



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Agenda
Community Advisory Committee
Wednesday, May 28, 2025, 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: 241 829 311 570 0

Passcode: d4ka2gE9

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 276 627 724

- 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 April 30, 2025, meeting ☒

- 4. Public Comments / Presentations**

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

- 5. Action Items**

A. Site Application For Las Vegas Street Water Resource Recovery Facility Blended Sludge Pump Station Improvements - Angie Martell, Environmental Planner ☒

B. Fiscal Year 2026-27 Unified Planning Work Program Release for Public Comment - Danelle Miller, Senior Transportation Planner ☒

- C. Fiscal Year 2025-29 Transportation Improvement Program Amendment #4 for Multimodal Transportation and Mitigation Options Fund Adjustments - Danelle Miller, Senior Transportation Planner ☒

6. Information Items

- A. Water Quality Overview - Angie Martell, Environmental Planner ☒
- B. Community Advisory Committee Membership Update - Danelle Miller, CAC Staff Liaison ☒

7. Member Entity Announcements

8. Meeting Schedule ☒

9. Adjournment

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

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



Roster

Community Advisory Committee

Chair: Ed Dills

First Vice Chair: Tyler Peoples

Second Vice Chair: Teresa Cheek

Thirty percent of the current voting committee membership (rounded up to the nearest whole number) shall constitute a quorum.

Citizens-At-Large

Paul Wiggins: Expires Nov. 30, 2026

Gary Shugart: Expires Nov. 30, 2026

Sheila Williams: Expires May 31, 2025

Tyler Peoples: Expires Nov. 30, 2026

Teresa Cheek: Expires Nov. 30, 2026

City of Colorado Springs

Chuck Theobald: Expires May 31, 2026

Mattie Gullixson: Expires May 31, 2026

Cali Standard: Expires May 31, 2026

El Paso County

Welling Clark: Expires May 31, 2025

Maile Foster: Expires May 31, 2025

Brad Simmons: Expires May 31, 2027

City of Fountain

Summer Earthsong: Expires May 30, 2026

City of Manitou Springs

Carey Storm: Expires Nov. 20, 2026

City of Woodland Park

Jon DeVaux: Expires Nov. 30, 2026

Town of Calhan

Kathy Hisey: Expires May 30, 2026

Town of Monument

Karen Lusby: Expires Nov. 30, 2026

Town of Ramah

Ed Dills: Expires Nov. 30, 2025

Hey Neighbor

Chris Crockett: Expires May 31, 2025

League of Women Voters

Andrea Perry: Expires Nov. 30, 2025

Northern El Paso County Coalition of Community Associations (NEPCO)

Harold Larson: Expires May 30, 2026

Open Member Seats

Alma

Fairplay

Green Mountain Falls

Palmer Lake

Victor

Cripple Creek

Teller County

Park County



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Minutes
Community Advisory Committee
Wednesday, April 30, 2025, 3 PM

In-Person

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14 S. Chestnut St., Colorado Springs, CO 80905

Virtual – Microsoft Teams (Video and Audio)

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Meeting ID: 219 405 403 089

Passcode: P4i3sb2B

Virtual – Phone (Audio Only)

Phone Number: (929) 242-8427

Conference ID: 460 637 494

1. Call to Order / Establish a Quorum / Introductions

Chair Ed Dills called the meeting to order at 3:01 p.m.

2. Agenda Approval

Kathy Hisey motioned to approve the agenda; Welling Clark seconded. The motion was approved unanimously.

3. Consent Items

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

A. Approval of the minutes from the March 26, 2025, regular meeting

Welling Clark motioned to approve the minutes, seconded by Kathy Hisey. The motion was approved unanimously.

4. Public Comments / Presentations.

None.

5. Action Items

A. Community Advisory Committee Membership

Danelle Miller, Senior Transportation Planner / Community Advisory Committee Liaison, provided an overview of the committee membership. Roland Rainey, chair and at-large member, has resigned his position due to his election to the Colorado Springs City Council. The term of Sheila Williams, another at-large member, is up at the end of May. Ed Dills nominated Mattie Gullixson, Kathy Hisey, and Tyler Peoples to be on the

subcommittee to review at-large applications to fill these positions, seconded by Welling Clark. The motion was approved unanimously.

B. Community Advisory Committee Officers

Danelle Miller, Senior Transportation Planner / Community Advisory Committee Liaison, provided an overview of the committee officers. At this time, Ed Dills and Tyler Peoples will move into the chair and first vice chair roles, respectively, until the next officers are elected for 2026. Kathy Hisey nominated Teresa Cheek as Second Vice Chair, seconded by Chuck Theobald. The motion was approved unanimously.

6. Information Items

A. Fiscal Year 2026-27 Unified Planning Work Program draft

Danelle Miller, Senior Transportation Planner, provided an overview of the fiscal year 2026-27 Unified Planning Work Program. Danelle answered questions regarding the impact on the freight study for the Southeast Colorado Rail Yard project, air quality, the current freight plan, the safety action plan for Woodland Park, the planning program revenue and expenditures, and community outreach.

7. Member Entity Announcements

- Welling Clark announced that the Southgate Bridge into the Air Force Academy is being named in honor of Petty Officer First Class Griffin.

8. Meeting Schedule

9. Adjournment

The meeting was adjourned at 3:39 p.m.

Attendees

<u>Present</u>	<u>Name</u>	<u>Agency/Affiliation</u>
	Andrea Perry	League of Women Voters
	Bill Boles	Park County
X	Brad Simmons	El Paso County
X	Cali Standard	City of Colorado Springs
	Carey Storm	City of Manitou Springs
	Chris Crockett	Council of Neighbors and Organizations
X	Chuck Theobald	City of Colorado Springs
X	Ed Dills	Town of Ramah
	Gary Shugart	At-large
	Harold Larson	Northern El Paso County Coalition of Community Organizations
	Jon DeVaux	City of Woodland Park
X	Kathy Hisey	Town of Calhan
	Karen Lusby	Town of Monument
	Maile Foster	El Paso County
X	Mattie Gullixson	City of Colorado Springs
	Paul Wiggins	At-large

Present	Name	Agency/Affiliation
X	Sheila Williams	At-large
X	Summer Earthsong	City of Fountain
X	Teresa Cheek	At-large
X	Tyler Peoples	At-large
X	Welling Clark	El Paso County
X	Staff	Colorado Department of Transportation
X	Staff and guests	Pikes Peak Area Council of Governments



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 28, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Angie Martell, Environmental Planner

Subject: Site Application for Las Vegas Street Water Resources Recovery Facility Blended Sludge Pump Station Improvements

Action Requested: Review and Recommend

Previous Action

- 1) The applicant presented to the Lower Fountain Water Quality Management Association and the application was recommended for review by the Site Application Review Committee on March 27, 2025.
- 2) The application was reviewed and recommended by the Site Application Review Committee on April 29, 2025.
- 3) The application is scheduled for review and recommendation by the Water Quality Management Committee on May 28, 2025.

Summary

As required by §22.12(1) of the Colorado Department of Public Health and Environment's Regulation 22 - Site Location and Design Regulations for Domestic Wastewater Treatment Works, Kimley Horn, on behalf of Colorado Springs Utilities, is providing the Pikes Peak Area Council of Governments Water Quality Management Committee with the attached summary of site application request for the Las Vegas Street Water Resource Recovery Facility Blended Sludge Pump Station Improvements.

This project proposes to make improvements to the sludge pump infrastructure at the existing Las Vegas treatment facility for redundancy, maintenance, replacing equipment, and adding additional sludge pumps. The maximum expected flow per pump at the blended sludge pump station will be 205 gallons per minute with the maximum expected firm capacity of the station at 410 gallons per minute. The current maximum flow per pump is 175 gallons per minute with the maximum firm capacity of 350 gallons per minute. This would be a +17% increase in the expected firm capacity of the station and the design would add one additional redundant pump (currently 2+1, designing 2+2). No changes to the water quality or biosolids characteristics will

occur under the new design. The design is to add redundancy and update aging infrastructure, accommodating potential future flows to the facility but does not impact the overall design capacity of the Las Vegas Street Water Resource Recovery Facility. Colorado Springs Utilities will continue to own and maintain project components.

Recommended Motion

Recommended approval of Colorado Springs Utilities' Las Vegas Street Water Resource Recovery Facility Blended Sludge Pump Station improvements to the Pikes Peak Area Council of Governments Board of Directors.

Attachments

- 1) Application Form

Strategic Plan Goals

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



COLORADO
Department of Public
Health & Environment

Water Quality Control Division Engineering Section

4300 Cherry Creek Drive South, B2
Denver, Colorado 80246-1530
CDPHE.WQEngReview@state.co.us
303-692-6298

Regulation 22 Site Location Application Form Section 22.10 - Amendment of Existing Treatment Plant Site Location Approval

A. Project and System Information						
System Name	Las Vegas Street Water Resource Recovery Facility					
Project Title	Blended Sludge Pump Station Improvements					
County	El Paso					
CDPS Permit No.	CO-0026735					
Date Fee Paid or payment attached		Invoice Number and Check Number				
Design Company Name	AECOM					
Design Engineer	Sean Berzins	CO License Number	33366			
Address	7595 Technology Way, Suite 200 Denver, CO 80237					
Email	sean.berzins@aecom.com	Phone	(303) 519-4259			
Applicant/Entity	Colorado Springs Utilities					
Representative Name	Brendan Cavanaugh / Wastewater Superintendent					
Address	825 East Las Vegas Street Colorado Springs, CO 80903					
Email	bcavanaugh@csu.org	Phone	(719) 668-8434			
B. Project Information						
Location (existing or proposed site)			Proposed Project Design Capacity			
Brief location description	Existing Water Resource Recovery Facility on Las Vegas Street		Hydraulic Capacity (Maximum Month Average)	75 MGD		
Legal Description (e.g., Township, Range)	Township 14S, Range 66W		Peak Hour Hydraulic Capacity	125 MGD		
County	El Paso		Organic Loading Capacity - Treatment Plant Only (Maximum Month Average)	lbs. BOD ₅ /day or 238,000 lbs. cBOD/day		
Latitude	38.813527					
Longitude	-104.808837					
Funding Process	Will the State Revolving Fund (SRF) loan program be used to finance any portion of the project?		Yes	☐	No	☒
			If yes, please list project number			
Project Schedule and Cost Estimate						
Estimated Bid Opening Date	Early 2026					
Estimated Completion Date	Fall 2026					
Estimated Project Cost	\$5,000,000					

Project and System Information		
System Name	Las Vegas Water Street Resource Recovery Facility	
Project Title	Blended Sludge Pump Station Improvements	
County	El Paso	
Original Site Location Approval No. (attach copy of approval)	4393	
Date of Site Location Approval	July 11, 1979	
CDPS Permit No.	CO-0026735	
CDPS Permit expiration date	May 31, 2020	
1. Type of Site Amendment		
Changes in type of disinfection to include chlorine gas or from other types of disinfection to chlorination - Section 22.10(2)(a)(i).	☐	
Other changes in the type of disinfection - Section 22.10(2)(a)(ii).	☐	
Physical changes or additions to the liquid stream treatment processes that could impact hydraulic, pollutant(s), or solids loadings to the treatment process - Section 22.10(2)(a)(iii).	☐	
Physical changes or additions to the unit processes in the solids stream treatment processes that would change the characteristics of the recycle stream or biosolids - Section 22.10(2)(a)(iv).	☐	
Physical change to the treatment works that is similar in scope to those listed in Section 22.10(2)(a), but is not precisely covered by this list - Section 22.10(2)(a)(v).	☒	
A decrease or increase in the approved, rated design capacity of the treatment works, as long as no construction is to take place, or a change in the design flow portioning that does not change the design capacity - Section 22.10(2)(b).	☐	
The addition of, or increase of a treatment process to generate reclaimed domestic wastewater following secondary treatment at an existing treatment plant that has previously received site location and design approval, including treatment changes to achieve more restrictive reclaimed water categories and standards - Section 22.10(2)(c).	☐	
Change in the type of discharge employed from a surface water discharge to a ground water discharge, or vice-versa, at the same approved site location, subject to appropriate water quality planning targets Section 22.10(2)(d)(i).	☐	
Change in the type of discharge employed including a partial or complete change from a surface water or ground water discharge to reclaimed water use subject to the requirements in the Reclaimed Domestic Wastewater Control Regulation (5 CCR 1002-84) - Section 22.10(2)(d)(ii).	☐	
2. Site Amendment Description		
Colorado Springs Utilities has contracted with AECOM for the engineering design of the replacement of the blended sludge pumps, grinders, piping, control systems, electrical systems, instrumentation, and any other required ancillary equipment at the Las Vegas Street Water Resource Recovery Facility Blended Sludge Pump Station. The purpose of this project is to address aging infrastructure and provide adequate capacity for future flows and loads. Currently, primary sludge and thickened waste activated sludge enter the pump station and connect with grease piping into a header prior to entering the wet well. The blended sludge from the wet well is then pumped through two existing pumps (with one redundant) through a header and out into the yard through an 18-mile line that discharges to Clear Spring Ranch Resource Recovery Facility. The new design will replace the existing three pumps with four pumps (2 duty, 2 standby) with new grinders, piping, control systems, electrical systems, instrumentation, and any other ancillary equipment. The new design will reconfigure piping into the wet well, with primary sludge entering the wet well through one header and thickened waste activated sludge and grease through a separate header.		
3. Comparison of Approved and Proposed Treatment Facilities		
a. Treatment Capacity	Approved Treatment Facility	After Proposed Treatment Process Modification(s)
Hydraulic Capacity: Maximum Month Average	75 MGD	75 MGD
Hydraulic Capacity: Peak Hour	125 MGD	125 MGD
Organic Loading Capacity: Maximum Month Average	lbs. BOD ₅ /day or 238,000 lbs. cBOD/day	lbs. BOD ₅ /day or 238,000 lbs. cBOD/day

b. Treatment Facility Process Description		No change to existing process.
c. Effluent disposal method (check all that apply)		
Surface Discharge to watercourse	☒	☒
Location of discharge (stream segment and legal description)	☒	☒
Groundwater Discharge	☐	☐
Land application	☐	☐
Treated Effluent Reuse (Regulation 84)	☒	☒
Evaporation	☐	☐
Other (enter description below)	☐	☐

4. Additional Factors

Please identify any additional factors that might help the Division make an informed decision on your site location application.

