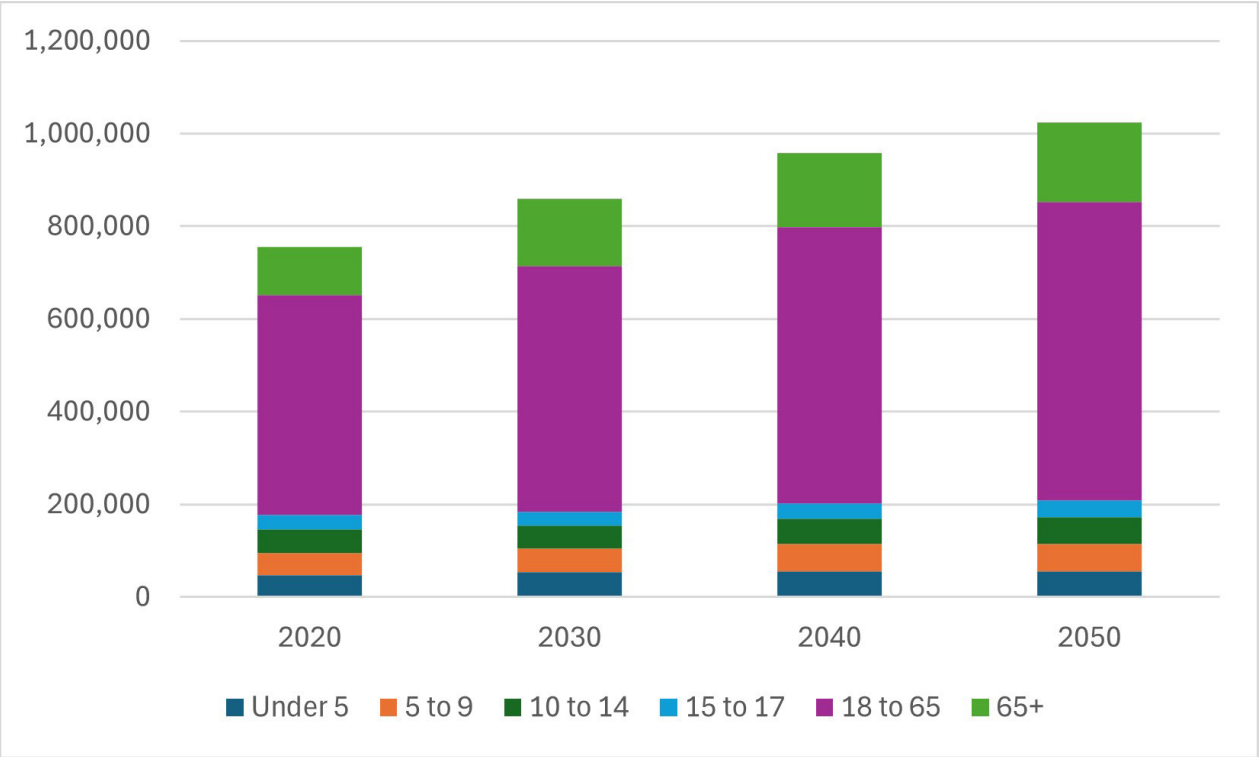


Figure 44: Age Brackets 2020-2050



Residential Units/Housing

The majority of TAZs throughout the region have seen major growth in residential units in the past decade. Single-family housing is and will continue to make up the majority of housing units in the Pikes Peak Region. There were 200,632 single-family dwellings in 2020 but by 2050 there are expected to be 275,795 single-family dwellings.

Meanwhile there were 93,785 multi-family units in the MSA in 2021. By 2050 there are expected to be 139,371 multi-family units. In this case, multi-family refers to units includes condos, duplexes, apartments, senior living facilities, subsidized housing, military housing, and accessory dwelling units. However, college dorms, jails, juvenile facilities, and barracks are not included in the multi-family numbers.

Table 3: Housing Projections

YEAR	SINGLE-FAMILY UNITS	MULTI-FAMILY UNITS
2020	200,632	93,785
2030	222,545	113,387
2040	247,990	126,852
2050	275,795	139,371

Table X shows the projected number of single- and multi-family housing units for 2020, 2030, 2040, and 2050.

Figure 46 depicts new home construction 2011-2023. The largest areas of recent growth in residential units is seen in northeastern Colorado Springs, west of downtown Colorado Springs, Woodland Park, and western Teller County. This map includes single-family and multi-family units such as duplexes or townhomes that are purchased by the resident. It does not include apartments or other facilities that are being rented by resident.

Figure 47 depicts the number of residential units per acre projected for 2050. Housing density currently varies widely across the Pikes Peak Region. For the 2050 estimates, housing density is highest in a few TAZs located in downtown Colorado Springs. Other high density areas are mostly located along the Academy Boulevard corridor in Colorado Springs, where there is a high percentage of multi-family units. Housing density decreases farther from urban centers like Colorado Springs, Fountain, and Monument. In 2050 it is estimated that the average density will be about 2.72 housing units per acre in the MSA, up from 2.23 in 2020.

HOUSING AFFORDABILITY

Housing affordability in the Pikes Peak Region is low due to high housing prices, rising interest rates, and a housing deficit. As of February 2024, the average price of a home in Colorado Springs had increased 119% from 2015 to $449,123, while mortgage and interest rates have increased 82.6% over the same period. In the fourth quarter of 2023, the average apartment rent was $1,456 per month.

There are several initiatives in the region aimed at improving housing affordability, access, and production. The region should strive to support land use decisions and projects that provide a variety of housing types and sizes, serving a range of demographic sectors, and meet the needs of residents and families through various life stages and income levels. For example, working families may need larger apartments near schools, employment, and transit, or low-income seniors may want housing with age-in-place features and outdoor access.

Figure 45: New Home Construction 2011-2023

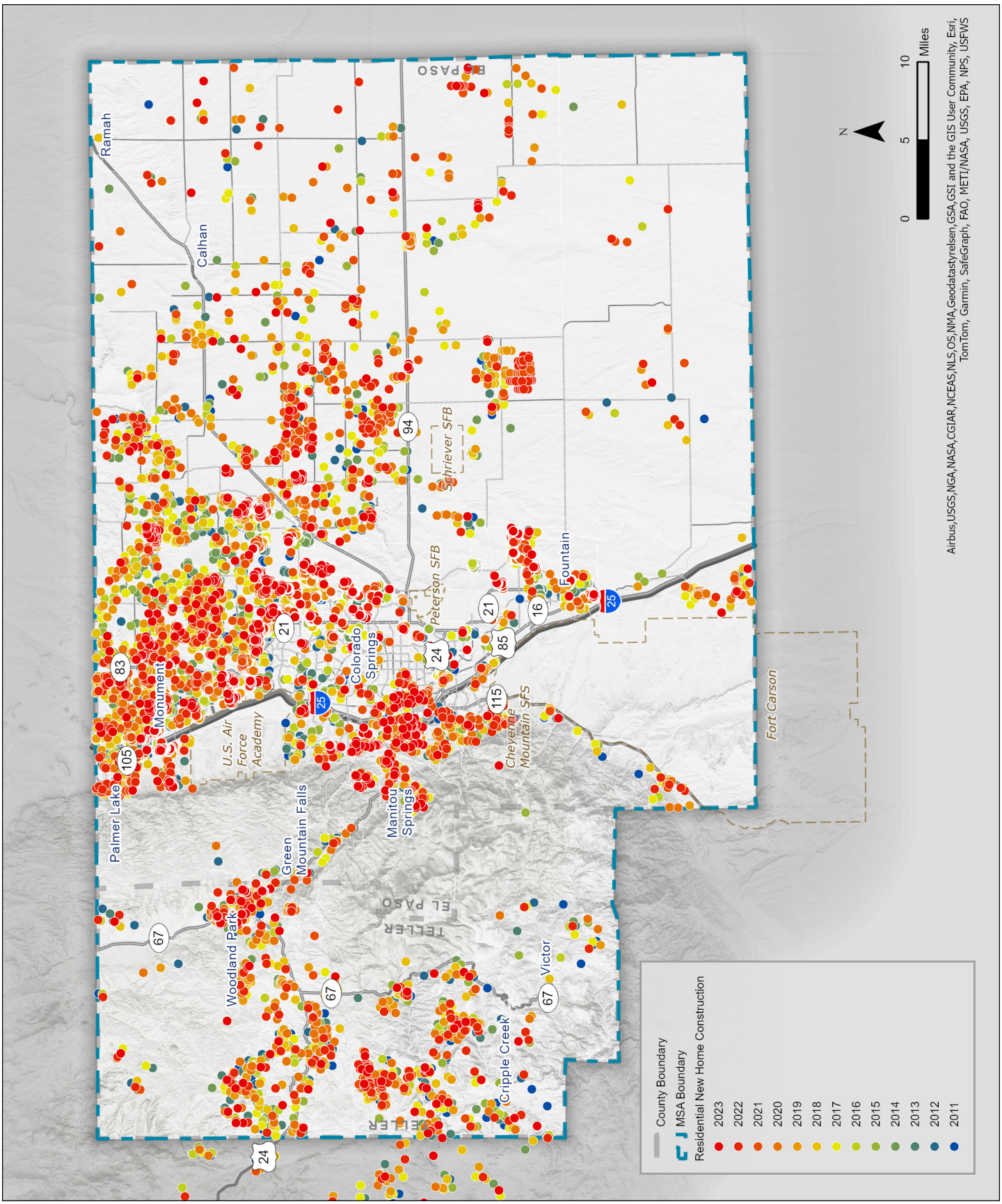
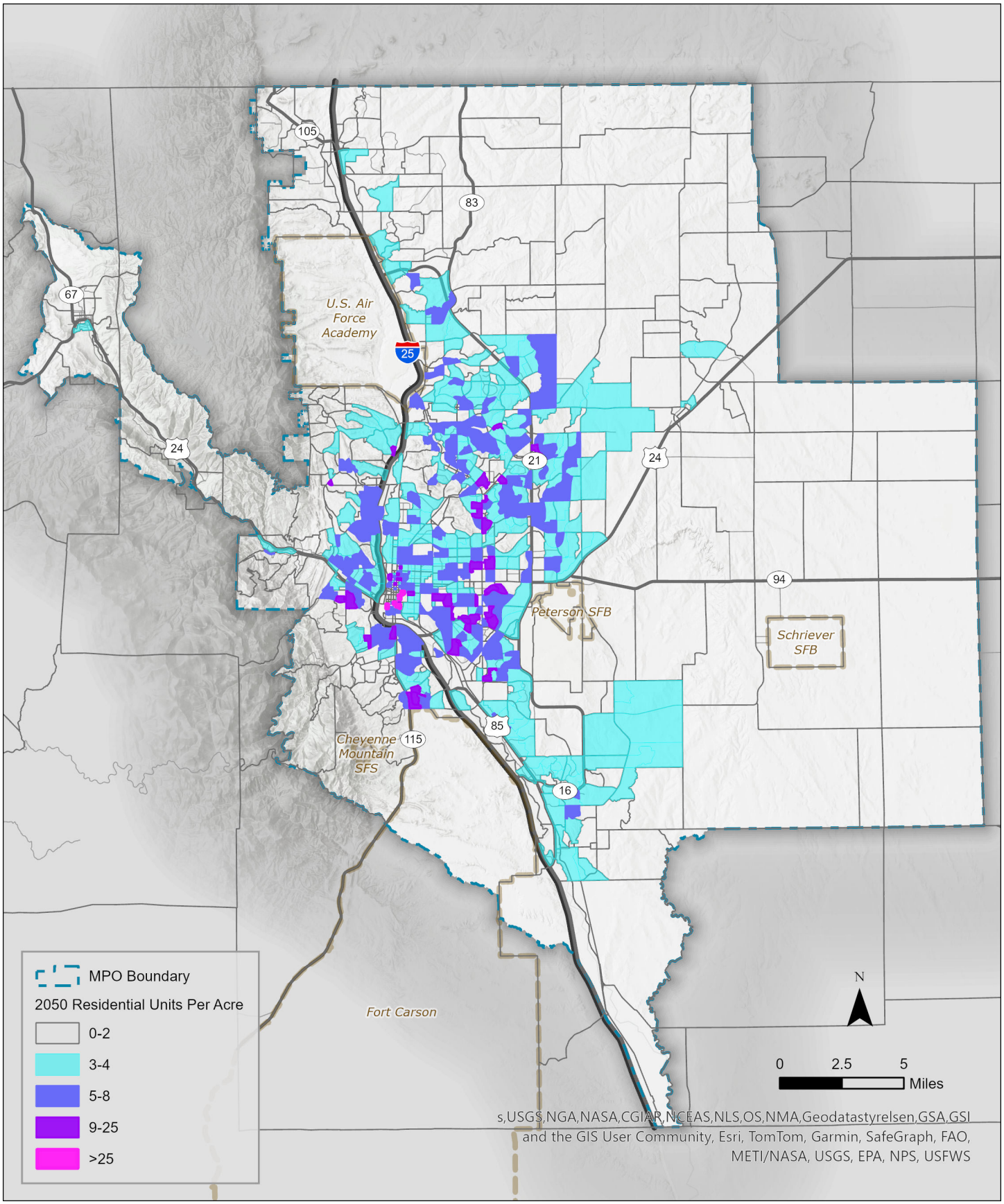


Figure 46: Residential Units per Acre 2050



Jobs

It is anticipated that, like the population, jobs will grow in the region, including new businesses moving in. Figure 48 shows employment by sector for 2020, 2030, 2040, and 2050. The overall number of jobs is anticipated to increase 23%, from around 412,000 in 2020 to more than 507,000 in 2050. In 2020, service employees accounted for about 37% of jobs, followed by office (29%), labor (13%), retail (11%), and active duty military (9%).

Figure 49 depicts the anticipated job changes by TAZ from 2020-2050. The largest increase in jobs is anticipated along the Powers Boulevard corridor, with a significant amount of the employment along this corridor being labor to support new development taking place.

