Pikes Peak Area Council of Governments
Communities Working Together

Meeting Agenda
Community Advisory Committee
Wednesday, April 29, 2026, 3:00 PM

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

Virtual: Microsoft Teams (Video and Audio)
Meeting ID: 248 889 750 077 78
Passcode: cQ7kh7oG

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 426 667 140

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 (March 25, 2026) ✉
4. **Public Comments / Presentations**
   Public comments can be made before or during the meeting. Public comments during the meeting are 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. Fiscal Year 2027-2031 Transportation Improvement Program Public Comment Review and Adoption: Josh Squires, Transportation Planner ✉
   B. 208 Regional Water Quality Management Plan Update: Angie Martell, Environmental Planner ✉
   C. Committee Membership: Danelle Miller, Transportation Associate Director ✉
6. **Information Items**

A. Regional Freight Plan Update – Goals and Performance Measures: Josh Squires, Transportation Planner ✉
B. Title VI Plan and Limited English Proficiency Plan Updates: Danelle Miller, Transportation Associate Director, and Lisa Gagnon, Transit Planner ✉

7. **Member Entity Announcements**
8. **Meeting Schedule** ✉
9. **Adjournment**

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

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Community Advisory Committee
Wednesday, March 25, 2026, 3:00 PM

In-Person
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14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)
Meeting ID: 246 018 225 915 72
Passcode: QN2T7Eq6

Virtual: Phone (Audio Only)
Phone: (929) 242-8427
Conference ID: 364 216 609

1. **Call to Order / Establish a Quorum / Introductions**
   The meeting was called to order at 3:00 pm.
2. **Agenda Approval**
   Staff asked to remove Item 5B, 208 Regional Water Quality Management Plan Update, which was not moved forward by the Water Quality Management Committee. Welling Clark motioned to approve the modified agenda; Teresa Cheek seconded. The motion carried 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 (February 25, 2026) ✉
   Teresa Cheek motioned to approve; Welling Clark seconded. The motion carried unanimously.
4. **Public Comments / Presentations**
   None.
5. **Action Items**
   A. Safety Action Plan: Danelle Miller, Transportation Associate Director, discussed the public comment period and the purpose of the Safety Action Plan and answered questions from the committee.
   Welling Clark motioned to recommend approval to the Board of Directors; Chuck Theobald seconded. The motion carried unanimously.

6. **Information Items**
   A. Public Participation Plan: Danelle Miller, Transportation Associate Director, provided an overview of the changes that have been made to the Public Participation Plan and discussed the process for the Title VI and Limited English Proficiency plans.
   B. Committee Membership: Danelle Miller, Transportation Associate Director, noted that the application has been posted for the committee's open at-large vacancy and discussed other membership seats. It is anticipated that the nomination subcommittee will meet to discuss received applications prior to the April meeting.
7. **Member Entity Announcements**
   Welling Clark announced that there will be a special event at the National Museum of World War II Aviation on July 4.
   Staff will provide information about a Civility in the City event being held March 30, 2026, at the University of Colorado Colorado Springs.
8. **Meeting Schedule** ✉
9. **Adjournment**
   The meeting was adjourned at XX pm.

Attendees

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

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Pikes Peak Area Council of Governments
Communities Working Together

Date: April 29th, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Josh Squires, Transportation Planner

Subject: Fiscal Years 2027-2031 Transportation Improvement Program Public Comment Review and Adoption

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Action Requested: Review and Recommend

Summary

The draft Transportation Improvement Program (TIP) for Fiscal Years 2027–2031 has undergone a thorough review process. To ensure transparency and accountability, the draft was made available to the public for review and comment for a 30-day period, which will conclude on April 12, 2026. To date, no public comments have been received.

Staff hosted two open houses to provide opportunities for the public to ask questions and provide feedback on the draft Transportation Improvement Program: an in-person open house on Wednesday, April 1, and a virtual open house on Monday, April 6. Pikes Peak Area Council of Governments would like to thank the jurisdiction representatives who attended and helped answer project-specific questions.

The public was notified of the comment period and open houses through the Pikes Peak Area Council of Governments website, social media, and newspaper publication. All comments received during this period are available for review and consideration.

The final document, which incorporates comments and suggestions as appropriate, can be accessed at the following URL:
http://www.ppacg.org/transportation/transportation-improvement-program/

Proposed Motion

Recommend adoption of the Fiscal Year 2027-2031 Transportation Improvement Program to the Pikes Peak Area Council of Governments Board of Directors.

Attachments

1. Pikes Peak Area Council of Governments FY 2027-2031 Transportation Improvement Program

Strategic Plan Goals

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

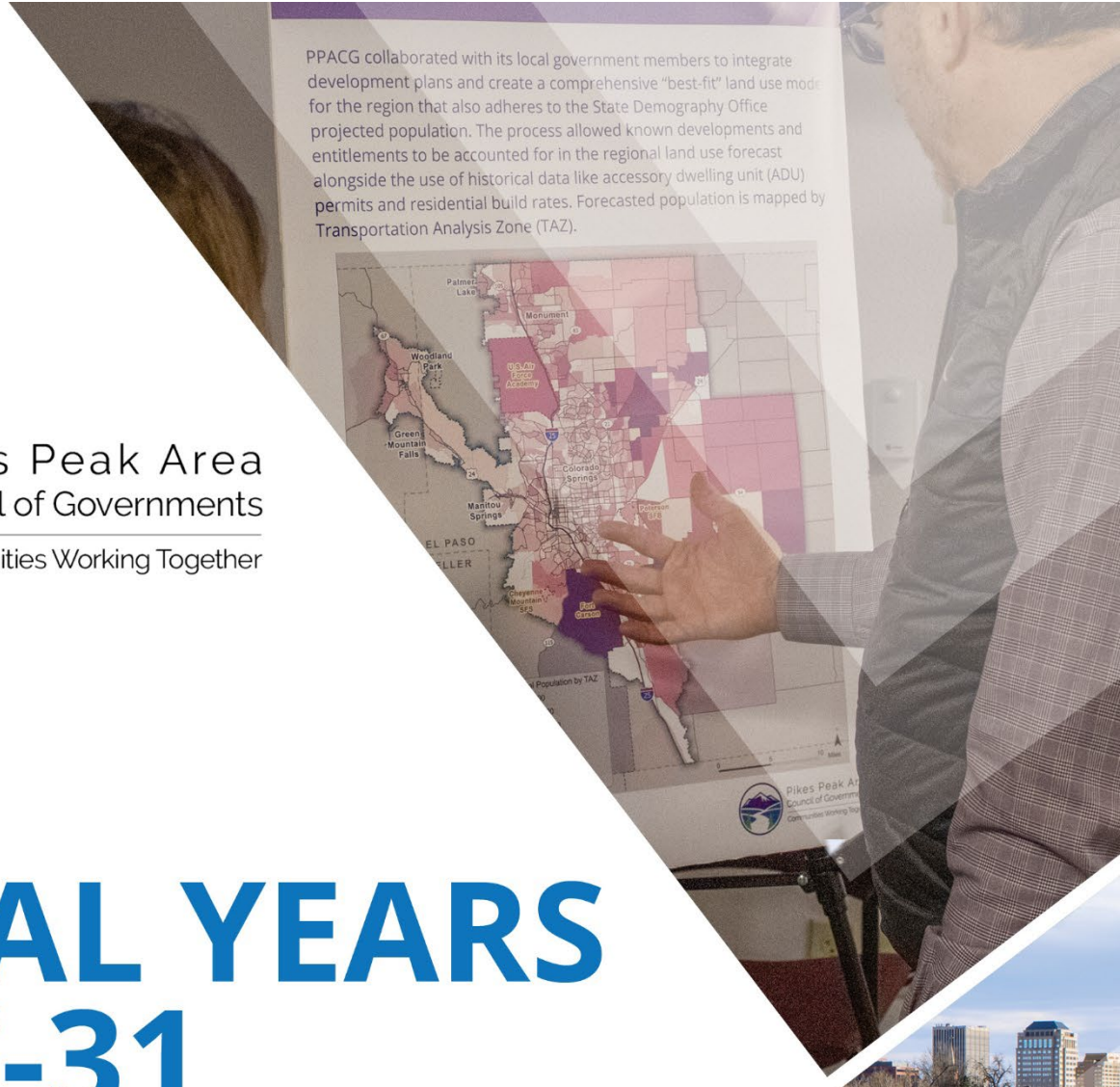
☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.

☐ 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



FISCAL YEARS 2027-31

TRANSPORTATION IMPROVEMENT PROGRAM



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Executive Summary

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

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

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

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

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

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

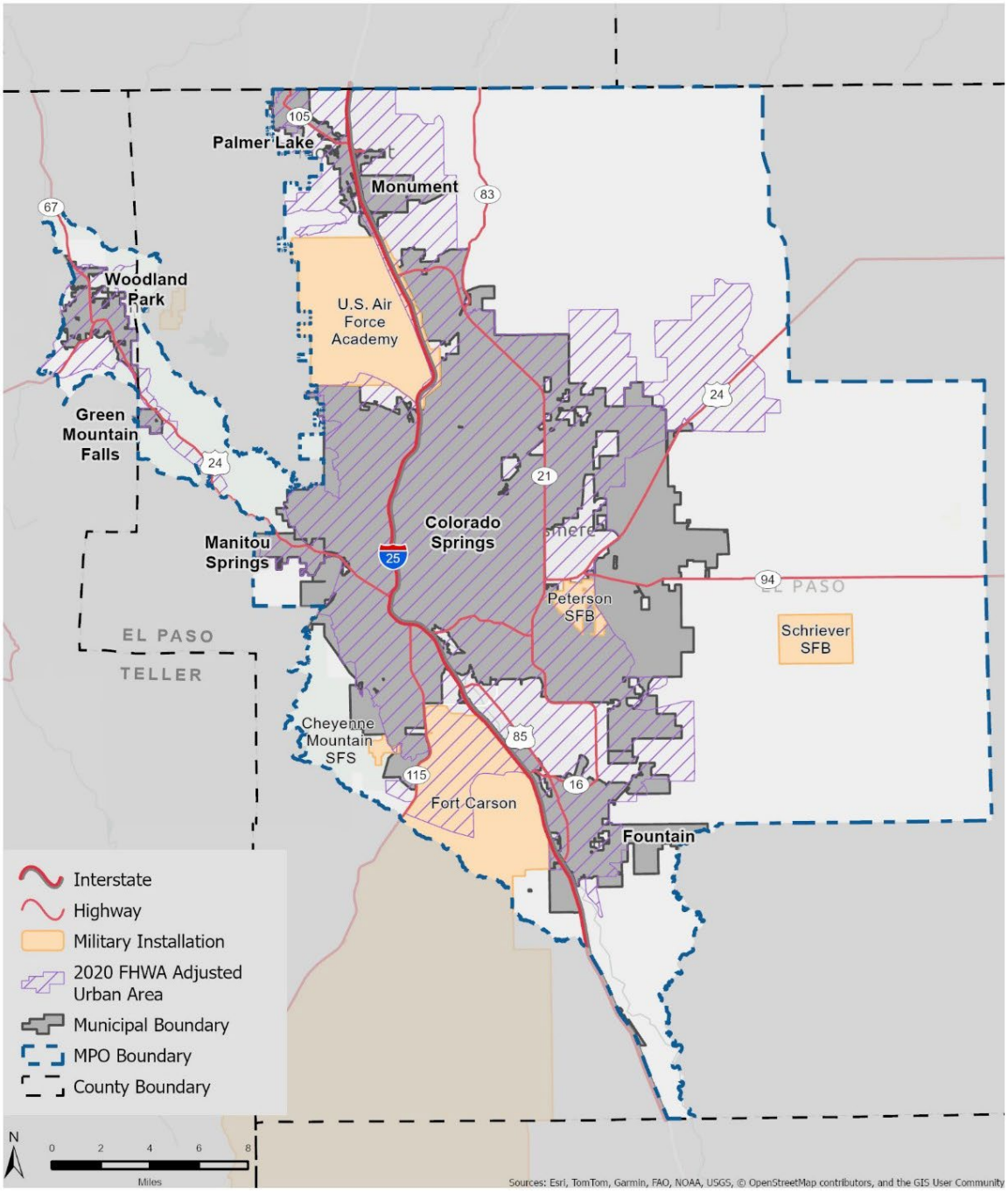


Figure 1 Pikes Peak Region Metropolitan Planning Organization Area

Introduction

The Pikes Peak Area Council of Governments was designated in April 1977 by the Governor of Colorado as the Metropolitan Planning Organization for the Pikes Peak Region (see Figure 1). As the designated Metropolitan Planning Organization, the Pikes Peak Area Council of Governments is responsible for carrying out a continuing, cooperative, and comprehensive regional transportation planning process in accordance with federal regulations outlined in 23 CFR Part 450[1] and 49 CFR Part 613[2]. The Pikes Peak Area Council of Governments serves as a regional forum for the discussion and coordination of local and regional transportation issues, and for the development of transportation policies, plans, and programs that guide investment decisions in the region.

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

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

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

[1] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450
[2] https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-613

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

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

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

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

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

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

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

Federal Requirements

Purpose of the Transportation Improvement Program

The Transportation Improvement Program identifies state and federally funded surface transportation projects to be implemented in the Pikes Peak Region during the current federal fiscal years. It is developed in accordance with federal guidance and requirements contained in the Infrastructure Investment and Jobs Act (Public Law 117–58[3]) and regulations in 23 CFR Part 450[4] and 49 CFR Part 613[5].

The Transportation Improvement Program fulfills several key purposes:

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

Relationship to the Long Range Transportation Plan

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

[3] https://uscode.house.gov/statutes/pl/117/58.pdf
[4] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450
[5] https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-613

Transportation Improvement Program must be consistent with the adopted Long Range Transportation Plan[6], which establishes regional transportation needs, priorities, and strategies.

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

Consistency with Other Plans

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

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

[6] https://ppacg.org/wp-content/uploads/2025/02/2050-PPACG-LRTP.pdf
[7] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326#p-450.326(g)

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

Air Quality Conformity

Under Section 176(c) of the Clean Air Act (42 U.S.C. §7506(c))[8], Metropolitan Planning Organizations must demonstrate that the Transportation Improvement Program conforms with the State Implementation Plan[9] for air quality in nonattainment or maintenance areas.

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

[8] https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93
[9] https://cdphe.colorado.gov/public-information/planning-and-outreach/state-implementation-plans-sips

Regionally Significant Projects

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

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

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

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

Public Participation

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

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

[10] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326
[11] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.316#p-450.316(a)

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

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

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

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

Title VI

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

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

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

Transportation Performance Management

The Infrastructure Investment and Jobs Act continued the federal emphasis on Performance-Based Planning and Programming as established in 23 CFR Part 490[14] and 23 CFR §450.306(d)[15]. This approach links investment decisions to performance outcomes and system performance targets.

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

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

[12] https://www.justice.gov/crt/fcs/TitleVI
[13] https://www.ecfr.gov/current/title-49/subtitle-A/part-21
[14] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490
[15] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p- 450.306(d)

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

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

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

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

Pikes Peak Area Council of Governments Transportation Improvement Program Development

The Transportation Improvement Program is prepared by Pikes Peak Area Council of Governments staff in cooperation with local jurisdictions and project sponsors, the Colorado Department of Transportation, Mountain Metropolitan Transit, and Fountain Municipal Transit, in accordance with federal requirements outlined in 23 CFR §450.326[16]. The Transportation Improvement Program reflects a collaborative and data-driven process that incorporates recommendations from these partner agencies (listed below), Pikes Peak Area Council of Governments advisory committees, and the Pikes Peak Area Council of Governments Board of Directors.

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

Committee membership includes representatives from:

- The Federal Highway Administration
- The Federal Transit Administration
- The Colorado Department of Transportation
- El Paso and Teller counties
- The cities of Colorado Springs, Fountain, Manitou Springs, and Woodland Park
- The towns of Green Mountain Falls, Monument, and Palmer Lake
- Mountain Metropolitan Transit

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

- Local military installations

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

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

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

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

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

Financial Plan

Funding Revenues and Expenditures

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

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

Purpose and Development of the Financial Plan

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

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

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

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

Federal Cost Principles

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

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

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

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

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

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

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

Transit Funding and Revenues

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

- Federal Transit Administration Section 5307[19] (Urbanized Area Formula Grants) – for transit capital, planning, and operations in the Colorado Springs Urbanized Area. *Mountain Metropolitan Transit serves as the Direct Recipient for Section 5307 funding.*
- Federal Transit Administration Section 5339[20] (Bus and Bus Facilities Program) – for bus replacement and capital improvements.

[19] https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
[20] https://www.transit.dot.gov/funding/grants/busprogram

- Federal Transit Administration Section 5310[21] (Enhanced Mobility of Seniors and Individuals with Disabilities) – for paratransit and mobility services supporting Americans with Disabilities Act access. *The Pikes Peak Area Council of Governments serves as the Designated Recipient for Section 5310 funding.*

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

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

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

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

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

Advancing System Reliability and Resilience

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

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

System-Level Estimates of Operations and Maintenance

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

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

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

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

Fiscal Constraint and Transparency

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

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

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

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

TIP Project Prioritization and Selection

Overview

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

Project Eligibility

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

Eligibility criteria include:

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

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

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

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

Project Evaluation

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

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

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

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

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

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

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

Project Selection

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

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

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

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

Project Carry-Forwards and Roll-Forwards

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

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

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

Completed, Delayed, or Cancelled Projects

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

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

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

Maintenance and Operations of the Regional Transportation System

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

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

Purpose and Emphasis

Maintenance and operations activities are critical for achieving the federal performance goals identified under 23 CFR §450.306(d)[24] and 23 CFR Part 490[25], including:

[24] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306(d)
[25] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490

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

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

Typical Maintenance and Operations Activities

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

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

Highway Users Tax Fund – System-Level Operations and Maintenance Estimates (Fiscal Year2025 Base, 2.5% Annual Inflation)

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

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

Table 1: Estimated Highway Users Tax Fund Planning Amounts

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

Unscheduled Pool

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

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

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

Purpose and Use of the Unscheduled Pool

The Unscheduled Pool serves as a proactive programming tool to:

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

Projects in the Unscheduled Pool originate from two sources:

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

The Unscheduled Pool Project list is provided in Appendix G for Informational and planning purposes only.