Response: The maximum expected flow per pump at the blended sludge pump station will be 205 gpm with the maximum expected firm capacity of the station at 410 gpm. The current maximum flow per pump is 175 gpm with the maximum firm capacity of 350 gpm. This would be a +17% increase in the expected firm capacity of the station and the design would add 1 additional redundant pump (currently 2+1, designing 2+2). No changes to the water quality or biosolids characteristics will occur under the new design. The design is to add redundancy and update aging infrastructure. The design is to accommodate potential future flows to the facility but does not impact the overall design capacity of the Las Vegas Street Water Resource Recovery Facility.



COLORADO
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Applicant Certification and Review Agencies Recommendation Section 22.10 - Amendment of Existing Treatment Plant Site Location Approval

Project and System Information	
System Name	Las Vegas Street Water Resource Recovery Facility
Project Title	Blended Sludge Pump Station Improvements
County	El Paso
CDPS Permit No.	CO-0026735

1. Applicant Certification

Applicant Legal Representative			
Position/Title Chief Operations Officer	Typed Name Somer Mese	Signature 	Date 01/14/25
Email smese@csu.org		Phone (719) 668-8103	
The system legal representative is the legally responsible agent and decision-making authority (e.g. mayor, president of a board, public works director, owner). The Design Engineer is not the legal representative and cannot sign this form.			

2. Review Agency Notification

As required in Section 22.10(1), the site location application and any amendment proposal supporting documentation must be submitted to all appropriate local governments, local health authority, 208 designated planning and management agencies and other state or federal agencies, as defined in 22.6(2). The review agencies will have 15 working days from receipt of the application to review and comment directly to the Division unless a brief extension is requested in writing. Please list below the review agencies to whom the site location application and proposal has been submitted and attach a copy of the transmittal letter.

Designated Management Agency (i.e., Water Quality Authority, Watershed Association, Watershed Authority)		
Agency Lower Fountain Water Quality Management Association	Typed Name Jonathan Moore	Notification Date March 27, 2025
Email jonathanm@fsd901.org		Phone (719) 964-6654
County, if the site is located in unincorporated areas of a county		
County	Typed Name	Notification Date
Email		Phone
City or Town, if the site is located within a City/Town boundary or within three miles of the City/Town boundary (if multiple, attach additional sheets as needed)		
City/Town Colorado Springs	Typed Name Daniel Sexton	Notification Date
Email daniel.sexton@coloradosprings.gov		Phone (719) 385-5366
Local Health Authority		
Agency El Paso County Health Dept.	Typed Name Kat McGarvy	Notification Date
Email Katmcgarvy@elpasoco.com		Phone (719) 337-7832
208 Designated Planning Agency		
Agency Pikes Peak Area Council of Governments	Typed Name Andrew Gunning	Notification Date
Email agunning@ppacg.org		Phone (719) 471-7080 ex 101

Other State or Federal Agencies, if treatment works is located on or adjacent to a site that is owned or managed by a federal or state agency.		
Agency	Typed Name	Notification Date
Email	Phone	
Other undesignated Basin Water Quality Authority, Watershed Association, Watershed Authority, etc.		
Agency	Typed Name	Notification Date
Email	Phone	



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 28, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Senior Transportation Planner

Subject: Fiscal Year 2026-27 Unified Planning Work Program release for public comment

Action Requested: Review and Recommend

Summary

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

Per federal regulations, the Pikes Peak Area Council of Governments develops a new Unified Planning Work Program every two years, and we have drafted the fiscal year 2026 and 2027 Unified Planning Work Program for adoption later this year. This document will be amended prior to fiscal year 2027 and as needed for changes to funding and/or tasks.

Below are highlights of the tasks the Pikes Peak Area Council of Governments plans to undertake in fiscal year 2026:

- Complete the Regional Freight Plan (began in fiscal year 2025)
- Complete the Fiscal Year 2027-31 Transportation Improvement Program (to begin summer 2025)
- Support the completion of the Regional Safety Action Plan (ongoing in fiscal year 2025)
- Complete the PPACG Public Participation Plan, which may include updates to Title VI Plan and Limited English Proficiency Plan (to begin summer 2025)
- Explore opportunities for acquisition of imagery, traffic, and location data in support of regional needs.
- Initiate a wayfinding plan and/or other follow-up planning associated with the Active Transportation Plan, if supported by the Pikes Peak Area Council of Governments members

The Pikes Peak Area Council of Governments is confirming the adoption schedule with Federal Highway Administration, Federal Transit Administration, and the Colorado Department of Transportation. Staff may ask the Transportation Advisory Committee for a recommendation to the Board of Directors to release the Unified Planning Work Program for public comment.

Recommended Motion

Recommend the Pikes Peak Area Council of Governments Board of Directors approve the release of the Fiscal Year 2026-27 Unified Planning Work Program for public comment.

Attachments

- 1) Draft Fiscal Year 2026-27 Unified Planning Work Program

Strategic Plan Goals

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



Pikes Peak Area
Council of Governments

Communities Working Together

Unified Planning Work Program

Federal Fiscal Years 2026 and 2027



Pikes Peak Area
Council of Governments
Communities Working Together

Pikes Peak Area Council of Governments

Federal Fiscal Years 2026 and 2027 Unified Planning Work Program for the Metropolitan Transportation Planning Program

Approved by the
PPACG Board of Directors on:

XXXXXXX

Prepared in Cooperation With:

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

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1 Introduction

1.1 Pikes Peak Area Council of Governments

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

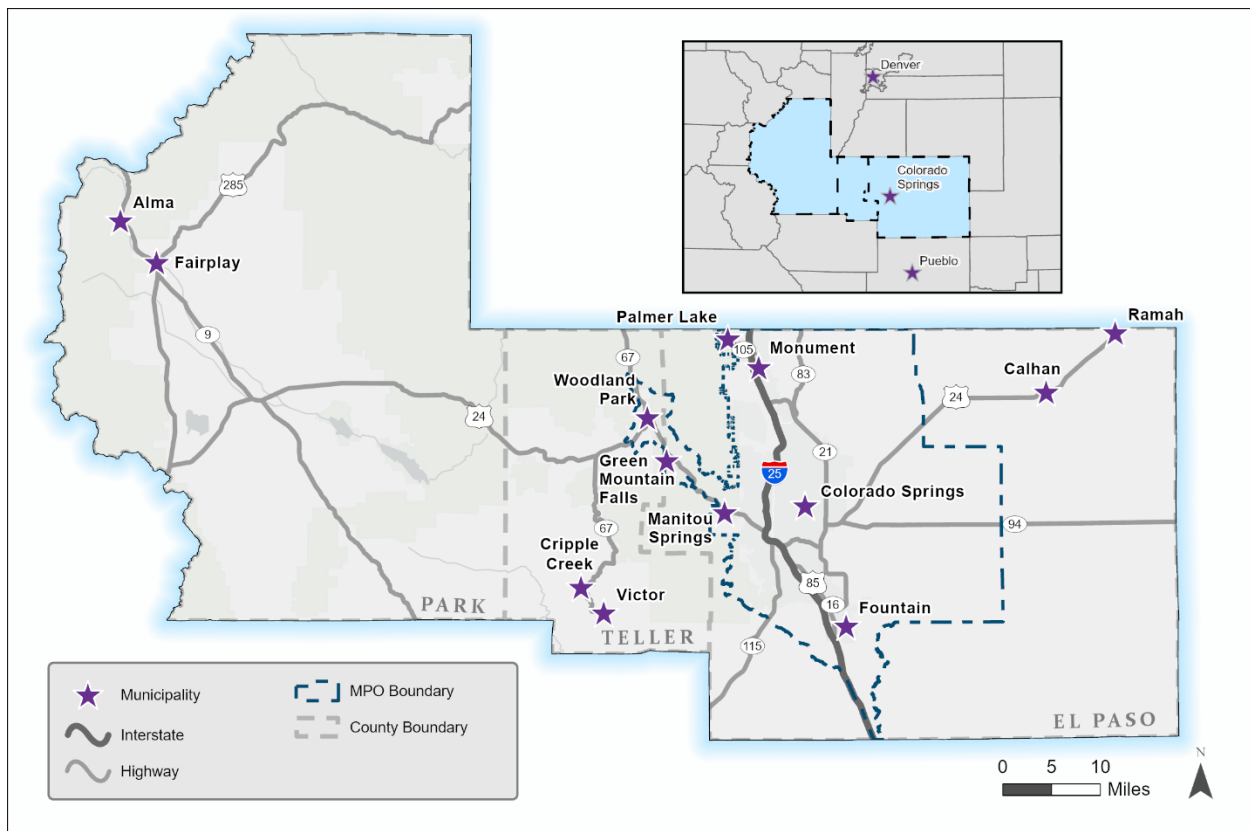


Figure 1: COG and MPO Boundaries

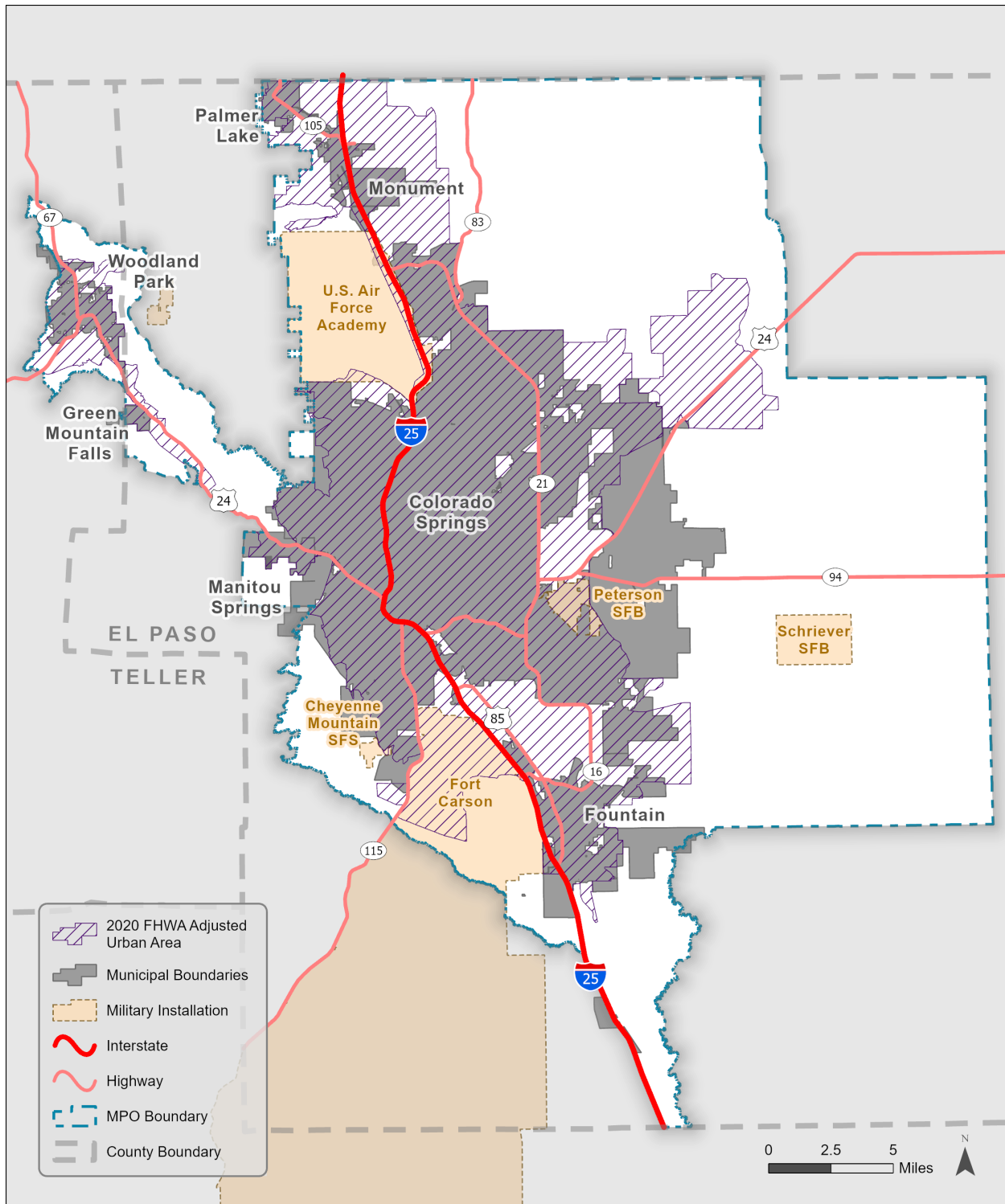


Figure 2: PPACG MPO Boundary

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

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

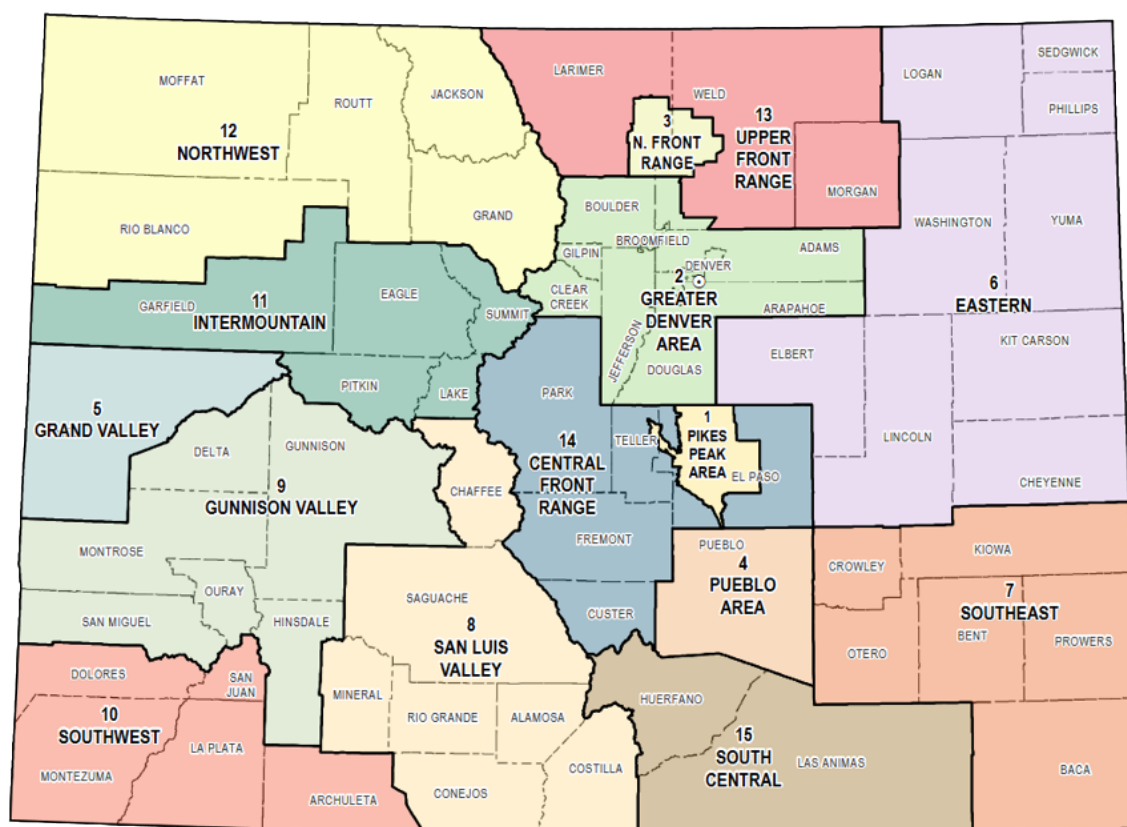


Figure 3: Colorado TPRs (source: CDOT)

1.2 The MPO and Planning Process

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

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

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

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

As both the designated MPO and the Air Quality Planning Agency, PPACG is responsible for performing regional air quality conformity analyses and demonstrating regional air quality conformity for carbon monoxide (CO). PPACG has been in attainment for air quality since 2019.

1.3 Unified Planning Work Program

The UPWP incorporates in one document all federally assisted state, regional, and local transportation planning and transportation-related air quality planning activities proposed to be undertaken in the Colorado Springs Urbanized Area during the federal fiscal years (FFYs) 2026 and 2027. The UPWP is required as a basis and condition for all federal funding assistance for transportation planning and transportation-related air quality planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This document reflects the PPACG’s goals, the LRTP, and the Memorandum of Agreement (MOA) with PPACG, CDOT and Colorado Springs Mountain Metropolitan Transit (MMT).

This work program was developed to serve these specific objectives:

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

The revenue utilized for PPACG’s work activities documented in the UPWP originates from federal and non-federal sources (See Section 3). These funds are allocated to work activities in accordance with appropriate regulations and are used for program expenditures by the MPO Transportation Planning Program. Federal planning funds, available from both FHWA (PL funds) and FTA (5303 funds), are administered by CDOT through the Consolidated Planning Grant (CPG) Program. CPG funds are allocated

to PPACG on an 82.79 percent federal and 17.21 percent non-federal ratio. Non-federal funds are provided to PPACG from dues paid by its member (local government/jurisdiction) entities as well as sometimes through state funds or other grants.

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

1.4 Governance and Organizational Structure

PPACG is led by a Board of Directors composed of elected officials from our member jurisdictions. Mountain Metropolitan Transit (MMT), which is run by the City of Colorado Springs, is the direct recipient of certain FTA funds and as such is a member of the Transportation Advisory Committee (TAC) and represented by Colorado Springs elected officials on the Board.

Membership, officers and voting procedures are in accordance with the Bylaws adopted by the Board of Directors. Standing advisory committees and ad hoc task forces provide the Board with guidance on matters related to funding, congestion management, bicycle and pedestrian issues, intelligent transportation systems, transit, freight, and other specific matters related to transportation planning. The standing committees that are part of the MPO process are the TAC and the Community Advisory Committee (CAC).

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

All MPO activities involve our member jurisdictions, CDOT, FHWA and FTA, other community groups or stakeholders, and the public as required. The TAC is a group of technical experts representing the jurisdictions within the MPO that provides guidance and recommendations to PPACG staff regarding transportation planning activities. The CAC is composed of members of the public designated by our member jurisdictions, local organizations, and at large per the CAC bylaws. The CAC provides guidance and public perspective on items recommended by the TAC prior to approval by the Board of Directors. MPO activities are formally approved by the Board of Directors.



Figure 4: Organizational Structure

1.4.1 Public Participation and Outreach

Public involvement for individual planning activities such as the TIP and LRTP is sought in accordance with the PPACG Public Participation Plan (PPP) and the individual public involvement plans for those activities. The Pikes Peak Area Council of Governments Public Participation Plan 2019 is available online at [PUBLIC PARTICIPATION PLAN \(ppacg.org\)](http://ppacg.org/public-participation-plan).

The PPP outlines PPACG's approach to community outreach, along with the types of strategies staff will use to reach target audiences. The PPP is designed to facilitate participation by a range of community members, including traditionally under-served groups and individuals including minorities, seniors, low-income populations, and individuals with disabilities. Implementation of the tactics outlined in the Plan will provide an array of opportunities for meaningful public involvement and ensure compliance with all applicable federal regulations. Outreach efforts will be undertaken as necessary in support of transportation planning activities as they occur.

2 Planning Framework and Requirements

2.1 Planning Framework

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

1. Develop and maintain the Unified Planning Work Program (UPWP).
2. Develop and maintain the Regional Long Range Transportation Plan (LRTP).
3. Develop and maintain the Transportation Improvement Program (TIP).

Component plans may be developed separately to inform the LRTP and TIP, including but not limited to:

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

2.2 Federal Planning Requirements

2.2.1 Infrastructure Investment and Jobs Act

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

Metro Planning (Sec. 11201)

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

Increasing Safe and Accessible Transportation Options (Sec. 11206)

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

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

2.2.2 Federal Planning Factors

In addition, the IJA carried forward the federal planning factors in 23 CFR § 450.306. These planning factors are listed below.

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

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

The linkages between the UPWP Work Elements and the planning framework are summarized in Figure 5. Work elements in Figure 5 will be defined in greater detail later in this document.

Figure 5: UPWP Work Elements Consistency with Planning Framework and Law

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

WE 610 – Program Administration and Coordination

WE 611 – Data Development and Information Management

WE 612 – Transportation Improvement Program

WE 613 – Regional Transportation Planning

WE 614 – Regional Transportation Related Environmental Planning

WE 615 – Regional Specialized Mobility Services

WE 616 – Regional Safety Activities

2.2.3 PPACG Planning Priorities and Challenges

In October 2020, the PPACG Board of Directors adopted an update to the Strategic Plan for the region. That strategic plan was for the COG boundary (El Paso, Park, and Teller Counties), which is bigger than the MPO boundary, but this plan helps articulate priorities of the Board.

“Strategic Plan Goals

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

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

- Objective 1: Ensure coordinated transportation planning among entities within the PPACG MPO and between the MPO and Central Front Range TPR.
- Objective 2: Utilize performance-based measurements to develop regional long-range plan and TIP project priority lists.
- Objective 3: Explore and pursue all funding mechanisms to serve all modes of transportation in the PPACG region.

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

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

3 Planning Program Revenue and Expenditures

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

PPACG receives federal funds to undertake the required planning activities associated with the MPO designation. These funds, from the FHWA and FTA, are consolidated into a single grant that is apportioned to PPACG on an annual basis. This CPG requires a 17.21% match of local dollars. For an example of how the match works, if the MPO spends \$100.00 on an approved activity consistent with

the UPWP, the MPO submits an invoice to CDOT (which is acting as the fiscal agent for FHWA) to document the eligible expenditure. CDOT reimburses the MPO at a rate of 82.79% (100% less the required 17.21% match). In this example, CDOT would pay \$82.79 back to the MPO.

For various reasons, PPACG does not always have the required match available to spend all the CPG funds available to it. Usually, the limiting factor to the MPO budget is the availability of match dollars. Understanding that the PPACG jurisdictions are facing their own budget issues, PPACG has worked with CDOT to use other funding to undertake additional planning activities as possible.

The MPO's planning activities are solely funded by CPG, the local match as provided by member dues, and state funding through toll credits and State Planning and Research (SPR) funding. Local jurisdictions and MMT planning activities may be funded additional sources as listed in Section 5 as provided by those jurisdictions.

The region receives Surface Transportation Block Grant (STBG) program funds, which are programmed through the MPO process that develops the regional TIP. Regional planning activities are eligible for STGB funds. However, PPACG is not currently using STBG for planning activities, and thus it does not appear in Figure 6. If and when the PPACG Board of Directors decides to allocate STBG funds to PPACG Planning activities, those activities will be referenced in the PPACG UPWP.

The tables below provide the financial information for the MPO in FFY26 and FFY27.

Figure 6: FFY 2026 Budget Summary (rounded to the nearest dollar)

Revenues and Expenditures	Federal Share	State Funds*	Local Match*	Total Funds
FFY2026 Revenues				
FFY2026 CPG	\$1,482,305	\$0	\$308,134	\$1,790,439
Anticipated Carry-over from FFY2025	\$546,067	\$113,514	\$0	\$659,581
Total FFY2026 Revenues	\$2,028,372	\$113,514	\$308,134	\$2,450,020
FFY2026 Expenditures				
Salaries, Fringe and Indirect	\$1,444,990	\$113,514	\$186,864	\$1,745,368
Direct Expenses	\$322,744	\$0	\$67,091	\$389,835
Total FFY2026 Expenditures	\$1,767,734	\$113,514	\$253,955	\$2,135,203

* The federal share for MPO activities at PPACG cannot exceed 82.79%; the remaining 17.21% is generally matched by local funds. However, CDOT and PPACG used toll credits in lieu of local match to increase the federal reimbursement rate to 100% in FFY25. It is anticipated that the use of toll credits will apply only to carryover funding from FY25.