Figure 47: Employment by Sector

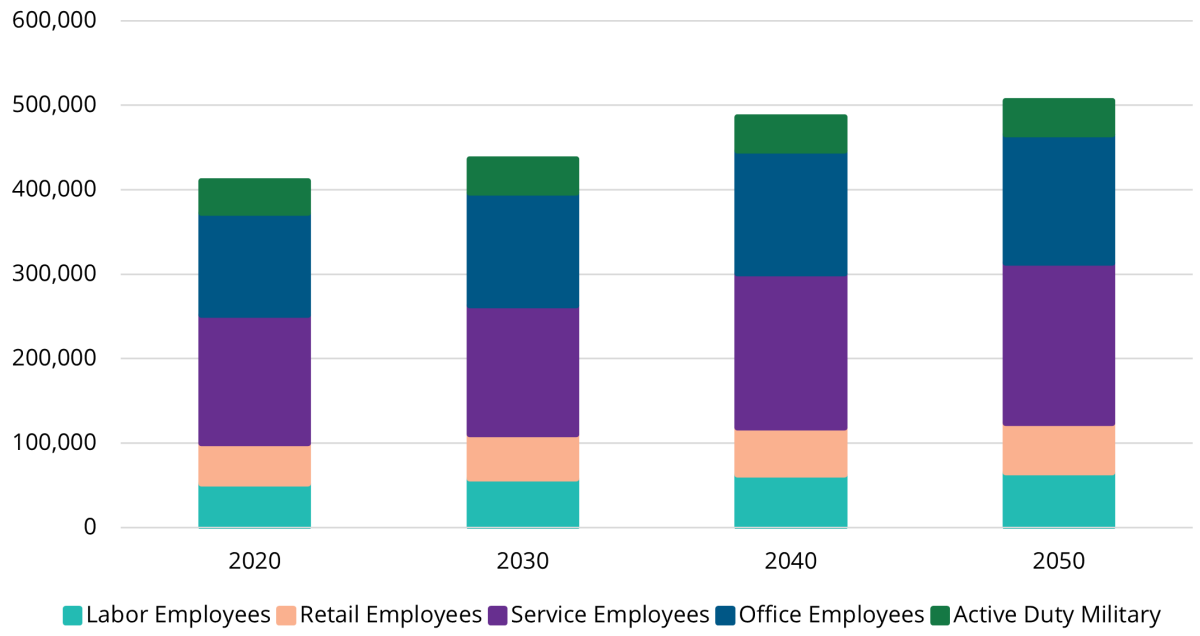


Figure 48: 2020-2050 Total Job Changes by TAZ

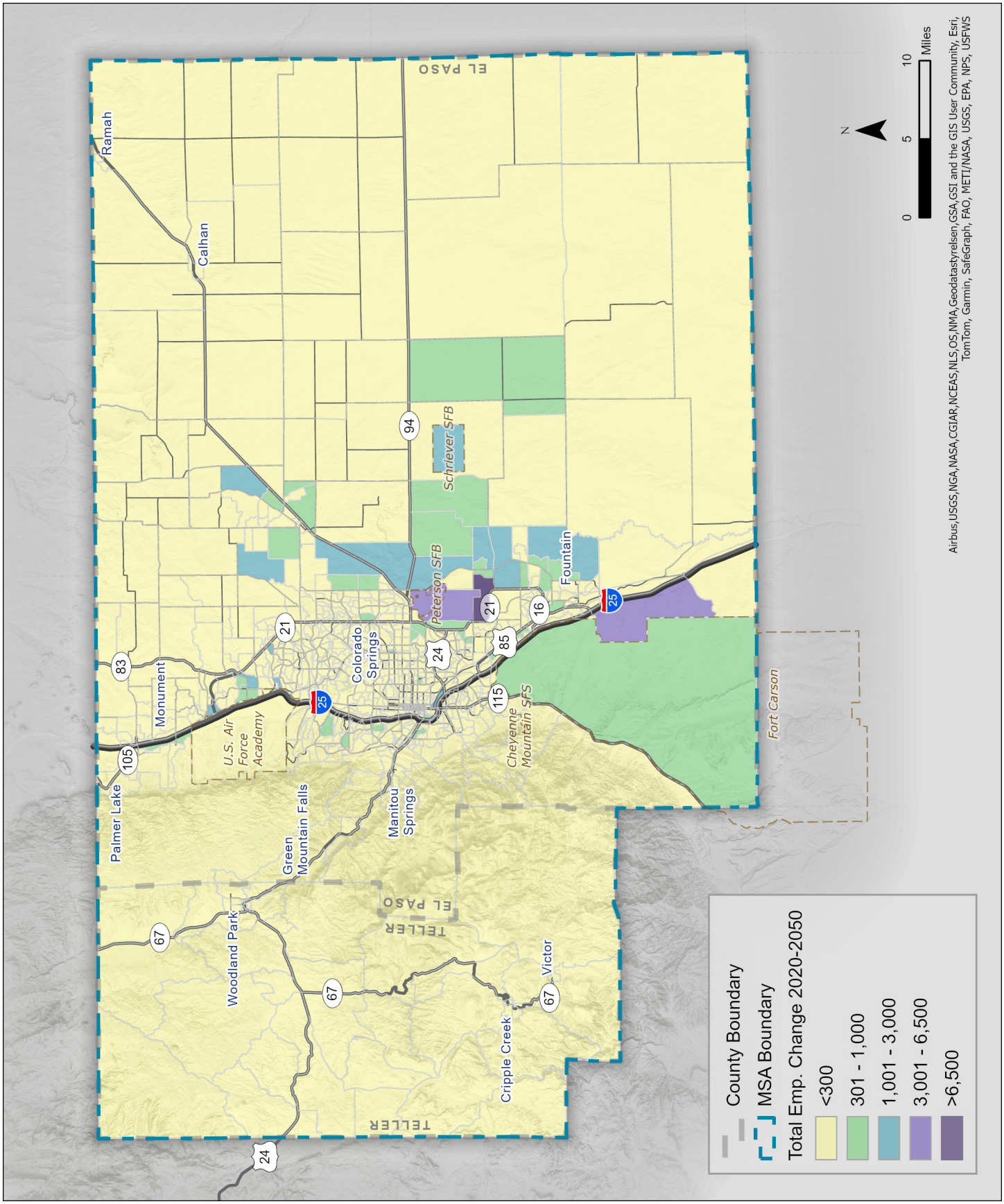
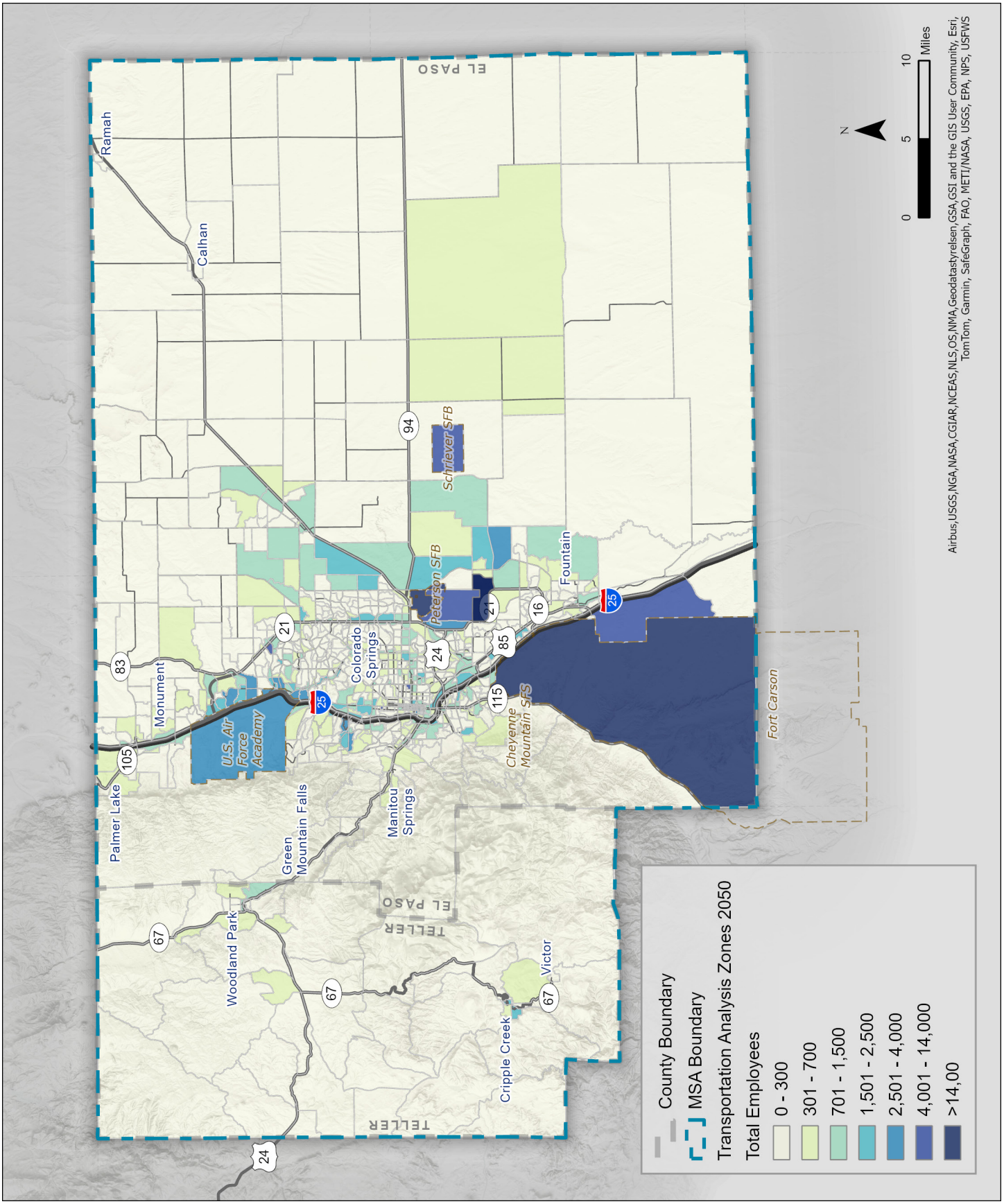


Figure 50 depicts the number of jobs by TAZ anticipated in 2050. The TAZs with the largest number of jobs are projected to be the military installations along with a new employment center called Peak Innovation Park. This is located near the Amazon distribution center just south of the Colorado Springs Municipal Airport. This employment center could bring over 30,000 jobs at full build-out.

The Southern Colorado Rail Park, as discussed in Chapter 4, is also projected to be a catalyst for commercial development and job creation. It is expected to create around 5,000 jobs.

Areas with high residential growth are also projected to see large commercial centers. An example of this is Polaris Pointe in northern Colorado Springs, near I-25 and North Gate Boulevard where the new music venue, restaurants, and shopping are expected to create a hub of commercial activity in that area.

Figure 49: 2050 Total Jobs by TAZ



IMPLEMENTATION PLAN

CHAPTER 9

IMPLEMENTATION PLAN

The region will invest in outcome-driven activities that specifically meet the goals and priorities established in the LRTP. The LRTP utilized qualitative and quantitative data gathered through citizen input, partner agency participation, technical analysis, project scoring, and local engineering expertise to identify the highest priority needs in which to direct funding.

IMPLEMENTATION STRATEGIES

To ensure the transportation system meets existing and future travel needs of the PPACG region, the LRTP includes implementation guidance for maintenance, operations, safety, motorized, nonmotorized, transit, and specialized transportation systems. It should be noted that PPACG does not have the authority to construct projects, maintain infrastructure, or develop policy for the jurisdictions and other transportation organizations in the region.

Roadway

Roadway and highway transportation projects tend to be the focus of investments and improvements for most MPOs nationwide. The projects in this LRTP funded by federal and state dollars are primarily maintenance, operations improvements, congestion management and safety, not construction of new roads or road widening.

The construction of new roads within the region is primarily paid for through private funding as part of development agreements. In addition, the PPRTA provides local funds that may be utilized for any type of roadway or other transportation project, including road widening or development. These projects are proposed by the member governments of the PPRTA and are approved by taxpayers; thus, they are not subject to the approval of the Colorado Transportation Commission.

The roadway projects recommended for implementation are shown in the fiscally constrained project list, Table XX. This table includes all funding streams in order to provide transparency to the public and a more holistic approach to the regional transportation system.

However, the projected funding for the region is not anticipated to fulfill regional needs. Because of this, an unfunded project list is also included in this chapter to identify additional projects that may be considered in the future.

MAINTENANCE

Projected funding levels are not sufficient to adequately maintain existing functions and serve projected needs resulting from projected regional population increases and economic growth over the life of the plan. Funding preventive maintenance is crucial to maintaining a transportation system, including maintaining or rehabilitating road surface, and replacing or repairing bridges, as well as maintaining bicycle and pedestrian facilities and public transportation.

The following strategies are recommended.

- Continue resurfacing and reconstruction programs, with priority assigned to higher volume routes.
- When possible, standardize design and use of pavements that better absorb noise and drain water, such as the application of rubberized pavements.

MANAGEMENT AND OPERATIONS

System management refers to programs and infrastructure that are used to operate roadways. The goal is to make the transportation system as effective and efficient as possible. Some of the most common features include signal synchronization, traffic monitoring, variable message signs, incident management, public information programs, and marked detours.

Transportation System Management and Operations strategies will be considered and analyzed in connection with all investments in the plan either as stand-alone projects or as part of another transportation project.

- Implement ITS architecture to enhance incident management program effectiveness.
- Support real-time traveler-information systems, incident management, and information/communication/monitoring systems, including live video feed or internet access to traffic cameras.
- Install "pedestrian timing signals" that count down time remaining for pedestrians to cross at major pedestrian intersections. Install audible pedestrian signal equipment at key locations as warranted. Use alternative pedestrian detection and pre-emption systems as appropriate.
- Expand travel demand management programs to help reduce the number of peak-period single-occupant automobile trips.
- Better link transportation planning and operations, which may include data or resource sharing, cooperative planning, or operations activities.

Transit

While the fiscally constrained project list in this LRTP includes major transit projects and funding pools, the 2050 Regional Transit Plan (Appendix X) includes a detailed implementation plan and project list that provides detail beyond this LRTP. Implementing the full vision of the Regional Transit Plan would achieve many of the goals of MMT and its stakeholders through the following:

- Make transit a more competitive travel

option, especially along the seven identified enhanced transit corridors.
- Tailor new service options to demand by introducing innovative mobility zones that can build up transit demand in unproven or growing markets.
- Improve the transit service for existing riders by increasing frequency and extending service span on all local routes.
- Increase access to jobs and services by combining some existing routes into new crosstown routes.
- Serve areas of high existing and expected growth with new local and express transit routes.
- Sustainably support service expansion with capital investments in new buses, transit centers, a new maintenance facility, and establishing programs within MMT to partner with municipalities to improve the accessibility, comfort, and competitiveness of riding transit in the Pikes Peak region.

Specialized Transportation

The following five recommended strategies were identified in the 2050 Specialized Transportation Plan, which is included in this plan at Appendix X. These strategies are not fiscally constrained.

- High-Priority Strategies
  - Incrementally develop a One-Call One-Click center.
  - Coordinate with providers to help secure funding for right-sized, shared, and well-maintained vehicles that meet ridership needs.
  - Commission mobility services under improved standards of service.
- Medium-Priority Strategies
  - Create a program to reimburse people for Uber, Lyft, and taxi rides in situations where there is a critical unmet transportation need based on the time and location of the trip.
  - Consolidate all resources and explore training options for drivers.

Implementation of these strategies would require coordination among various groups within the Pikes Peak region and, in some cases, additional funding.

Active Transportation

As noted in Chapter 8, there are multiple funding sources specifically designated for active transportation (bicycle and pedestrian) projects. Specific projects are contained in the fiscally constrained project list, Table X, as well as several additional projects that have active transportation elements. The Active Transportation Plan, adopted in 2024, contains a variety of additional recommendations for the future. Below is a summary list of recommendations from that plan:

- Adopt a Regional Corridors Network
- Identify and Pursue Big Lift Projects
- Reserve Right-of-Way (ROW) in Future Roadway Corridors
- ADA Transition Plans
- Complementary Programmatic Projects
- Develop Regional Design Guidelines
- Local Programmatic Gaps Identification
- Update Local Development Review

Processes
- Install Amenities at Strategic Locations in Regional Corridor Network
- Develop Amenities Brochure for External Investments
- Explore Operations and Maintenance Agreements
- Create a Terminology and Consistency Committee
- Adopt Common Language
- Adjust Local Ordinances And Policies
- Create Wayfinding Committee
- Create Shared Micromobility Committee
- Consolidate Regional Active Transportation Data

Freight

The Regional Freight Mobility Study's findings culminated with the identification of projects and corridors designed to improve freight mobility and the position of the region for future population growth and the demand for freight infrastructure.