Project Advancement and Administration

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

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

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

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

Projects appear in the Transportation Improvement Program because they are:

- Funded wholly or partially with federal or state transportation dollars, or
- Locally funded but designated as regionally significant under 23 CFR §450.326[26].

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

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

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

database, which is updated as amendments and administrative modifications are approved.

Summary of Projects

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

Table 2: Fiscal Years 2027 through 2031 Project Summary

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

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

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

Table 3: Fiscal Year 2026 Project Funding Summary

ID	AGENCY	TITLE	FISCAL YEAR 2026
2019-012	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Route 12, Phase 3 Enhancements	183,733
2019-015	El Paso County	El Paso County Wetland Bank: Akers Drive	5,250,893
2019-017	Colorado Springs	Sand Creek Trail: Palmer Park Boulevard to Constitution Avenue	957,348
2019-019	Colorado Springs	Rock Island Trail Construction. Sand Creek Trail to Constitution Avenue	766,938
2019-028	Monument	Jackson Creek Parkway Expansion	4,677,818
2019-045	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit, Transit Planning Studies	202,497
2019-088	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Operations	39,268,266
2019-089	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Planning	2,384,019
2019-091	Colorado Springs – Mountain Metropolitan Transit	Mountain Metropolitan Transit Vehicle Purchase	18,728,290
2019-093	Pikes Peak Rural Transportation Authority	Mountain Metropolitan Transit Downtown Transit Center	23,112,635
2019-120	Colorado Department of Transportation	Interstate 25 Fillmore to Garden of the Gods	1,000,000
2021-001	Colorado Springs	31st Street and Fontanero Bridge Reconstruction	5,749,525
2021-002	El Paso County	Bradley Road Widening	614,000
2021-005	Fountain	Link Road Reconstruction	3,946,525
2021-007	Manitou Springs	Ruxton Ave. Reconstruction	5,303,268
2021-009	El Paso County	Galley Road Sidewalks	800,230
2021-017	Pikes Peak Area Council of Governments	23 U.S.C. Section 104 and Section 5303 Metropolitan Planning	1,759,870
2021-020	Colorado Springs	Colorado Springs Signalized Crossings at Rock Island Trail and Murray Blvd., Shooks Run at Uintah St., and Dublin Park Trail at Dublin Blvd.	608,350
2021-023	Manitou Springs	Creek Walk Trail, Phases 4 and 5: Survey, Right-of-Way Acquisition, Design, and Construction	277,778
2021-026	Colorado Springs – Mountain Metropolitan Transit	Bus Stop Americans with Disabilities Act Compliance	1,075,000

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

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

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

Electronic Transportation Improvement Program

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

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

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

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

Key features of the electronic Transportation Improvement Program include:

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

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

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

The public-facing electronic Transportation Improvement Program is available at: electronic Transportation Improvement Program system

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

Performance Management

Transportation Performance Management

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

- Is systematically applied, a regular ongoing process.
- Provides key information to help decision-makers, allowing them to understand the
- consequences of investment decisions across transportation assets or modes.
- Improves communication between decision-makers, stakeholders, and the traveling public.
- Ensures targets and measures are developed in cooperative partnerships and are based on data and objective information.

This approach, using goals, measures, and data, will assist in making informed decisions about how to invest transportation funding. A better-performing transportation system can be achieved by setting performance targets, developing plans, reporting results, and being accountable for performance. The net result is connected and productive communities that focus on the efficient delivery of goods and safe, reliable journeys to work, school, shopping, and community activities.

Moreover, both the state and Metropolitan Planning Organizations must clearly connect the attainment of performance measure targets through statewide and regional planning activities. Transportation Performance Management outcomes are grouped into six elements to more effectively communicate the efforts underway to implement the statutory requirements. These include:

1. National Goals: Congressionally established goals or program purpose to focus the federal-aid highway program into specific areas of performance.
2. Measures: Federal Highway Administration-established measures to assess performance/condition in carrying out performance-based federal-aid highway programs.

3. Targets: Targets established by federal-aid highway funding recipients for the measures to document future performance expectations.
4. Plans: Strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
5. Reports: Reports by federal funding recipients that document progress toward target achievement, including the effectiveness of federal-aid highway investments.
6. Accountability and Transparency: Federal Highway Administration-developed requirements for federal funding recipients to achieve or make significant progress toward targets.

Pikes Peak Area Council of Governments Performance Measures and Target Settings

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

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

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

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

State departments of transportation and Metropolitan Planning Organizations are required to establish performance targets for each federal performance measure. Metropolitan Planning Organizations may develop their own performance targets in cooperation with state and transit agencies, or they may choose to support the state's targets. For the Safety and System Performance and Freight measures, Pikes Peak Area Council of Governments committees and staff chose to support the state set targets. This is the preferred option because it helps to avoid duplication of effort and promotes consistency between state and regional planning and programming.

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

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

Project Impacts

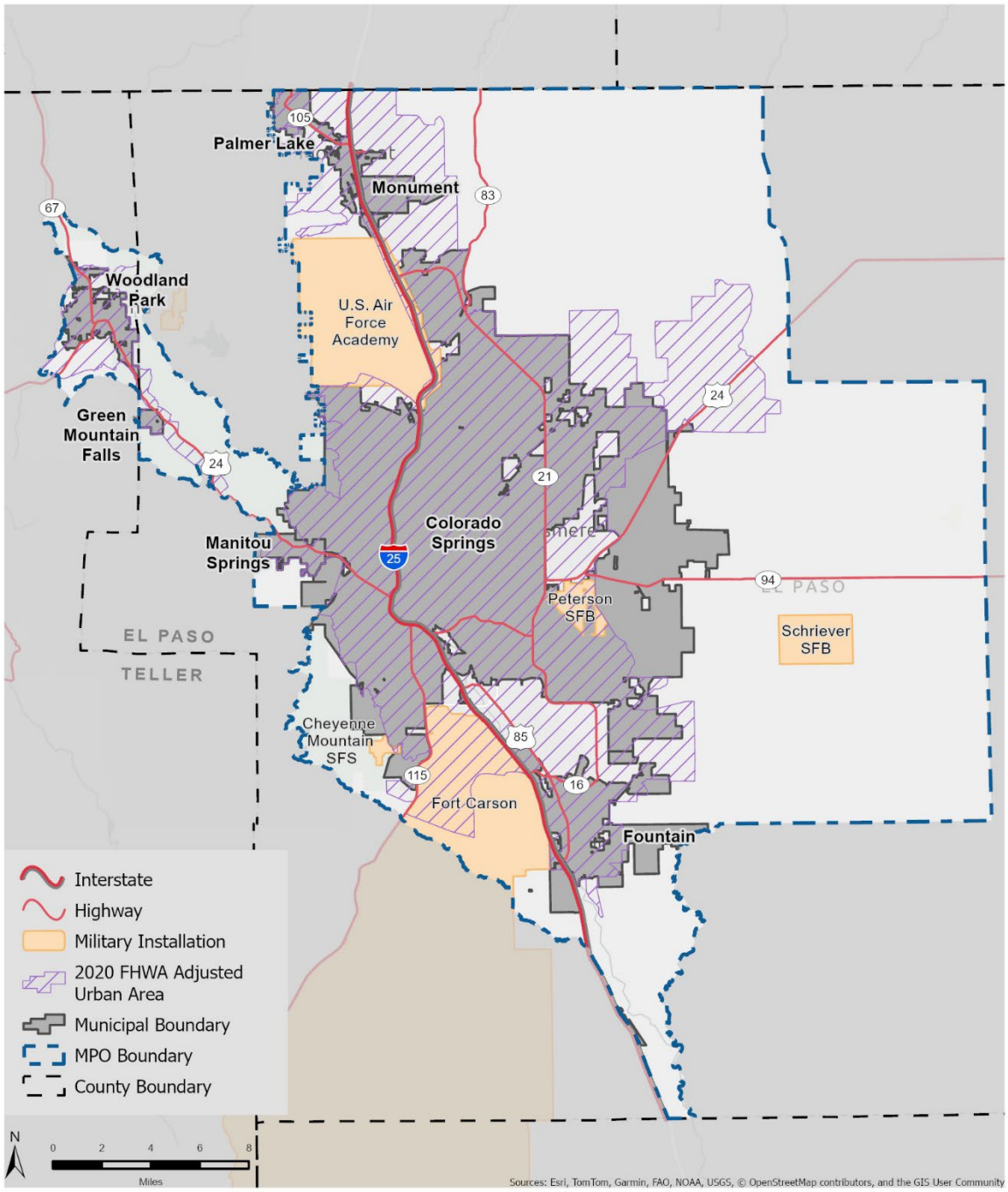
Per federal requirements, Metropolitan Planning Organizations must describe in the Transportation Improvement Program how the program of projects contributes to achieving the performance targets identified in the Long Range Transportation Plan, linking investment priorities to measurable outcomes. The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

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

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

Appendix A: Roads Eligible for Federal Funding

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


Palmer Lake
Monument
Woodland Park
U.S. Air Force Academy
Green Mountain Falls
Manitou Springs
Colorado Springs
Peterson SFB
Schriever SFB
EL PASO
TELLER
Cheyenne Mountain SFS
Fort Carson
Fountain
105
67
83
24
21
25
94
85
115
16
Interstate
Highway
Military Installation
2020 FHWA Adjusted Urban Area
Municipal Boundary
MPO Boundary
County Boundary
N
0 2 4 6 8
Miles
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Appendix B: Policies and Procedures

Pikes Peak Area Council of Governments

Communities Working Together

Pikes Peak Council of Governments

Transportation Improvement Program

Policies and Procedures

Amended August 2025

Purpose and Overview

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

Introduction

Federal transportation planning regulations require the formation of a Metropolitan Planning Organization in any urbanized area with a population exceeding 50,000[1]. In regions where the population surpasses 200,000, the Metropolitan Planning Organization receives the designation of a Transportation Management Area[2] and becomes subject to additional federal requirements.

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

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

[1] 23 CFR 450.310(a)
[2] 23 CFR 450.310(c)

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

Applicability

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

Hierarchy of Authorities

These Transportation Improvement Program policies and procedures are aligned with all applicable federal transportation planning and programming regulations[3]. Given the dual role of Pikes Peak Area Council of Governments as both the Metropolitan Planning Organization/Transportation Management Area and Transportation Planning Region #1, these procedures are designed to complement the Colorado Department of Transportation's statewide Transportation Planning Region planning processes where applicable. In addition to compliance with federal and state regulations, the Pikes Peak Area Council of Governments Board of Directors may adopt additional policies to meet regional needs. These policies must remain consistent with federal regulations and state statutes.

Modification of Policies and Procedures

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

[3] https://www.law.cornell.edu/uscode/text/23

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

Continuation and Authority

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

Compatibility with State Legislation

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

Transportation Improvement Program development within the Pikes Peak region will follow 2 Code of Colorado Regulations 601-22[4], Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions.

Administrative updates to this document will be made as needed to reflect changes in applicable state or federal regulations.

Relevant Federal Regulations

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

4

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

- The Metropolitan Planning Organization shall conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
- The metropolitan transportation planning process needs to be done in coordination with Colorado Department of Transportation and the statewide transportation planning process.
- The Metropolitan Planning Organization shall develop the plan in consultation with all interested parties.
- The Metropolitan Planning Organization should include public participation as part of the transportation planning process.
- The Metropolitan Planning Organization planning process shall incorporate performance measures and targets.
- The Metropolitan Planning Organization, as a Transportation Management Area, shall have a congestion management process incorporated into the planning process.
- The Transportation Improvement Program shall cover a period of not less than 4 years.
- The Transportation Improvement Program shall be updated at least every 4 years.
- The Transportation Improvement Program may cover more than 4 years. The Federal Highway Administration and the Federal Transit Administration will consider the projects in additional years as informational.
- The Transportation Improvement Program shall contain all regionally significant projects requiring an action by the Federal Highway Administration or the Federal Transit Administration whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the Transportation Improvement Program shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the Federal Highway Administration or the Federal Transit Administration, as well as all regionally significant projects to be funded with non-Federal funds.
- The Transportation Improvement Program shall include, for each project or phase, the following:
    - Sufficient descriptive material (*i.e.,* type of work, termini, and length) to identify the project or phase.

    - Estimated total project cost, which may extend beyond the 4 years of the Transportation Improvement Program.
    - The amount of federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of federal funds and source(s) of non-federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of federal funds and sources of non-federal funds).
    - Identification of the agencies responsible for carrying out the project or phase.
- Each project or project phase included in the Transportation Improvement Program shall be consistent with the approved Long Range Transportation Plan.
- The Transportation Improvement Program must be fiscally constrained by fund source by year.

Regionally Significant Projects

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

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

Pikes Peak Area Council of Governments Transportation Improvement Program Policies

Transportation Improvement Program Schedule

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

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

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

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

Transportation Improvement Program Development and Policies

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

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

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

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

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

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

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

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

Transportation Improvement Program PO8.0 (Use-It-or-Lose-It Policy and the Unscheduled Pool) – Regional Surface Transportation Program Metro, Carbon Reduction Program, and Transportation Alternatives Program (Surface Transportation Block Grant-set aside program) funds have a use it or lose it policy, unless the Colorado Department of Transportation expressly states that we may roll forward funds from previous years. Therefore, if those funds are not obligated in the year they are programmed, then that money could be lost from the region. To help mitigate the possibility of losing regional funds, the Transportation Improvement Program shall have an appendix with a prioritized listing of regional projects for years 5-10, called the "Unscheduled Pool" which can be amended into the current Transportation Improvement Program years if funding were to become available and other regional funding priorities have been met.

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Improvement Program Revisions

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

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

- Addition or deletion of any federally funded project (except as outlined under administrative modifications)
- Addition or deletion of any regionally significant state or locally funded project (except as outlined under administrative modifications)
- Changes/adjustments to federal funds that are programmed by the Pikes Peak Area Council of Governments. (The Pikes Peak Area Council of Governments Board is the only body with the authority to remove or add regional funding to a project/program)

- Changes/adjustments to federal or state funds programmed or selected by the Colorado Department of Transportation (with approval from transportation commission or similar body)
- Significant changes to a project's scope (e.g., modifying the amount of traffic through lanes, altering termini, or adding/removing multimodal elements)
- Changes in a project's fund source(s) from non-federal to federal, or from federal to non-federal

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

- Addition or deletion of any non-regionally significant state funded projects
- Addition or modification of projects funded through Emergency Relief programs
- Addition or modification of state or local regionally significant projects that have already been through their own public involvement and approval processes
- Minor scope changes that do not meet the threshold for formal amendments
- Changes in the project sponsor, provided both parties agree, and a formal agreement is signed by authorized representatives
- Changes are made to the existing project's amount of local funds, provided no other federal or state funding, scoping or termini changes are being made to the project and does not affect the local match requirement
- Reallocation of funds between preconstruction and construction phases
- Project roll forwards (moving a project within the programmed four years of the Transportation Improvement Program) if:
    - Unable to obligate in current year of Transportation Improvement and jurisdiction has provided adequate justification for the delay and

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

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

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

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

Transportation Improvement Program PO13.2 – For the purposes of these policies and procedures, a capacity-increasing project is defined as one that adds an additional vehicular travel lane one mile or longer, per Congestion Management Process guidelines. Projects such as turn lanes, road widening (that do not add travel lanes), bicycle, pedestrian, and transit projects are not considered capacity-increasing under this policy.

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

Transportation Improvement Program Funds

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

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

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

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

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

Transportation Improvement Program PO18.0 (Return of Unused Project Funds) – Project cost savings or funds that are not required to complete the original or approved scope of the project shall be returned to the regional fund balance for reprogramming to other projects.

> Transportation Improvement Program PO18.1 – Reprogramming of returned funds shall go through the regular Transportation Improvement Program and/or cost overrun process.
>
> Transportation Improvement Program PO18.2 – Once a jurisdiction is aware of excess funding on a project, they must contact the Pikes Peak Area Council of Governments with the approximate time frame of the return and funding amount.
>
> Transportation Improvement Program PO18.3 – Pikes Peak Area Council of Governments staff will notify all jurisdictions of the returned funds in an email that will serve as a “supplemental notice of funding availability.”
>
> Transportation Improvement Program PO18.4 – Jurisdiction returning the funds may be awarded those same funds for another project but shall be required to follow the same process as all the other jurisdictions requesting the returned funds. This follows the principle that funds are awarded to projects, not jurisdictions.

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

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

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

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

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

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

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

Transportation Improvement Program PO20.0 (Advanced Construction Agreements) – Nothing in the Pikes Peak Area Council of Governments Policies and Procedures should be interpreted as prohibiting the practice of utilizing Advanced Construction Agreements. Because the Pikes Peak Area Council of Governments does not directly manage funds, it cannot enter into an Advanced Construction agreement with jurisdictions. However, if the jurisdiction and the Colorado Department of Transportation agree upon an Advanced Construction agreement, it can expedite project delivery and safeguard against cost increases due to inflation.

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

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

1. Assist jurisdictions on projects that are experiencing cost overruns, provided the overruns are due to factors that were not reasonably foreseeable and NOT due to voluntary changes in the project scope identified in the project application.

2. Fully fund the construction phase of projects which are currently in preconstruction and have already had federal funds obligated to complete the project.

3. Fund any projects from the Long Range Transportation Improvement that can be ready to obligate in time.

4. Fund new transportation plans and studies, thereby requiring that these be amended into the Plan. Funding some plans and studies provides an opportunity for the smallest member jurisdictions to participate.

5. Flex all remaining funds to transit, making any necessary Transportation Improvement Program amendments.

Project Development Responsibilities

Transportation improvement Program PO22.0 (Sponsor Responsibilities)

Transportation Improvement Program PO22.1 – Complete project or project phases in a timely manner, project-level public involvement, project eligibility requirements, commitments made during the project development and programming process and notify the Pikes Peak Area Council of Governments staff when the project will not meet program funding deadlines.

Transportation Improvement Program PO22.2 – When a proposed project is programmed in the Transportation Improvement Program, the project sponsor makes a commitment to complete it as defined in the project proposal. Substantive amendments to the scope of a project or the project cost during the obligation phase could cause the project to be reevaluated. This could cause the project to be reduced in priority and thus lose the programmed funds. Lead agencies are responsible for ensuring timely completion of the project as described in the project proposal.