Figure 7: FFY 2027 Budget Summary (rounded to the nearest dollar)

Revenues and Expenditures	Federal Share	State Funds	Local Match	Total Funds
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FFY2027 Revenues					
FFY2027 CPG	\$1,509,730	\$0	\$313,836	\$1,823,566	
Anticipated Carry-over from FFY2025	\$259,561	\$0	\$53,956	\$314,817	
Total FFY2027 Revenues	\$1,769,291	\$0	\$367,792	\$2,138,383	
FFY2027 Expenditures					
Salaries, Fringe and Indirect	\$1,489,582	\$0	\$309,647	\$1,799,230	
Direct Expenses	\$1,770,069	\$0	\$58,306	\$338,793	
Total FFY2027 Expenditures	\$3,259,652	\$0	\$367,954	\$2,138,023	

Note: Figures 6 and 7 include only FHWA and FTA funds in the CPG allocations. PPACG is not using STBG for planning activities in the scope of this UPWP; if the Board of Directors allocated STBG for planning activities, it will be added to these figures.

The following list defines the Work Elements in this UPWP, and the financial budget for each task is listed in the following tables. Specific tasks for these Work Elements will be described later in this document. The amounts listed in the following tables account only for funds identified in Figures 6 and 7. When other funding sources are used for a Work Element, they will be identified in the detailed description in the Work Element.

- 610 – Program Administration and Coordination – Time is charged to this work element when it relates to overall administration of the program. This element also includes interacting with the community or our partners when those meetings are not specifically related to the LRTP or the TIP.
- 611 – Data Development and Information Management – Time is charged to this work element when it relates to developing Geographic Information Systems (GIS) information that can be used for a variety of sources. Information that is used for both the LRTP and the TIP are charged to this number. Administration of the GIS files would also be charged to this code. Modeling that is specific to the LRTP and the TIP will be charged to this element and includes the building, verification, and testing of the model. Additionally, jurisdictional data requests are charged to this number.
- 612 – Transportation Improvement Program – Time is charged to this work element when it relates to development of the regional TIP. Performance measures as they relate to the TIP are charged to this element well.
- 613 – Regional Transportation Planning – Time is charged to this work element when it relates to development of the regional LRTP and related regional planning efforts. Performance measures and the congestion management process as they relate to the LRTP are charged to this element.
- 614 – Regional Transportation Related Environmental Planning – Time is charged when any transportation related work element touches on air or water quality. To include but not be limited to, roadway storm water mitigation, air quality planning and conformity, and travel reduction strategies.

- 615 – Regional Specialized Mobility Services – Time is charged to this element for any work related to the administration of regional specialized mobility services. To include, but not limited to, administration of the PPACG regional 5310 FTA Grant Funds. PPACG will use a CPG for a portion of the transit planner staff position, which administers the 5310 process. Previously the 5310 program was run through the Area Agency on Aging (AAA) and only recently moved into the transportation department.
- 616 – Regional Safety Activities – Time is charged to this element for any work related to the administration of regional safety activities.
- 617 – Direct Expenditures – Time is not charged to this work element. Contracts and equipment that should not be charged to a specific work element are charged here.

Figure 8: FFY 2026 Expenditures by Work Element (rounded to the nearest dollar)

Work Element	Funding			Percent of Total Salaries, Fringe, and Indirect
	Federal	Non-Federal	Work Element Total	
610 - Program Administration and Coordination	\$375,697	\$78,098	\$453,796	26.00%
611 - Data Development and Information Management	\$592,446	\$123,155	\$715,601	41.00%
612 - Transportation Improvements Program	\$101,149	\$21,026	\$122,176	7.00%
613 - Regional Transportation Planning	\$260,098	\$54,068	\$314,166	18.00%
614 - Regional Environmental Transportation Planning	\$57,800	\$12,015	\$69,815	4.00%
615 - Regional Specialized Mobility Services	\$28,900	\$6,008	\$34,907	2.00%
616 - Regional Safety Activities	\$28,900	\$6,008	\$34,907	2.00%
Total	\$1,444,990	\$300,378	\$1,745,368	100.00%

FFY26					
	Federal	Non-Federal	Work Element Total	Account Code	Direct Expense Amount
617 - Direct Expenses				WE-617 (76030) Contract Services	\$297,270
				WE-617 (76060) Printing/Reproduction Services	\$6,000
				WE-617 (77000) Education/Training/Conference	\$3,000
				WE-617 (77150) Travel Out-of-State	\$4,000
				WE-617 (77160) Travel In-State	\$1,200
				WE-617 (77200) Supplies	\$2,760
				WE-617 (77300) Telephone	\$2,540
				WE-617 (77350) Support Services/Postage	\$120
				WE-617 (77360) Advertising/Public Notices	\$1,500
				WE-617 (77400) Memberships/Dues	\$9,925
				WE-617 (77450) Subscriptions/Publications	\$120
				WE-617 (77500) Maintenance – Software and Equipment	\$1,200
				WE-617 (77660) Capital – Software/Furniture/Equipment	\$60,200
Total	\$322,744	\$67,091	\$389,835	Total Direct Expenses	\$389,835

Figure 9: FFY 2027 Expenditures by Work Element (rounded to the nearest dollar)

Work Element	Funding			Percent of Total Salaries, Fringe, and Indirect
	Federal	Non-Federal	Work Element Total	
610 - Program Administration and Coordination	\$387,291	\$80,508	\$467,800	26.00%
611 - Data Development and Information Management	\$610,729	\$126,955	\$737,684	41.00%
612 - Transportation Improvements Program	\$104,271	\$21,675	\$125,946	7.00%
613 - Regional Transportation Planning	\$268,125	\$55,737	\$323,861	18.00%
614 - Regional Environmental Transportation Planning	\$59,583	\$12,386	\$71,969	4.00%
615 - Regional Specialized Mobility Services	\$29,792	\$6,193	\$35,985	2.00%
616 - Regional Safety Activities	\$29,792	\$6,193	\$35,985	2.00%
Total	\$1,489,582	\$309,647	\$1,799,230	100.00%

FFY27						
	Federal	Non-Federal	Work Element Total	Account Code	Direct Expense	Amount
617 - Direct Expenses				WE-617 (76030)	Contract Services	\$299,828
				WE-617 (76060)	Printing/Reproduction Services	\$4,000
				WE-617 (77000)	Education/Training/Conference	\$3,000
				WE-617 (77150)	Travel Out-of-State	\$4,000
				WE-617 (77160)	Travel In-State	\$1,200
				WE-617 (77200)	Supplies	\$2,760
				WE-617 (77300)	Telephone	\$2,540
				WE-617 (77350)	Support Services/Postage	\$120
				WE-617 (77360)	Advertising/Public Notices	\$1,500
				WE-617 (77400)	Memberships/Dues	\$9,925
				WE-617 (77450)	Subscriptions/Publications	\$120
				WE-617 (77500)	Maintenance – Software and Equipment	\$1,200
				WE-617 (77660)	Capital – Software/Furniture/Equipment	\$8,600
Total Revenues	\$1,770,069	\$58,306	\$338,793	Total Direct Expenses		\$338,793

4 Work Elements and Planning Program Expenditures

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

4.1 Work Element 610 – Program Administration and Coordination

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

Objectives and Tasks

- Participation in FHWA/FTA's certification review.
- Maintain current planning agreements and execute annual contracts and amendments for planning funds.
- Prepare and monitor annual operating budgets and submit monthly financial reports on UPWP tasks.
- Participate in statewide planning and resource allocation activities.
- Prepare mid-year and annual status reports on UPWP and post to PPACG website.
- Participate in semi-annual UPWP monitoring meetings (MMT/CDOT/FTA/FHWA)
- Prepare FY2027 UPWP update and FY2028-FY2029 UPWP.
- Support and participation in PPACG technical committees, including the TAC, CAC, AQTC, and MCC.
- Maintain, revise, and implement the strategies outlined in PPACG's Public Participation Plan.
- Maintain regular communications with member entities to provide value and satisfy requests for technical assistance.
- Improve the professional capabilities of staff by attending and participating in local, regional, state, and national workshops, conferences, and meetings.
- Participate in State and Federal legislation policy review.
- Coordinate, review and comply with new legislation and apprise member entities.
- Provide input on statewide, regional, and local planning issues as appropriate.
- Participation in local, regional, state, public transportation and federal transportation-related meetings, webinars, and workshops.
- Research and analyze MPO requirements to comply with Colorado Greenhouse Roadmap and Rules, 2 CCR 601-22, and other state regulations.
- Coordinate translation services.
- Research and assist jurisdictions in identifying potential discretionary grant funding. *

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

Deliverables and Schedule

- CPG contracts and budgets, May each year
- Amendments to the UPWP, as needed
- Mid-year and year-end UPWP reports, April and December each year
- Annual self-certification, with the TIP document in 2026
- Board, TAC, CAC meeting materials, monthly
- FY2027 UPWP Update, Summer 2026
- FY2028 and FY2029 UPWP, Summer 2027

Consultant Support

- Complete Streets Toolbox development (funded by 2.5% of the FHWA portion of CPG, no less than \$31,091)

Note: All consultant efforts are charged to Work Element 617, but efforts that are linked to the above Work Element are listed for transparency.

4.2 Work Element 611 – Data Development and Information Management

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

Objectives and Tasks

- Continue to curate a library of authoritative data that enhances and supports the multiple planning programs and products carried out by PPACG and partner agencies.
- Support the continued enhancement of the spatial data management system to best facilitate regional stakeholder data collaboration and public information sharing.
- Maintain a coordinated land use and socioeconomic forecast for the region.
- Advance the travel demand model capabilities to meet continuously developing state requirements and efficiency modeling considerations.

- Integrate PPACG's socioeconomic forecasting and travel demand modeling capabilities within the GIS framework so data can move as seamlessly as possible between these applications.
- Provide technical support and assistance to users of the PPACG regional travel demand and land use models.
- Continue support of the statewide travel demand model.
- Support data acquisition of imagery, traffic, and location data in support of regional planning needs.

Deliverables and Schedule

- Data collection for Travel Model input and travel demand model updates/improvements, ongoing
- Update of a regional traffic crash dataset, ongoing
- Regional data hub for municipal and county planning document, ongoing
- Updated socioeconomic and land use data, ongoing
- Work with the travel demand models, as needed

Consultant Support

- Travel model development and support (as needed)

Note: All consultant effort is charged to Work Element 617, but efforts that are linked to the above Work Element are listed for transparency.

4.3 Work Element 612 – Transportation Improvement Program

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

Objectives and Tasks

- Monitor, maintain, and amend, as necessary, the FY2025-2029 TIP, including reconciliation for actual revenue.
- Develop, adopt, and monitor the FY2027-2031 TIP including a Call for Projects, stakeholder workshops, public comment period, and open houses. Programming in the TIP will include federal funding, as well as the State of Colorado funds created by SB 21-260, as available.
- Coordinate with MMT and jurisdictions to incorporate other funding sources into the TIP as necessary. MMT is the direct recipient of FTA 5307 funding in the region and performs the planning functions for those funds. PPACG must coordinate closely with MMT to ensure that TIP adoptions and amendments reflect 5307 funding.
- Coordinate with CDOT and MMT to develop allocations and project lists for the TIP.
- Monitor progress of TIP project obligations.

- Develop, approve, and monitor FHWA required performance measures and targets as necessary. Monitor the Public Transportation Agency Safety Plan targets as needed.
- Provide for the coordinated implementation of federally funded and other regionally significant transportation improvements in the Colorado Springs MPA.
- Monitor the Public Transportation Agency Safety Plan (PTASP) targets and Transit Asset Management (TAM) targets as needed in coordination with MMT.

Deliverables and Schedule

- Administrative changes and amendments to the TIP, ongoing
- Annual Listing of Obligated Projects (ALOP) Report, December of each year
- Performance measures - Safety Target Setting, January of each year
- Performance measures - Target Setting (PM2, PM3 and Transit Safety), February of each year as needed (TAM targets are handled by MMT but are coordinated with PPACG)
- FY27-31 TIP, March 2026

Consultant Support

- None at this time

4.4 Work Element 613 – Regional Transportation Planning

Work Element 613 reflects efforts in support of developing and maintaining the long-range transportation plan and other regional transportation planning activities including the Specialized Human Services Plan and Transit Plan. Key activities in this Work Element for FFY2026 and FFY2027 will be processing any necessary plan amendments; evaluating the process used in plan development and proposing improved methodologies; and anticipating potential impacts from new federal legislation. Pre-plan activities and plans associated with the 2055 LRTP will be conducted during this UPWP time period. This Work Element also provides for staff participation in and support of activities implementing the long-range transportation plan.