The study includes the following implementation actions:

- Continue coordination with regional, state, and federal stakeholders around freight planning implementation activities, such as engagement with the Colorado Freight Advisory Committee and CDOT Freight Mobility and Safety Branch.
- Build on the region study through development of a freight plan and other specific studies as needed.
- Consider establishment of a PPACG freight working group.
- Explore funding programs available through the IIJA relevant to specific freight needs within the region, such as the National Highway Freight Program (NHFL), Consolidated Rail Infrastructure and Safety Improvements (CRISI), and the Grade Crossing Elimination Program.

Passenger Rail

As previously noted, the Front Range Passenger Rail District has been established to plan, design, finance, construct, operate, and maintain a new passenger rail system along the Front Range. Following the development of the SDP to guide implementation, recommendations may be included in future LRTPs as applicable.

Safety

Safety improvements are vital to the regional transportation system in order to reduce the number of crashes, serious injuries, and fatalities in the region. Many of the project in the fiscally constrained list are safety projects or have safety components. In addition, the following strategies are recommended.

- Continue effective programs to monitor and evaluate the highway system to make it possible to identify locations where improvements are needed. Conduct necessary studies and improve deficient locations.
- Support CDOT's efforts to implement the goals, strategies and project needs set forth in the Strategic Highway Safety Plan.
- Continue to participate in Colorado's Strategic Highway Safety Plan and

provide direct input to its working groups.
- Conduct and support Safety Action Plans within the region as well as their implementation.
- Work cooperatively with CDOT and local governments to obtain grant funding such as Safe Routes to Schools, Safe Streets and Roads for All, and other sources as possible.

FISCALLY CONSTRAINED PROJECT LIST

As described in Chapter 2, this LRTP includes a fiscally constrained project list that was developed in coordination with the local jurisdictions, PPACG committees, and public engagement process. Projects included in Table XX are recommended for implementation from 2025 through 2050. In total, the fiscally constrained project list includes nearly $5.5 billion in projects to be funded over the next 25 years.

These projects are planned to be funded through various sources – private, local, PPRTA, state, and federal funds. Projects were submitted by the local jurisdictions. They were then evaluated, scored, and prioritized by members of our TAC. The projects represent the regional priorities that can be funded with sources that are reasonably expected to be available throughout the life of the plan. Chapter 6 discusses the expected revenues and costs in detail. Projects in the region must be consistent with this LRTP in order to be eligible for federal funds. However, inclusion in this plan does not guarantee funding or completion.

Projects that have funding programmed in the FFY 2025-2029 Transportation Improvement Program (TIP) are considered as part of the fiscally constrained long-range plan revenues and estimates and are included in Table X. However, the TIP is amended as needed. The listing in this document is as of November 6, 2024; the electronic TIP (eTIP) on the PPACG website should be consulted for the most up-to-date TIP information.

Figures XX through XX illustrate the roadway, intersection improvement, bridge, active transportation, and safety projects in the region. For these maps, projects were classified by their primary and secondary characteristics; however, it should be noted that many projects have multiple elements. For example, a project to improve a roadway may also contain sidewalk or other bicycle/pedestrian features. See the project descriptions in Table X for details on particular projects.

Table 9: Fiscally Constrained Project List

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
CDOT	BUILD Grant/MAMSIP: I-25 and CO94 Safety Improvements		$436,227
CDOT	CDOT 10 Year Plan Transit Projects 1068, 2556, 2763	New Regional Fixed-Route Transit Service in Teller County, Mountain Metropolitan Transit Fixed-Route Service Expansion – Stage 1, Academy Boulevard/ Hancock Expressway Transfer Center	$8,400,000
CDOT	CO105A Palmer Lake Rehabilitation	Pre-construction activities for long-term rehabilitation of CO105A near Palmer Park to address issues with pavement deterioration and groundwater.	$100,000
CDOT	CO16 Safety & Operational Improvements		$60,000,000
CDOT	CO21 & Grinnell Blvd Drainage Repairs	Programs funds for urgent/emergency safety repairs on a failing culvert on CO21.	$400,000
CDOT	CO21 (South Powers) Median Barrier		$197,000
CDOT	CO21 and Airport Rd Diverging Diamond Interchange	SH21 (Powers Blvd.) and Airport Road Interchange Design.	$6,520,140
CDOT	CO21 EA Corridor Management		$2,250,000
CDOT	CO21 Grade Separated Interchange at Milton E. Proby Parkway	New interchange	$92,900,000
CDOT	CO21A & B Safety & Operational Improvements		$4,000,000
CDOT	CO21B/Dublin Interchange	New Interchange	$68,000,000
CDOT	CO21B/Stetson Hills Interchange	New Interchange	$71,000,000
CDOT	CO83 Passing Lane between Hwy 105 and Palmer Divide Rd		$8,588,000
CDOT	CO83 Roundabout at Palmer Divide Rd		$10,100,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
CDOT	CO83A & County Line Rd Intersection Improvements	Replace existing temporary span wire signal and with full mast arm signal and upgrade existing signal equipment at the intersection of CO83A and County Line Road. Work may potentially include minor intersection improvements to add acceleration and/or deceleration lanes.	$1,100,892
CDOT	CO94 Widening & Safety Improvements	Widening highway and shoulders for safety. 2+1 will maintain two through lanes with +1 providing improved auxiliary and turn lanes. Budget is insufficient for the entire project area.	$25,000,000
CDOT	I 25 Filmore to Garden of the Gods	I-25 Fillmore to Garden of the Gods bridge repairs and surface treatment.	$4,202,864
CDOT	I25 Cimarron-N Nevada Widening	Interstate widening and capacity improvement to accomodate an additional lane expected to be an HOV (possible TEL operation as well).	$137,500,000
CDOT	I25 EA Corridor Management		$1,250,000
CDOT	I25 Exit 125 (Ray Nixon) Interchange Operations & Safety Improvements (S Powers connection, RR, industrial)	Non-capacity safety and operational imrpovements, including potenital auxiliary lanes, shoulder widening, and bridge replacement.	$30,900,000
CDOT	I25 Midway North	CDOT Region 2 rehabilitating I-25 from MP 119 to MP 125.	$4,745,493
CDOT	I25 Safety & Operational Improvements		$32,000,000
CDOT	I-25 Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/Lake	CDOT Project ID 2759; Safety and Operational Improvements on I-25, Exit 135 South Academy to Exit 138 Circle/Lake	$21,908,020
CDOT	I25:S Academy-Circle Safety and Operational Improvements	Non-capacity safety and operational improvements, including potenital auxiliary lanes, shoulder widening, water quality and drainage improvements, and bridge replacement.	$48,700,000
CDOT	MLOS Activities	Asset management (maintenance levels of service)	$398,800,000
CDOT	Mobility/Safety Improvements SH 21, MM 132-154		$400,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
CDOT	PP Area BTE Bridge Replacements	Pikes Peak area Statewide Bridge and Tunnel Enterprise (BTE or Enterprise)	$83,600,000
CDOT	PP Area Culverts, Walls, Other Assets		$16,820,513
CDOT	PP Area Resurfacing & Bridge Rehab		$565,269,231
CDOT	PP Area Safety Improvements		$100,000,000
CDOT	PP Area Signal Replacement		$18,137,830
CDOT	PP Area Transit, Multi-modal and Technology Improvements		$124,100,000
CDOT	PPACG Freight Study Recommendations		$0
CDOT	Rail Station Design/ Construction Project	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 (FRPR). 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.	$5,000,000
CDOT	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.	$15,665,000
CDOT	US 24G Falcon Hwy to West of Elbert Rd.	US 24G Falcon Hwy to West of Elbert Rd. surface treatment.	$5,739,106
CDOT	US24 FalconJudge Orr Intersection Improvements	Improvements to the Intersection of US24 and Judge Orr Road in Falcon.	$8,759,000
CDOT	US24 East Widening Garret to Woodmen	Design funding for the widening from 2 lanes to 4 lanes of US 24 East from Garret to Woodmen Rd.	$2,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
CDOT	US24 West over Ridge Road	Non-capacity grade separation and access modification of US24A and Ridge Rd.	$35,900,000
CDOT	US24A BTE Bridge Replacements (incl. I-17-GD/E)		$8,250,000
CDOT	US24A EA Corridor Management		$1,200,000
CDOT	US24A Safety & Operational Improvements		$15,500,000
CDOT	US24A/21st Interchange Phase 1	This proejct is for preconstruction work only to investigate a new interchange per the EA. Budget is insufficient for the entire project area, so this will constitute phase 1 including planning, design and ROW acquisition.	$77,000,000
CDOT	US24A/26th Intersection Improvements		$3,000,000
CDOT	US24A/31st Intersection Improvements	Non-capacity intersection improvements in accordance with the EA.	$22,500,000
CDOT	US24G Safety & Operational Imrpovements		$6,800,000
CDOT	US24G Widening Garrett-Woodmen	Widening the highway from 2 to 4-lanes total, or additional auxiliary and other lanes to achieve lane balance and decreased delay. Includes intersection and access improvements, including a likely frontage or backage road parallel to US24A from Garrett to Falcon Hwy.	$95,565,844
CDOT	US24G Widening Woodmen-Stapleton	Widening the highway from 2 to 4-lanes total, or additional auxiliary and other lanes to achieve lane balance and decreased delay.	$71,000,000
CDOT	US24H Rehab & Reconstruction	Non-capacity safety, operations, shoudler improvements, and resurfacing of the highway.	$27,600,000
CDOT	US85 BTE Bridge Replacements (incl. J-18-M)		$19,800,000
CDOT	US85 Safety & Operational Improvements		$24,000,000
CDOT	Woodland Park Reliever Route Study		$500,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	30th St Corridor Improvements - Mesa Rd to Garden of the Gods Rd	Construct paved shoulders, drainage, and intersection improvements along 30th St from Mesa Rd to Garden of the Gods Rd	$21,300,000
Colorado Springs	31st St/Camp Creek Roadway and Trail Improvements - Kiowa St to Fontanero St	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	$30,000,000
Colorado Springs	31st Street and Fontanero Bridge Reconstruction		$5,749,525
Colorado Springs	8th Street Improvements - US 24 to Fountain Creek	Construct roadway, pedestrian, and bicycle improvements and a bridge replacement at Fountain Creek	$16,579,260
Colorado Springs	Academy Bridge over Platte	Replace Academy bridge over Platte Ave in configuration that better accomodates pedestrian movements along Academy and acces to transit, and conversion to quadrant road interchange.	$17,580,000
Colorado Springs	Austin Bluffs Pkwy/Garden of the Gods Rd./Nevada Ave. Intersection Improvements and Bridge Replacement	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 PPRTA3 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 enhnaced transit connections along Nevada Ave	$15,000,000
Colorado Springs	Campus to Campus Corridor	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.	$8,000,000
Colorado Springs	Cascade - Mark Dabling Connection (construction)	Extend Cascade Ave to the north to connect to Mark Dabling Blvd with two new bridges	$52,581,350