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

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

(each March and September or as otherwise scheduled by the Pikes Peak Area Council of Governments in cooperation with the funding agencies). Failure by a sponsoring agency to provide this information may jeopardize the priority of their state or federally funded project(s) in the Transportation Improvement Program. The following information shall be provided:

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

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

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

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

Transportation Improvement Program PO23.2 – The Pikes Peak Area Council of Governments will help to ensure funds will be obligated in the year they were programmed through the following process:

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

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

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

Transportation Improvement Program PO23.5 – Every other year, as part of the adoption of the new Transportation Improvement Program, Pikes Peak Area Council of Governments staff will review the status of all current and programmed projects with each project sponsor to determine if there are any projects that may need to be amended into the new Transportation Improvement Program. Unobligated funds and associated projects are not guaranteed to be amended into a new Transportation Improvement Program adoption, and all efforts should be made to make funds in the year a project is programmed.

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

Transportation Improvement Program PO24.0 (Exception Management and Policy Compliance) – Policy compliance is the responsibility of Pikes Peak Area Council of Governments staff and all committee members. However, individual jurisdiction requests may at times require an exception to be made to one or more policies. Having a robust and well-managed set of policies on how to deal with requested exceptions allows the committee(s) to be proactive, rather than reactive, when it comes to compliance management.

Transportation Improvement Program PO24.1 – Following any proposed new Transportation Improvement Funding funding request(s) or amendment(s) to an already approved Transportation Improvement Program, Pikes Peak Area Council of Governments staff shall conduct a compliance review in advance of any TAC meeting scheduled to consider the request(s) and to present compliance management considerations for the committee's discussion.

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

Pikes Peak Area Council of Governments Procedures

Transportation Improvement Program Development

Transportation Improvement Program PR1.0 (Development of Federal Funding Estimates) – To start a new Transportation Improvement Program process, completed every other year, Pikes Peak Area Council of Governments staff shall develop the annual federal funding estimate for the upcoming Transportation Improvement Program. Development of these estimates shall be done in conjunction with the Federal Highway Administration and the State of Colorado. These estimates shall reconcile previous estimates of federal allocations vs. actual revenues to develop the estimated amount for the new Transportation Improvement Program years.

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

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

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

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

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

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

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

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

Transportation Improvement Program PR3.0 (Draft Project List Development) – The Transportation Advisory Committee is tasked with development of a draft project list. The Transportation Advisory Committee will review the application scores matrix prepared by Pikes Peak Area Council of Governments staff, and public involvement results prior to the Transportation Improvement Program Development Meeting. Based on the technical knowledge and expertise of those reviewing the score matrix, the scores may be adjusted, as appropriate. Scores act as a guide to prioritizing projects; however, the Transportation Advisory Committee is to use their best judgement in developing the recommended project list.

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

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

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

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

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

Transportation Improvement Program Amendment Procedures

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

Transportation Improvement Program PR7.1 – Member jurisdictions must submit a justification letter so that Pikes Peak Area Council of Governments staff can include sufficient information in the Transportation Advisory Committee memo. The letter shall describe how the amendment will change the project from what was originally described in the project's application. It is expected that members will be present at Transportation Advisory Committee meetings to defend their request.

Transportation Improvement Program PR7.2 – If the amendment causes funding to be returned to the region or cancelation of a project, an email Notice of Funding Availability will be sent out to all eligible jurisdictions letting them know the funding has been returned to the region and is available for

reprogramming. The email will contain information about what type of funding is available, how much and when it needs to be obligated.

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

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

AAA	Area Agency on Aging
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway & Transportation Officials
ACOE	Army Corps of Engineers
ACT	Accessible Coordinated Transportation
ADA	Americans with Disabilities Act (1990)
AICUZ	Air Installation Compatible Use Zone (Study)
AF CURE	Arkansas Fountain Coalition Urban River Evaluation
AFB	Air Force Base
AFS	Air Force Station
AMPO	Association of Metropolitan Planning Organizations
AOA	Administration on Aging (U.S.)
APA	American Planning Association
APCD	Air Pollution Control Division (Colorado)
AQCC	Air Quality Control Commission (Colorado)
AQTC	Air Quality Technical Committee (PPACG)
ARCH	Adult Resources for Care and Help
ARRA	American Recovery and Reinvestment Act
AVO	Average Vehicle Occupancy
AVR	Average Vehicle Ridership
BAH	Basic Allowance for Housing
BEA	Bureau of Economic Analysis
BLM	Bureau of Land Management
BLS	Bureau of Labor Statistics
BMPs	Best Management Practices
BRAC	Base Closure and Realignment
BRO	Off-System Bridge Program
BIO	Bridge Inspection Program
BTS	Bureau of Transportation Statistics
C4A	Colorado Association of Area Agencies on Aging
CAA	Clean Air Act
CAB	Combat Aviation Brigade
CAC	PPRTA Citizen Advisory Committee
CAC	Community Advisory Committee (PPACG)
CAD	Computer Aided Drafting
CARC	Colorado Association of Regional Councils

CBEF	Center for Business and Economic Forecasting
CCI	Colorado Counties, Inc.
CDHS	Colorado Department of Human Services
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEDIS	Colorado Economic and Demographic Information System
CFR	CFR
CMAQ	Congestion Mitigation and Air Quality Improvement
CML	Colorado Municipal League
CMP	Congestion Management Process
CO	Carbon Monoxide
CONO	Council of Neighbors and Organizations
COPs	Certifications of Participation
COS	Colorado Springs
CPG	Consolidated Planning Grant
CPI	Consumer Price Index
CRP	Carbon Reduction Program
CRS	Colorado Revised Statutes
CSU	Colorado Springs Utilities
CTAB	Citizens' Transportation Advisory Board (Colorado Springs)
CVHT	Congested Vehicle Hours Traveled
CVMT	Congested Vehicle Miles Traveled
CWA	Clean Water Act
CWCB	Colorado Water Conservation Board
CWP	Clean Water Plan
DBE	Disadvantaged Business Enterprise
DBMS	Data Base Management System
DEIS	Draft Environmental Impact Statement
DMDC	Defense Manpower Data Center
DMTF	Defense Mission Task Force
DNR	Division of Natural Resources (State of Colorado)
DOD	Department of Defense (U.S.)
DOE	Department of Energy (U.S.)
DOLA	Colorado Department of Local Affairs
DOT	Department of Transportation (U.S.)
DRCOG	Denver Regional Council of Governments
DRMAC	Denver Regional Mobility and Access Council
DTD	Division of Transportation Development (CDOT)
DUS	Denver Union Station

E&D	Elderly and Disabled
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency (U.S.)
EPC	El Paso County
EV	Electric Vehicle
FAA	Federal Aviation Administration
FASTER	Funding Advancements for Surface Transportation & Economic Recovery
FCC	Federal Communications Commission
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMVECP	Federal Motor Vehicle Emission Control Program
FONSI	Finding of No Significant Impact
FR	Federal Register
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GPS	Global Positioning System
HAC	Highway Advisory Commission (El Paso County)
HB	House Bill
HBA	Housing and Building Association
HCM	Highway Capacity Manual
HFMCM	Peak Military Care Network
HMA	Housing Market Analysis
HOT	High Occupancy Toll
HOV	High-occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HUTF	Highway Users Trust Fund
ICMA	International City/County Management Association
IGA	Intergovernmental Agreement
IPA	Integrated Plan Assessment
ISDS	Individual Sewage Disposal System
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JARC	Job Access/Reverse Commute

LOS	Level of Service
LRP/LRTP	Long Range Plan/Long Range Transportation Plan
LRT	Light Rail Transit
MAC	Military Affairs Committee
MAP-21	Moving Ahead for Progress in the 21st Century (latest federal legislation)
MCC	Mobility Coordinating Committee (PPACG AAA)
MOA	Memorandum of Agreement
MOBILE6	EPA Approved model to predict pollutant emissions from vehicles
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
N4A	National Association of Area Agencies on Aging
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCEA	National Center on Elder Abuse
NCOA	National Council on Aging
NEPA	National Environmental Policy Act
	NEPA Documents (part of the “NEPA process”):
Cat Ex	Categorical Exclusion
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of no Significant Impact
ROD	Record of Decision
NFRMPO	North Front Range Metropolitan Planning Organization
NFRQPA	North Front Range Water Quality Planning Association
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NORAD	North American Aerospace Defense Command
NOx	Nitrogen oxides
NWCCOG	Northwest Colorado Council of Governments
O&M	Operations and Maintenance
O3	Ozone
OAA	Older Americans Act (1969)
OEA	Office of Economic Adjustment
OSD	Office of Secretary of Defense
OST	Office of the Secretary of Transportation
P3	Public-Private Partnership

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

STBG	Surface Transportation Block Grant Program
STBG - Urban	Surface Transportation Block Grant Program - Urbanized areas
SW	Space Wing (Air Force)
SWMP	Stormwater Management Plan
TAC	Transportation Advisory Committee (PPACG)
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCD	Traffic Control Device
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TDP	Transportation Development Plan
TEA	Transportation Enhancement Activity
TEA-21	Transportation Equity Act for the 21st Century (1998)
TELUM	Transportation Economic Land Use Model
TES	PPACG Transportation Enhancements Subcommittee
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMDL	Total Maximum Daily Load
TMO/TMA	Transportation Management Organization/Transportation Management Agency
TOD	Transit Oriented Development
TPR	Transportation Planning Region
TRB	Transportation Research Board
TRS	Technical Review Subcommittee (for the AAA RAC)
TSM	Transportation System Management
TSSIP	Traffic Signal System Improvement Program
TTI	Travel Time Index
UAS	Unmanned Aircraft System
UCCS	University of Colorado - Colorado Springs
UFAS	Uniformed Federal Accessibility Standard
UGB/A	Urban Growth Boundary/Area
UPH	Unaccompanied Personnel Housing
UPWP	Unified Planning Work Program
USAF	United States Air Force
USAFA	United States Air Force Academy
USC	United State Code
USDOT	United States Department of Transportation
USFS	United States Forest Service
USGS	United States Geological Survey

UZA (UA)	Urbanized Area (Census)
V/C	Volume-to-capacity ratio
VHA	Veterans Health Administration
VHT	Vehicle Hours Traveled
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQCC	Water Quality Control Commission (Colorado)
WQCD	Water Quality Control Division (Colorado Department of Public Health & Environment)
WQMC	Water Quality Management Committee (PPACG)

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

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

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

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

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

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

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

Mobility Scoring Detail

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

Maintenance Scoring Detail

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

Multimodal Transportation and Mitigation Options Fund Scoring Criteria

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

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

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

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

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

The following outlines the methodology for awarding points.

Multimodal Transportation and Mitigation Options Fund Scoring Methodology

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

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

Appendix C: Air Quality Conformity

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

Historic Conformity Requirements in the Pikes Peak Region

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

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

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

Completion of the Maintenance Period

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

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

Current Status and Future Requirements

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

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

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

Appendix D: Funding Source Description

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

Surface Transportation Reauthorization

Infrastructure Investment and Jobs Act

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

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

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

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

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

Surface Transportation Block Grant

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

Transportation Alternatives Program

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

Carbon Reduction Program

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

Consolidated Planning Grant

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

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

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

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

Federal Funding Sources Administered by Mountain Metropolitan Transit

Federal Transit Administration Section 5307 – Urbanized Area Formula Program

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

Federal Transit Administration Section 5339 – Bus and Bus Facilities Program

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

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

Multimodal Transportation and Mitigation Options Fund

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

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

Other Funding Sources Included in the Transportation Improvement Program

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

Highway and Multimodal Funding Sources

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

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

Transit Funding Sources

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

Additional Funding Sources (Project-Specific Entries)

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

Appendix E: Completed or significantly delayed projects

Completed Projects

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

Significantly Delayed Projects

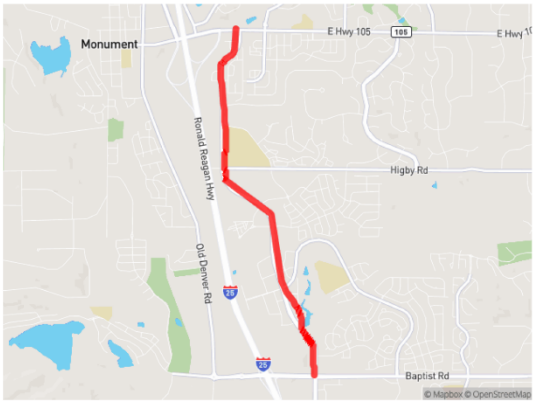
TIP-ID	AGENCY	PROJECT NAME
2019-028	Monument	Jackson Creek Parkway Expansion

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

2019-028 - Jackson Creek Parkway Expansion

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

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



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

2019-045 - MMT Transit Planning Studies

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

Lead Agency:	Colorado Springs - MMT
Project Type:	Roadway/Transit Studies
Plan Revision Name:	Adoption
Total Cost:	$1,765,004
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local	$0	$0	$45,733	$0	$0	$0	$0	$45,733
NA	Local Match for STP Metro	$0	$0	$0	$0	$97,479	$50,944	$0	$148,423
NA	PPRTA	$99,059	$34,850	$0	$0	$0	$0	$0	$133,909
NA	STP Metro	$335,294	$167,647	$220,000	$0	$468,930	$245,068	$0	$1,436,939
Total NA		$434,353	$202,497	$265,733	$0	$566,409	$296,012	$0	$1,765,004
Total Prior Costs		$434,353	$0	$0	$0	$0	$0	$0	$434,353
Total Programmed		$434,353	$202,497	$265,733	$0	$566,409	$296,012	$0	$1,765,004

2019-091 - MMT Vehicle Purchase

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

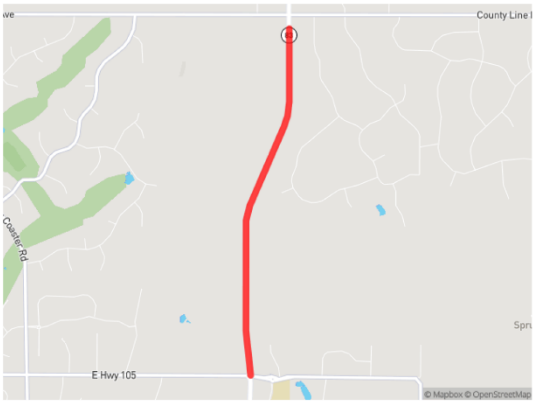
Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Vehicles
Plan Revision Name:	Adoption
Total Cost:	$22,693,842
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	Transit, Travel Time Reliability

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

2019-122 - SH 83 Passing Lanes

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

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

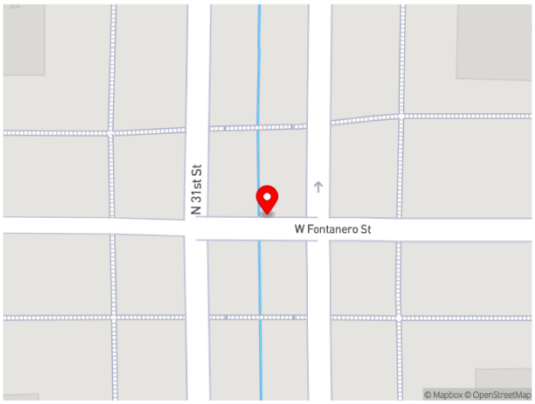


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	$0	$3,588,000	$0	$0	$0	$0	$0	$3,588,000
Total CON		$0	$3,588,000	$0	$0	$0	$0	$0	$3,588,000
Total Programmed		$0	$3,588,000	$0	$0	$0	$0	$0	$3,588,000

2021-001 - 31st Street and Fontanero Bridge Reconstruction

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

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

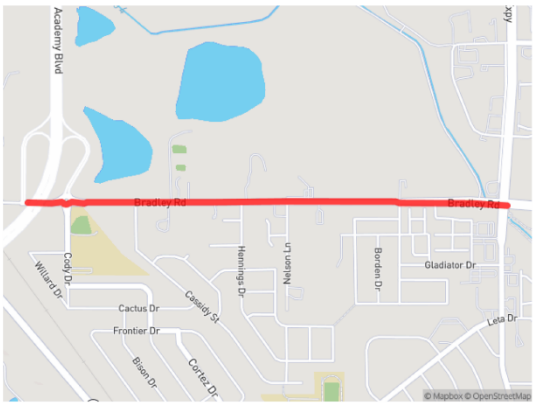


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	$780,798	$0	$0	$0	$0	$0	$0	$780,798
CON	Local Match for TAP	$242,529	$0	$0	$0	$0	$0	$0	$242,529
CON	STP Metro	$3,756,083	$0	$0	$0	$0	$0	$0	$3,756,083
CON	TAP	$970,115	$0	$0	$0	$0	$0	$0	$970,115
Total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

2021-002 - Bradley Road Widening

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

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



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

2021-005 - Link Road Reconstruction

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

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

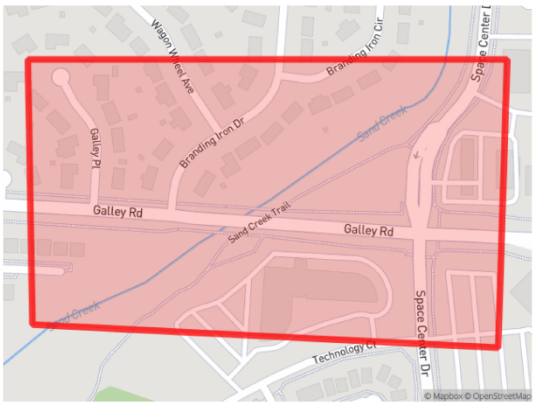


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	$679,196	$287,786	$0	$0	$547,497	$0	$0	$1,514,479
CON	STP Metro	$3,267,329	$1,384,415	$0	$0	$2,633,777	$0	$0	$7,285,521
Total CON		$3,946,525	$1,672,201	$0	$0	$3,181,274	$0	$0	$8,800,000
Total Prior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