Objectives and Tasks

Staff will support implementation of the preferred strategies within the 2050 LRTP. These activities will include:

- Technical support and coordinating transportation plan development with ongoing local transportation planning activities.
- Pursuing innovative funding strategies to accelerate needed improvements.
- Participation in statewide and Front Range Rail long-range transportation planning activities.
- Providing transit planning assistance to member entities.
- Coordination for implementation of the recommendations from the Specialized Human Services Plan and Transit Plan.
- Coordination with TSMO/ITS tasks.
- Prepare and process amendments to the 2050 LRTP, if necessary.

- Develop, approve, and monitor federal performance measures and targets as necessary.
- Research and analyze MPO requirements to comply with state and federal regulations.
- Develop mobility elements and conduct other regional planning activities, including studies, which will be incorporated into the 2055 LRTP.
- Support development of the Regional Safety Action Plan (This project is sponsored by the City of Woodland Park and funded through a Safe Streets and Roads for All grant and a Colorado Department of Local Affairs grant. However, it covers the PPACG region and jurisdictions.)
- Initiate implementation of the Active Transportation Plan through a Wayfinding Plan and/or other activities as supported by the TAC.
- Develop fact sheets to support the planning process and public participation.
- Initiate implementation of recommendations from the Regional Freight Plan.
- Initiate development of the 2055 Long Range Transportation Plan, which may include developing educational materials for the public, conducting public outreach tasks, holding a transportation fair or other public or stakeholder events, and/or conducting a peer review of other MPO plans and best practices.
- Continued analysis and planning related to the Congestion Management Process (CMP). An update to the CMP document is contingent upon obtaining additional funding.
- Initiate development of the 2055 Specialized Human Services Plan and Transit Plan, contingent upon obtaining additional funding.
- Update the PPACG Public Participation Plan, with updates to the Title VI Plan and Limited English Proficiency Plan as needed to fulfill federal and state requirements

Deliverables and Schedule

- Complete Streets Toolbox, 2025-2026
- Regional Freight Plan, 2025-2026
- Public Participation Plan, Title VI Plan, and Limited English Proficiency Plan, 2025-2026
- Active Transportation Plan Implementation/Wayfinding Plan, 2026-2027
- Transportation Planning and Project Fact Sheets, 2026-2027
- Transportation Plan Public Outreach, 2027

Consultant Support

- Regional Freight Plan development
- Active Transportation Plan Implementation/Wayfinding Plan
- Transportation Fact Sheets

Note: All consultant effort is charged to Work Element 617, but efforts that are linked to the above Work Element are listed for transparency.

4.5 Work Element 614 – Regional Transportation Environmental Planning

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

Objectives and Tasks

Staff will support Regional Transportation Related Environmental Planning. These activities may include planning related to the following:

- Roadway storm water mitigation.
- Air quality planning and conformity.
- Travel reduction strategies.
- Emphasize the preservation of the existing transportation system.
- Staff support for preparation of SIP development and revisions, if needed.
- Research and analysis MPO requirements to comply with state regulations.

Deliverables and Schedule

- None at this time

Consultant Support

- None at this time; any consultant work required is anticipated to be funded through non-CPG dollars

4.6 Work Element 615 – Regional Specialized Mobility Services

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

Objectives and Tasks

- PPACG staff and the Mobility Coordinating Committee will develop goals and objectives to address themes identified in the current Specialized Human Services Plan. Benchmarks will be established to ensure activities track towards meeting each goal.
- Identify funding opportunities to expand and enhance services in the Pikes Peak region.
- PPACG staff will work with the Mobility Coordinating Committee and individuals who depend on specialized transportation to identify gaps in services, opportunities for coordination, and strategies to increase access across the Pikes Peak Region. These strategies, opportunities, and identified gaps will be used to develop the 2055 Specialized Human Services Plan.

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

Deliverables and Schedule

- Identification of additional funding for specialized transportation, ongoing

Consultant Support

- None at this time

4.7 Work Element 616 – Regional Safety Activities

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

Objectives and Tasks

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

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

Deliverables and Schedule

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

Consultant Support

- Public messaging campaign development (funded through CPG and a separate HSO grant)

Note: All consultant effort is charged to Work Element 617, but efforts that are linked to the above Work Element are listed for transparency.

4.8 Work Element 617 - Direct Expenditures

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

WE-617 (76030) Contract Services & Software

Work includes annual software maintenance agreements costs. Budgeted dollars may also include consultation services for the following efforts:

- ArcGIS and other data acquisition;
- Azure – interactive GIS data;
- Crash analysis software and data;
- Accessibility data and analysis;
- Public participation/information;
- Traffic counts and other transportation-related data acquisition;
- eTIP and eLRTP online database and support;
- Acquisition of data and expertise, including economic and demographic data analysis;
- Other future enhancements to the Regional Modeling System;
- Additional consultant support efforts that may include air quality, housing, land use, public participation/limited English proficiency, and safety campaign, utilizing funding from CDOT (to be defined as discussion with CDOT and scoping is developed);
- Planning and programming consultant support;
- Spanish Translation Services;
- Colorado HiTech – technical support;
- Travel demand model software, support, and maintenance, which may include PTV and modeling support;
- Regional traffic data (This may be purchased for the region using STBG, with the local match coming from PPACG jurisdictions in the form of an additional donation to the region beyond their local dues*);
- Safety media campaign; and
- Complete Streets efforts to comply with federal IIJA requirements.**

** The jurisdictions within the region desire the purchase of Regional Traffic Data utilizing STBG funding. When authorized by the PPACG Board of Directors, PPACG staff purchased Regional Traffic Data through a procurement process for FY25 and will repeat this process if desired for FY26 and FY27. Local match is provided by local jurisdictions for this purchase. This cost is not captured in the expenditures matrix because it does not affect CPG funds but is reported in this section for transparency.*

*** PPACG is using a consultant to develop a Regional Complete Street toolbox of model policies, standards, and practices for voluntary use by the PPACG jurisdictions as they deem appropriate. PPACG feels that the development of these voluntary model standards and policies is the best context-sensitive solution for compliance with this federal requirement. Consultant efforts will be billed to Work Element 617. This effort, which will constitute 2.5% of the FHWA metropolitan planning funds allocated to PPACG in accordance with the IIJA, began in FY25 and is ongoing.*

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

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

WE 617 (76060) Printing/Reproduction Services

Expenses include document printing and related services when outside (vendor) services are used. This may include the printing of public materials such as a regional mobility guide, air quality materials, materials to support public outreach for planning efforts, etc.

WE 617 (77000) Education/Training/Conference

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

WE 617 (77150) Travel Out-of-State

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

WE 617 (77160) Travel In-State

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

WE 617 (77200) Supplies

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

WE 617 (77350) Support Services

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

WE 617 (77450) Memberships/Subscriptions/Publications

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

WE 617 (77500) Maintenance - Equipment

Expenses include general computer maintenance costs, as needed.

WE 617 (77660) Capital – Furniture/Equipment

The budgeted dollar amount is to support computer hardware, office furniture and/or equipment. This may include the purchase of an unmanned aerial system/drone to be used to support transportation planning, infrastructure mapping, and other jurisdictional needs as they arise.

5 Other Regionally Significant Transportation-Related Planning Activities

In addition to the Work Elements previously outlined in this UPWP for PPACG staff, other transportation planning and transportation-related air quality planning activities will be conducted by various transportation planning and implementation agencies. The IJA requires that the UPWP includes a description of all metropolitan transportation planning and transportation-related air quality planning activities anticipated within the next one- to two-year period, regardless of funding source or agencies conducting the activities. The following information summarizes the efforts that were submitted to PPACG for inclusion in this document. These efforts are not funding using CPG; fund sources for the specific projects are listed as they were available. Note: Project descriptions are provided by the respective government entity staff.

5.1 Colorado Department of Transportation/Woodland Park

Name of the project/study: US24 Reliever Route Study

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

Purpose: To determine if a US24 Reliever Route around Woodland Park in Teller County is economically viable and feasible. The study would look at economic impacts to Woodland Park and the surrounding area from realigning US24 from downtown Woodland Park to an around town alignment. Evaluate US24 alternatives and identify if these alignments are feasibly based on constructability, environmental impacts, right-of-way impacts, and other criteria. Engage stakeholders and evaluate support for the proposed project.

5.2 Colorado Springs

Name of the project/study: Safe Streets 4 All (SS4A) Action Plan

Cost: \$350,000

Purpose: 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.

Name of the project/study: US24 Functionality and Rerouting Study

Cost: \$2,500,000 (PPRTA)

Purpose: Conduct a major transportation corridor study to determine safety, traffic operations, transit operations, and functionality of US24 from Falcon to I-25 Analyze the function of US24 in the region's transportation network and consider alternatives for US24 such as Woodmen Rd to meet long-term needs.

Name of the project/study: BIP Planning – Academy Blvd over Platte Ave Bridge Replacement

Cost: \$1,500,000 (PPRTA/BIP)

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

Name of the project/study: SMART – Stage 2: Perception-based Adaptive Traffic Management and Data Sharing

Cost: \$14,800,000 (PPRTA/SMART)

Purpose: 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.

Name of the project/study: Safe Streets for All (SS4A) - Demonstration

Cost: \$1,048,800 (SS4A)

Purpose: 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.

Name of the project/study: SS4A Demonstration and/or Implementation

Cost: \$TBD (SS4A)

Purpose: Pending recommendations from the Safety Action Plan.

5.3 Fountain

Name: City of Fountain Safety Action Plan

Cost: \$188,160 (SS4A)

Purpose: Develop a new Comprehensive Safety Action Plan.

5.4 Mountain Metropolitan Transit

Name: Long Range Transit Planning Studies

Cost: \$550,000 (per year)

Grant: 5307, STBG, FASTER, 5304, other

Purpose: Update required and necessary long-term regional transportation plan and various long-range financial, human services, operations facilities capacity and capital acquisition planning for the system. Participate in statewide transit planning efforts, including CDOT's Transit Connections Study and updating projects for CDOT's 10-Year Plan, and coordinate with PPACG to communicate interests of the Pikes Peak Region. Other project list items include the Comprehensive Operations Analysis (COA), Fare Study, and the Downtown Transit Center.

Name: Short Range Transit Planning Activities

Cost: \$550,000 (per year)

Grant: 5307, 5304, other

Purpose: Conduct required transit planning activities such as route optimization, feasibility studies, business plan, data collection, fiscal planning, capital, and service planning to improve the efficiency and effectiveness of transit services in the region. Compliance safety/security project list includes: a System Security Plan (SSP), Continuity of Operations Plan (COOP), Emergency Response Plan (ERP), and Public Transportation Agency State Plans (PTASP). Other projects include Facilities Utilization Plan, Alternative Transportation Services Implementation Study (on demand type), Strategic Business Plan including a Community Value Survey.

Name: Academy Boulevard Enhanced Transit Corridor Improvement Study

Cost: \$50,000

Grant: 5307, 5304, other

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

Name: ADA Paratransit Planning Activities

Cost: \$125,000

Grant: 5307, other

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

Name: APC Certification

Cost: \$75,000

Grant: 5307, other

Purpose: This is federally required for transit agencies using APCs to report ridership. APCs must first undergo a certification process that allows for the data to be used in NTD reporting, then it must be calibrated and validated by each transit agency periodically. The use of APCs for NTD reporting requires prior FTA approval. This project will allow MMT to obtain the approval.

Name: Title VI and DBE Program Updates, Rider Survey

Cost: \$220,000

Grant: 5307, other

Purpose: As a federal requirement, the City of Colorado Springs, Transit Services Division must maintain an updated Title VI Program (required to be updated every three years) to demonstrate how we are complying with Title VI requirements, rider survey aligns with Title VI. DBE updates are required twice per year.

5.5 Pikes Peak Region/Woodland Park

Name: Pikes Peak Region Safety Action Plan

Cost: \$275,000

Purpose: Develop a Regional Safety Action Plan for Park, Teller and El Paso County including the communities with the exception of City of Colorado Springs and City of Fountain. Development of the Safety Action Plan is in line with the Safe Streets for All federal grant requirements.