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Cascade Ave - Mark Dabling Blvd Connection - Design Only	Extend Cascade Ave to the north to connect to Mark Dabling Blvd with two new bridges	$3,500,000
Colorado Springs	Circle/Platte Intersection Enhancements	Design and construct intersection enhancements at the Platte Ave/Circle Dr intersection to address intersection delay and safety	$12,300,000
Colorado Springs	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.	$2,100,000
Colorado Springs	Colorado Ave. Roadway Improvements	Reconstruct Colorado Ave to improve safety including arterial street traffic calming and enhanced pedestrian crossings Increase on-street parking, widen sidewalks, and enhance bike/ped wayfinding throughout the corridor.	$16,600,000
Colorado Springs	Colorado Avenue Improvements - Limit St to I-25	From 8th Street to Walnut Street, reconstruct the area between the property line and the curb for parking and sidewalk modifications. Add pedestrian mid-block crossings, median landscaping, and bike/ped wayfinding throughout the corridor	$6,000,000
Colorado Springs	Colorado Springs Bridge Fund	To provide program funds for bridge replacement, reconstruction or rehabilitation based on needs identifed through the City's Bridge Management Program or emergency condition.	$250,000,000
Colorado Springs	Colorado Springs Citywide Congestion and Incident Management Signal Improvement	Implement citywide/regionwide Intelligent Transportation Systems (ITS) to improve traffic operations, coordinate systems and improve safety. Improvements may include monitoring systems, hardware and software, message systems, metering, communication infrastructure, specialized equipment and staff.	$10,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Colorado Springs Citywide Intersection Improvements	Construct improvements at intersections that will reduce delay, improve air quality, and enhance safety for both motorized and non-motorized traffic.	$20,000,000
Colorado Springs	Colorado Springs Citywide On-Street Bikeway Improvements	Proposed bikeway improvements will include: improve and construct bike lanes in accordance with the ITP and the City's Bicycle Plan; install on-street bicycle lanes and connections to off-street facilities to close gaps on the existing bike network; improve connections from on-street bike lanes to the Colorado Springs trail system and residential/ commercial centers; and, develop/implement improved signage to provide better wayfinding for cyclists.	$10,000,000
Colorado Springs	Colorado Springs Citywide Roadway Safety and Traffic Operations	This capital program includes analysis, study, engineering and construction of intersection and corridor "spot" improvements to mitigate existing safety and traffic flow deficiencies. Proposed projects of this type will include the construction of traffic signals, roundabouts, auxiliary traffic lanes, traffic calming features, incorporation of multimodal enhancements, and other lower-cost geometric improvements. These projects may also install guard rail, construct/reconstruct medians, and install traffic control devices where warranted to improve traffic operations and safety.	$25,000,000
Colorado Springs	Colorado Springs Citywide Sidewalk Infill Improvements	Proposed pedestrian improvements will continue to construct missing pedestrian connections along transportation facilities, schools, and neighborhoods and will follow the Operations and Maintenance Division quadrant approach to improve safety and develop/implement improved pedestrian connectivity.	$20,000,000
Colorado Springs	Colorado Springs Citywide Traffic Signal System Upgrade	Design and reconstruct traffic signal systems across the City to modern signal standards.	$25,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Colorado Springs Railroad Bridges Program	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	$100,000,000
Colorado Springs	Companion Drainage Improvements for Roadway Projects	This program constructs drainage improvements needed in advance of roadway rehabilitation or reconstruction efforts.	$10,000,000
Colorado Springs	Costilla and Cucharras St. Improvements over Shooks Run	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.	$10,000,000
Colorado Springs	Cottonwood Creek Trail Corridor Improvements - Union crossing	Design and construct a grade-separated crossing of Cottonwood Creek Trail at Union Blvd	$4,000,000
Colorado Springs	Drennan Rd Bridge over Jimmy Camp Creek	Replace bridge due to condition issue	$11,700,000
Colorado Springs	Dublin Blvd Improvements - Peterson Rd to Marksheffel Rd	Reconstruct/construct roadway to widen for appropriate lane configuration and consistent cross section. Project includes bike and pedestrian accommodations	$16,600,000
Colorado Springs	Fillmore Pedestrian Safety Improvements	Conduct a pedestrian safety study along Fillmore St and implement recommednations. Consider access management, access to transit, and safe crossings	$15,000,000
Colorado Springs	Fillmore St. Roadway Improvements	The bridges over Monument Creek/Pikes Peak Greenway and bridges over the Union Pacific Railroad will be replaced due to condition. The project also includes a trail connection down to the Pikes Peak Greenway. The project will improve the existing sidewalks and pedestrian facilities and widen Fillmore St. from 4 to 6-lanes from Cascade to I-25.	$117,189,000
Colorado Springs	Foothills Trail Improvements	Trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement and construction activities.	$500,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Garden of the Gods Rd Intersection Improvements (4 Locations)	Safety project to improve intersections on Garden of the Gods Road at Hilton Parkway, Northpark, and Mark Dabling. Hilton Parkway will be reconstructed to restrict the access on the north leg to right-in/right-out, while the south leg will allow 3/4 movement with no outbound left-turns. The westbound left-turn will be protected with a signal that controls westbound left/eastbound through movements. The access east of Hilton Parkway will be reconstructed as right-in/right-out only on both the north and south legs. The median will be reconstructed to extend the I-25 eastbound left-turn storage. The Northpark signal will be rebuilt with mast arms, additional through heads, backplates, and fully protected eastbound and westbound left-turns. The Mark Dabling signal will be rebuilt with mast arms, additional through heads, backplates, and flashing yellow arrow eastbound and westbound protected/permissive left-turns.	$1,685,933
Colorado Springs	Hancock Corridor Study and Implementation	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 pedestrain connections, and desired land use	$15,000,000
Colorado Springs	Hancock over Sand Creek	Replace Bridge over Sand Creek due to condition	$20,000,000
Colorado Springs	Homestead Trail Improvements	Trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement and construction activities.	$1,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Lake Avenue Safety Improvements: SH 115 and Southgate Road	The project will modify the existing intersection to include fully protected left turns from all 4 approaches including restripe of eastbound left turn lanes for double left movements and widening of the north leg of the intersection to include 2 receiving lanes.	$3,974,334
Colorado Springs	Las Vegas St Bridge over Shooks Run	Replace Bridge over Shooks Run and provide roadway, intersection and bicycle and pedestrian improvements to address safety, drainage, and access improvements	$15,000,000
Colorado Springs	Lorraine St Bridge over Cheyenne Run	Replace bridge due to condition issue	$5,000,000
Colorado Springs	Marksheffel Rd Bridge at Cottonwood Creek	Construct bridge crossing of Cottonwood Creek to carry Marksheffel Rd	$27,850,000
Colorado Springs	Midland Trail Completion (21st St to 25th St)	Complete the Midland Trail as an off-street facility from 21st St to 25th St	$1,025,000
Colorado Springs	Nevada Ave Reconstruction - Rock Island Railroad to Eagle Rock Rd, Commerce St to Templeton Gap Floodway, Templeton Gap Floodway to Lee St, & Lee St to University Village	Reconstruct Nevada Ave to improve vehicular operations at signalized intersections and provide improved transit, bicycle and pedestrian infrastructure to support the N Nevada Redevelopment vision	$103,667,000
Colorado Springs	Nevada Ave/Garden of the Gods Rd/Austin Bluffs Pkwy Intersection Study	Conduct an intersection improvement and selection study to identify improvements to the Nevada Ave/Garden of the Gods Rd/Austin Bluffs Pkwy Intersection	$1,000,000
Colorado Springs	Northeast Sub-Area Study - Bounded by Union Blvd, Austin Bluffs Pkwy and Briargate Pkwy	Conduct a multi-modal area study to examine the existing functionality of Union Blvd and Austin Bluffs Pkwy from their intersection north to Briargate Pkwy including how this network may better serve traffic demands, local bus, enhanced transit, bikes, and pedestrians Examine traffic hot spots including major intersections for recommendations on reducing delay and enhancing safety Identify specific improvements for roadway, transit, and completion of bike and pedestrian network connections	$1,100,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Old Ranch Rd: Voyager Pkwy to Kettle Creek	Construct roadway and drainage improvements to bring Old Ranch Rd. to a 5-lane City standard roadway including bike and pedestrian facilities.	$19,400,000
Colorado Springs	Palmer-Mesa Trail Improvements	Trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement and construction activities.	$500,000
Colorado Springs	Pikes Peak Greenway Improvements	Trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement and construction activities.	$2,000,000
Colorado Springs	Pine Creek Trail Connection - Pikes Peak Greenway to Research Pkwy	Construct a shared use path along Pine Creek between Pikes Peak Greenway and Research Pkwy	$3,000,000
Colorado Springs	Plains to Peak Corridor	Enhanced Transit Corridor including Mobility Hubs connecting Manitou Springs to Falcon. Routing generally following Colorado Ave, Pikes Peak Ave, Platte Ave, and US24 as determined by futher analysis.	$4,800,000
Colorado Springs	Platte Ave Improvements - Wahsatch Ave to Circle Dr	Operational and condition improvements including the Union intersection, bridges and retaining walls	$36,000,000
Colorado Springs	Platte Ave/Academy Blvd Interchange Conversion	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.	$10,000,000
Colorado Springs	Platte Avenue Corridor Improvements - Chelton to Powers	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	$28,300,000
Colorado Springs	Replace and Upgrade Transit IT Equipment and software	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.	$2,590,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Rock Island Trail Corridor Improvements - Academy Grade Separation	Design and construct grade-separated crossing of Rock Island Trail at Academy Blvd	$10,000,000
Colorado Springs	Safe Streets 4 All (SS4A) Action Plan	Develop a city-wide safety action plan by engaging stakeholders and by evaluating a wide range of strategies and collaboration to reduce fatal and serious crashes.	$350,000
Colorado Springs	Safe Streets 4 All (SS4A) Demostration Projects	Five types of demonstration projects will be temporarily installed and before and after data will be evaluated to determine effectiveness. Demonstration projects include rubberized pinned down raised crosswalks, dynamic speed feedback signs, neighborhood pop-up traffic circles, speed activated flashing school zone signs, and projected bike lanes.	$1,310,600
Colorado Springs	Shooks Run Trail Improvements	Trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement and construction activities.	$4,000,000
Colorado Springs	Sinton Trail Improvements	Trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement and construction activities.	$500,000
Colorado Springs	Strengthening Mobility and Revolutionizing Transportation (SMART)	Development and implementation of a multi-dimensional Perception-Based Adaptive Traffic Management and Data Sharing system to address critical real-world challenges in traffic management, including improving safety, reducing congestion, and enhancing the efficiency of transportation systems across urban, suburban, and rural contexts.	$14,788,590

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Templeton Gap Trail Improvements	Trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement and construction activities.	$500,000
Colorado Springs	Terminal Southgate Enhanced Transit Corridor Study and Implementation	Evaluate options for implementing enhanced transit, options should include routing and operations, and alternate routing.	$2,000,000
Colorado Springs	Transit Fleet Supplement	Fund replacement and expansion transit service vehicle purchases: diesel, gasoline, and any low or zero emission vehicles including supporting infrastructure technologies to fuel and charge.	$31,420,000
Colorado Springs	Transit Service Enhancements	Studies (including Comprehensive Operation Analysis, Alternate Transportation Implementation Study and other studies) and implementation to improve operations and/or to provide service extension/expansion enhancements to Military Bases, Major Employers, and Tourism Hubs and underserved areas. This program aims to bring public transit in the Colorado Springs area to a higher level by providing direct, frequent, efficient, and reliable transit solutions that continue to focus on improving the existing service area, advancing high-frequency core transit corridors to create improved mobility options for the entire community, improving service hours and frequencies, and implementing new and advanced technologies to improve reliability and advance fleet upgrades.	$8,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Transit Stop and Station Improvements	New or existing transit stops and stations; stop improvements could include, but not limited to, safety improvements, customer access, sidewalk connections, ADA-compliance, pre-board fare payment infrastructure, wayfinding, service kiosk, message boards, benches, trash receptacles, and shelters. Station examples include new/ relocated stations or transfer centers at Chapel Hills Mall, Citadel Mall, Hancock/Academy, Pikes Peak SC and other Multimodal Hubs to support ConnectCOS Transit Vision Network including but not limited to Garden of the Gods Rd, PPSC, military Bases, downtown and Park and Rides, and active transportation connections.	$10,000,000
Colorado Springs	Uncontrolled Trail Crossing Enhancements	Trail crossing improvements at 8 locations to reduce risk for vulnerable users. Improvements include Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands, raised crosswalks, signs and markings.	$715,000
Colorado Springs	Union Blvd Urban Trail: MLK Bypass to Fountain Blvd	Construct an 8' multi-use urban trail from the MLK Bypass eastbound ramp terminus north to Fountain Blvd. The proposed project will extend to the Fountain Blvd sidewalks and planned on-street bike lanes, all withing the existing ROW.	$1,490,640
Colorado Springs	US24 Functionality and Routing Study - I-25 to Falcon	Conduct a major transportation corridor study to determine safety, traffic operations, transit operations, and functionality of US 24 from Falcon to I-25 Analyze the function of US 24 in the region's transportation network and consider alternatives for US 24 such as Woodmen Rd to meet long-term needs	$2,500,000
Colorado Springs	Vermijo Streetscape Improvements - Tejon St to Shooks Run	Reconstruct roadway to enhance streetscape similar to recent improvements west of Tejon St	$22,500,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Water Street and 31st Street Bridge Replacement	Bridge replacement with two concrete box culvert bridges including 460 feet of roadway and channel reconstruction. The project includes a 12-foot trail section as part of an overall plan to improve bicycle and pedestrian safety.	$5,000,000
Colorado Springs	Weber St. Transportation Improvements	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.	$10,000,000
Colorado Springs	Woodmen/I-25 Interchange Congestion Management	Conduct interchange study for Woodmen Rd at I-25 to reduce delay and improve safety	$1,000,000
Colorado Springs - MMT	Downtown Shuttle Operations (Service Expansion)		$9,683,318
Colorado Springs - MMT	MMT Metro Rides		$2,327,848
Colorado Springs - MMT	MMT Operating		$26,585,945
Colorado Springs - MMT	MMT Planning		$1,623,011
Colorado Springs - MMT	MMT Transit Planning Studies		$1,345,097
Colorado Springs - MMT	MMT Vehicle Purchase		$19,906,966
Colorado Springs - MMT	Two Battery Electric Buses for Service Expansion		$3,224,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	Academy Blvd. Widening	Design and construct a road widening from 4 to 6 lanes from I25 ramps to SH 115 to include shoulders, improved sight distance with horizontal and vertical improvements, and address turn lanes and intersection improvements where needed. To accommodate the new lanes and multiuse shoulders for enhanced multimodal safety and improve drainage, replace or repair the seven bridges and underpasses to Pikes Peak Community College (PPCC), and evaluate an interchange at Venetucci Blvd. Evaluate and construct improvements needed to meet current ADA standards.	$110,000,000
El Paso County Public Works	ADA Compliance Program	Work will occur on a variety of roads in the unincorporated area within the MPO boundary to carry out an ADA Compliance Program. Design and construct ADA improvements, missing sidewalk/trail connections, and intersection, signal and signing improvements.	$5,000,000
El Paso County Public Works	B Street Improvements	This was a project identified in our Local Road Safety Plan as a high crash are that needed safety improvements Design and reconstruct/construct roadway for appropriate lane configuration which may include pavement overlay, intersection and drainage improvements, transit accommodations, ADA improvements and consistent cross section including multimodal accommodations and access control.	$10,000,000
El Paso County Public Works	Baptist / Hodgen / Roller Coaster Intersection	Construct improvements at the intersection that will reduce delay and enhance safety for both motorized and non-motorized traffic.	$8,200,000
El Paso County Public Works	Black Forest Rd.: Paving from Walker to County Line	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 ADA standards.	$13,500,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	Blaney/Davis/Hoofbeat Gravel Road Conversion	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.	$24,000,000
El Paso County Public Works	Bradley Rd from Goldfield to Powers Blvd	Construct new roadway connection, drainage, upgrade traffic signal, and multimodal features.	$23,000,000
El Paso County Public Works	Bradley Rd. Widening	Design and construct upgrades on approximately 1 mile of Bradley Rd from Academy to Hancock from two to four lanes and improve sight distance and intersections where needed. From Academy Rd to Hancock Exp. design and construct two additional lanes to improve the road to a four-lane principle arterial with multimodal access and turn lanes where needed. Resurface the current two-lane section and ensure proper drainage. Evaluate and construct improvements needed to meet current ADA standards.	$19,200,000
El Paso County Public Works	Bradley Rd.: Grinnell to Wageman Dr.	Design and construct 2 additional lanes and add multimodal features.	$24,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	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.	$10,000,000
El Paso County Public Works	Curtis Road Improvements	Design and reconstruct the road segments between Falcon Hwy. and SH-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 ADA standards.	$35,000,000
El Paso County Public Works	Eastonville Rd from McLaughlin Rd to Bandanero	Reconstruct/construct roadway for appropriate lane configuration, intersection and drainage improvements and consistent cross section including multimodal accommodations.	$15,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	Eastonville Rd.: McLaughlin Rd. to Evans	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 ADA standards.	$47,000,000
El Paso County Public Works	El Paso County ADA Inventory and ADA Improvements		$2,125,632
El Paso County Public Works	El Paso County Wetland Bank: Akers Drive		$1,760,893
El Paso County Public Works	Evans Rd Gravel Road Conversion - Meridian Rd. to Elbert Rd.	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.	$5,000,000
El Paso County Public Works	Fountain Mesa Rd.: Caballero Ave. to Fontaine Blvd. Improvements	Resurface and maintain the road segments, shoulders improvements, pedestrian improvements, improve sight distance, drainage, turn lanes and intersections where needed.	$9,000,000
El Paso County Public Works	Galley Rd. Sidewalks	Design and construct missing multimodal segments, upgrade to current ADA standards, and improve intersection safety. Fix the drainage problems.	$5,600,294
El Paso County Public Works	Garrett Rd. Upgrade: US-24 to Curtis Rd.	Upgrade Garrett Rd. from US-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	$28,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	Hancock Expwy. at Clearview Dr./Yucatan Dr.	Traffic signal replacement and intersection reconstruction/safety improvement. Replace signal equipment, auxiliary lane improvements, drainage improvements and pedestrian improvements.	$750,000
El Paso County Public Works	Highway 105 - Furrow Rd. to CO 83	Construct paved multiuse shoulders, improve driving surface, drainage, turn lanes, accel. and decel. lanes, and intersection improvements.	$50,000,000
El Paso County Public Works	Hodgen Road Improvements - Black Forest to Meridian	Design and construct surface treatments and features that address the higher accident rate including multiuse shoulders and improving sight distance with horizontal and vertical improvements, include drainage features, and add turn lanes and intersection improvements where needed. At Roller Coaster and Hodgen Rd., design and construct a signal/roundabout and intersection improvements. Evaluate and construct improvements needed to meet current ADA standards.	$29,000,000
El Paso County Public Works	ITS program	Design and construct an intelligent transportation system (ITS), 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.	$5,000,000
El Paso County Public Works	Judge Orr/Blue Gill Dr. Intersection Realignment Project	Realign the US 24 East/Blue Gill Dr. intersection to Judge Orr Rd. Project includes design, clearances, and construction.	$6,369,002
El Paso County Public Works	Lake Woodmoor Dr.	From Woodmoor Dr. to SH-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 ADA standards.	$10,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	Major Road and Bridge Reconstruction - Phase 1	This capital program includes road and bridge projects that improve road surfaces, update to current engineering standards and are beyond normal road maintenance. These projects may also install shoulders, regravel and grade gravel roads, convert gravel to paved roads, provide safety edges, enhanced striping, measures to prevent roadway departers, or reconstruct a roadway surface.	$18,800,000
El Paso County Public Works	Meridian Rd. - Latigo Blvd to Hodgen Rd.	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.	$28,200,000
El Paso County Public Works	Meridian Rd. S. Gravel Road Conversion - Bradley Rd. to Drennan Rd.	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.	$5,000,000
El Paso County Public Works	Mesa Ridge Pkwy. Improvements: Powers Blvd to Marksheffel Rd.	Complete the connection between Powers Blvd. (SH-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.	$15,000,000
El Paso County Public Works	North Calhan Hwy from US 24 to Paint Mine Rd	Construct paved shoulders, improve driving surface, drainage, intersection improvements and provide multimodal features.	$7,100,000
El Paso County Public Works	Old Stage Rd from MP 0.75 to MP 4.157	Re-gravel, grade, and drainage improvements.	$7,300,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	Pedestrian Crossings Improvements		$10,982,284
El Paso County Public Works	Peyton Area Roads - Railroad, Front & Main Streets	Reconstruct roadway for appropriate lane configuration, intersection and drainage improvements and consistent cross section including multimodal accommodations.	$4,000,000
El Paso County Public Works	Preconstruction Funding - Phase 1	This capital program Includes activities to get projects shovel ready, often for grant funding or developer constructed improvements. These projects may include design, corridor studies, safety analysis, Right of Way and/or required federal clearances.	$18,800,000
El Paso County Public Works	Road Rumble Strips and Epoxy Striping		$500,000
El Paso County Public Works	Safety and Multimodal Program - Phase 1	This capital program includes analysis, study, engineering and construction of intersection, multimodal, and corridor "spot" improvements to mitigate safety and traffic flow deficiencies. Proposed projects of this type will include the construction of traffic signals, roundabouts, auxiliary traffic lanes, traffic calming features, trails, multiuse shoulders, sidewalks and other lower-Colorado Springst geometric improvements. These projects may also install guard rail, construct/ reconstruct medians, and install traffic control devices where warranted to improve bike and pedestrian crossings, emergency repairs, traffic operations and safety.	$18,800,000
El Paso County Public Works	Safety program - epoxy marking, multiuse shoulders, safety edges on rural roads, etc.	Program project to improve safety for all users with FHWA safety countermeasures and other safety, operational and ADA improvements.	$500,000
El Paso County Public Works	Security Blvd. at Willis Dr.	Traffic signal replacement and intersection reconstruction/safety improvement. Replace signal equipment, auxiliary lane improvements, drainage improvements and pedestrian improvements.	$1,500,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works	Stapleton Dr/Briargate Pkwy Improvements - Black Forest Rd to Vollmer Rd*	Construct new roadway connection, drainage, upgrade traffic signal, and multimodal features.	$38,000,000
El Paso County Public Works	Vollmer Rd. Improvements: Marksheffel Rd to Shoup Rd	Bring roadway to current 2-lane arterial standards, sight distance, horizontal and vertical improvements, surface paving (existing gravel areas), shoulders, drainage and intersection improvements, auxiliary lane improvements, multimodal improvements.	$48,000,000
El Paso County Public Works Parks & Community Services Department	Arroya Lane / Woodmen Hills / Rock Island Regional Trails	Starting Vollmer Road and Arroya Lane at its intersection with the Sand Creek Regional Trail, this 5.3-mile Secondary Regional Trail follows Arroya Lane east past the Retreat at Timber Ridge and Sterling Ranch developments before turning south through Sterling Ranch, then eastward through the proposed The Ranch development, before turning southward through Bent Grass, past Woodmen Road, before turning northeast along East Highway 24 to Old Meridian Road. This project will connect the City of Colorado Springs and Falcon with a contiguous non-motorized trail. It will connect to 5 sidewalks, 3 trails, commercial developments, and several neighborhoods.	$2,820,000
El Paso County Public Works Parks & Community Services Department	Black Forest Regional Trail	At 6.25 miles in length, this primary regional trail begins at US Highway 83 and continues along Shoup Road where it terminates at its connection to the Pineries Open Space and Black Forest Section 16 at the intersection of Shoup Road and Vollmer Road. Project includes design, clearances and construction.	$8,500,000
El Paso County Public Works Parks & Community Services Department	Crews Gulch Regional Trail	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.	$4,500,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works Parks & Community Services Department	Eastonville / Latigo Regional Trails	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 Pineries Open Space, utilizing road rights-of-way and proposed property easements. Project includes design, clearances and construction.	$8,250,000
El Paso County Public Works Parks & Community Services Department	Fountain Creek Regional Trail	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.	$5,200,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works Parks & Community Services Department	Fox Run Regional Trail (Cherry Creek)	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.	$4,884,000
El Paso County Public Works Parks & Community Services Department	Highway 94 Regional Trail	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 Schreiver 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.	$13,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works Parks & Community Services Department	Jackson Creek Regional Trail	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 I-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.	$4,418,000
El Paso County Public Works Parks & Community Services Department	Palmer Divide Regional Trail	Beginning at the Pineries Open Space Trailhead, this 10.5-mile primary regional trail connects the Pineries Open Space to Homestead Ranch Regional Park. It's Pineries 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 Pineries 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.	$7,500,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works Parks & Community Services Department	Sand Creek Regional Trail	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 Pineries 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.	$6,500,000
El Paso County Public Works Parks & Community Services Department	South Powers Trail	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.	$14,250,000
El Paso County Public Works Parks & Community Services Department	Ute Pass Regional Trail	A important urbanized portion of the Ring the Peak Trail System, this particular project would focus on the last remaining unfinshed 2-mile section of the Ute Pass Regional Trail. Commencing at the intersection of West 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.	$10,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works/ Private	Black Forest Rd. Widening: Old Ranch Road to Shoup	Expand two-lane minor arterial to a four-lane major arterial.	$55,000,000
El Paso County Public Works/ Private	Drennan Rd. Gravel Road Conversion	Desing 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.	$43,000,000
El Paso County Public Works/ Private	Elbert Road – US 24 to County Line Rd. N Improvements	Elbert Road makes an important connection from US24 East going to Douglas County and connects to SH86. 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.	$70,000,000
El Paso County Public Works/ Private	Grinnell Blvd: Goldfield to Powers Blvd. (SH-21)	Design and construct two additional lanes with multimodal features and improve the intersection at Powers Blvd. (SH-21).	$10,900,000
El Paso County Public Works/ Private	Meridian Rd. - Bradley Rd. to Squirrel Creek Rd.	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.	$42,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public Works/ Private	Shoup Rd. Improvements 83 to Meridian Rd.	Resurface and maintain the road segments. 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. Design and construct new segment to Meridian Rd. Add multimodal improvements. Evaluate and construct improvements needed to meet current ADA standards.	$97,517,887
El Paso County Public Works/ Private	Stapleton Dr./Briargate Pkwy.: Towner Ave. to Meridian Rd.	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.	$48,000,000
El Paso County Public Works/ Private	Walker Rd from Steppler Rd to Black Forest Rd	Construct paved multiuse shoulders, improve driving surface, drainage, turn lanes, accel. and decel. lanes, and intersection improvements.	$40,000,000
Envida	Coordinated Mobility On-Demand in the Pikes Peak Region		$624,492
Fountain	Fountain ADA Improvements		$159,700
Fountain	Link Road Reconstruction		$5,618,726