2021-009 - Galley Road Sidewalks

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

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

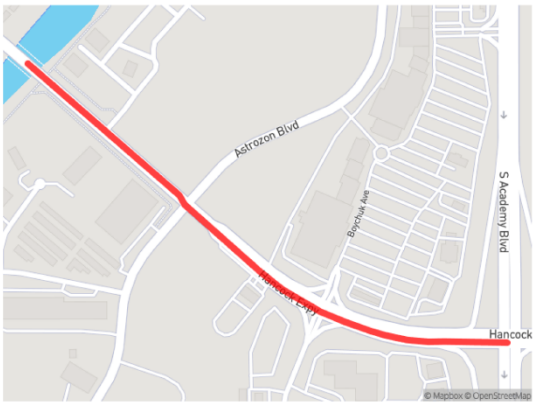


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Carbon Reduction Program	$0	$0	$1,143,622	$1,155,058	$159,334	$0	$0	$2,458,014
CON	Local Match for CRP	$0	$0	$0	$240,108	$33,122	$0	$0	$273,230
CON	Local Match for STP Metro	$160,046	$0	$237,731	$0	$465,846	$0	$0	$863,623
CON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

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

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

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



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

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

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

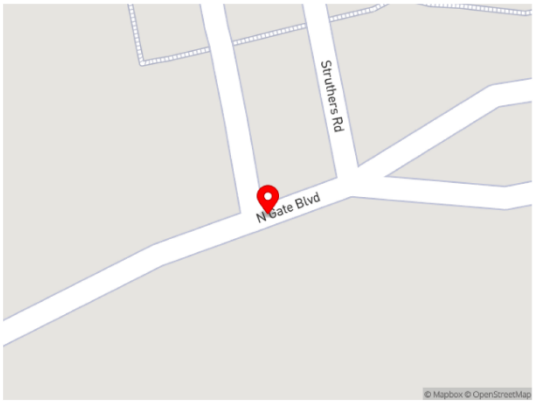
Lead Agency:	El Paso County
Project Type:	ADA Enhancements
Plan Revision Name:	Adoption
Total Cost:	$1,823,955
County:	El Paso
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

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

2021-039 - North Gate Struthers Permanent Water Quality Pond

North Gate and Struthers Permanent Water Quality Pond

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

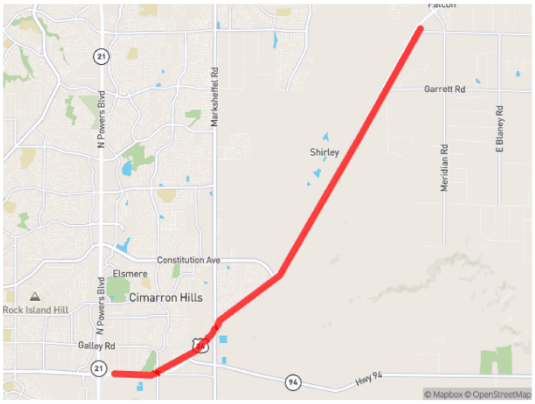


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local	$797,801	$0	$0	$0	$0	$0	$0	$797,801
CON	Water Quality Mitigation Federal	$3,834,420	$0	$0	$0	$0	$0	$0	$3,834,420
Total CON		$4,632,221	$0	$0	$0	$0	$0	$0	$4,632,221
Total Prior Costs		$4,632,221	$0	$0	$0	$0	$0	$0	$4,632,221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

2021-047 - US24G Mobility/Safety Improvements

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

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

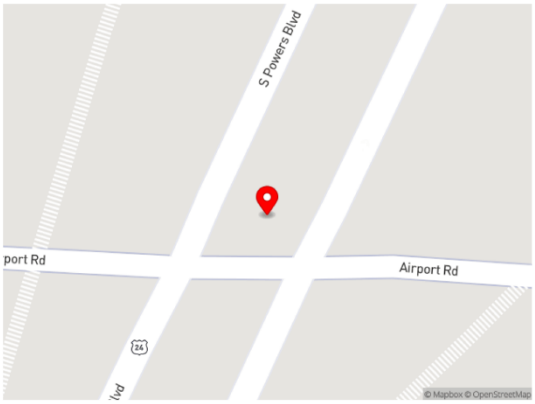


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Regional Priority Pool (RPP) Federal	$185,925	$662,320	$0	$0	$0	$0	$0	$848,245
CON	Regional Priority Pool (RPP) State	$64,075	$137,680	$0	$0	$0	$0	$0	$201,755
Total CON		$250,000	$800,000	$0	$0	$0	$0	$0	$1,050,000
Total Prior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

2022-001 - CO21 and Airport Rd Diverging Diamond Interchange

Powers Blvd. and Airport Road Interchange design and construction

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

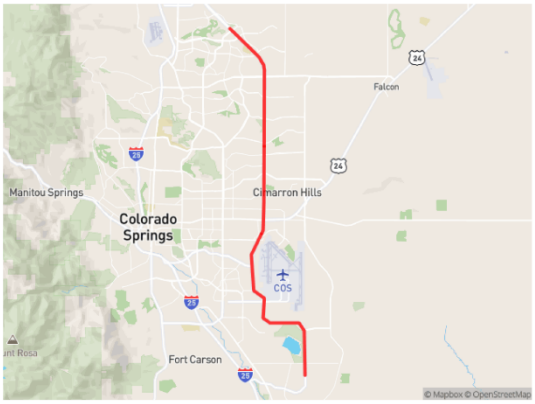


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
CON	Water Quality Mitigation Federal	$387,844	$0	$0	$0	$0	$0	$0	$387,844
CON	Water Quality Mitigation State	$80,624	$0	$0	$0	$0	$0	$0	$80,624
Total CON		$2,468,468	$0	$0	$0	$0	$0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

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

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

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

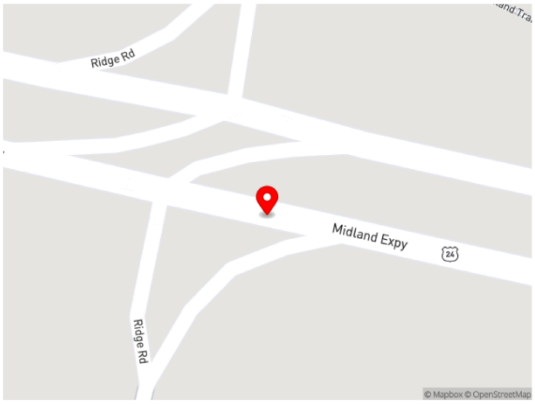


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Regional Priority Pool (RPP) Federal	$136,815	$0	$0	$0	$0	$0	$0	$136,815
PRE	Regional Priority Pool (RPP) State	$13,185	$0	$0	$0	$0	$0	$0	$13,185
Total PRE		$150,000	$0	$0	$0	$0	$0	$0	$150,000
-	Regional Priority Pool (RPP) Federal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

2022-005 - US24 West over Ridge Road

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

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



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

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

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

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

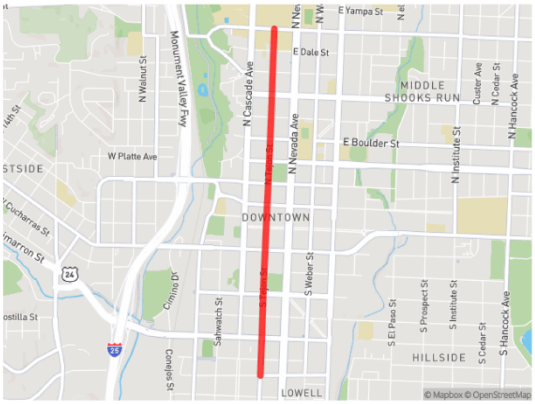


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	$1,750,000	$2,045,000	$0	$0	$0	$0	$0	$3,795,000
CON	Highway Safety Improvement Program	$1,600,000	$0	$0	$0	$0	$0	$0	$1,600,000
CON	Local	$177,777	$0	$0	$0	$0	$0	$0	$177,777
Total CON		$3,527,777	$2,045,000	$0	$0	$0	$0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

2022-017 - Downtown Shuttle Operations (Service Expansion)

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

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

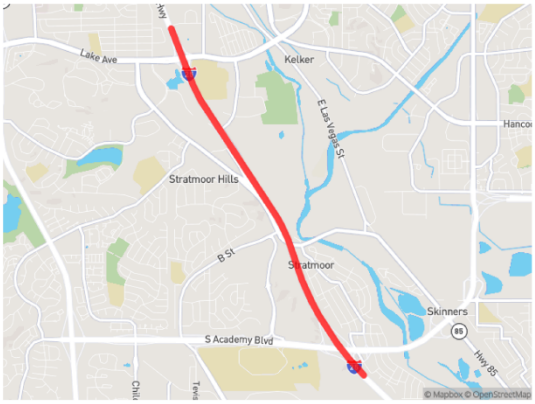


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Local	$1,147,346	$1,282,691	$1,463,836	$902,786	$0	$0	$0	$4,796,659
NA	Multimodal Options Fund	$1,192,346	$1,282,691	$1,463,836	$902,786	$0	$0	$0	$4,841,659
NA	PPRTA	$45,000	$0	$0	$0	$0	$0	$0	$45,000
Total NA		$2,384,692	$2,565,382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

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

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

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



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Regional Priority Pool (RPP) Federal	$1,655,800	$0	$0	$0	$0	$0	$0	$1,655,800
PRE	Regional Priority Pool (RPP) State	$344,200	$0	$0	$0	$0	$0	$0	$344,200
Total PRE		$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
CON	I1C	$0	$0	$13,200,000	$0	$0	$0	$0	$13,200,000
CON	Regional Priority Pool (RPP) Federal	$0	$0	$2,736,300	$0	$0	$0	$0	$2,736,300
CON	Regional Priority Pool (RPP) State	$0	$0	$2,271,720	$0	$0	$0	$0	$2,271,720
Total CON		$0	$0	$18,208,020	$0	$0	$0	$0	$18,208,020
-	Construction Bridge Program CBP	$0	$0	$0	$0	$0	$0	$0	$0
-	Regional Priority Pool (RPP) Federal	$0	$0	$0	$0	$0	$0	$0	$0
-	Regional Priority Pool (RPP) State	$0	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$2,000,000	$0	$0	$0	$0	$0	$0	$2,000,000
Total Programmed		$2,000,000	$0	$18,208,020	$0	$0	$0	$0	$20,208,020

2022-024 - MMT FASTER Set Aside

FASTER Funds set aside for bus replacement.

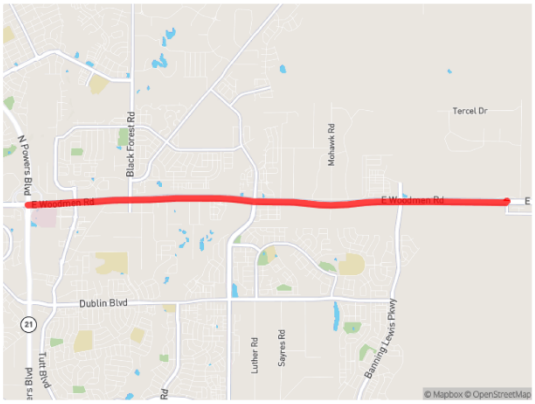
Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Vehicles
Plan Revision Name:	Adoption
Total Cost:	$1,750,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	Congestion, Safety, Transit

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

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

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

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

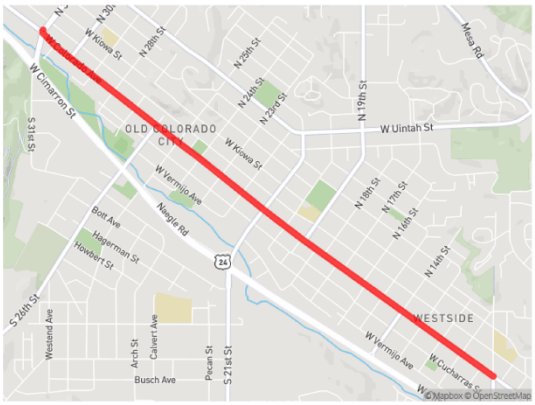


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	$244,594	$867,260	$327,151	$0	$0	$1,523,743	$0	$2,962,748
CON	STP Metro	$1,176,639	$4,172,018	$1,573,786	$0	$0	$7,330,081	$0	$14,252,524
Total CON		$1,421,233	$5,039,278	$1,900,937	$0	$0	$8,853,824	$0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

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

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

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



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

2023-006 - MMT Metro Rides

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

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

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

2023-007 - Spruce Mountain Rd. Improvements

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

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

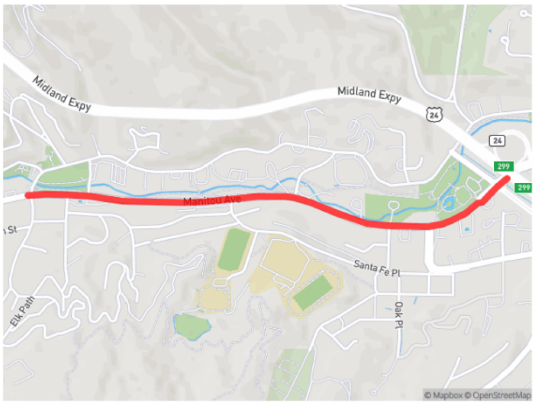


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	$215,678	$0	$0	$0	$0	$0	$0	$215,678
CON	STP Metro	$1,037,536	$0	$0	$0	$0	$0	$0	$1,037,536
Total CON		$1,253,214	$0	$0	$0	$0	$0	$0	$1,253,214
-	Local Match for STP Metro	$0	$0	$0	$0	$0	$0	$0	$0
-	STP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

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

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

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

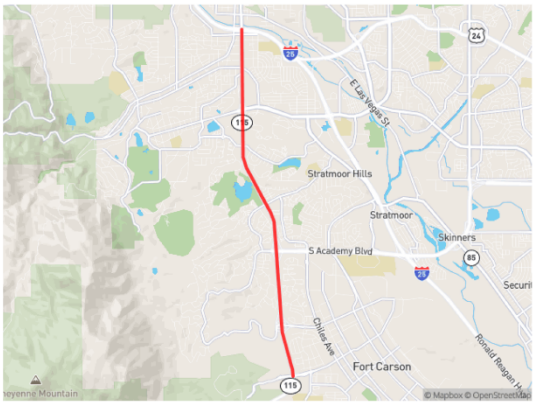


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Local Match for STP Metro	$37,862	$0	$0	$0	$0	$0	$0	$37,862
CON	PPRTA	$0	$0	$68,840	$344,200	$0	$0	$0	$413,040
CON	STP Metro	$182,138	$0	$331,160	$1,655,800	$0	$0	$0	$2,169,098
Total CON		$220,000	$0	$400,000	$2,000,000	$0	$0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

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

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

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



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

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

Acquire three diesel-hybrid buses.

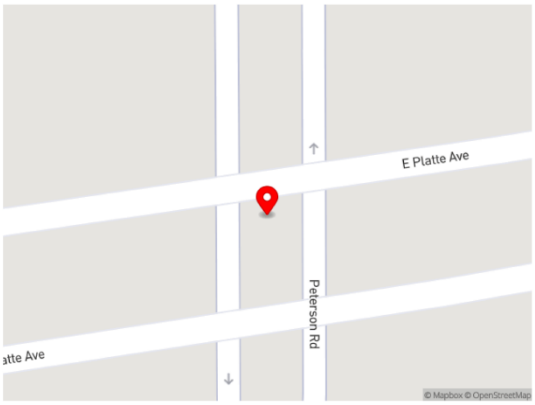
Lead Agency:	Colorado Springs - MMT
Project Type:	Transit Vehicles
Plan Revision Name:	Adoption
Total Cost:	$1,612,000
County:	El Paso
Municipality:	City of Colorado Springs
CDOT Region:	-
Functional Classification:	-
Performance Measures:	Transit

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

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

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

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

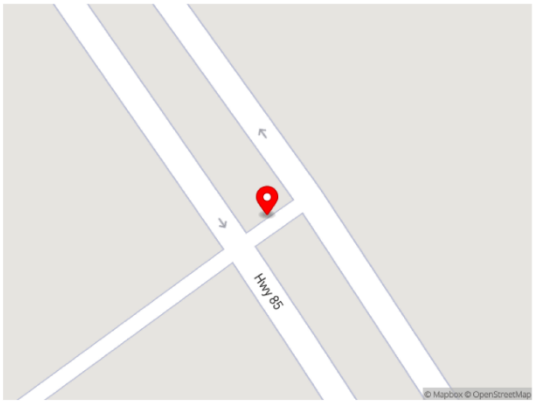


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	Office of Local Defense Community Cooperation	$10,710,000	$0	$0	$0	$0	$0	$0	$10,710,000
CON	PPRTA	$4,590,000	$0	$0	$0	$0	$0	$0	$4,590,000
Total CON		$15,300,000	$0	$0	$0	$0	$0	$0	$15,300,000
-	Congressionally Directed Spending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

2023-030 - US85 and Carson Blvd Intersection Improvements

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

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



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

2023-032 - US24 FalconJudge Orr Intersection Improvements, and Blue Gill Drive Realignment

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

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

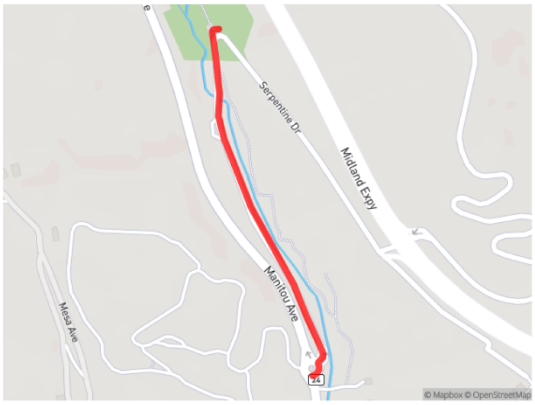


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	STP Metro	$1,321,472	$0	$0	$0	$0	$0	$0	$1,321,472
Total PRE		$1,321,472	$0	$0	$0	$0	$0	$0	$1,321,472
ROW	FASTER	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
ROW	STP Metro	$709,778	$0	$0	$0	$0	$0	$0	$709,778
Total ROW		$1,709,778	$0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

2023-043 - Serpentine Area Improvements

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

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

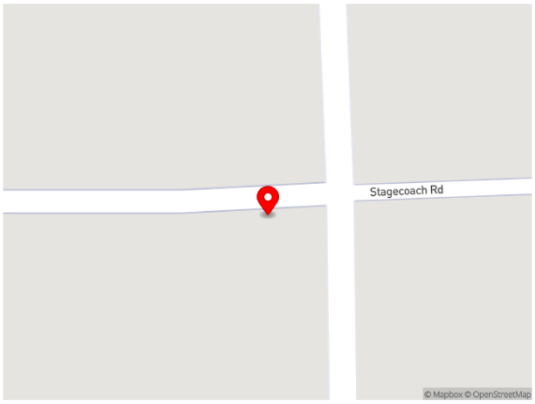


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	Local	$106,750	$0	$0	$0	$0	$0	$0	$106,750
PRE	Region 2 TAP	$427,500	$0	$0	$0	$0	$0	$0	$427,500
Total PRE		$534,250	$0	$0	$0	$0	$0	$0	$534,250
CON	Local Match for TAP	$0	$0	$0	$0	$0	$280,000	$0	$280,000
CON	TAP	$0	$0	$0	$0	$0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

2023-051 - CO83 & Stagecoach Rd Safety Improvements

Intersection Safety Improvements - Design Phase.