6 Appendices

6.1 Acronyms and Abbreviations

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

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

6.2 Supporting Documents

The following pages contain supporting documents:

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

Figure 10: Table of Core Planning Documents

Document	DATE ADOPTED	TIME SPAN	UPDATE DUE
Unified Planning Work Program	September 2023	2 years	September 2025
Transportation Improvement Program and Self Certification	March 2024	2 years*	March 2026
Transportation Management Area Certification Review	January 2022	4 years	January 2026
Public Participation Plan**	June 2019	N/A	June 2026
LRTP Public Involvement Plan	April 2023	5 years	April 2028
Title VI/EJ Plan and Limited English Proficiency (LEP) Plan	June 2023	3 years	June 2026
Congestion Management Process	December 2022	5 years	December 2027
Long Range Regional Transportation Plan	February 2025	5 years	February 2030
Transit Plan	February 2025	5 years	February 2030
Specialized Human Services Plan	February 2025	5 years	February 2030

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

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



Pikes Peak Area
Council of Governments
 Communities Working Together

Date: May 28, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Senior Transportation Planner

Subject: Fiscal Year 2025-29 Transportation Improvement Program Amendment #4 for Multimodal Transportation and Mitigation Options Fund Adjustments

Action Requested: Review and Recommend

Summary

Due to action by the Colorado General Assembly, the Pikes Peak Area Council of Governments needs to adjust awards for Multimodal Transportation and Mitigation Options Fund money. This results in an overall reduction of \$3,360,455 and redistributes funding through years fiscal years 2026-29. A Transportation Advisory Committee workshop to discuss and determine recommended changes was held on May 12, 2025. The changes align Pikes Peak Area Council of Governments' awards with the reduced funds allocated to the region and adjusted projected funds for fiscal year 2026-29.

In addition, funds remaining in prior years were rolled forward into fiscal year 2026. Rolling funds forward is generally done administratively but for efficiency and to show a \$0 balance in fiscal year 2025, it is being included with this Transportation Improvement Program Amendment #4.

Following this workshop, the Transportation Advisory Committee voted on May 15 to recommend adjustments be made to the Transportation Improvement Program as Amendment #4. The reductions are summarized below:

TIP ID	Sponsor	Project Title	Adjustment
2021-020	Colorado Springs	Signalized Crossings at Rock Island Trail, etc.	Moved prior year funds to fiscal year 2026
2021-029	Colorado Springs	Hancock Sidewalk – Sand Creek Trail to Academy Blvd	Moved prior year funds to fiscal year 2026
2025-003	Colorado Springs	Union Blvd Urban Trail	\$745,320 in Multimodal Transportation and Mitigation

TIP ID	Sponsor	Project Title	Adjustment
			Options Fund was canceled; local funds removed from Transportation Improvement Program
2021-018	MMT	Enterprise Asset Management (EAM) System Implementation	Moved prior year funds to fiscal year 2026
2021-026	MMT	Bus Stop ADA Compliance	\$1,075,000 in Multimodal Transportation and Mitigation Options Fund was canceled
2023-023	MMT	Three Hybrid Buses for Service Expansion	Moved prior year funds to fiscal year 2026
2021-027	El Paso County	ADA Asset Measurements and Construction Project	Moved prior year funds to fiscal year 2026
2025-015	El Paso County	Pedestrian Crossings Improvements 3	Moved prior year funds to fiscal year 2026 and fiscal year 2027 to maintain fiscal constraint
2025-002	Envida	Coordinated Mobility On-Demand in the Pikes Peak Region	Moved prior year funds to fiscal year 2026
2019-028	Monument	Jackson Creek Parkway Expansion	Reduced Multimodal Transportation and Mitigation Options Fund by \$684,595 and redistributed funding in fiscal years 2026-29
2025-004	Pike Ride	Enhancing Micromobility Accessibility; Strengthening Transportation Demand Management	Moved prior year funds to fiscal year 2026
2022-017	PPRTA (MMT)	Downtown Shuttle Operations (Service Expansion)	Moved prior year funds to fiscal year 2026
2023-021	PPRTA (COS)	COS Homestead, Woodmen, Skyline Trail Xings	\$853,000 in Multimodal Transportation and Mitigation Options Fund was canceled; local funds removed from

TIP ID	Sponsor	Project Title	Adjustment
			Transportation Improvement Program
2023-022	PPRTA (COS)	Sinton Trail Crossing at Centennial Blvd	Moved prior year funds to fiscal year 2026

In addition, two projects that were complete have outstanding balances that will be returned to the state. The Pikes Peak Area Council of Governments Tri County Study and the El Paso County South Powers Boulevard Multimodal Corridor Study will return \$191 and \$2,348 respectively.

Attached is a Multimodal Transportation and Mitigation Options Fund spreadsheet that details each project in the region that has been awarded Multimodal Transportation and Mitigation Options Fund. This spreadsheet shows the original award and the proposed new funding amount.

Background

The Multimodal Transportation and Mitigation Options Fund was created by the Colorado General Assembly in 2018 and provided a one-time allocation of state funding. Senate Bill 21-260 expanded the goals of the Multimodal Transportation and Mitigation Options Fund program and dedicated annual state revenues for the program.

A portion of those funds are distributed through the Pikes Peak Area Council of Governments as the Metropolitan Planning Organization for the Colorado Springs urbanized area and have been awarded to local jurisdictions and nonprofits through the TIP process.

In May the Colorado General Assembly passed the Long Bill (Senate Bill 25-206) for the next fiscal year as well as Senate Bill 25-264, Cash Fund Transfers to the General Fund. These result in the return ("sweep") of \$71.4 million from the Multimodal Transportation and Mitigation Options Fund balance. (Future dedicated Retail Fee Revenues and the \$10.5 million annual General Fund transfers to Multimodal Transportation and Mitigation Options Fund remain unaffected.)

Due to increases in retail delivery fee revenues and reconciliation of unallocated balances, the impact to the local Multimodal Transportation and Mitigation Options Fund program is estimated to be a net reduction of \$53.2 million.

The impact to the Pikes Peak Area Council of Governments is a reduction in Multimodal Transportation and Mitigation Options Fund of \$5,139,428. However, due to net increases anticipated in fiscal years 2026-29 allocations and existing unawarded funding balances, the Pikes Peak Area Council of Governments was overprogrammed by \$3,360,455.

Recommended Motion

Recommend the Pikes Peak Area Council of Governments Board of Directors approve Amendment #4 to the Fiscal Years 2025-29 Transportation Improvement Program.

Attachments

- 1) Project Overview Report

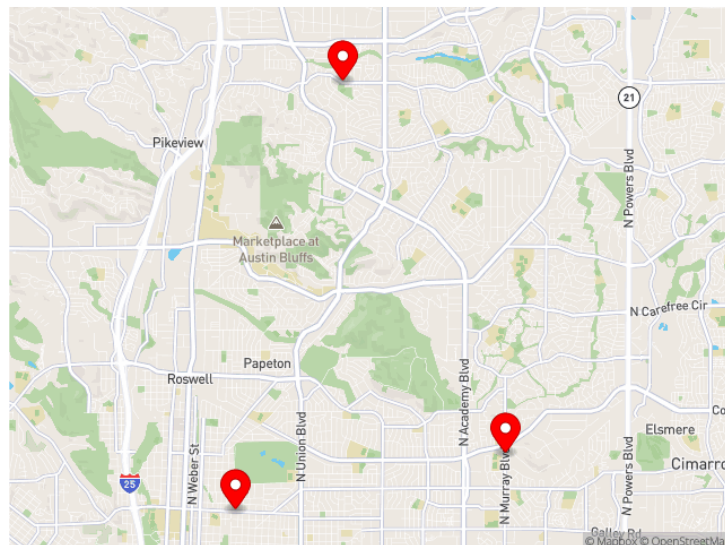
Strategic Plan Goals

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

2021-020 - Colorado Springs Signalized Crossings at Rock Island Trail and Murray Blvd., Shooks Run at Uintah St., and Dublin Park Trail at Dublin Blvd.

Rock Island at Murray: add a signalized crossing to the Rock Island Trail at N. Murray Blvd in Colorado Springs. Where currently only a marked crosswalk exists, the new signalized crossing will allow trail users to initiate a signal change to stop all vehicular traffic for safe crossing. Shooks Run: add a signalized crossing and improve the alignment of the Shooks Run Trail at Uintah Street in Colorado Springs. Currently trail users are expected to bypass the midblock crossing at Uintah and are rerouted through the signalized intersection at El Paso, which is not ADA compliant and substandard for a trail intersection. realign the crossing closer to the original railroad alignment and improve safety by adding a signalized crossing, crosswalk, and 10-foot wide ADA compliant ramps at Uintah. Dublin Park: Improved and safer trail crossing between the north and south legs of the Dublin Park Connector Trail (a neighborhood, park trail) on either side of Dublin Blvd, .5 miles east of Academy Blvd. These improvements would include a painted crosswalk, a full traffic signal with ADA-compliant pedestrian call buttons, and ADA-compliant curb ramps. This project would also add any additional sidewalk that is required to connect to the most appropriate location for the crossing.

Lead Agency	Colorado Springs
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$608,350
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	Local	-	-	\$304,175	-	-	-	-	\$304,175
CON	Multimodal Options Fund	-	-	\$304,175	-	-	-	-	\$304,175
Total CON		-	-	\$608,350	-	-	-	-	\$608,350
Total Programmed		-	-	\$608,350	-	-	-	-	\$608,350

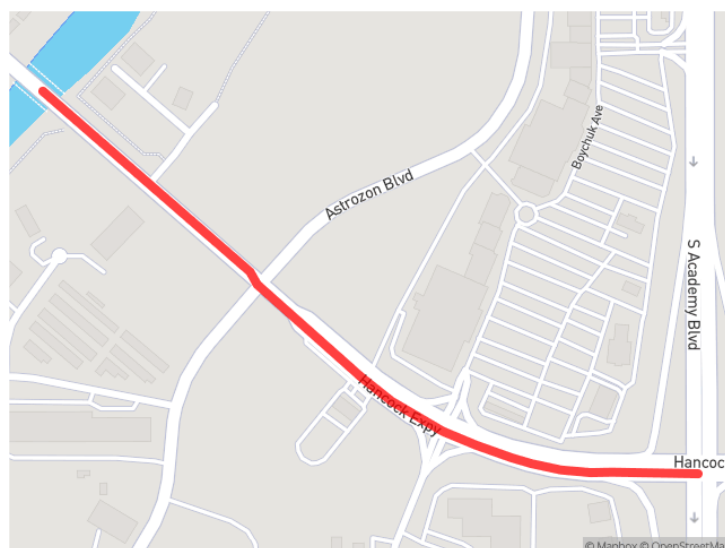
Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Roll forward project and funds, Note that CDOT calls this "Three Trail Crossings (was Pikes Peak Signalization)" due to Rolled funding to FY26 (originally from FY20)
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in CON from \$304,175 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$304,175 Local - Decrease funds in FY 2025 in CON from \$304,175 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$304,175
Federal Project Cost	Stays the same \$0

Total Project Cost	Stays the same \$608,350
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2021-029 - Hancock Sidewalk - Sand Creek Trail To Academy Blvd.

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

Lead Agency	Colorado Springs
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$1,883,000
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	-



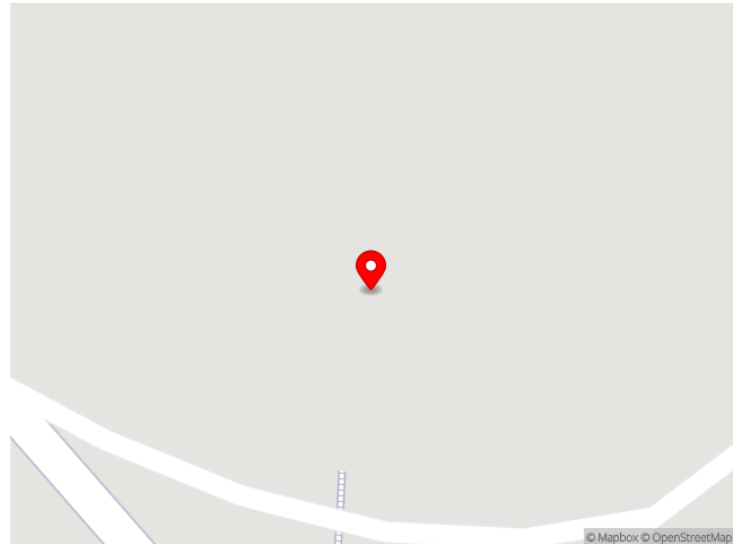
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	American Rescue Plan	-	\$437,500	-	-	-	-	-	\$437,500
CON	Local	-	\$437,500	\$504,000	-	-	-	-	\$941,500
CON	Multimodal Options Fund	-	-	\$504,000	-	-	-	-	\$504,000
Total CON		-	\$875,000	\$1,008,000	-	-	-	-	\$1,883,000
Total Programmed		-	\$875,000	\$1,008,000	-	-	-	-	\$1,883,000

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Roll forward project and funds
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in CON from \$504,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$504,000 Local - Decrease funds in FY 2025 in CON from \$504,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$504,000 - Decrease funds in FY 2025 in CON from \$504,000 to \$437,500
Federal Project Cost	Stays the same \$0
Total Project Cost	Stays the same \$1,883,000

2025-003 - 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 within the existing ROW.