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Fountain	Old Pueblo Rd. Reconstruction from Link Rd. to Illinois Ave.	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.	$13,000,000
Fountain	Southmoor Dr. Reconstruction from US Highway 85/87 to US Highway 85/87	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.	$19,000,000
Green Mountain Falls	Belvidere Avenue Right-of-Way Improvements	planning/design and construction	$275,000
Green Mountain Falls	El Paso Ave Bridge Replacement (Green Mountain Falls)		$875,000
Green Mountain Falls	El Paso Trail and Iona Ave Roads Improvement (Green Mountain Falls)	(El Paso Trail Road Drainage Improvements (paving, graveling, ditch, easements) (Iona Avenue culvert replacement)	$173,580
Green Mountain Falls	Green Mountain Falls Transportation Safety Improvement Project	The Town Of Green Mountain Falls seeks to create improvements to pedestrian, bicycle and vehicular traffic through the impelmentation of reallignment and improvement of trails, widening of Ute Pass Avenue to include ADA pedestrian walkways and public transit infrastructure (bus shelters, etc.).	$950,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Green Mountain Falls	Ute Pass Ave (Downtown) Improvements (Green Mountain Falls)	From Olathe St to Hotel St, improvements include curb, sidewalk, gutter/drainage, and parking.	$365,000
Green Mountain Falls	Ute Pass Ave Pedestrian Bridge Safety Improvements (Green Mountain Falls)	This project will widen the road and widen/replace the bridge on Green Mountain Falls Rd to allow for pedestrian traffic on both sides.	$225,000
Manitou Springs	Creekwalk Trail Phase 6	Creekwalk Trail Phase 6 - Lover's Lane/Wichita Parking Lot to intersection of Park Ave and Manitou Ave and intersection of Manitou Ave and Serpentive 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 contine 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. '	$230,000
Manitou Springs	Crystal Park Road Improvements	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.	$698,610
Manitou Springs	East Manitou Ave. Pedestrian and Drainage Improvements		$2,620,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Manitou Springs	East Manitou Ave. Pedestrian and Drainage Improvements Ph 2	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 LF total.	$1,326,700
Manitou Springs	El Paso Blvd. Pedestrian and Drainage Improvements	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.	$1,900,000
Manitou Springs	Lovers Lane and Creek Walk Trail Pedestrian and Mobility Improvements	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.	$1,300,000
Manitou Springs	Manitou Ave Safety and Mobility Improvements Phase 1		$1,500,000
Manitou Springs	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 thea findings of the Mobility study presently underway. This may include transit and traffic management alternatives.	$4,303,268

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Manitou Springs	Serpentine E Dr Roadway 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.	$2,034,250
Monument	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 portion of the project consists of preconstruction and mitigation phases only. Additionally, the preconstruction and construction phases of a bicycle/pedestrian facility will be completed.	$7,141,064
Multiple Agencies	Powers Blvd Extension - SH 83 to Voyager Pkwy	Construct Powers Blvd from SH 83 (Interquest Parkway) to Voyager Parkway to connect with I-25.	$140,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Multiple Agencies	US-24/Peterson Rd Interchange	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.	$16,500,000
Multiple Agencies/ Private	Powers Blvd. (SH-21) - South Extension to Rail Park (west of I25)	Design, ROW acquisition and construction of a 2-lane arterial interim section of S. Powers (SH21) per the PEL, including multimodal, water quality, and other features to reduce traffic on other area roads and provide a redundant link to I25. This road will serve freight from Powers north, COS airport and the Freight distribution centers around the airport.	$38,600,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Palmer Lake	Palmer Lake Elementary School Roadway & Safety Improvements	Upper Glenway roadway reconstruction - Design and construction. High St. to Pie Corner and Columbine. Upper Glenway Road Reconstruction. Palmer Lake Elementary School Road Improvement Project:Improvements to two roads, Upper Glenway and Pie Corner which are connected to SH-105 and provide the main route to Palmer Lake elementary school. The length of the road is 1350ft. of which 220 ft. is the student pickup and drop off area. Residential location where the speed limit is 25mph, except approximately 600 ft. of which is in a school zone and is 20mph during school hours. Both roads involved are 2-lane roads except, in the school drop off location where the road widens slightly. Includes new asphalt, upgrades to existing sidewalks and improving storm water runoff. Will specifically include improved signage about school zone speed and crosswalk signs to where the children are being dropped off. Possibly solar powered flashing lights for school zone speed and crosswalk. Current sidewalks will be replaced for new ADA compliance sidewalks which will have a ramp at the entrance to the school. Project is on a local road but has been approved as a safety project by FHWA and is therefore eligible for federal funds.	$10,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Palmer Lake	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.	$1,499,996
Palmer Lake	Palmer Lake County Line Road Widening and Safety Project	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.	$2,391,000
Palmer Lake	Palmer Lake Forest View Roadway Improvement Project	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.	$1,460,000
Pike Ride	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.	$267,375
PPACG	Mobility Management - 5310		$1,966,745