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

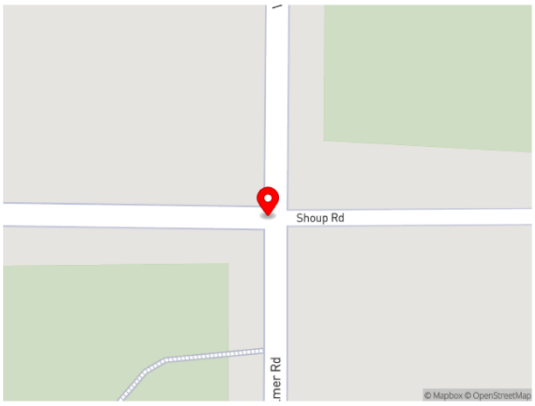


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	FASTER	$0	$531,779	$3,418,240	$0	$0	$0	$0	$3,950,019
Total PRE		$0	$531,779	$3,418,240	$0	$0	$0	$0	$3,950,019
Total Programmed		$0	$531,779	$3,418,240	$0	$0	$0	$0	$3,950,019

2025-001 - Shoup Road Improvements

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

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



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

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

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

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

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

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

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

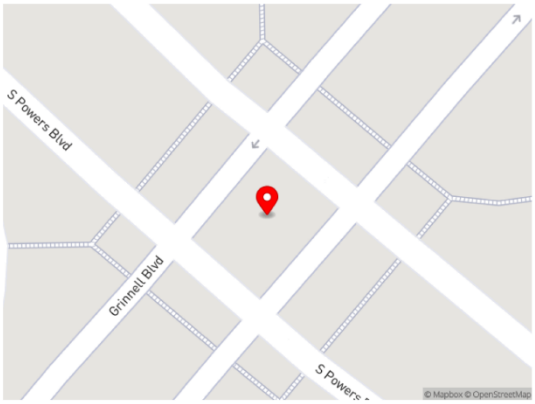
Lead Agency:	Pike Ride
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	$267,375
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	-
Performance Measures:	-

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

2025-005 - CO21 & Grinnell Blvd Drainage Repairs

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

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

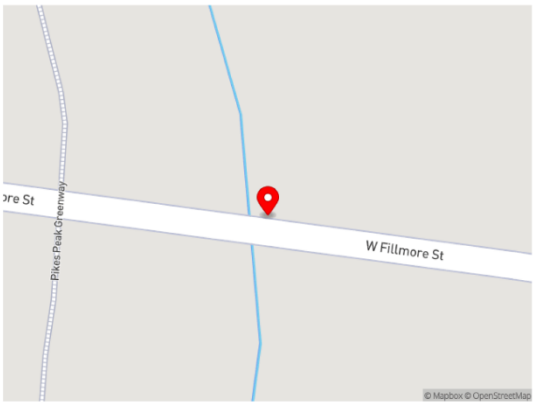


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
CON	FASTER	$429,541	$0	$0	$0	$0	$0	$0	$429,541
Total CON		$429,541	$0	$0	$0	$0	$0	$0	$429,541
NA	FASTER	$50,000	$0	$0	$0	$0	$0	$0	$50,000
Total NA		$50,000	$0	$0	$0	$0	$0	$0	$50,000
-	FASTER	$0	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs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

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

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

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



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

2025-007 - Academy Blvd over Platte Ave Bridge Replacement

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

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

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

2025-010 - City of Colorado Springs Safety Signal Rebuilds

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

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

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

2025-015 - Pedestrian Crossings Improvements 3

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

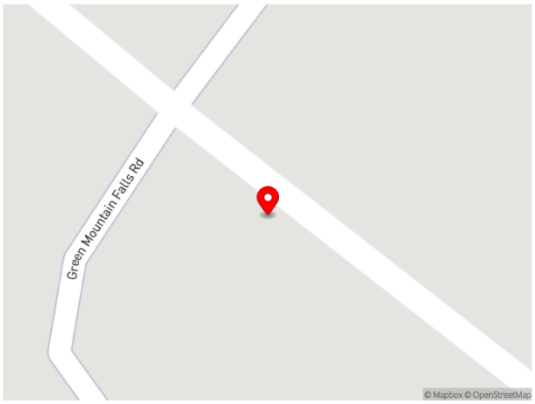
Lead Agency:	El Paso County
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	$6,446,174
County:	-
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

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

2025-016 - US24A Green Mountain Falls Safety Improvements

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

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



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

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

Acquire three diesel-hybrid buses.

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

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

2025-020 - Monument Mobility Hub

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

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



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

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

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

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

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

2025-023 - Pedestrian School Crossing Improvements

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

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

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

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

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

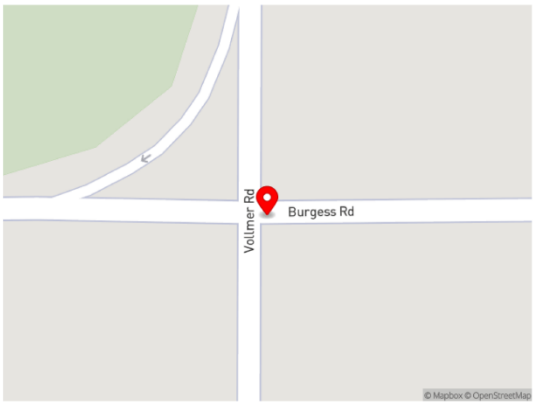
Lead Agency:	CDOT
Project Type:	Bicycle and Pedestrian
Plan Revision Name:	Adoption
Total Cost:	$2,451,000
County:	-
Municipality:	-
CDOT Region:	-
Functional Classification:	-
Performance Measures:	-

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

2025-025 - Burgess and Vollmer Intersection Improvements

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

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



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

2025-027 - SB230 - Oil and Gas

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

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

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

2025-029 - Regional Traffic Data Service (StreetLight)

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

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

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

Appendix G: Unscheduled Pool

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

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

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

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

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

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

2050 Long Range Transportation Plan Fiscally Constrained Project List

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix H: Performance Measures and Targets

Performance Measures and Targets

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

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

Highway Safety (Performance Measure 1)

There are five performance measures in the highway safety category related crashes: number of fatalities, fatalities per 100 million vehicle miles traveled, number of serious injuries, serious injuries per 100 million vehicle miles traveled, and non-motorized fatalities and serious injuries. Data is collected from the Colorado Department of Revenue, refined by the Colorado Department of Transportation and analyzed by Pikes Peak Area Council of Governments staff. Targets for the highway safety category are established annually. For the Safety measures, Pikes Peak Area Council of Governments committees and staff chose to support the state set targets. This is the preferred option because it helps to avoid duplication of effort and promotes consistency between state and regional planning and programming. The following targets are anticipated to be adopted by the Board of Directors in February 2026. Targets are established annually.

Adopted Safety Targets

HIGHWAY SAFETY PERFORMANCE MEASURE	TARGET
NUMBER OF FATALITIES	734
FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED	3,997
NUMBER OF SERIOUS INJURIES	1.342
SERIOUS INJURY RATE PER 100 MILLION VEHICLE MILES TRAVELED	7.276
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	784

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

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

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

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

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

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

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

Transit

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

Transit performance management encompasses three areas:

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

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

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

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

2. Public Transportation Agency Safety Plan
   Mountain Metropolitan Transit's Public Transportation Agency Safety Plan establishes safety performance targets for all transit modes. Transportation Improvement Program programming supports Public Transportation Agency Safety Plan goals by:
   - Replacing aging vehicles with safer, more reliable alternatives
   - Improving technology systems for incident reporting and operator protection
   - Enhancing accessibility and safety at stops and stations
   - Supporting operational reliability through upgraded maintenance facilities

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

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

3. Transit Mobility, Access, and Regional Goals
   Beyond Transit Asset Management and the Public Transportation Agency

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

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

Transportation Improvement Programs Projects by Performance Measure

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

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

Appendix I: Title VI Analysis Definition and Guiding Principles

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

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

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

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

"Minority" includes persons who are:

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

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

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

Methodology for this Analysis

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

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

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

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

Analysis by Project Type

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

Roadway widening and new road construction projects

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

Transit projects

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

Plan, Mountain Metropolitan Transit has a long-term goal for fixed-route service to be available to 90% of the Colorado Springs urbanized Area. Note that this is different than the coverage area for Americans with Disabilities Act complementary paratransit, which is federally mandated and is defined as a ¾-mile buffer around all fixed routes. Based on the guidance in the 2023 Title VI Plan, a coverage analysis was performed on the existing transit network. The analysis utilized a ¼-mile buffer around regular fixed-routes and a ¾-mile buffer around deviated fixed-routes. Fountain Municipal Transit's fixed-route was also included in this calculation. Populations residing in census blocks with their centroids located within the buffer were considered to be "served." The results of this analysis showed 44% of the total urbanized area population (per the 2020 Census) of Colorado Springs is served by Mountain Metropolitan Transit, indicating more coverage is needed in the network in the long-term.

Roadway safety and other roadway enhancement projects

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

Bicycle and pedestrian projects

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

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

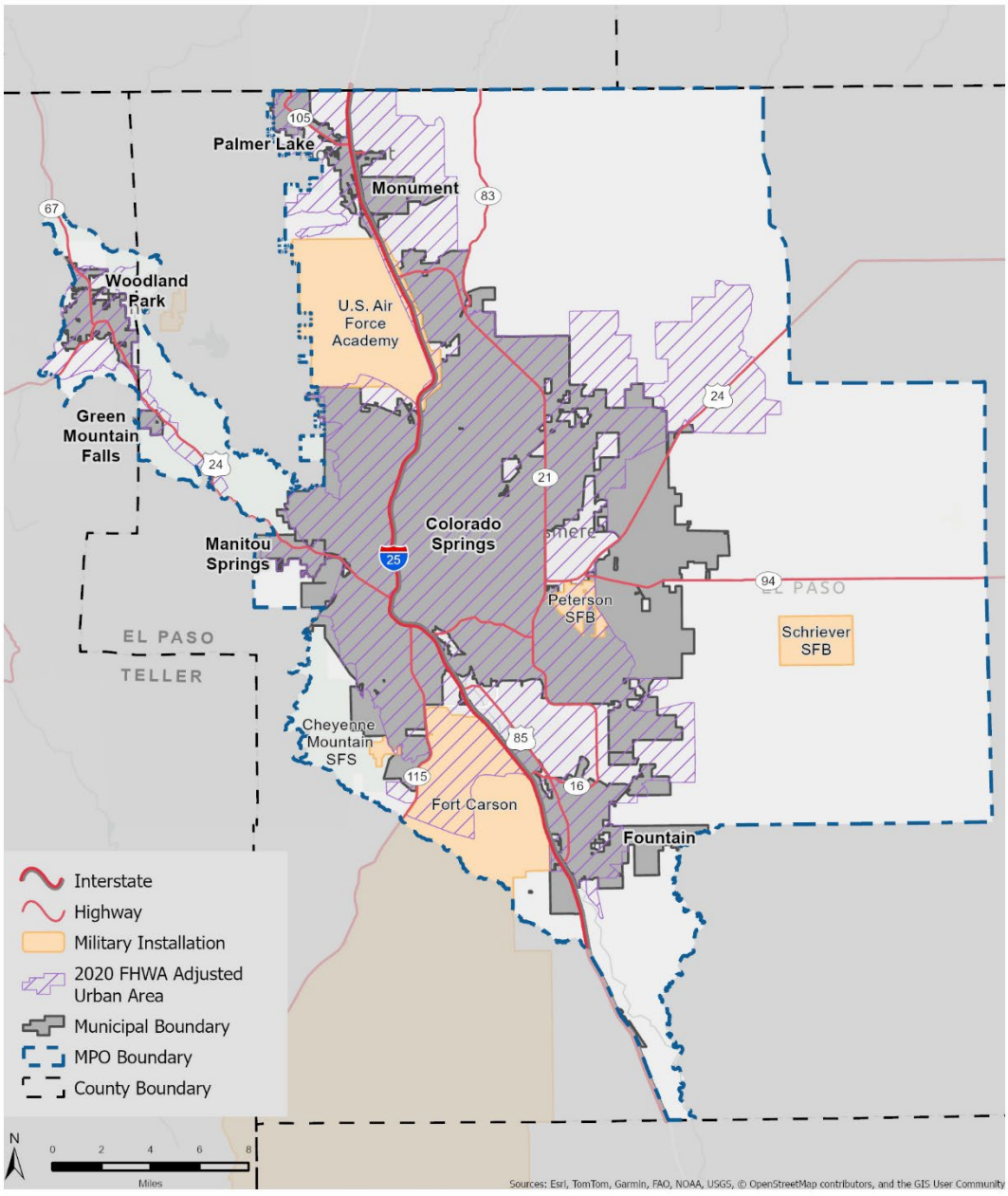
Maintenance, replacement, and reconstruction projects

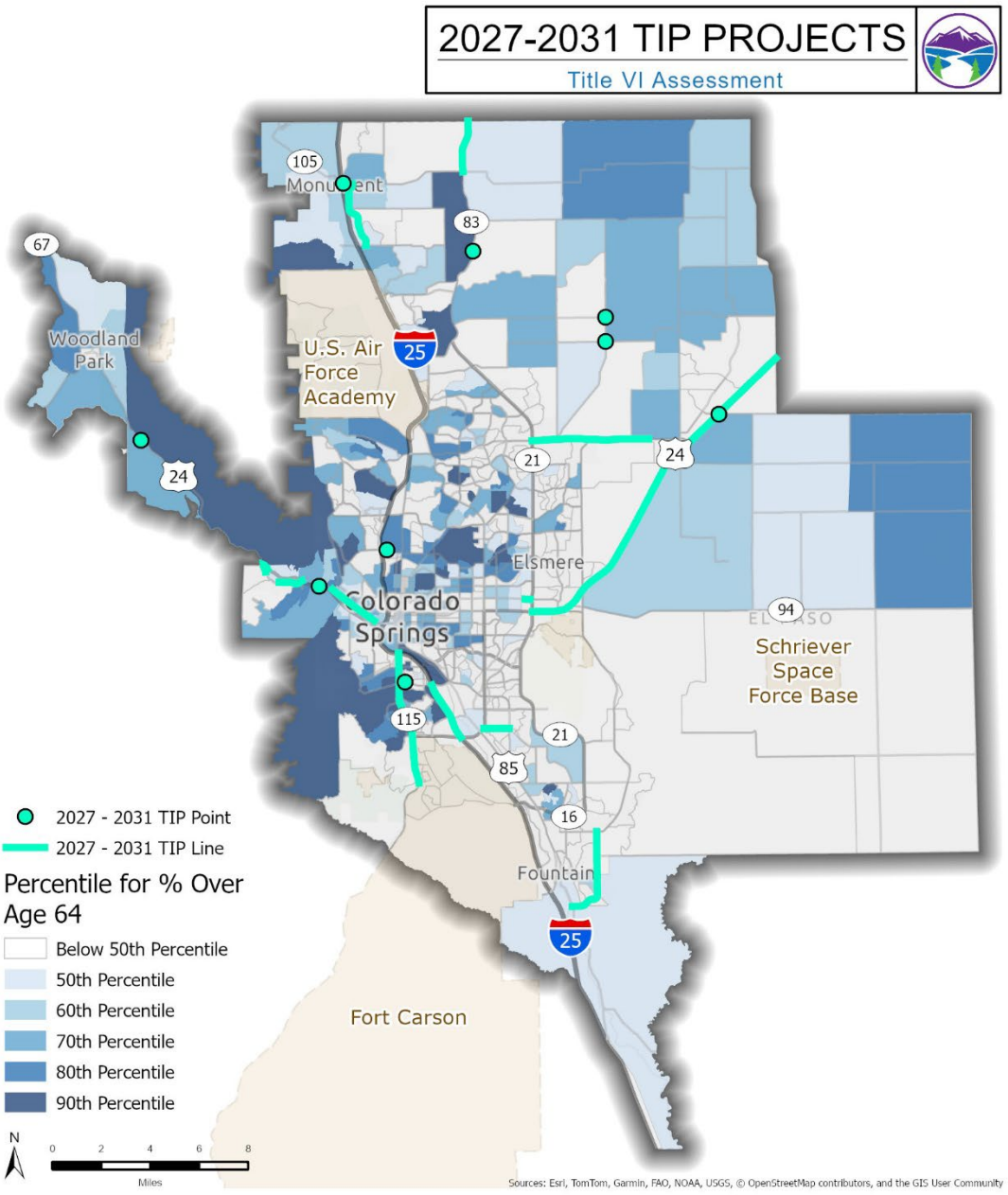
There are several projects that primarily include maintenance, replacement, or reconstruction of facilities. Like bicycle and pedestrian projects, these projects are geographically dispersed throughout the region and appear to neither avoid nor target areas of low income or minority populations. Low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