Lead Agency	Colorado Springs
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$0
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	Region 2
Functional Classification	-
Performance Measures	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Total Programmed		-	-	-	-	-	-	-	-

Current Change Reason	Project Removed
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2028 in CON from \$52,860 to \$0 - Decrease funds in FY 2029 in CON from \$692,460 to \$0 PPRTA - Decrease funds in FY 2028 in CON from \$52,860 to \$0 - Decrease funds in FY 2029 in CON from \$692,460 to \$0
Federal Project Cost	Stays the same \$0
Total Project Cost	Decreased from \$1,490,640 to \$0 (-100%)

2021-018 - Enterprise Asset Management (EAM) System Implementation

Enterprise Asset Management (EAM) System is a A It can assist with capital planning and monitor the transit inventory from cradle to grave. It can improve resource management by using the existing onboard technology to predict preventative maintenance and failures in real-time creating a more efficient maintenance program. The State of Colorado uses this system to rank funding needs with other agencies in the region and has been developed with all Federal Transit Administration (FTA) regulatory requirements of state of good repair, contract management and audit guidelines. This module would greatly enhance the transit operation in all areas of planning, budget, contract management, inventory, and maintenance tracking. The funding request is for software license, data conversion and implementation services.

Lead Agency	Colorado Springs - MMT
Project Type	Transit Operational
Plan Revision Name	Amend #4
Total Cost	\$500,000
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
NA	Local	-	-	\$250,000	-	-	-	-	\$250,000
NA	Multimodal Options Fund	-	-	\$250,000	-	-	-	-	\$250,000
Total NA		-	-	\$500,000	-	-	-	-	\$500,000
Total Pro-grammed		-	-	\$500,000	-	-	-	-	\$500,000

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Roll forward project and funds, MMOF funding rolled from FY20 to FY26 due to MMOF funding rolled to FY26 (originally from FY20)
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in NA from \$250,000 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$250,000 Local - Decrease funds in FY 2025 in NA from \$250,000 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$250,000
Federal Project Cost	Stays the same \$0
Total Project Cost	Stays the same \$500,000

2021-026 - Bus Stop ADA Compliance

This project would remove ADA barriers by improving and/or constructing approximately 250 bus stops making them accessible and ADA compliant as required by law. The project would install sidewalk and pedestrian ramps, if needed, to provide riders with an accessible route to continue their travel. Also included would be the installation of bicycle racks, benches, shelters, solar lighting for shelters, and trash receptacles at numerous bus stop locations systemwide.

Lead Agency	Colorado Springs - MMT
Project Type	Transit Passenger Facilities
Plan Revision Name	Amend #4
Total Cost	\$1,075,000
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
NA	PPRTA	-	\$215,000	-	-	-	-	-	\$215,000
NA	Region 2 TAP	-	\$860,000	-	-	-	-	-	\$860,000
Total NA		-	\$1,075,000	-	-	-	-	-	\$1,075,000
Total Pro-programmed		-	\$1,075,000	-	-	-	-	-	\$1,075,000

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Adjustment, Removed MMOF funding due to MMOF funding was removed from this project per Colorado Springs approval and TAC recommendation in order to align with reduced MMOF allocations from the state.
Project Changes	Plan Revision Name changed from "Admin #1" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in NA from \$1,075,000 to \$0
Federal Project Cost	Stays the same \$860,000
Total Project Cost	Decreased from \$2,150,000 to \$1,075,000 (-50.0%)

2023-023 - Three Hybrid Buses for Service Expansion

Acquire three diesel-hybrid buses.

Lead Agency	Colorado Springs - MMT
Project Type	Transit Vehicles
Plan Revision Name	Amend #4
Total Cost	\$3,224,000
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	Transit

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
NA	Carbon Reduction Program	-	\$1,092,977	\$519,023	-	-	-	-	\$1,612,000
NA	Multimodal Options Fund	-	-	\$1,612,000	-	-	-	-	\$1,612,000
Total NA		-	\$1,092,977	\$2,131,023	-	-	-	-	\$3,224,000
Total Pro-grammed		-	\$1,092,977	\$2,131,023	-	-	-	-	\$3,224,000

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Roll forward project and funds, Note that CDOT's MMOF list has two projects listed (25819 and 35830) named "Two (2) Battery Electric Buses for Route 3 Service Expansion" and "2022-MMOF-S: Two (2) Battery Electric Bus Chargers and Install." The names are out of date. due to Rolled MMOF to FY26 (originally FY23 funding)
Project Changes	Plan Revision Name changed from "Admin #6" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in NA from \$1,612,000 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$1,612,000
Federal Project Cost	Stays the same \$1,612,000
Total Project Cost	Stays the same \$3,224,000

2021-027 - EPC ADA Asset Measurements and Construction Project

ADA infrastructure contains curb ramps, sidewalks, striping, signals and adequate ROW. Each of these components are made up of several attributes, such as slopes, widths, heights, type of material, signal crossings, state of repair and many others. This project will allow EPC to measure the important attributes of our ADA infrastructure which will allow us to determine compliance with the updated engineering standards, create an inventory and map locations of assets and to plan for upgrades. EPC will measure attributes for over 6400 curb ramps, over 525 miles of sidewalks, curbs and gutters, and over 525 intersections and crosswalks. As we have not contracted this type of work before, we are estimating the costs. If funding allows, we will construct improvements that are identified in the inventory and measurement phase. Generally, this work requires little if any design and ROW. We have many years of experience doing these types of repairs with other local and federal funding sources.

Lead Agency	El Paso County
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$1,500,000
County	El Paso
Municipality	-
CDOT Region	-
Functional Classification	-
Performance Measures	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
PRE	Local	-	-	\$750,000	-	-	-	-	\$750,000
PRE	Multimodal Options Fund	-	-	\$750,000	-	-	-	-	\$750,000
Total PRE		-	-	\$1,500,000	-	-	-	-	\$1,500,000
Total Pro-grammed		-	-	\$1,500,000	-	-	-	-	\$1,500,000

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Adjustment - TIP Funding – Roll forward project and funds
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in PRE from \$500,000 to \$0 + Increase funds in FY 2026 in PRE from \$0 to \$500,000 - Decrease funds in FY 2025 in PRE from \$250,000 to \$0 + Increase funds in FY 2026 in PRE from \$0 to \$250,000 Local - Decrease funds in FY 2025 in PRE from \$500,000 to \$0 + Increase funds in FY 2026 in PRE from \$0 to \$500,000 - Decrease funds in FY 2025 in PRE from \$250,000 to \$0 + Increase funds in FY 2026 in PRE from \$0 to \$250,000
Federal Project Cost	Stays the same \$0
Total Project Cost	Stays the same \$1,500,000

2025-015 - Pedestrian Crossings Improvements 3

Upgrade pedestrian crossings with MUTCD compliant signals and audible countdown pedestrian signals, ADA improvements and other safety features at high priority pedestrian crossing locations.

This TIP ID covers these locations:

Black Forest at Shoup
 Constitution at Piros
 Crestridge at B Street
 Galley at Hathaway
 Peterson at Sequoyah
 Fontaine at Fountain Mesa
 Fontaine at Metropolitan
 Fontaine at Dartmouth
 Security at Grand

Lead Agency	El Paso County
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$6,446,174
County	-
Municipality	-
CDOT Region	-
Functional Classification	-
Performance Measures	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	American Rescue Plan	-	\$2,051,945	-	-	-	-	-	\$2,051,945
CON	Local	-	\$3,223,087	-	-	-	-	-	\$3,223,087
CON	Multimodal Options Fund	-	-	\$1,077,539	\$93,603	-	-	-	\$1,171,142
Total CON		-	\$5,275,032	\$1,077,539	\$93,603	-	-	-	\$6,446,174
Total Programmed		-	\$5,275,032	\$1,077,539	\$93,603	-	-	-	\$6,446,174

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Adjusted funding between years
Project Changes	Plan Revision Name changed from "Admin #2" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in CON from \$1,171,142 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$1,077,539 + Increase funds in FY 2027 in CON from \$0 to \$93,603
Federal Project Cost	Stays the same \$0
Total Project Cost	Stays the same \$6,446,174

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

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

Lead Agency	Enviva
Project Type	Transit Operational
Plan Revision Name	Amend #4
Total Cost	\$624,492
County	El Paso
Municipality	-
CDOT Region	Region 2
Functional Classification	-
Performance Measures	-

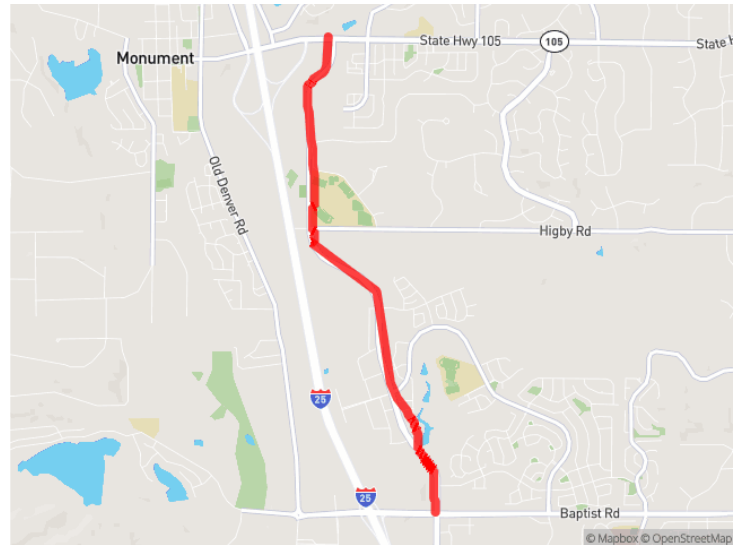
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
NA	Local	-	-	\$208,164	\$104,082	-	-	-	\$312,246
NA	Multimodal Options Fund	-	-	\$208,164	\$104,082	-	-	-	\$312,246
Total NA		-	-	\$416,328	\$208,164	-	-	-	\$624,492
Total Pro-programmed		-	-	\$416,328	\$208,164	-	-	-	\$624,492

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Adjusted funding between years
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in NA from \$104,082 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$104,082 Local - Decrease funds in FY 2025 in NA from \$104,082 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$104,082
Federal Project Cost	Stays the same \$0
Total Project Cost	Stays the same \$624,492

2019-028 - Jackson Creek Parkway Expansion

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

Lead Agency	Monument
Project Type	Roadway Capacity
Plan Revision Name	Amend #4
Total Cost	\$6,456,469
County	El Paso
Municipality	Town of Monument
CDOT Region	-
Functional Classification	-
Performance Measures	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
CON	Carbon Reduction Program	-	\$200,000	-	-	-	-	-	\$200,000
CON	Local	-	\$41,575	-	-	-	-	-	\$41,575
CON	Multimodal Options Fund	-	-	\$1,421,654	\$243,655	\$427,468	\$1,107,528	-	\$3,200,305
CON	STP Metro	-	\$2,175,203	-	-	-	-	-	\$2,175,203
CON	STP Metro Local Match	-	\$452,171	-	-	-	-	-	\$452,171
CON	TAP	-	\$309,772	-	-	-	-	-	\$309,772
CON	TAP Local Match	-	\$77,443	-	-	-	-	-	\$77,443
Total CON		-	\$3,256,164	\$1,421,654	\$243,655	\$427,468	\$1,107,528	-	\$6,456,469
Total Programmed		-	\$3,256,164	\$1,421,654	\$243,655	\$427,468	\$1,107,528	-	\$6,456,469

Current Change Reason

Schedule / Funding / Scope- Update TIP Funding – Adjustment, Reduce MMOF due to Some MMOF funding was removed from this project per Colorado Springs approval and TAC recommendation in order to align with reduced MMOF allocations from the state.

Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	STP Metro + Increase funds in FY 2025 in CON from \$675,203 to \$1,500,000 STP Metro Local Match + Increase funds in FY 2025 in CON from \$140,358 to \$311,813 Multimodal Options Fund - Decrease funds in FY 2025 in CON from \$3,388,191 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$1,331,089 - Decrease funds in FY 2025 in CON from \$496,709 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$90,565 + Increase funds in FY 2027 in CON from \$0 to \$243,655 + Increase funds in FY 2028 in CON from \$0 to \$427,468 + Increase funds in FY 2029 in CON from \$0 to \$1,107,528
Federal Project Cost	Stays the same \$2,684,975
Total Project Cost	Decreased from \$7,141,064 to \$6,456,469 (-9.59%)

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

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

Lead Agency	Pike Ride
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$267,375
County	El Paso
Municipality	-
CDOT Region	Region 2
Functional Classification	-
Performance Measures	-

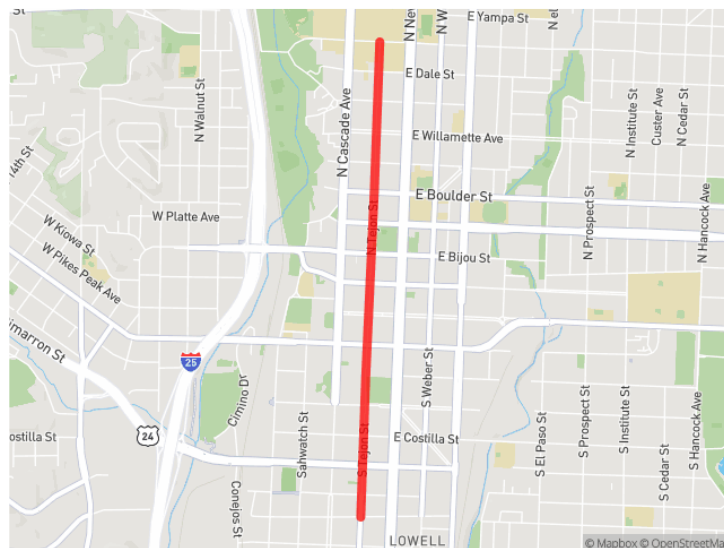
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
NA	Local Over-match	-	-	\$29,500	-	\$10,500	-	-	\$40,000
NA	Multimodal Options Fund	-	-	\$167,875	\$59,500	-	-	-	\$227,375
Total NA		-	-	\$197,375	\$59,500	\$10,500	-	-	\$267,375
Total Programmed		-	-	\$197,375	\$59,500	\$10,500	-	-	\$267,375

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Adjusted funding between years
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in NA from \$51,000 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$51,000 Local Overmatch - Decrease funds in FY 2025 in NA from \$9,000 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$9,000
Federal Project Cost	Stays the same \$0
Total Project Cost	Stays the same \$267,375

2022-017 - Downtown Shuttle Operations (Service Expansion)

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

Lead Agency	PPRTA
Project Type	Transit Operational
Plan Revision Name	Amend #4
Total Cost	\$9,683,318
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	-



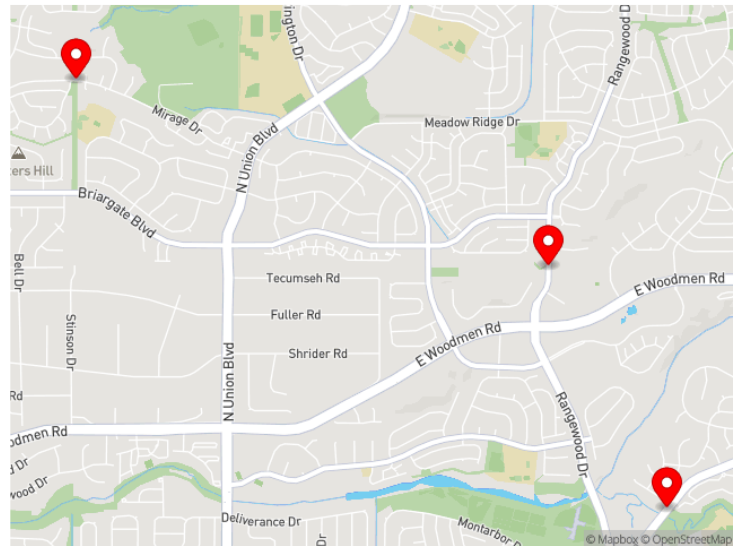
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
NA	Local	-	-	\$1,147,346	\$1,282,691	\$1,463,836	\$902,786	-	\$4,796,659
NA	Multimodal Options Fund	-	-	\$1,192,346	\$1,282,691	\$1,463,836	\$902,786	-	\$4,841,659
NA	PPRTA	-	-	\$45,000	-	-	-	-	\$45,000
Total NA		-	-	\$2,384,692	\$2,565,382	\$2,927,672	\$1,805,572	-	\$9,683,318
Total Programmed		-	-	\$2,384,692	\$2,565,382	\$2,927,672	\$1,805,572	-	\$9,683,318

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Adjusted funding between years
Project Changes	Plan Revision Name changed from "Admin #7" to "Amend #4"
Funding Changes	PPRTA - Decrease funds in FY 2025 in NA from \$45,000 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$45,000 Multimodal Options Fund - Decrease funds in FY 2025 in NA from \$45,000 to \$0 + Increase funds in FY 2026 in NA from \$0 to \$45,000
Federal Project Cost	Stays the same \$4,796,659
Total Project Cost	Stays the same \$9,683,318

2023-021 - COS Homestead, Woodmen, Skyline Trail Xings

Design and construct enhanced trail crossings to improve safety. Improve three concrete urban trails that connect neighborhoods with commercial businesses. (Note that project sponsor is PPRTA, but Colorado Springs will manage this project.)

Lead Agency	PPRTA
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$0
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	-



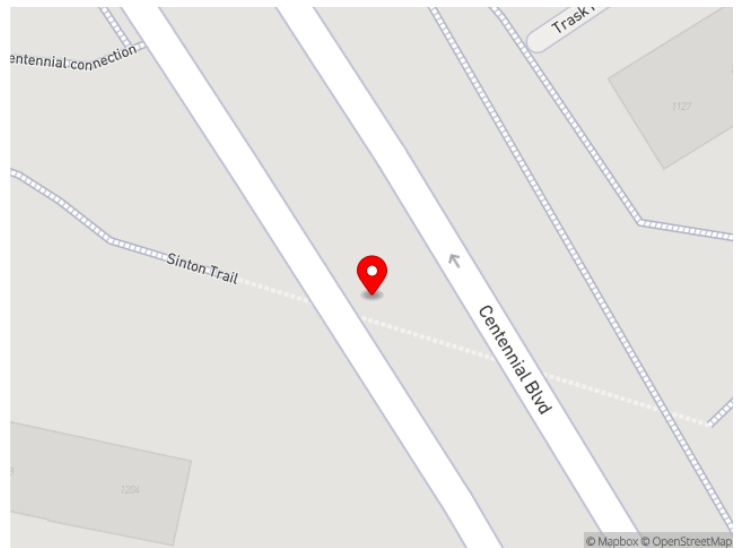
Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
Total Pro-programmed		-	-	-	-	-	-	-	-

Current Change Reason	Project Removed
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in PRE from \$158,000 to \$0 - Decrease funds in FY 2025 in CON from \$695,000 to \$0 PPRTA - Decrease funds in FY 2025 in PRE from \$158,000 to \$0 - Decrease funds in FY 2025 in CON from \$695,000 to \$0
Federal Project Cost	Stays the same \$0
Total Project Cost	Decreased from \$1,706,000 to \$0 (-100%)

2023-022 - Sinton Trail Crossing at Centennial Blvd

Design and reconstruct the Sinton Trail crossing under Centennial Blvd. (Note that project sponsor is PPRTA, but Colorado Springs will manage this project.)

Lead Agency	PPRTA
Project Type	Bicycle and Pedestrian
Plan Revision Name	Amend #4
Total Cost	\$6,145,450
County	El Paso
Municipality	City of Colorado Springs
CDOT Region	-
Functional Classification	-
Performance Measures	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	FY2029	Future	Total
PRE	Multimodal Options Fund	-	-	\$500,000	-	-	-	-	\$500,000
PRE	PPRTA	-	-	\$500,000	-	-	-	-	\$500,000
Total PRE		-	-	\$1,000,000	-	-	-	-	\$1,000,000
CON	Multimodal Options Fund	-	-	\$2,572,725	-	-	-	-	\$2,572,725
CON	PPRTA	-	-	\$2,572,725	-	-	-	-	\$2,572,725
Total CON		-	-	\$5,145,450	-	-	-	-	\$5,145,450
Total Programmed		-	-	\$6,145,450	-	-	-	-	\$6,145,450

Current Change Reason	Schedule / Funding / Scope- Update TIP Funding – Roll forward project and funds
Project Changes	Plan Revision Name changed from "Adoption" to "Amend #4"
Funding Changes	Multimodal Options Fund - Decrease funds in FY 2025 in PRE from \$500,000 to \$0 + Increase funds in FY 2026 in PRE from \$0 to \$500,000 - Decrease funds in FY 2025 in CON from \$2,572,725 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$2,572,725 PPRTA - Decrease funds in FY 2025 in PRE from \$500,000 to \$0 + Increase funds in FY 2026 in PRE from \$0 to \$500,000 - Decrease funds in FY 2025 in CON from \$2,572,725 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$2,572,725

Federal Project Cost	Stays the same \$0
Total Project Cost	Stays the same \$6,145,450



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 28, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Angie Martell, Environmental Planner

Subject: Water Quality Overview

Action Requested: Information Only

Summary

The Pikes Peak Area Council of Governments is required under federal and state statutes to develop a Water Quality Management Plan, commonly called a 208 Plan, that recommends future policies and technical strategies for each of the five watersheds within the Pikes Peak region – El Paso, Teller, and Park counties. The 208 Plan recognizes each watershed is uniquely different and water quality problems can be both diffuse and site-specific.

Angie Martell, Environmental Planner, will provide an overview for the Community Advisory Committee regarding the Pikes Peak Area Council of Governments' role in water quality and the roles of the Water Quality Management Committee, the Community Advisory Committee, and the Board of Directors.

Strategic Plan Goals

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



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 28, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Senior Transportation Planner

Subject: Community Advisory Committee Membership Update

Action Requested: Information Only

Summary

The Pikes Peak Area Council of Governments would like to thank Sheila Williams, Chris Crockett, and Maile Foster for their participation in the Community Advisory Committee and support of the Pikes Peak Area Council of Governments and our communities.

The Pikes Peak Area Council of Governments is seeking two volunteers to serve as citizen at-large representatives on its Community Advisory Committee.

Community Advisory Committee members are encouraged to share the application form. In addition, we have reached out to the applicants from our previous at-large cycle to determine if they would be interested in being considered.

Applications are due June 9, and the nomination subcommittee will meet shortly thereafter to make a recommendation to the Community Advisory Committee.

In addition, there are several openings at our local jurisdictions. If any Community Advisory Committee members know of interested parties, we would be happy to help assist the local jurisdictions and organizations in their appointments:

- El Paso County – Working on the appointment process
- Hey Neighbor (Formerly the Council of Neighbors and Organizations) – Appointing a new member
- Alma
- Fairplay
- Victor
- Cripple Creek
- Teller County
- Park County
- Green Mountain Falls

- Palmer Lake
- Two additional community-based organizations

Strategic Plan Goals

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



Pikes Peak Area
Council of Governments
Communities Working Together

Upcoming Meeting Schedule

Date	Time	Meeting
May 28	3 p.m.	Community Advisory Committee
June 2	8:30 a.m.	Legislative Committee
June 4	9 a.m.	Commission on Aging – Executive Committee
June 4	11 a.m.	Regional Advisory Council – Executive Committee
June 6	9 a.m.	Board of Directors Workshop
June 11	9 a.m.	Board of Directors
June 18	10:30 a.m.	Transportation Advisory Committee
June 18	3 p.m.	Commission on Aging
June 19	8:30 a.m.	Mobility Coordinating Committee – Executive Committee
June 19	4:30 p.m.	Commission on Aging – Strengthening Caregiver Supports and Services Work Group
June 20	12:30 p.m.	Commission on Aging – Promoting Social Engagement and Inclusion Work Group
June 24	9:30 a.m.	Mobility Coordinating Committee
June 25	9 a.m.	Water Quality Management Committee
June 25	1 p.m.	Air Quality Technical Committee
June 25	3 p.m.	Community Advisory Committee
June 26	10 a.m.	Regional Advisory Council
July 2	8:30 a.m.	Commission on Aging – Executive Committee
July 2	11 a.m.	Regional Advisory Council – Executive Committee
July 3	9 a.m.	Board of Directors Workshop
July 7	8:30 a.m.	Legislative Committee
July 9	9 a.m.	Board of Directors
July 16	3 p.m.	Commission on Aging
July 17	8:30 a.m.	Mobility Coordinating Committee – Executive Committee
July 17	1:30 p.m.	Transportation Advisory Committee
July 17	4:30 p.m.	Commission on Aging – Strengthening Caregiver Supports and Services Work Group
July 18	12:30 p.m.	Commission on Aging – Promoting Social Engagement and Inclusion Work Group
July 22	9:30 a.m.	Mobility Coordinating Committee
July 23	9 a.m.	Water Quality Management Committee
July 23	1 p.m.	Air Quality Technical Committee

July 24	10 a.m.	Regional Advisory Council
July 30	3 p.m.	Community Advisory Committee

Schedule as of May 23, 2025

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