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Private	21st St. Roadway Improvements: US 24 South to Lower Gold Camp Rd.	Widen 21st St. to a four-lane roadway from US-24 south to Lower Gold Camp Rd. Construct new sidewalk, curb, gutter and bike lanes as none exist. Project will also address drainage deficiencies as water currently sheet-flows off the roadway into curbside ditch or unimproved property.	$6,600,000
Private	Bandley Road Reconstruction - Santa Fe Dr to Mesa Ridge Pkwy	20,500' long; full reconstruction and widening of Bandley Rd from Santa Fe Dr to Mesa Ridge Pkwy to address rutting, significant longitudinal cracking, edge cracking, transverse cracking, and alligator cracking and to upgrade the frontage road to a minor arterial from a collector, consistent with the Fountain Transportation Master Plan. Widening will add a center turn lane and upgrade to the minor arterial section to include 2-lanes in each direction with a 5' shared use shoulders. The project will enhance an I25 redundant route, improving incident managment, safety (17 crashes from 2017 thru 2021), and emergency response times, and will provide direct transit hub (south end of the corridor) connectivity.	$30,000,000
Private	C&S Rd Reconstruction - US 85/87 to Mesa Ridge Pkwy	17,000' long; full reconstruction and widening of C&S Rd between US 85/87 and Mesa Ridge Pkwy to address rutting, significant longitudinal cracking, edge cracking, transverse cracking, and alligator cracking and to upgrade to a collector to a mnor arterial, consistent with the Fountain Transportation Master Plan. Widening will take a 2-lane section to a 5-lane section with 2 lanes in each direction, a center turn lane, and a 5' shared use shoulders. The project will complete an important existing east-west connector route to support incident management, to reduce congestion, and improve safety (69 crashes from 2017 thru 2021), resiliency, travel time reliability and emergency response times.	$35,001,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Private	Fountain Mesa Rd Reconstruction - Lake Ave to C&S Rd	5,280' long; full reconstruction to address rutting, significant longitudinal cracking, edge cracking, transverse cracking and alligator cracking. Maintenance efforts and disruptions to the traveling public will be minimized if reconstruction is performed. This is a critical roadway that serves military personnel in the area as well as residents in the following adjacent subdivisions Markets at Mesa Ridge Pkwy. (business district) and Country Club Heights East subdivision. This will complete maintenance improvements to the minor arterial section, including 5' shared use shoulders, between Mesa Ridge Pkwy and Ohio Ave and improve safety along the segment (20 crashes with 2 bike/ped involved crashes from 2017 thru 2021).	$12,000,000
Private	Hancock Expwy. Realignment: Clarendon Dr. to Chelton Rd.	Construct street and drainage improvements by extending Chelton Rd. south to Drennan Rd. and realigning Hancock Exwy east from Monica Dr./ Claredon Dr. to new Chelton Rd.	$6,600,000
Private	Squirrel Creek Rd Extension - Fountain Mesa Rd to Jimmy Camp Rd	6000' long; extend Squirrel Creek Rd from Fountain Mesa Rd to Jimmy Camp Rd as an arterial roadway with a 5-lane section including 2-lanes in each direction, a center turn lane, and a 5'-wide shared use shoulder to include construction of a new bridge over Jimmy Camp Creek Rd. The project will complete an important east-west connection consistent with the Fountain Transportation Master Plan, and will provide a complete redundant route, reduce congestion, and improve incident management, travel time reliability, and emergency response times.	$21,000,000
Regional	Alternate Modes - Pooled Funds	Alternate modes projects and/or products within the MPO region	$7,000,000
Regional	Marksheffel Rd Improvements - Woodmen Rd to N Carefree Cir*	Widen Marksheffel Rd from Woodmen Rd to North Carefree Cir Include enhanced bike and pedestrian accommodations for the length of the corridor and provide safe crossing opportunities at intersections	$47,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Regional	Midland Trail Improvements	Multi-jurisdictional trail program to extend, realign, widen, reconstruct, and construct trails, access to trails, connections to attractions or other portions of the trail network, crossings, wayfinding, ADA improvements and other functional enhancements. May entail engineering, land procurement, construction and ancillary trail activities.	$1,000,000
Regional	Planning - Pooled Funds	Planning projects and/or products within the MPO region.	$2,000,000
Regional	Safety and Congestion Management - Pooled Funds	Safety and Congestion Management projects and/or products within the MPO region.	$20,000,000
Regional	State and Federal Discretionary Grant Match Fund - Phase 1	This program could be available for all member governments and could be used for local matching funds for projects. The State or Federal Discretionary Grant Match Fund Program could be used to fulfill local match requirements for discretionary grants awarded by the State of Colorado (programs pending development) or the Federal government (e.g., INFRA, RAISE, CRISI grants) or future grant opportunities resulting from a federally declared disaster. The program is not intended to provide local match for revenue allocations administered by PPACG.	$1,000,000
Regional	Woodmen Rd Improvements - Powers Blvd to US24*	Safety and multimodal improvements on Woodmen Rd from Powers Blvd to US24. Widening from Golden Sage Rd to US24.	$52,948,426
Regional/ Private	Ray Nixon Powerplant Road/ Extension west of the Future I-25/SH 21 (Powers)	Ray Nixon Powerplant Road/Extension west of the Future I-25/SH 21 (Powers)	$25,000,000
Woodland Park	American Discovery Trail Connection	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.	$85,900
Woodland Park	Pedestrian Infrastructure - Sidewalks: Browning Avenue	The project scope includes the provision of all labor, tools, equipment, materials, and supervision required to install sections of sidewalk that do not currently exist along Browning Avenue.	$330,756

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Woodland Park	SH-67 Corridor Improvements - Phase II	The SH 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.	$3,000,000