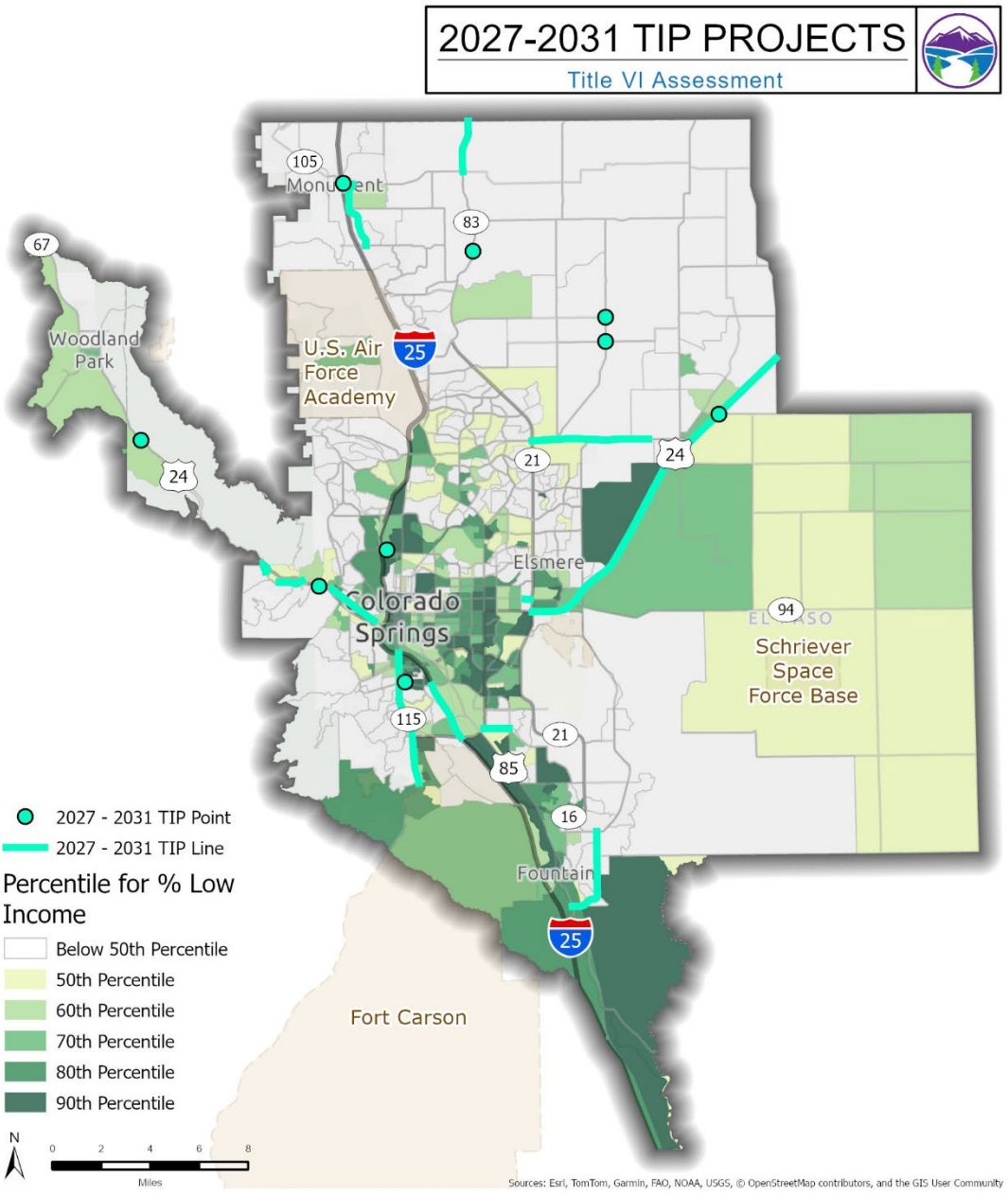
Net Effect on Populations

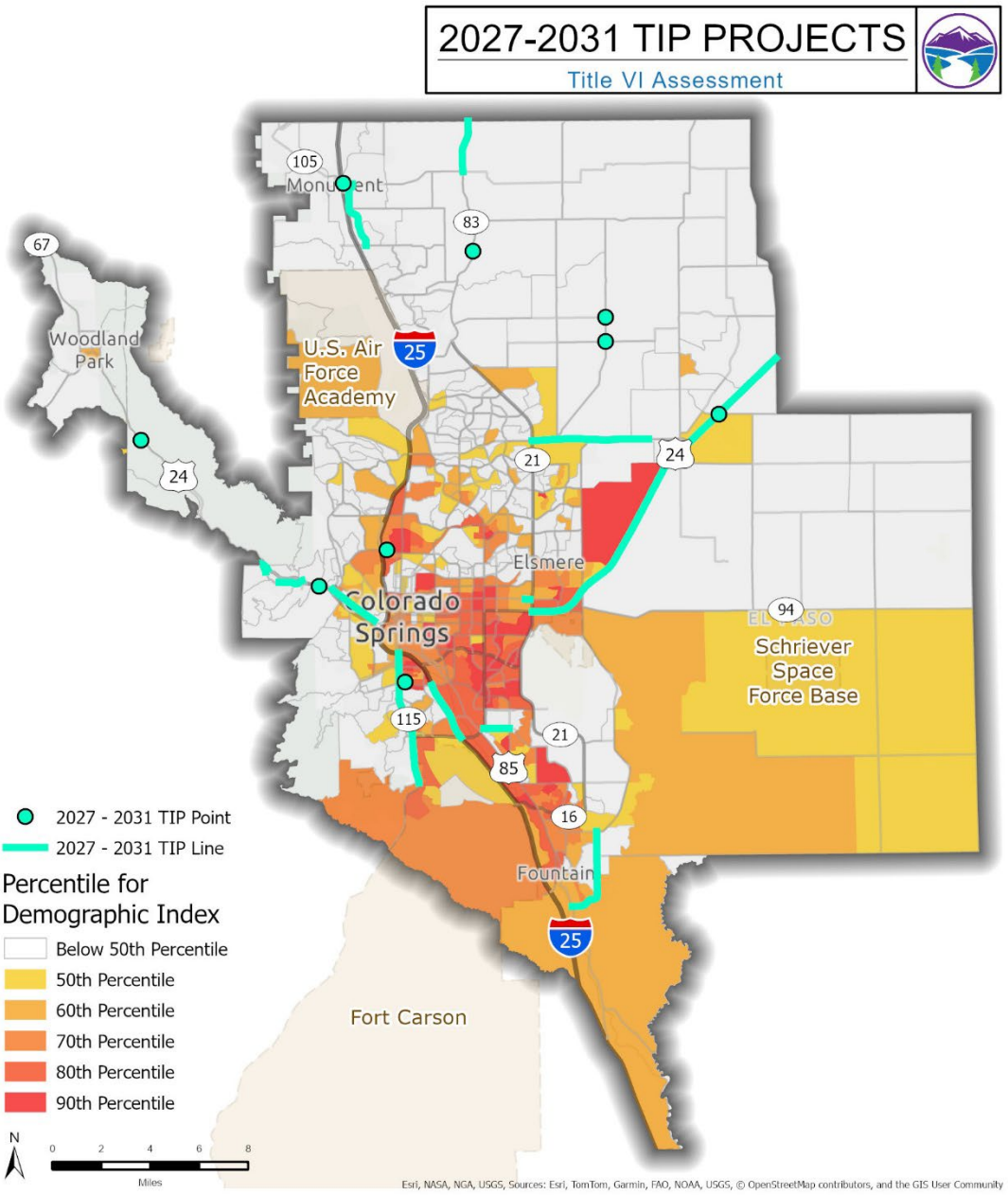
As a group, the Fiscal Years 2027-2031 projects before regional project selection and after project selection do not disproportionally impact federally protected classes or other communities and have the same potential impact (both to help and hurt) on minority and low-income concentrated areas as that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

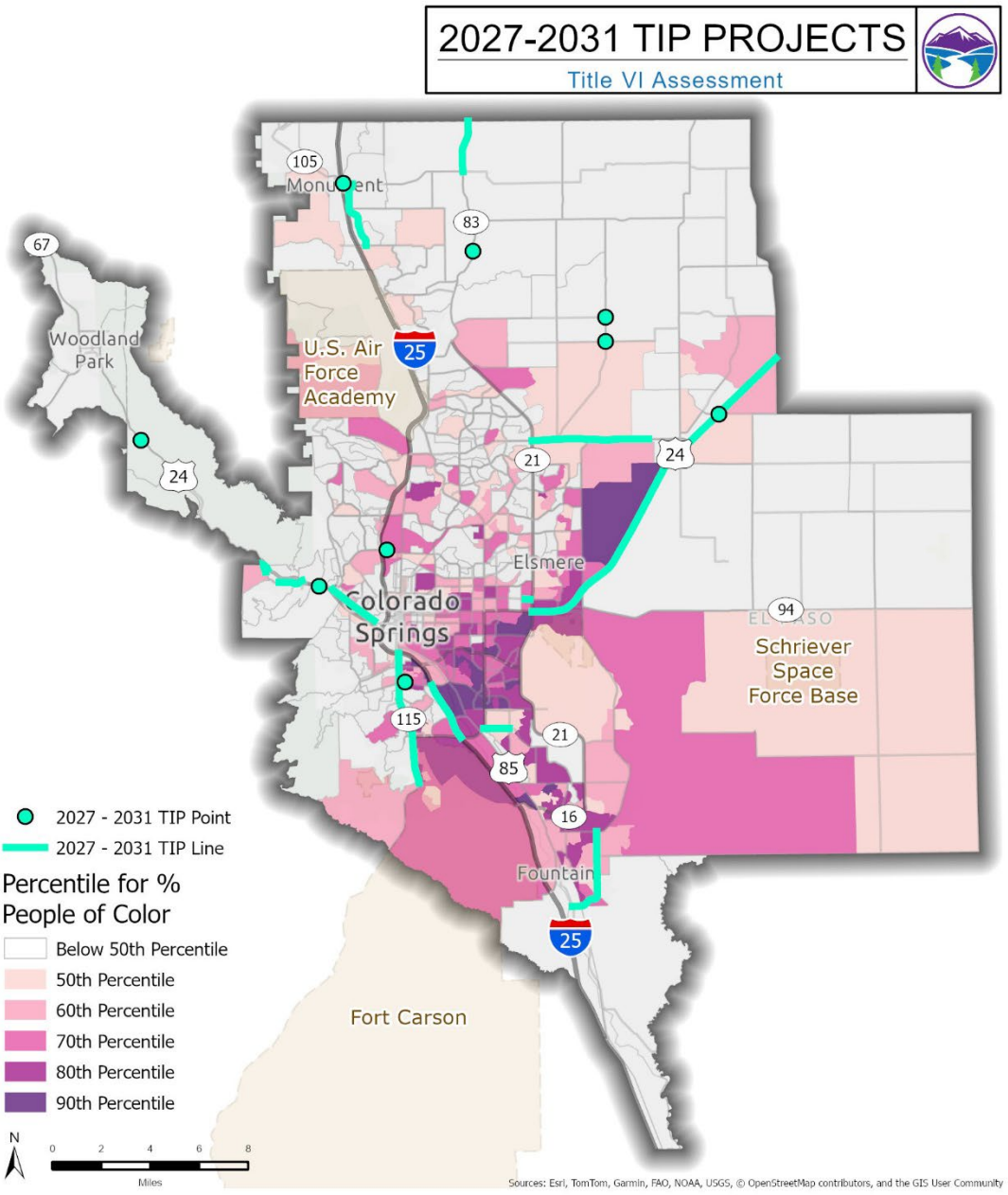
The Title VI and Limited English Proficiency Plans include several provisions and recommendations for this type of targeted, proactive outreach and can act as guides moving forward. It is also worth noting that, in addition to this regional analysis, National Environmental Policy Act studies will need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


Palmer Lake
Monument
Woodland Park
U.S. Air Force Academy
Green Mountain Falls
Manitou Springs
Colorado Springs
Peterson SFB
Schriever SFB
EL PASO
TELLER
Cheyenne Mountain SFS
Fort Carson
Fountain
105
67
83
24
21
25
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85
115
16
Interstate
Highway
Military Installation
2020 FHWA Adjusted Urban Area
Municipal Boundary
MPO Boundary
County Boundary
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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community


2027-2031 TIP PROJECTS
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Fort Carson
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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community


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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community


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Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community


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2027 - 2031 TIP Line
Percentile for % People of Color
Below 50th Percentile
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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Appendix J: Public Involvement Plan

Pikes Peak Area Council of Governments
Communities Working Together

PIKES PEAK AREA COUNCIL OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC INVOLVEMENT PLAN

Introduction

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

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

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

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

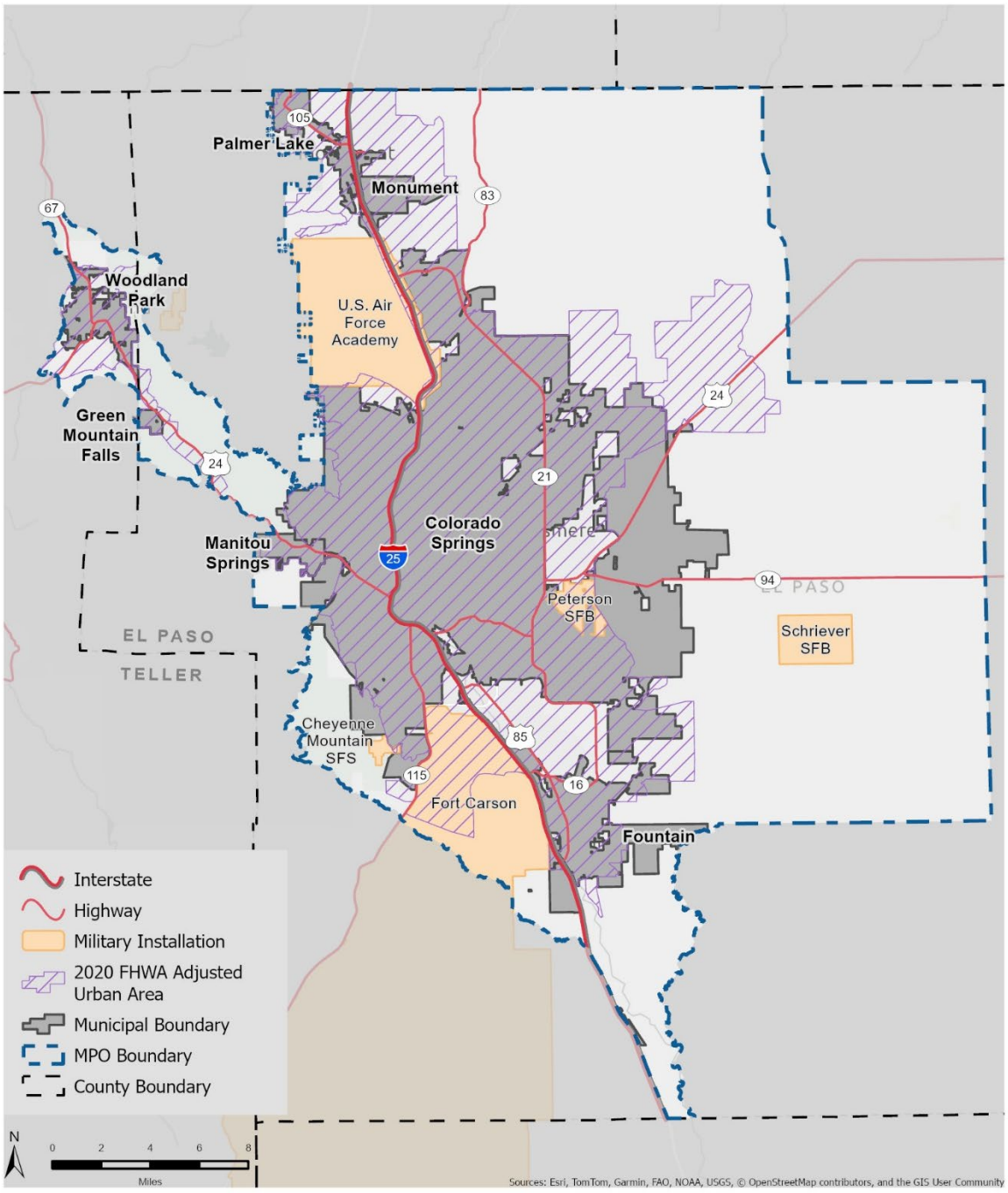


Figure 1: Pikes Peak Region MPO Boundary

Purpose of the Public Involvement Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

Accommodation Available, Including Translation Services

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

Policies and Procedures for Public Comments

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

Evaluating Our Effectiveness

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

Public Involvement Plan Updates

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

Pikes Peak Area Council of Governments Contacts

PPACG - (719) 471-7080

John Liosatos - *Transportation Director*
x105
jliosatos@ppacg.org

Danelle Miller - *Senior Transportation Planner*
x140
dmiller@ppacg.org

Josh Squires - *Transportation Planner*
x133
jsquires@ppacg.org

Jared Verner - *Public Policy and Communications Manager*
x139
jverner@ppacg.org

Appendix K: Public Comments

A 30-day public comment period will be held March 13 – April 12, 2026. Comments received during that timeframe will be reported here.

Appendix L: Federal Transportation Improvement Program Requirements Compliance Crosswalk

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

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

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

Appendix M: Assurances

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

1. There have been no lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the Pikes Peak Area Council of Governments within the last year, July 1, 2025 through June 30, 2026.

2. The Pikes Peak Area Council of Governments, as the MPO, does not currently have any pending applications to any federal agency other than the FTA.

3. There were no civil rights compliance reviews performed on the Pikes Peak Area Council of Governments by any local, state or federal agency during the period July 1, 2025 through June 30, 2026.

4. Title VI will be enforced by the Pikes Peak Area Council of Governments for all contractors. All contracts with the Pikes Peak Area Council of Governments include compliance measures that, in effect, state that failure to comply with Title VI requirements will result in termination of the contract. A copy of the standard contract language regarding Title VI is attached.

Dated: 02/11/2026

Pikes Peak Area Council of Governments

by _____
Andrew Gunning
Executive Director

Pikes Peak Area
Council of Governments
Communities Working Together

General Assurance

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

Specific Assurances

Federal Highway Program Assurance

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

1. The Pikes Peak Area Council of Governments agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a "program") conducted, or will be (with respect to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. The Pikes Peak Area Council of Governments requires that all contractors sign and agree to a professional services contract (see Appendix X) which explicitly outlines Title VI requirements and regulations.

3. That where the Pikes Peak Area Council of Governments receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

4. That where the Pikes Peak Area Council of Governments receives Federal financial assistance in form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights space on, over, or under such property.

5. That this assurance obligates the Pikes Peak Area Council of Governments for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Pikes Peak Area Council of Governments or any transferee for the longer of the following periods:

    a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

    b. The period during which the Pikes Peak Area Council of Governments retains ownership or possession of the property.

6. The Pikes Peak Area Council of Governments shall provide for such methods of administration for the program as are found by the Secretary of Transportation, or the official to whom he or she delegates specific authority, to give reasonable guarantee that it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed by or pursuant to the Act, the Regulations and this assurance.