Figure 44: Roadway Projects

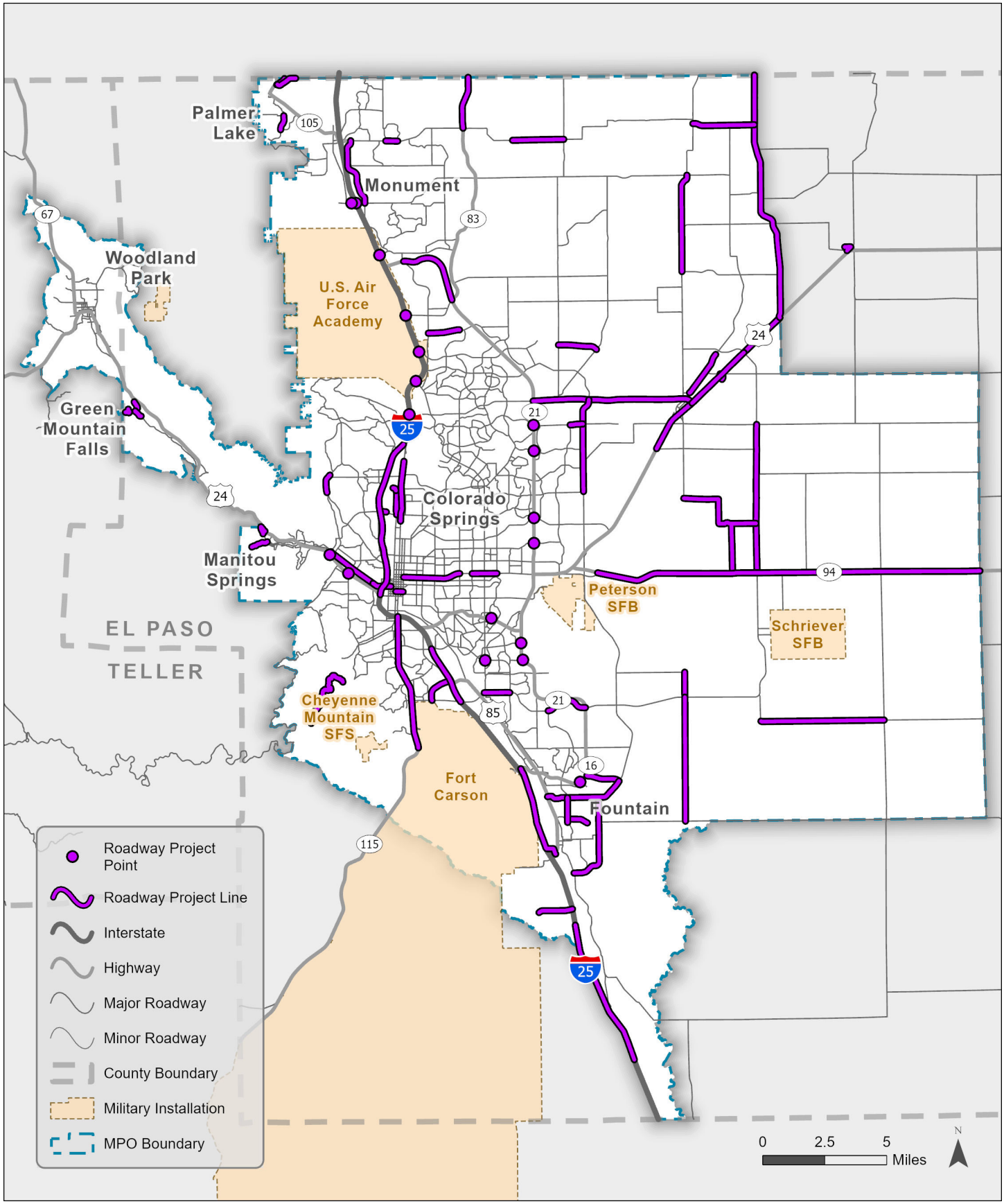


Figure 45: Intersection Improvement Projects

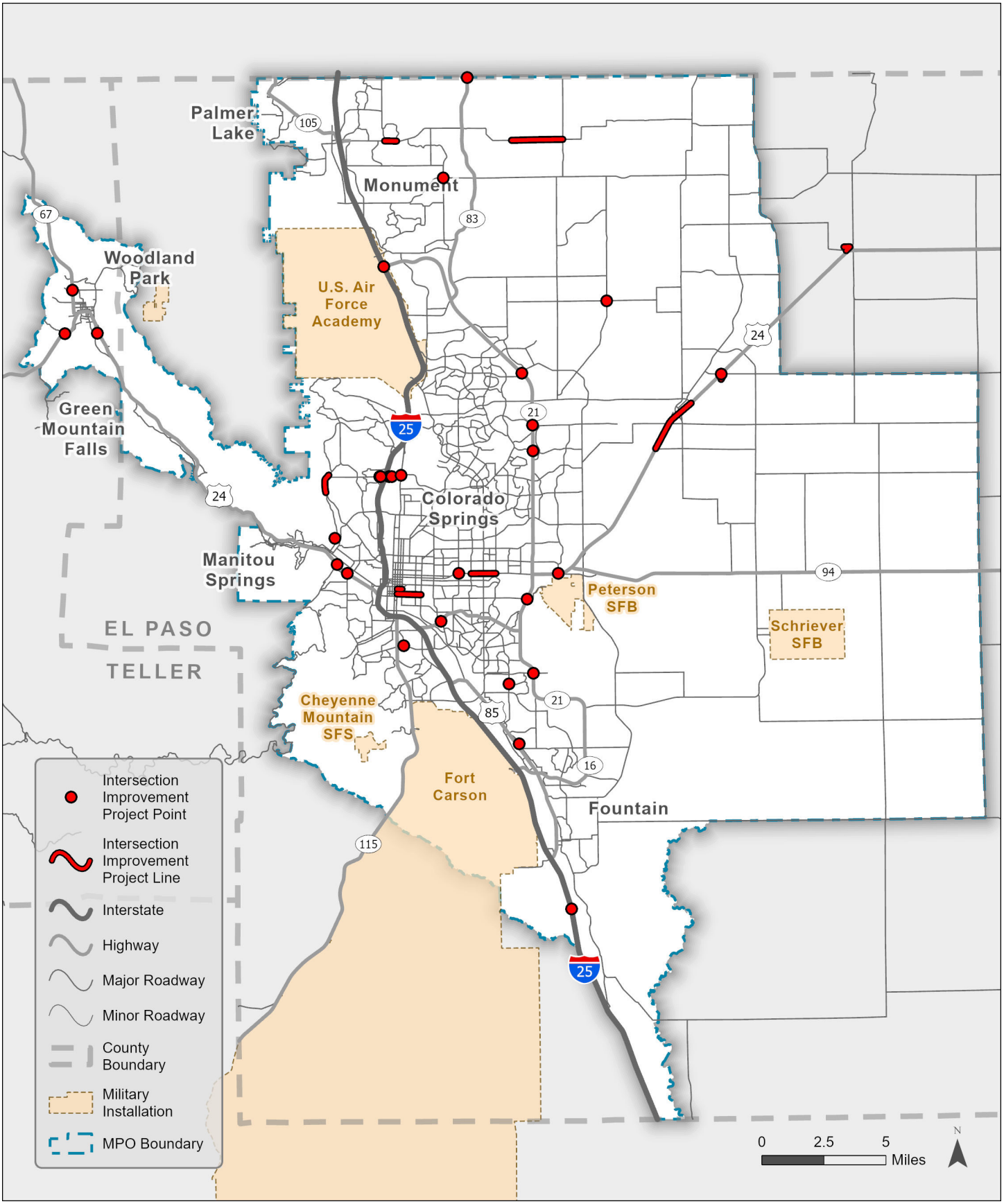


Figure 46: Bridge Projects

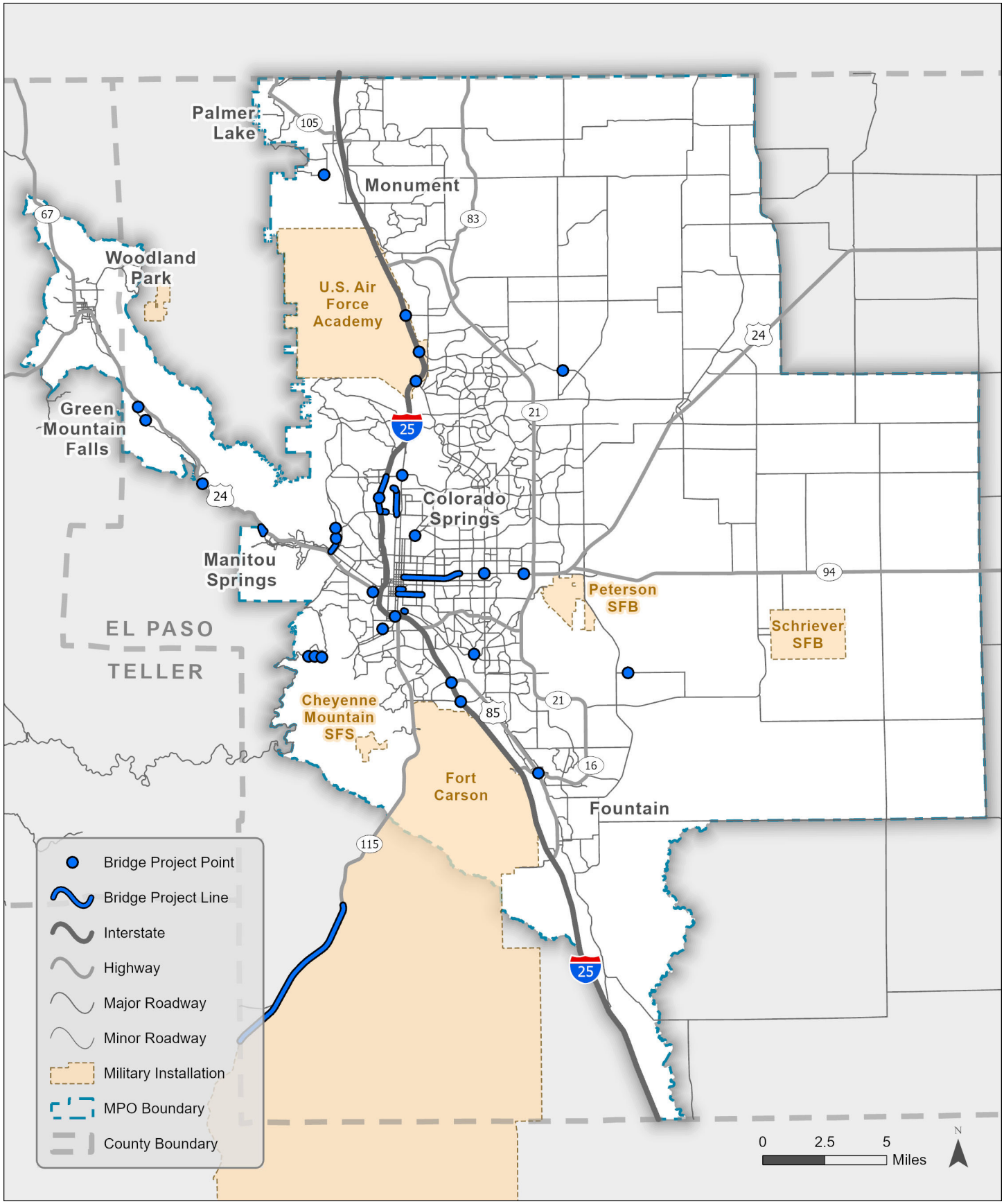


Figure 47: Active Transportation Projects

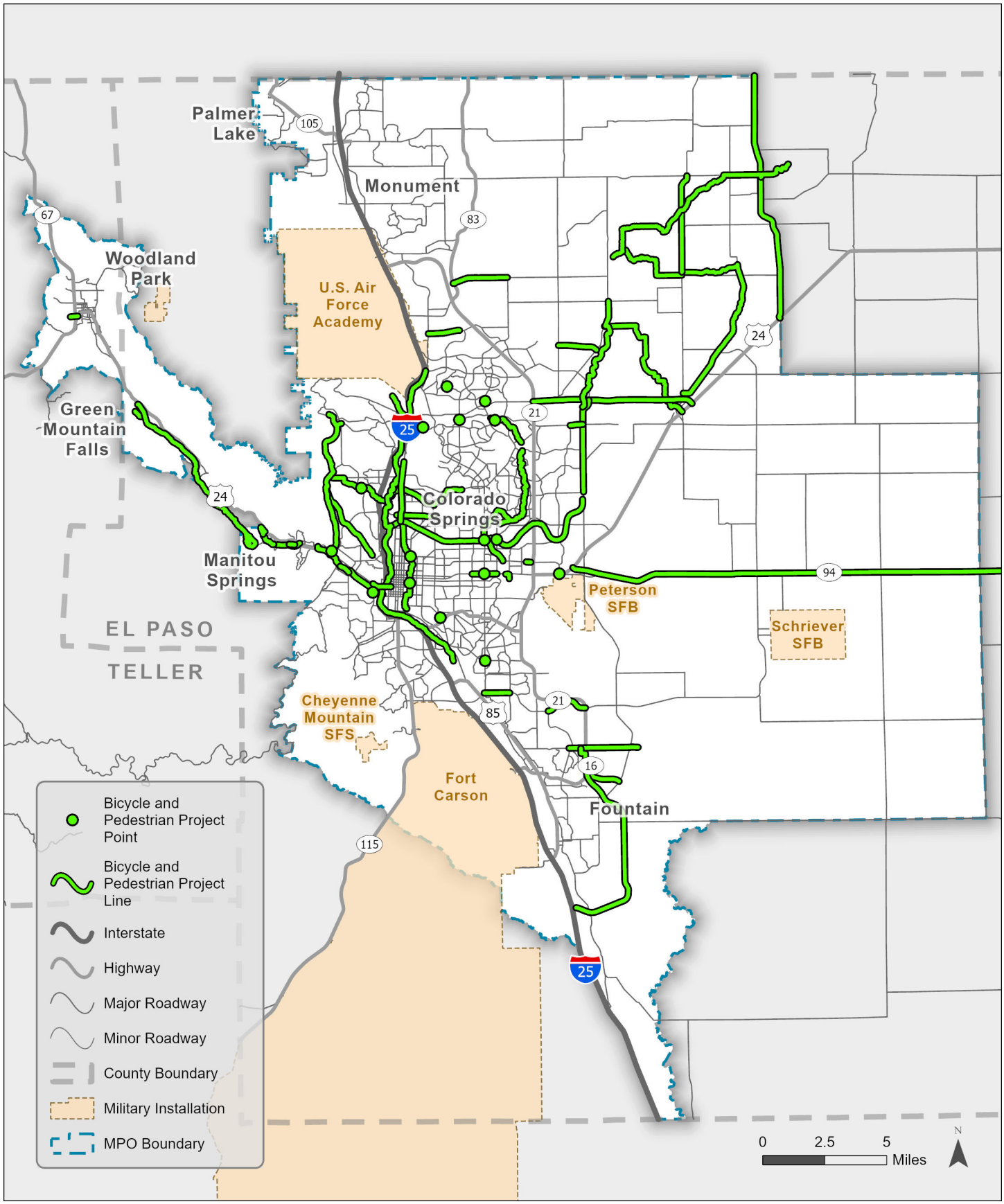


Figure 48: Safety Projects

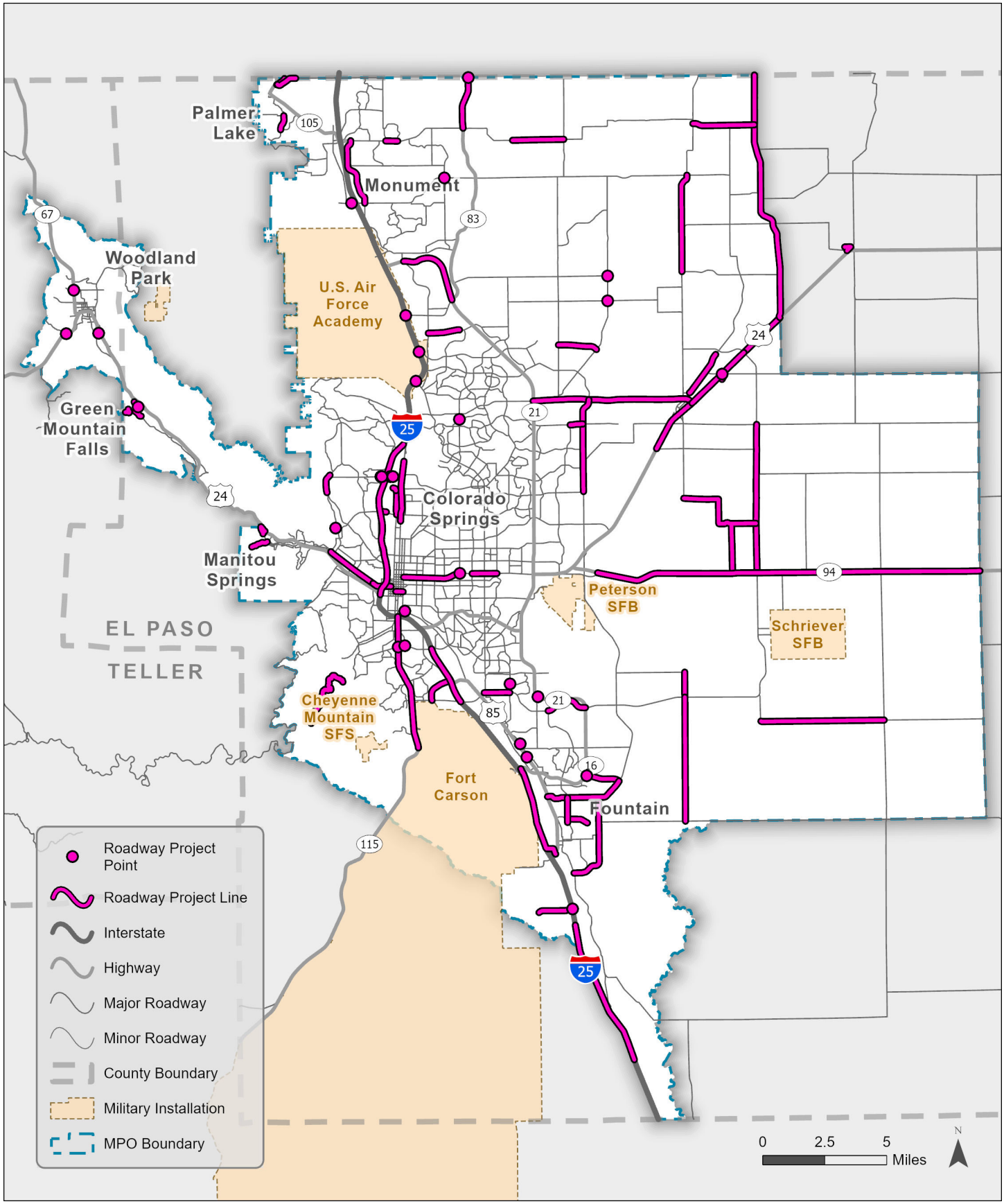


Figure 49: Transit Projects

Figure from transit plan to be included as applicable

UNFUNDED PROJECT LIST

As noted, the projected funding for the region is not anticipated to sufficiently meet transportation needs. Projects included in Table XX, are those that have an identified need but no identified funding source. While these projects would be beneficial to the regional transportation system, funding is not available to implement them within this plan. The unfunded project list is not all-encompassing. There are known needs beyond the scope of the fiscally constrained and unfunded project lists; however, they may not be developed enough to include in the LRTP at the time of publication. As the LRTP is updated in future years, the fiscally constrained and unfunded projects lists will change as needed.

Funding estimates were included in Table XX when available.

Table 10: Unfunded Project List

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	21st St Bridge over Bear Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	2nd St Bridge over Spring Run	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	31st St Bridge Reconstruction over Spring Run	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	31st St/Camp Creek Roadway and Trail Improvements - Kiowa St to Fontanero St Phase 2	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	$10,000,000
Colorado Springs	8th St/Cheyenne Blvd Intersection Improvements	Construct a roundabout at 8th St/Cheyenne Blvd intersection including appropriate pedestrian and bicycle crossings	TBD
Colorado Springs	8th Street Improvements - US 24 to Fountain Creek Phase 2	Construct roadway, pedestrian, and bicycle improvements and a bridge replacement at Fountain Creek	$3,420,740
Colorado Springs	Academy Blvd and Palmer Park Pedestrian Connections	Improve pedestrian facilities and crossings along Academy Blvd to improve access to Palmer Park	TBD
Colorado Springs	Academy Bridge over Platte Phase 2	Replace Academy bridge over Platte Ave in configuration that better accomodates pedestrian movements along Academy and acces to transit, and conversion to quadrant road interchange.	$64,320,000
Colorado Springs	Austin Bluffs Pkwy/ Garden of the Gods Rd./Nevada Ave. Intersection Improvements and Bridge Replacement Phase 2	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 PPRTA3 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 enhnaced transit connections along Nevada Ave	$25,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Bijou St Bridge over Shooks Run	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Cache La Poudre St Bridge Reconstruction over Monument Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Cache La Poudre St Bridge Reconstruction over Shooks Run	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Campus to Campus Corridor Phase 2	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.	$32,000,000
Colorado Springs	Cascade - Mark Dabling Connection (construction) Phase 2	Extend Cascade Ave to the north to connect to Mark Dabling Blvd with two new bridges	$418,650
Colorado Springs	Cheyenne Rd Bridge over Cheyenne Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Colorado Ave. Roadway Improvements Phase 2	Reconstruct Colorado Ave to improve safety including arterial street traffic calming and enhanced pedestrian crossings Increase on-street parking, widen sidewalks, and enhance bike/ped wayfinding throughout the corridor.	$3,400,000
Colorado Springs	Colorado Springs Railroad Bridges Program Phase 2	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	$50,000,000
Colorado Springs	Congestion and Incident Management - Phase 2	This capital program includes analysis, study, engineering and construction to implement Citywide/ Region-wide Transportation System Management (TSM) to include Intelligent Transportation Systems (ITS) and other technical solutions to improve traffic operations, coordinate systems and improve safety. Improvements may include monitoring systems, hardware and software, message systems, metering, fiber optic cable, communication infrastructure, and specialized equipment and staff.	TBD

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Costilla and Cucharras St. Improvements over Shooks Run Phase 2	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.	$9,627,000
Colorado Springs	Cottonwood Creek Trail Corridor Improvements - Union crossing Phase 2	Design and construct a grade-separated crossing of Cottonwood Creek Trail at Union Blvd	$12,400,000
Colorado Springs	Cresta Rd Bridge over Cheyenne Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Cucharras St Improvements - Nevada Ave to Hancock Ave	Improve Cucharras St, including a new bridge over Shooks Run and intersection improvements	TBD
Colorado Springs	Dawson Dr Bridge over Dry Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Emergency Bridge Fund - Phase 2	The Emergency Bridge Fund addresses unfunded bridge needs and provide the City the ability to repair, replace, or rehabilitate a bridge that has a serious deterioration issue or safety concerns to the travelling public. Historically, Emergency Bridge Funds have been invested in replacement design and construction efforts. The funds have enabled the City to leverage other funding sources, advance design efforts on B-List projects, and address serious bridge needs.	TBD
Colorado Springs	Fillmore Pedestrian Safety Improvements Phase 2	Implement recommendations of a safety study. Consider access management, access to transit, and safe crossings	$10,000,000
Colorado Springs	Fillmore St. Roadway Improvements Phase 2	The bridges over Monument Creek/Pikes Peak Greenway and bridges over the Union Pacific Railroad will be replaced due to condition. The project also includes a trail connection down to the Pikes Peak Greenway. The project will improve the existing sidewalks and pedestrian facilities and widen Fillmore St. from 4 to 6-lanes from Cascade to I-25.	$151,000
Colorado Springs	Fontaine Blvd Improvements - Rolling View Dr to Sleepy Meadow Dr	Upgrade to arterial roadway standards	TBD

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Garden Ln Bridge over Fountain Creek Tributary	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Garden of Gods Rd Bridge over Monument Creek	Replace bridge due to condition issue and widen to support intersection improvements at Nevada Ave	TBD
Colorado Springs	Gold Camp Rd Bridge over Bear Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Hancock Corridor Study and Implementation Phase 2	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 pedestrain connections, and desired land use	$10,000,000
Colorado Springs	Hancock Exy/Delta Dr/ Circle Dr Intersection Safety Improvements	Construct intersection improvements to improve safety for vehicles and bicyclists	TBD
Colorado Springs	Holly Street New Bridge over Columbia Drainage	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Interquest Pkwy Multimodal Improvements - I-25 to E Federal Dr	Conduct an analysis to assess the traffic impacts to this area as a result of the northern extension of Powers Blvd to I-25 and provide a concept to improve multimodal access to and between businesses and employers and improve safety and intersection operations	TBD
Colorado Springs	Intersection Improvements - Phase 2	Construct improvements at intersections that will reduce delay, improve air quality, and enhance safety for both motorized and non-motorized traffic.	TBD
Colorado Springs	Las Vegas St Bridge over Shooks Run	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Las Vegas St Corridor Improvements - Ft Carson Spur to 1,200' south of Janitell Rd	Provide roadway, intersection and bicycle and pedestrian improvements to Las Vegas St to address safety, drainage, and access	TBD
Colorado Springs	Las Vegas St Corridor Improvements - SH85/87 to Ft Carson Spur	Provide roadway, intersection, and bicycle and pedestrian improvements to Las Vegas St to address safety, drainage, and access	TBD

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Mayhurst Ave Bridge over Cheyenne Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Mesa Rd Improvements - Fillmore St to Uintah St	Improve Mesa Road with curb, gutter, sidewalk, bike lanes, and a shared use path	TBD
Colorado Springs	Murray Blvd and Bijou St Intersection Improvements	Design and implement a roundabout intersection at this location	TBD
Colorado Springs	Nevada Roadway Safety Study - Uintah St to Fillmore St	Analyze alternatives and identify a concept for improving safety and mitigating traffic speeds on Nevada Ave between Uintah St and Fillmore St	TBD
Colorado Springs	Old Ranch Rd - Kettle Creek to Lexington Dr Shoulders and Sidewalk Improvements	Completes improvements to Old Ranch Rd between Kettle Creek and Lexington Dr by adding shoulders and sidewalks	TBD
Colorado Springs	Old Ranch Rd Improvements - Cordera Crest Ave to Union Blvd/Milam Rd	Improve Old Ranch Road operations and safety	TBD
Colorado Springs	On-Street Bikeway Improvements - Phase 2	The City's Comprehensive Plan, Intermodal Transportation Plan (ITP), Bike Master Plan and the Complete Streets ordinance strongly recommend streets be designed to accommodate safe and efficient bicycle travel/access. There are many locations in the city where safe and adequate bicycle travel and access are not provided or need enhancement. Proposed bikeway improvements will continue to include: improve and construct bike lanes in accordance with the ITP and the City's Bicycle Plan; install on-street bicycle lanes and connections to off-street facilities to close gaps on the existing bike network; improve connections from on-street bike lanes to the Colorado Springs trail system and residential/commercial centers; and, develop/implement improved signage to provide better wayfinding for cyclists.	TBD
Colorado Springs	Patty Jewett Trail - Cache La Poudre St to Patty Jewett Golf Course	Construct a 12' shared use trail along Shooks Run between Cache La Poudre St and Patty Jewett Golf Course	TBD

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Pedestrian Bridge Reconstruction over Cache La Poudre St	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Peterson Rd Multimodal Improvements - Dublin Blvd to Stetson Hills Rd	Reconstruct sidewalk on one side of the road to provide a two-way shared-use path	TBD
Colorado Springs	Pine Creek Trail Connection - Pikes Peak Greenway to Research Pkwy Phase 2	Construct a shared use path along Pine Creek between Pikes Peak Greenway and Research Pkwy	$9,000,000
Colorado Springs	Plains to Peak Corridor Phase 2	Enhanced Transit Corridor including Mobility Hubs connecting Manitou Springs to Falcon. Routing generally following Colorado Ave, Pikes Peak Ave, Platte Ave, and US24 as determined by futher analysis.	$19,200,000
Colorado Springs	Platte Ave Reconstruction - Wahsatch Ave to Cascade Ave	Reconstruct Platte Ave between Wahsatch Ave and Cascade Ave to one travel lane in each direction to increase pedestrian safety and improve intersection operations at Nevada Ave	TBD
Colorado Springs	Platte Ave/Academy Blvd Interchange Conversion Phase 2	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.	$36,400,000
Colorado Springs	Rangewood Dr Bridge over Cottonwood Creek Tributary	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Replace and Upgrade Transit IT Equipment and Software Phase 2	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.	$23,310,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Roadway Safety and Traffic Operations - Phase 2	This capital program includes analysis, study, engineering and construction of intersection and corridor "spot" improvements to mitigate existing safety and traffic flow deficiencies. Proposed projects of this type will include the construction of traffic signals, roundabouts, auxiliary traffic lanes, traffic calming features, incorporation of multimodal enhancements, and other lower-cost geometric improvements. These projects may also install guard rail, construct/ reconstruct medians, and install traffic control devices where warranted to improve traffic operations and safety.	TBD
Colorado Springs	Saint Elmo Ave Bridge over Cheyenne Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Saint Vrain St Bridge over Shooks Run	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Sand Creek Trail Corridor Improvements - Palmer Park Blvd to Airport Rd	Construct a new 12' trail to include pedestrian underpasses and pedestrian bridges	TBD
Colorado Springs	Sidewalk Infill Improvements - Phase 2	The City's Comprehensive Plan, Intermodal Transportation Plan (ITP), and the Complete Streets Policy strongly recommend streets be designed to accommodate safe and efficient pedestrian access. There are many locations in the city where safe and adequate pedestrian travel and access are not provided. Proposed pedestrian improvements will continue to construct missing pedestrian connections along transportation facilities, schools, and neighborhoods and will follow the Operations and Maintenance Division quadrant approach to improve safety and develop/implement improved pedestrian connectivity.	TBD
Colorado Springs	Sinton Trail Underpass at Centennial Blvd	Improve Sinton Trail underpass under Centennial Blvd	TBD
Colorado Springs	Stetson Hills Blvd - Marksheffel Rd to Luther Rd	Extend Stetson Hills Blvd from Marksheffel Dr east to Luther St as a complete street with bike and pedestrian facilities	TBD

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Stratton Ave Bridge over Cheyenne Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Tech Center Dr/ Rusina Rd/Pro Rodeo Dr Shared Use Path - Garden of the Gods Rd to Rockrimmon Blvd	Construct a shared use trail between Rockrimmon Blvd and Garden of the Gods Rd, generally along the alignment of Tech Center Dr	TBD
Colorado Springs	Templeton Gap Trail Connection - Templeton Gap Rd to Templeton Gap Trail	Construct a shared use path or upgrade and connect existing sidewalk along the west side of Union Blvd between Templeton Gap Rd and the Templeton Gap Trail	TBD
Colorado Springs	Terminal Southgate Enhanced Transit Corridor Study and Implementation Phase 2	Evaluate options for implementing enhanced transit, options should include routing and operations, and alternate routing.	$8,000,000
Colorado Springs	Transit Fleet Supplement Phase 2	Fund replacement and expansion transit service vehicle purchases: diesel, gasoline, and any low or zero emission vehicles including supporting infrastructure technologies to fuel and charge.	$125,680,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Transit Service Enhancements - Phase 2	Studies and service extension/expansion enhancements (including Comprehensive Operation Analysis, Alternate Transportation Implementation Study and other studies) and implementation to improve operations and/or to provide service extension/expansion enhancements to Military Bases, Major Employers, and Tourism Hubs and underserved areas as well as Nevada Ave, Academy Blvd, Platte Ave, or other corridors identified for consideration in ConnectCOS. This program aims to bring public transit in the Colorado Springs area to a higher level by providing direct, frequent, efficient, and reliable transit solutions that continue to focus on improving the existing service area, advancing high-frequency core transit corridors to create improved mobility options for the entire community, improving service hours and frequencies, and implementing new and advanced technologies to improve reliability and advance fleet upgrades.	$50,000,000
Colorado Springs	Transit Stop and Station Improvements - Phase 2	New or existing transit stops and stations; stop improvements could include, but not limited to, safety improvements, customer access, sidewalk connections, ADA-compliance, pre-board fare payment infrastructure, wayfinding, service kiosk, message boards, benches, trash receptacles, and shelters. Station examples include new/relocated stations or transfer centers at Chapel Hills Mall, Citadel Mall, Hancock/Academy, Pikes Peak SC and other Multimodal Hubs to support ConnectCOS Transit Vision Network including but not limited to Garden of the Gods Rd, PPSC, military Bases, downtown and Park and Rides, and active transportation connections.	$50,000,000
Colorado Springs	Uintah St Multimodal Improvements - El Paso St to Institute St	The project includes the reconstruction of the Uintah St bridge over Shooks Run to include a trail underpass and ramps from the trail to street level	TBD
Colorado Springs	Union Blvd Bridge over Cottonwood Creek Tributary	Replacement or major rehabilitation of bridge due to condition issue	TBD

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
Colorado Springs	Union Blvd/Circle Dr Bike Improvements - Monterey Rd to Fountain Blvd	Address gaps in bicycling infrastructure along south Union Blvd and Circle Dr, including a two-way cycle track between Hancock Expy and Monterey Rd	TBD
Colorado Springs	UPRR Bridge over Nevada Ave	Replace bridge due to condition issue	TBD
Colorado Springs	UPRR Bridge over Shooks Run	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	UPRR Bridge over Tejon St	Replace bridge due to condition issue	TBD
Colorado Springs	UPRR Bridge over Uintah St	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Vincent Dr Bridge over Cottonwood Creek	Replacement or removal of bridge due to condition issue	TBD
Colorado Springs	Water St Bridge Replacement over Camp Creek	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Westwood Blvd Bridge over Templeton Gap Basin	Replacement or major rehabilitation of bridge due to condition issue	TBD
Colorado Springs	Woodmen Rd Multimodal Improvements - Orchard Valley Rd to Rockrimmon Blvd	Construct multi-modal improvements including on-street bike lanes and sidewalks along Woodmen Rd between Orchard Valley Rd and Rockrimmon Blvd	TBD
El Paso County	Non-Motorized Projects Pool Program	A program to implement non-motorized projects to improve safety and connectivity.	$20,000,000
El Paso County	Baptist Rd from Desiree Dr to Roller Coaster Rd	Construct paved multiuse shoulders, improve driving surface, drainage, and intersection improvements.	$28,500,000
El Paso County	Bradley Rd from Academy to Goldfield	Reconstruct/construct roadway for appropriate lane configuration, intersection and drainage improvements and consistent cross section including multimodal accommodations.	$70,000,000
El Paso County	Bridge Maintenance and Replacement Pool Program	A program to design, preconstruction activities, and construct bridge maintenance and bridge replacements.	$150,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County	Burgess Rd from Milam Rd to Meridian Rd (via Goodson/Rex)	Construct paved shoulders, improve driving surface, drainage, intersection improvements and provide multimodal features.	$71,000,000
El Paso County	Curtis Rd from Judge Orr Rd to Falcon Hwy and Garrett Rd to Highway 94	Construct paved multiuse shoulders, improve driving surface, drainage, and intersection improvements.	$38,000,000
El Paso County	Data Collection Pool Program	Program to purchase equipment, contracts or software for data collections including but not limited to traffic counts, speed monitors, cameras, compliance with traffic rules, crash data or identification of crash hot spots, etc. to allow data driving decision making.	$12,000,000
El Paso County	Fountain Mesa Rd from Caballero Ave to Fontaine Blvd	Urban drainage improvements, multimodal features & upgrade traffic signal.	$9,000,000
El Paso County	Highway 105 from Arrowwood Dr to CO 83	Construct paved multiuse shoulders, improve driving surface, drainage, and intersection improvements.	$31,000,000
El Paso County	Interchange at Academy Blvd and PPCC Design	Plan and design for a future grade separation.	$4,500,000
El Paso County	Major Road and Bridge Reconstruction - Phase 2	This capital program Includes road and bridge projects that improve road surfaces, update to current engineering standards and are beyond normal road maintenance. These projects may also install shoulders, regravel and grade gravel roads, convert gravel to paved roads, provide safety edges, enhanced striping, measures to prevent roadway departers, or reconstruct a roadway surface.	$18,800,000
El Paso County	Meridian Rd from Hodgen Rd to Rex Rd	Reconstruct/construct roadway for appropriate lane configuration, intersection and drainage improvements and consistent cross section including multimodal accommodations.	$67,000,000
El Paso County	Meridian Rd from Woodmen Rd to Woodmen Hills Dr Improvements	Reconstruct/construct roadway for appropriate lane configuration, intersection and drainage improvements and consistent cross section including multimodal accommodations.	$19,000,000
El Paso County	Milam Rd from Shoup Rd to Old Ranch Rd	Construct paved multiuse shoulders, improve driving surface, drainage, and intersection improvements.	$22,700,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County	Old Pueblo Rd from Link to I 25 Improvements	Construct paved multiuse shoulders, improve driving surface, drainage, and intersection improvements.	$57,000,000
El Paso County	Pavement Maintenance Pool Program	A program to identify road segments needing pavement overlays, safety edges, striping, crack or chip sealing with the goal to extend the useful live a pavement.	$120,000,000
El Paso County	Preconstruction Funding - Phase 2	This capital program Includes activities to get projects shovel ready, often for grant funding or developer constructed improvements. These projects may include design, corridor studies, safety analysis, Right of Way and/or required federal clearances.	$18,800,000
El Paso County	Rampart Range Road from MP 18.8 to MP 21.1 and Loy Creek	Upgrade the road from gravel to pavement, safety and drainage improvements.	$4,700,000
El Paso County	Safety and Multimodal Program - Phase 2	This capital program includes analysis, study, engineering and construction of intersection, multimodal, and corridor "spot" improvements to mitigate safety and traffic flow deficiencies. Proposed projects of this type will include the construction of traffic signals, roundabouts, auxiliary traffic lanes, traffic calming features, trails, multiuse shoulders, sidewalks and other lower-cost geometric improvements. These projects may also install guard rail, construct/reconstruct medians, and install traffic control devices where warranted to improve bike and pedestrian crossings, emergency repairs, traffic operations and safety.	$18,800,000
El Paso County	Safety Implementation Pool Program	A program to implement various safety improvements with a focus on high crash areas, intersections, and the use of FHWA Proven Safety Countermeasures.	$50,000,000
El Paso County	Stormwater Master Plan	Develop a Stormwater Master Plan that includes hydrologic and hydraulic modeling, risk assessments, development of a CIP and cost estimates.	$3,000,000
El Paso County	Stormwater Project Design and Construction Pool Program	Ongoing conditions assessments are determining improvements needed to address stormwater related to road runoff or regional pond needs. Design and construct project to address identified needs.	$500,000,000

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	EST. COST
El Paso County Public	Interchange at Academy Blvd and PPCC Construction	Preconstuction ROW and othe permits and construction of the Interchange	$10,000,000
El Paso County Public Works	ADA Compliance Program Phase 2	Work will occur on a variety of roads in the unincorporated area within the MPO boundary to carry out an ADA Compliance Program. Design and construct ADA improvements, missing sidewalk/trail connections, and intersection, signal and signing improvements.	$150,000,000
El Paso County/ Colorado Springs	Black Forest Rd Improvements - Research Pkwy to Shoup Rd		$55,000,000
Green Mountain Falls	Bridge Improvements	Safety improvements study for 8 bridges	$50,000
Green Mountain Falls	Intersection Improvements (Green Mountain Falls)	Traffic engineering study	$75,000
Green Mountain Falls	Roadway Safety and Traffic Operations (Green Mountain Falls)	Traffic engineering study	$125,000
Regional	State and Federal Discretionary Grant Match Fund-Phase 2	This program could be available for all member governments and could be used for local matching funds for projects. The State or Federal Discretionary Grant Match Fund Program could be used to fulfill local match requirements for discretionary grants awarded by the State of Colorado (programs pending development) or the Federal government (e.g., INFRA, RAISE, CRISI grants) or future grant opportunities resulting from a federally declared disaster. The program is not intended to provide local match for revenue allocations administered by PPACG.	TBD
Regional	Woodmen Rd Improvements - Powers Blvd to US24 Phase 2	Safety and multimodal improvements on Woodmen Rd from Powers Blvd to US24. Widening from Golden Sage Rd to US24.	$47,051,574

Pikes Peak Area Council of Governments
Communities Working Together

Upcoming Meeting Schedule

Date	Time	Meeting
Nov. 22	3 p.m.	Community Advisory Committee
Dec. 2	8:30 a.m.	Legislative Committee
Dec. 3	9:30 a.m.	Mobility Coordinating Committee
Dec. 4	8 a.m.	Commission on Aging – Executive Committee
Dec. 4	9 a.m.	Water Quality Management Committee
Dec. 4	1 p.m.	Air Quality Technical Committee
Dec. 5	10 a.m.	Regional Advisory Council
Dec. 6	9 a.m.	Board of Directors Workshop
Dec. 9	1 p.m.	Regional Transportation Plan Advisory Committee
Dec. 11	9 a.m.	Board of Directors
Dec. 18	3 p.m.	Commission on Aging
Dec. 19	1:30 p.m.	Transportation Advisory Committee
Dec. 20	3 p.m.	Community Advisory Committee
Jan. 2	8 a.m.	Commission on Aging – Executive Committee
Jan. 2	11 a.m.	Regional Advisory Council – Executive Committee
Jan. 3	9 a.m.	Board of Directors Workshop
Jan. 6	8:30 a.m.	Legislative Committee
Jan. 8	9 a.m.	Board of Directors
Jan. 15	3 p.m.	Commission on Aging
Jan. 16	8:30 a.m.	Mobility Coordinating Committee – Executive Committee
Jan. 16	1:30 p.m.	Transportation Advisory Committee
Jan. 22	9 a.m.	Water Quality Management Committee
Jan. 22	1 p.m.	Air Quality Technical committee
Jan. 23	10 a.m.	Regional Advisory Council
Jan. 28	9:30 a.m.	Mobility Coordinating Committee
Jan. 29	3 p.m.	Community Advisory Committee

Schedule as of Nov. 18, 2024
Meetings may be added, changed or cancelled as needed. Current meeting schedule is available at ppacg.org.