7. The Pikes Peak Area Council of Governments agrees that the United States has the right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

Federal Transit Administration Assurance

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

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

2. The Pikes Peak Area Council of Governments will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and, in compliance with the Department of Transportation Title VI regulation, 49 CFR Part 21.9.

3. The Pikes Peak Area Council of Governments will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

Certification

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

DATED 02/11/2026

Pikes Peak Area Council of Governments

By



Andrew Gunning
Executive Director

Pikes Peak Area
Council of Governments
Communities Working Together

TITLE VI POLICY STATEMENT

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

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

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

02/11/2026
Date

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

Pikes Peak Area
Council of Governments
Communities Working Together

DECLARACION DE POLITICA CONFORME AT TITULO VI

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

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

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

02/11/2026
Fecha

Para obtener más información, comuníquese con:
Pikes Peak Area Council of Governments
Coordinador del Title VI
15 S. 7th St.
Colorado Springs, CO 80905
719-471-7080

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 29, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Angie Martell, Environmental Planner

Subject: Section 208 Regional Water Quality Management Plan Update

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Action Requested: Review and Recommend

Summary

Pikes Peak Area Council of Governments is the designated 208 Planning Agency, as specified under the Clean Water Act, Section 208. As part of this designation, PPACG is responsible for maintaining and ensuring implementation of the Regional Water Quality Management Plan, also known as the 208 Plan.

The 208 Plan was last updated in 2019 and is due for an update. Thanks to generous funding from the Lyda Hill Foundation, the Pikes Peak Area Council of Governments has funding needed to complete the update of the 208 Plan during the 2026 calendar year. Staff has kicked off this update and is working with a consultant, RESPEC, to complete the technical update. However, the complete update with full approvals from the Colorado Water Quality Contril Division and the Environmental Protection Agency are not anticipated to be completed until 2027.

To enhance the efficiency of the overall update process, staff plans to bring sections of the 208 Plan forward for review and approval through the Water Quality Management Committee and the Community Advisory Committee as they are ready. Once all sections are completed and have been reviewed and approved by the Water Quality Management Committee and Community Advisory Committee, the full 208 Plan update will be delivered for public comment and to the Board of Directors.

Today we are bringing one section of the 208 Plan forward for your review: Appendix A – Site Application Review Process. This section of the 208 Plan provides details of the review process for Site Applications as required by Regulation 22 – Site Location and Design Regulations for Domestic Wastewater Treatment Works (5 CCR 1002-22). Regulation 22 dictates the site location and design approval process for domestic wastewater treatment works in Colorado, requiring Water Quality Control Division approval for construction or expansion. As the designated 208 Planning Agency, the Pikes Peak Area Council of Governments is responsible

for reviewing and providing recommendations of approval or denial regarding Regulation 22 Permits in the region to the Colorado Department of Public Health and Environment (CDPHE).

The Appendix A – Site Application Review Process of the PPACG 208 Plan has been reviewed and recommended for approval by the Water Quality Management Committee. The edits made to this section of the 208 Plan provide greater clarity on the review process, spell out responsibilities for each entity, and provide direction on how Regulation 22 applications should be reviewed for consistency.

Proposed Motions
Recommend the updated PPACG 208 Plan Appendix A – Site Application Review Process to the PPACG Board of Directors for approval.

Attachments
1. Revised PPACG 208 Plan Appendix A – Site Application Review Process
2. Link to Red line version of PPACG 208 Plan Appendix A – Site Application Review Process

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.

27. Appendix A

Site Application Review Process

The Site Application Review Process (Appendix A) describes PPACG's process for reviewing applications as the Designated 208 Planning Agency, as required by the Water Quality Control Commission (WQCC) Regulation 22, Site Location and Design Regulations for Domestic Wastewater Treatment Works. PPACG staff, along with the Site Application Review Committee (SARC) and the Water Quality Management Committee (WQMC), review site applications and recommend acceptance, modification, or rejection to the PPACG Board of Directors (BOD). Once the application is recommended for approval by the PPACG BOD, PPACG as the Designated 208 Planning Agency is responsible for signing off on the site application. This review helps the Colorado Department of Public Health and Environment (CDPHE), Water Quality Control Division (WQCD), determine if they should approve or deny a site application and any potential requirements of the Applicant. PPACG and the CDPHE require that site applications are consistent with the latest version of the Water Quality Management Plan (208 Plan).

In some cases, the Applicant may request to revise the 208 Plan prior to submitting the site application. All 208 Plan amendments will be reviewed separately and processed according to Appendix B, *Water Quality Management Plan Amendment Procedure*.

The Water Quality Control Commission (WQCC) Regulation 22, Site Location and Design Regulations for Domestic Wastewater Treatment Works, governs the construction and modification of domestic wastewater treatment works. Regulation 22 applies to construction of domestic wastewater treatment works, including wastewater treatment plants, individual sewage disposal systems, lift (pumping) stations, and certain interceptor sewers with a design capacity to receive greater than 2,000 gallons per day of domestic wastewater, as well as certain facilities that produce reclaimed domestic wastewater. An On-site Wastewater Treatment System (OWTS) with a design capacity greater than two thousand gallons per day is a domestic wastewater treatment works and is also subject to this regulation. The Applicant should refer to Regulation 22 and associated implementation policy (Implementation Policy Number: CW 19) for more information on CDPHE's permitting requirements. A site application is required for the following reasons:

- Construction of a new domestic wastewater treatment plant; or
- Construction or expansion of a lift station or interceptor; or

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- Modification/expansion of an existing wastewater treatment plant; or
- Request to amend a previous site approval (lift station, interceptor, or wastewater treatment plant).

Each of the site application tracts has a different set of criteria that must be addressed and requires certain signatures before it is submitted to the CDPHE.

If the proposed project or facility is within the jurisdictional boundary of a city or town, signature from that entity is required and the Applicant should contact the respective planning department. If the proposed project or facility is located within the boundaries of the city or town, county signature is not required. If the proposed project or facility is located outside of jurisdictional boundaries of a city or town within the unincorporated portion of county, then a county signature is required. If the proposed project or facility is within an unincorporated area of the County and is three miles or less in proximity to the corporate limits of the City or Town, then review by the City or Town is required. The Applicant should refer to Regulation 22 for specific details on other signatures required outside of PPACG's review process.

Where Water Quality Management Agencies exist, the application must be reviewed by the management agency and signed prior to being submitted to PPACG.

Site application checklists and site application forms are available through CDPHE on their water quality facility design and approval forms webpage, located at: https://cdphe.colorado.gov/water-quality/drinking-water-resources-for-water-systems/facility-design/water-quality-facility. The Applicant must submit a complete Regulation 22 Application form and any applicable application materials to PPACG for review.

The requirements, stated in WQCC Regulation 22, can be downloaded from CDPHE's permitting webpage at https://www.colorado.gov/pacific/cdphe/water-quality-control-commission-regulations.

Provided below is a summary of the process required before the PPACG Board of Directors review and recommend either approval, approval with conditions, or disapproval of the site application.

The PPACG review process is described in more detail below. Prior to submitting a site application, please contact the Pikes Peak Area Council of Governments (719) 471-7080 to determine if the location of the proposed site application is within the boundaries of an existing or proposed Water Quality Management Agency (WQMA). The WQMA will review

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the site application and sign-off on the site application.. Once the WQMA reviews and recommends approval of the application, the application will move to PPACG for review. The WQMA may elect to send the application directly to the WQMC, without first being reviewed by the SARC, at the discretion of the Chair of the SARC.

27.1 Water Quality Management Association

Only one water quality management agency currently exists in the PPACG water quality planning area:

- *Lower Fountain Water Quality Management Association (LFWQMA)* – focuses on the lower Fountain Creek Watershed (not including Pueblo County). Members include Fort Carson, the City of Fountain and Fountain Sanitation District, Security Water and Sanitation Districts, Widefield Water and Sanitation District, Woodmen Hills Metropolitan District, and Colorado Springs Utilities. All site applications within the Fountain Creek Watershed will be reviewed through the LFWQMA prior to the PPACG review process.

27.2 Water Quality Planning Agency (PPACG)

Approximately 45 - 60 days are required for an Applicant to complete the PPACG review process. To get on the agenda, please contact the PPACG Environmental Planner at (719) 471-7080 x116. There are four steps involved in the PPACG review process. A complete Regulation 22 site application form and report, and any other applicable materials, must be submitted to PPACG prior to any of the following review meetings. The review process does not begin until PPACG has received a complete application package from the Applicant. It is the responsibility of the Applicant to ensure that PPACG has the most updated version of the site application materials throughout the entire review process. Application forms and materials are available through CDPHE.

a. Site Application Review Committee (SARC) meetings are arranged after a complete site application is submitted to the PPACG Environmental Planner. Once the application is received and is verified to be complete, at least two weeks lead-time is necessary to allow for time to set up the SARC meeting and to give members enough time to review the application. It is the responsibility of the applicant to provide a complete site application package in electronic format to PPACG. PPACG will provide the electronic application

package to all members of the SARC. The SARC conducts a thorough review of the site application to ensure it addresses all the regulatory requirements in CDPHE Regulation 22. It is recommended that the Applicant bring a representative to the meeting to present the application and address all technical questions SARC members have. The SARC will make a favorable or unfavorable recommendation regarding the application to move to the Water Quality Management Committee (WQMC) as the next step in the application review process. If the application is recommended to move to the WQMC, the Applicant is responsible for providing a record of all comments and questions from the SARC along with Applicant responses to the PPACG Environmental Planner one week prior to the WQMC meeting so these comments can be included in the packet of information distributed to the WQMC members for review.

b. The Water Quality Management Committee (WQMC) typically meets monthly and will review the application, along with questions posed by the SARC and responses from the Applicant. It is recommended that the Applicant bring a representative to the meeting to present the application and address all questions WQMC members have. PPACG will provide the electronic application package to all members of the WQMC. The WQMC makes a recommendation to the PPACG Board of Directors via the Community Advisory Committee (CAC) regarding their favorable or unfavorable recommendation of the site application. The WQMC may also choose to move the application forward with a recommendation of approval with conditions as necessary.

c. The Community Advisory Committee (CAC). All items moving forward to the PPACG Board of Directors are required to go through the CAC. The CAC typically meets monthly, one week prior to the BOD meeting. If the CAC does not meet in the month, the application process will not be delayed and will move forward to the BOD. When WQMC and CAC meetings fall on the same day, the application will not be heard by the CAC on the same day as the

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WQMC, but will be scheduled at the following month's CAC meeting.

PPACG will provide the electronic application package to all members of the CAC. It is recommended that the Applicant bring a representative to the meeting to present the application and address all questions CAC members have. The CAC will make a favorable or unfavorable recommendation to the BOD regarding approval or disapproval of the site application, and may also choose to move the application forward with a recommendation of approval with conditions as necessary.

d. The PPACG Board of Directors (BOD) meets on the second Wednesday of every month at 9:00 a.m. The Applicant is responsible for ensuring a complete site application is provided to the PPACG Environmental Planner prior to this meeting, including any modifications made through previous review process committees, for signature. The Site Application for review may be placed on the consent agenda, though the Applicant should be available to answer any questions from Board members. The BOD makes a recommendation to the CDPHE regarding their favorable or unfavorable recommendation of the site application, and may also choose to move the application forward with a recommendation of approval with conditions. Following PPACG approval, PPACG will provide a signature on the application along with any comments or conditions.

27.3 Additional Site Application Signatures

Any additional signatures needed on the Regulation 22 application form prior to submittal to CDPHE are not part of PPACG's review process. The Applicant should contact these entities separately to determine their review process and requirements.

City or Town (if site is inside boundary)

If the location of the proposed project or facility is within the jurisdictional boundaries of a city or town, or within three miles of a city or town, facility approval will require the review and signature from a representative of behalf of the land use authority for that entity. This is usually someone from the Planning Department but can be different for each entity. Regulation 22 Site Location and Design Regulations for Domestic Wastewater Treatment Works - 5 CCR 1002-22 outlines individual responsibilities and purpose of signatures on the

application. Local authorities are requested to review and provide comments on the proposed site application, including its consistency with the community's comprehensive plan and/or utility plan or applicable land use plan as it relates to water quality; the suitability of the proposed site, including its location relative to the floodplain; and whether the facility has the capacity to fulfill its intended purpose. A recommendation of approval from the local authority indicates that the proposal is consistent with the water quality considerations outlined in the local comprehensive plan, utility plan or other applicable land use plan. For more information on additional signatures on the site application, the Applicant should reference Regulation 22 Site Location and Design Regulations for Domestic Wastewater Treatment Works - 5 CCR 1002-22 and contact the respective entity for signature.

County (if site is outside municipal boundary)

If the location of the proposed project or facility is outside the jurisdictional boundaries of a city or town, facility approval will require the review and signature from a representative of behalf of the land use authority for the respective County. For more information on additional signatures on the site application, the applicant should reference Regulation 22 Site Location and Design Regulations for Domestic Wastewater Treatment Works - 5 CCR 1002-22. Local authorities are requested to review and provide comments on the proposed project or facility, including its consistency with the community's comprehensive plan and/or utility plan or applicable land use plan as it relates to water quality; the suitability of the proposed project or facility, including its location relative to the floodplain; and whether the facility has the capacity to fulfill its intended purpose. A recommendation of approval from the local authority indicates that the proposal is consistent with the water quality considerations outlined in the local comprehensive plan, utility plan or other applicable land use plan.

Descriptions and contact information for planning departments in each of the three counties within the PPACG region is below:

- El Paso County Planning: El Paso County Planning has a 45-day lead requirement to get applications placed on their agenda. Contact the El Paso County Planning Department for their meeting schedule. El Paso County Planning Department requires the signature of the Water Quality Management Planning Agency (PPACG) before submitting the application to the El Paso County Commissioners for signature.
- Teller County Planning: Teller County Planning Commission meets in the

Woodland Park City Council Chambers. Please call the Teller County Planning Department at (719) 687-5260 for more information and details on their meeting schedule.

- Park County Planning: Please call the Park County Planning Department at (719) 836-4279 for more information and details on their meeting schedule.

Local Health Authority

Applications for construction of a new domestic wastewater treatment plant require the signature of the Health Department for the respective area. The telephone numbers for each of the three local health authorities within the PPACG region are listed below. The applicant should contact the appropriate local health authority for more information.

- Teller County Environmental Health Department: 719.687.6416
- Park County Environmental Health Department: 719.836.4267
- El Paso County Public Health: 719.578.3199

27.4 Site Application Public Outreach and Noticing

All WQMC, CAC, and PPACG BOD meetings for the site application review process are open to the public, are publicly noticed, and provide an opportunity for public comments on site applications. PPACG's site application review process considers the consistency of the site application with the current 208 Plan, and the public may provide comments on any site application at PPACG public meetings. It is the responsibility of the applicant to conduct any additional public outreach and public notice for site applications. Per Regulation 22 (Sections 22.5(1)(g); 22.6(3); and 22.9(1(xi) of WQCC Regulation 22) proper public notice is required for new lift stations, new treatment plants, and changes in the site boundary of an existing site location approval for lift stations and treatment plants. The applicant is required to post a sign at the proposed site location to encourage public notification. The Applicant should refer to WQCC Regulation 22 for specific information regarding public notice requirements.

27.5 CDPHE Review

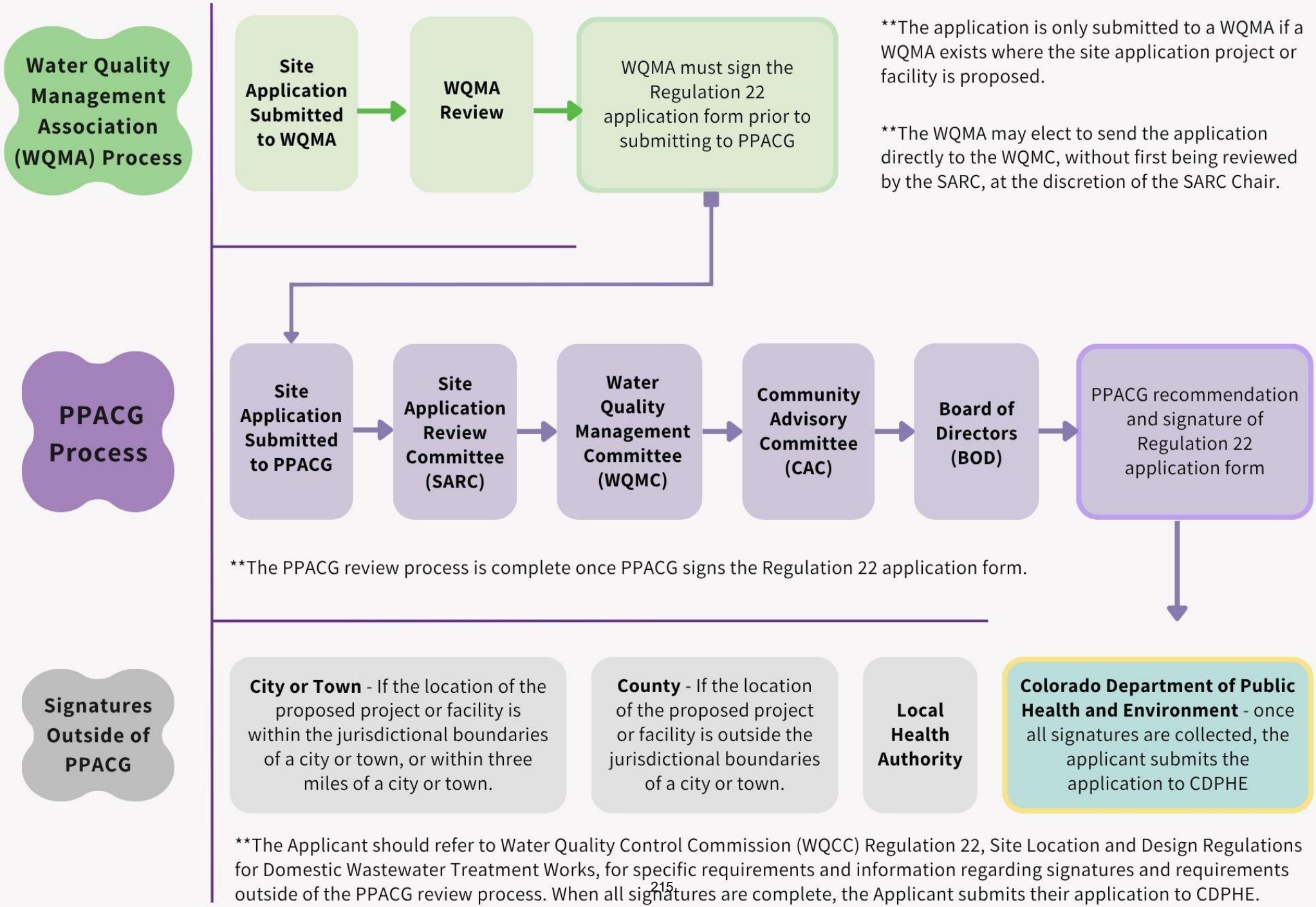
After the local review process is complete and all the required local signatures are obtained on the site application form, the site application is sent to the CDPHE by the applicant. The applicant should contact the CDPHE for more information on their review processes timing and payment of fees per WQCC Regulation 102. Any additional comments from local review agencies, including any

proposed conditions of approval, should be included as comments in the appropriate section of the site application form. CDPHE has final authority over the implementation and enforcement of any conditions of approval or review comments proposed at the local level.

Table 27 on the next page illustrates the PPACG review process.

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TABLE 27: PPACG SITE APPLICATION REVIEW PROCESS FLOW CHART



27.6 Areawide 208 Planning Framework and Review Considerations

The U.S. Environmental Protection Agency (EPA) has emphasized Congress's intent that areawide water quality planning under Section 208 of the Clean Water Act be conducted on a regional basis. While Congress clearly intended for approved 208 Plans to be implemented, Section 208 provides substantial flexibility in how areawide water quality management systems are structured. EPA encourages 208 planning agencies to establish frameworks that are tailored to regional water quality needs, financial conditions, and organizational structures.

The 208 Plan relies on Designated Management and Operation Agencies (DMOAs) to implement goals of the 208 Plan. Entities that operate wastewater collection and/or treatment facilities under a National Pollutant Discharge Elimination System (NPDES) or Colorado Discharge Permit System (CDPS) permit are DMOAs, as are Cities, Counties and municipalities. In Colorado, general-purpose local governments and special districts are designated as management agencies; this is because the coordination of point source, nonpoint source, and planning decisions can be vested in a single entity.

DMOAs are responsible for implementing the 208 Plan within their respective service areas and for protecting water quality and public health through the following actions:

- Complying with all applicable CDPS, Notice of Authorization (NOA), and/or NPDES permit requirements;
- Managing stormwater runoff in accordance with the 208 Plan and applicable individual or general stormwater permits; obtaining and complying with Municipal Separate Storm Sewer System (MS4) permits where required by CDPHE;
- Maintaining responsibility for wastewater utility service areas;
- County and municipal health departments are responsible for protecting water quality and public health through regulation of the installation, operation, and maintenance of OWTS serving residential properties;
- Cities, counties, or municipalities regulate and control how land within their jurisdiction is developed, used, and maintained, and guide long-term growth and development.

The primary responsibilities of facilities operating under a NPDES or CDPS permit relate to the planning, financing, construction, operation, and maintenance of wastewater treatment works and, where appropriate, nonpoint source pollution controls. PPACG's Site Application Review Process considers the consistency of applications with Regulation 22 and the PPACG 208 Plan. The

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Applicant should reference Regulation 22 and this 208 Plan as necessary.

As part of a Regulation 22 site application, applicants operating under a NPDES/CDPS permit must demonstrate that they have the legal, financial, and organizational capacity to carry out these responsibilities in a manner that maintains, protects, or restores regional water quality.

Specifically, Applicants must demonstrate ability to:

- Plan, design, construct, operate, and maintain wastewater treatment works.
- Construct wastewater facilities, facility upgrades, and nonpoint source best management practices (BMPs) necessary to maintain, protect, or restore regional water quality.
- Effectively manage wastewater treatment works and related facilities or BMPs to ensure long-term water quality protection.
- Accept, administer, and appropriately use grant funding.
- Generate revenues and assess wastewater treatment and service charges.
- Incur short- and long-term indebtedness as needed to finance wastewater infrastructure.
- Refuse wastewater from municipalities, developments, or subdivisions that do not adequately protect water quality.
- Accept industrial wastewater where appropriate.
- Establish and enforce pretreatment standards.
- Refuse industrial wastewater that would compromise water quality or treatment system performance.
- Provide a coordinative mechanism (Coordination may be achieved procedurally through the 208 Plan).
- Demonstrate sufficient legal, financial, managerial, and technical capability to manage wastewater treatment works.
- Possess legal authority to provide wastewater service within their designated service area.

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Additional Application and Review Requirements

In addition to demonstrating the capabilities listed above, Regulation 22 site application materials must identify how the proposed project or facility is consistent with the goals, policies, and implementation measures of the 208 Plan. Applicants shall also demonstrate:

- Consideration of opportunities for regionalization or consolidation of wastewater treatment works where feasible and consistent with water quality objectives;
- How the proposal will maintain, protect, or improve regional water quality, including cumulative and long-term impacts;
- Consistency with applicable NPDES/CDPS permit requirements;
- Compliance with the service area, capacity, and management assumptions outlined in the 208 Plan;
- The ability to implement and operate the proposed facilities in a manner consistent with the applicant's responsibilities as a DMOA; and
- Additional requirements as requested by the WQMC or SARC to ensure compliance consistent with the 208 Plan.

Application review will evaluate the applicant's demonstrated capacity, consistency with the 208 Plan, and alignment with regional water quality objectives to ensure that proposed wastewater projects and facilities support coordinated, areawide water quality management.

NOTE: CDPHE is the ultimate permitting authority and is responsible for issuance and oversight of all Regulation 22 permits. Additionally, due to reciprocity in the state of Colorado, CDPHE is responsible for enforcement of the Clean Water Act as related to Regulation 22 permits.

27.7 PPACG Approved Site Applications

PPACG maintains a record of site applications reviewed through the PPACG review process. For more information, please contact the PPACG Environmental Planner at 719-471-7080 x116.

27.8 PPACG Site Application Review Fees

PPACG collects a fee to cover the costs associated with the administrative processing of site

applications. Applicants will be required to submit payment to PPACG for processing individual site applications. The standard fee for each site application is $500. Site applications that require additional meetings beyond the standard Site Application Review Process outlined in this appendix will be charged an additional $100 per review committee meeting required. The standard fee is required to be paid before any work is completed. Any additional fees assessed due to an extended review process will be collected prior to issuing a signed Site Application form. Review fees may be reapplied and required for multiple reviews of the same subject or project at the PPACG's discretion.

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Pikes Peak Area Council of Governments
Communities Working Together

Date: April 29, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Committee Membership

Action Requested: Provide Guidance

Summary

Applications for the current at-large vacancy were received in March and April 2026. At this time, we have five applicants for the at-large seats: Candi Boyer, Russell McPadden, Patricia Rojas, Amy Klopfenstein, and Leah Tunnell.

The volunteer members of the nomination subcommittee, Tyler Peoples, Teresa Cheek, and Kevin Clark, reviewed these applications and recommended forwarding two candidates to Community Advisory Committee for a selection. The application materials for those candidates, Candi Boyer and Patricia Rojas, are included in this packet.

Once the committee makes a nomination, the candidate must be formally approved by the Board of Directors before becoming voting members.

Staff will coordinate with our jurisdictions and organizations with vacancies to see if any of the candidates that were not selected might be a good fit for their openings. Individual jurisdictions appoint members through their own processes. Applications for non-selected applicants may also be kept on file for potential future openings.

Proposed Motion

Selection of a recommended candidate for the at-large vacancy.

Attachments

None.

Strategic Plan Goals

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

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

Name	Candi Boyer
City	Colorado Springs
Zip Code	80917
Are you currently employed?If so, will you be able to attend the monthly meetings held during regular office hours?	Retired Yes
Geographic region represented:	Northeast Colorado Springs
Please tell us why you would like to serve on the committee:	I have lived in Colorado Springs since 1994. I spent the first 8 years as a military spouse. I immersed myself into the community and when my husband retired from active duty, we chose to remain here. I have a keen interest in seeing my community thrive and be a welcoming place to live.
Please list volunteer experience, including any leadership positions:	I volunteered for the Republican Party Headquarters for about 5 years. I also served as President of the El Paso County Republican Women's Club for 4 years. I am now serving as a District Director and Awards Chair for the Colorado Federation of Republican Women. I currently serve on my HOA board as the Vice Chair. I also serve on a Legislative Action Committee through my HOA. I work with the El Paso County Clerk and Recorder's Office for Federal, State and County Elections. I have been an Election Judge since 2017. I also was appointed to the El Paso County Citizens Outreach Group last year.
Please list any current affiliations and/or memberships:	Community Associations Institute of Southern Colorado - I serve on the above mentioned CLAC through CAI Southern Colorado National Federation of Republican Women - Colorado Federation of Republican Women - El Paso County Republican Women
Please use this space to tell us anything else that you'd like to know about you; special interests, unique skill sets, relevant experiences, etc.:	I spent my career primarily working in the financial realm. I worked in banking before we moved to Colorado and then I managed a Child Psychologist's Office for 17 years here. I am still involved in working with finances, I work on political candidate campaigns as Treasurer/Filing Agent. I grew up in rural American (South Dakota) and I have also lived in the Metropolis of Southern California before arriving in Colorado. I took in the culture when we lived in Albuquerque, New Mexico and have a variety of interests.

Please give a brief employment history, to include any military service:	I have a BS in Business Administration and have held jobs related to finance and figures. I was one of the top Real Estate Secretaries in Rapid City, South Dakota which lead me to get my Broker's license in Colorado. I did some property management when we first moved to Colorado. My husband was a career Air Force Officer and so we moved and I learned how to navigate the work world as a military spouse.

Name	Patricia Rojas
City	Colorado Springs
Zip Code	80907
Are you currently employed?If so, will you be able to attend the monthly meetings held during regular office hours?	No Yes
Geographic region represented:	El Paso County
Please tell us why you would like to serve on the committee:	What excites me most about this opportunity is the chance to combine my passion for service with a purpose-driven organization. I value relational connection and continuous improvement, and hope to contribute my experience in support of PPACG's mission as it moves forward in growing and strengthening its programs and services.
Please list volunteer experience, including any leadership positions:	My time as a military spouse allowed me opportunities to be involved in many activities around the world. I served for several years on the Board of the Military Spouses' Club (President, VP, Secretary, Membership Chair) and organized programs, fundraisers, events and celebrations for the military community. I have had the pleasure of working with military community leaders as well as dignitaries both foreign and domestic. Taproot Foundation - Marketing Manager, Project Manager. Lead teams in the development of client brochures, annual reports, brand messaging, strategies, and other projects for non-profit organizations. Mentor for new consultants. Special Olympics Southern California - marketing, creative, copywriter, public relations/media and event volunteer. Community - Board member, volunteer coordinator, organize fundraising events, holiday activities and other local events. Direct community programs, communications and relations.
Please list any current affiliations and/or memberships:	Current volunteer with Sports Corp, Special Olympics, PPAAA
Please use this space to tell us anything else that you'd like to know about you; special interests, unique skill sets, relevant experiences, etc.:	Being a Military Spouse, a Mother, and a Marketeer has given me added insights that have been most beneficial in learning from and working with everyone that I encounter.

Please give a brief employment history, to include any military service:	My professional background rests largely in marketing, business development and event management within the auto industry. With my relocation to COS, I landed in the retail arena which included leading teams in the BOH, FOH, as well as taking on the role of Community Marketing Manager for Columbia Sportswear (opened the Promenade store).

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 29, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Josh Squires, Transportation Planner

Subject: Regional Freight Plan Update – Goals and Performance Measures

Action Requested: Information Only

Summary

At the most recent Transportation Advisory Committee meeting, a workshop was conducted to review draft goals, objectives, and performance measures for the Freight Plan. The discussion focused on refining a framework to guide plan development across four goal areas: Safety, Economic Development, Resilience, and Military Coordination.

The Safety category emphasizes reducing crashes involving trucks and other roadway users, improving truck parking safety, addressing risks at highway-rail at-grade crossings, supporting safe transport of hazardous materials and OSOW vehicles, and increasing awareness of human trafficking. Measures include crash data, incident counts, and outreach efforts.

The Economic Development category focuses on strengthening the freight economy by supporting business growth, improving workforce access, encouraging freight-related employment, and identifying key infrastructure investments. This includes advancing opportunities such as the Southern Colorado Rail Park and increasing rail-served properties. Measures include business counts, employment data, and freight project impacts.

The Resilience category aims to improve system reliability through better travel time performance, reduced bottlenecks, expanded truck parking, enhanced wayfinding, and stronger supply chain routes. Measures include travel time reliability, parking availability, roadway conditions, and routing tools.

The Military Coordination category supports ongoing collaboration with regional military installations, improved access and wayfinding, and maintaining infrastructure on key military routes. Measures include participation, signage, and roadway condition data.

Additionally, the Existing Conditions Draft Report was distributed to the committee last week and provides baseline information to support the Freight Plan update.

Proposed Motion
Information Only.

Attachments
1. Transportation Advisory Committee Freight Plan Workshop Slides
2. Existing Conditions Draft Document

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.

PPACG Regional Freight Plan

TAC – Workshop

April 16, 2026

Goal-Objective-PM



Desired outcome to support freight needs and economic growth

Specific action(s) to achieve each goal

Measures for tracking progress of each goal and objective

Goals	Objectives	Performance Measure	Description
Safety	Enhance safety for vulnerable road users, motorcycles and other road users.	**Crash counts by vehicle type**	**Decrease** incidents between trucks and VRUs
	Enhance safety for truck drivers while parked.	**Crashes counts for trucks that are parked**	**Decrease** parked truck crashes
	Enhance safety at, or eliminate where possible, at-grade highway-rail crossings.	**At-Grade Crossing incident counts, highway-rail at-grade crossing inventory**	**Decrease** incidents between trucks and trains, **Reduce** number of at-grade crossings
	Facilitate the safe transport of hazardous materials and oversize/overweight vehicles (OSOW) within and through the region.	**Hazmat involved incident counts**	**Decrease** incidents involving HazMat vehicles
	Advance awareness of, and encourage response to, human trafficking.	**Extent of public outreach**	**Increase** public knowledge through awareness campaigns
Economic Development	Create an attractive business environment in the region.	**Business count, dollar impact**	**Increase** business count, dollar impact, and/or inventory of rail served parcels
	Understand the role of freight in the tri-county economy.	**businesses by industry**	**Increase** freight sector businesses
	Connect the workforce with regional freight employment.	**Transit service miles and stops in key industrial/commercial areas**	**Increase** transit service to freight businesses
	Encourage freight workforce education, investment, and growth in the region.	**total employment, fright employment**	**Increase** total employment
	Identify infrastructure investment opportunities to manage and facilitate growth.	**Annual freight project impact**	**Track** freight-positive project impacts
	Elevate a regional rail-freight hub (Southern Colorado Rail Park).	**Inventory of rail served parcels**	**Increase** number of rail served parcels
	Explore opportunities to maximize use of inner-city rail spurs.		
Resilience	Ensure a resilient, reliable regional freight transportation system.	**travel time, travel time reliability, delay, bottlenecks**	**Improve** NPMRDS measures
	Support truck drivers through safe and dependable parking options.	**Number of truck stops and parking slips**	**Increase** truck parking availability
	Strategic use of technology and other innovations to improve operations, direct vehicle routing/rerouting, and keep freight operators informed.	**Signage and changeable message signs (CMS) Count**	**Enhance** truck wayfinding through signage and digital truck routing tools
	Understand supply chain vulnerabilities and strengthen primary and alternative truck routes.	**Road condition index, truck AADT on non -designated routes**	**Improve** road condition along primary and alternative truck routes
Military	Continue collaboration between military installations and regional agencies/organizations.	**Open invitation for discussion of freight related needs**	**Maintain** military representation at regional meetings and forums
	Enhance wayfinding on public roadways in coordination with installations.	**Count of military designated CMS/Signage and truck base-access information**	**Increase** strategically located CMS and interstate signage.
	Maintain and strengthen infrastructure in conjunction with military needs.	**Road condition index and OSOW Bridge count on military routes**	**Improve/Maintain** road condition on strategic military routes

REGIONAL FREIGHT MOBILITY PLAN

April 2026

Delivering Pikes Peak
Regional Freight Plan

Regional Freight Mobility Plan

Pikes Peak Area
Council of Governments
Communities Working Together

prepared by

CAMBRIDGE
SYSTEMATICS

XXX 2026

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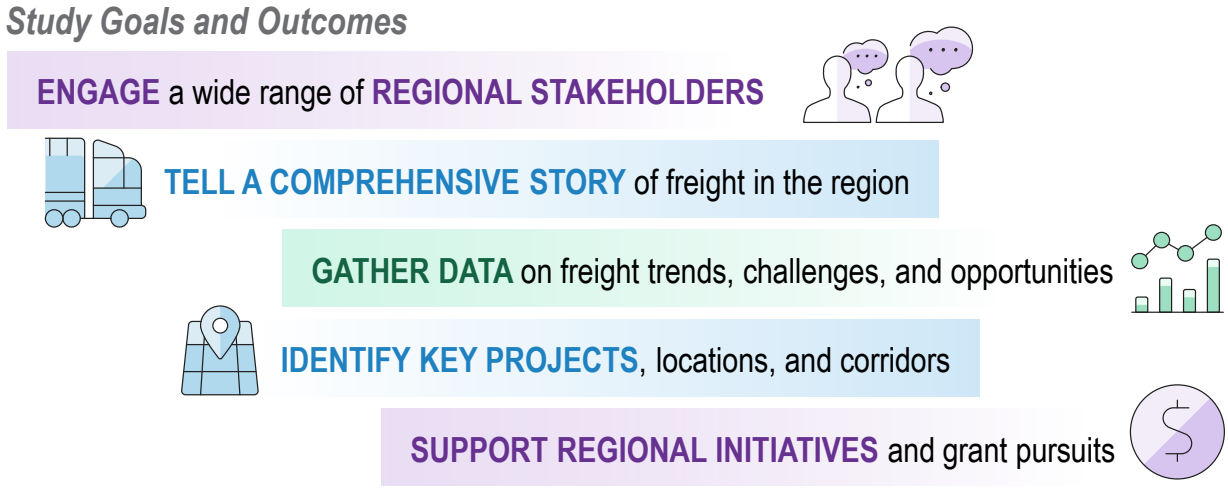
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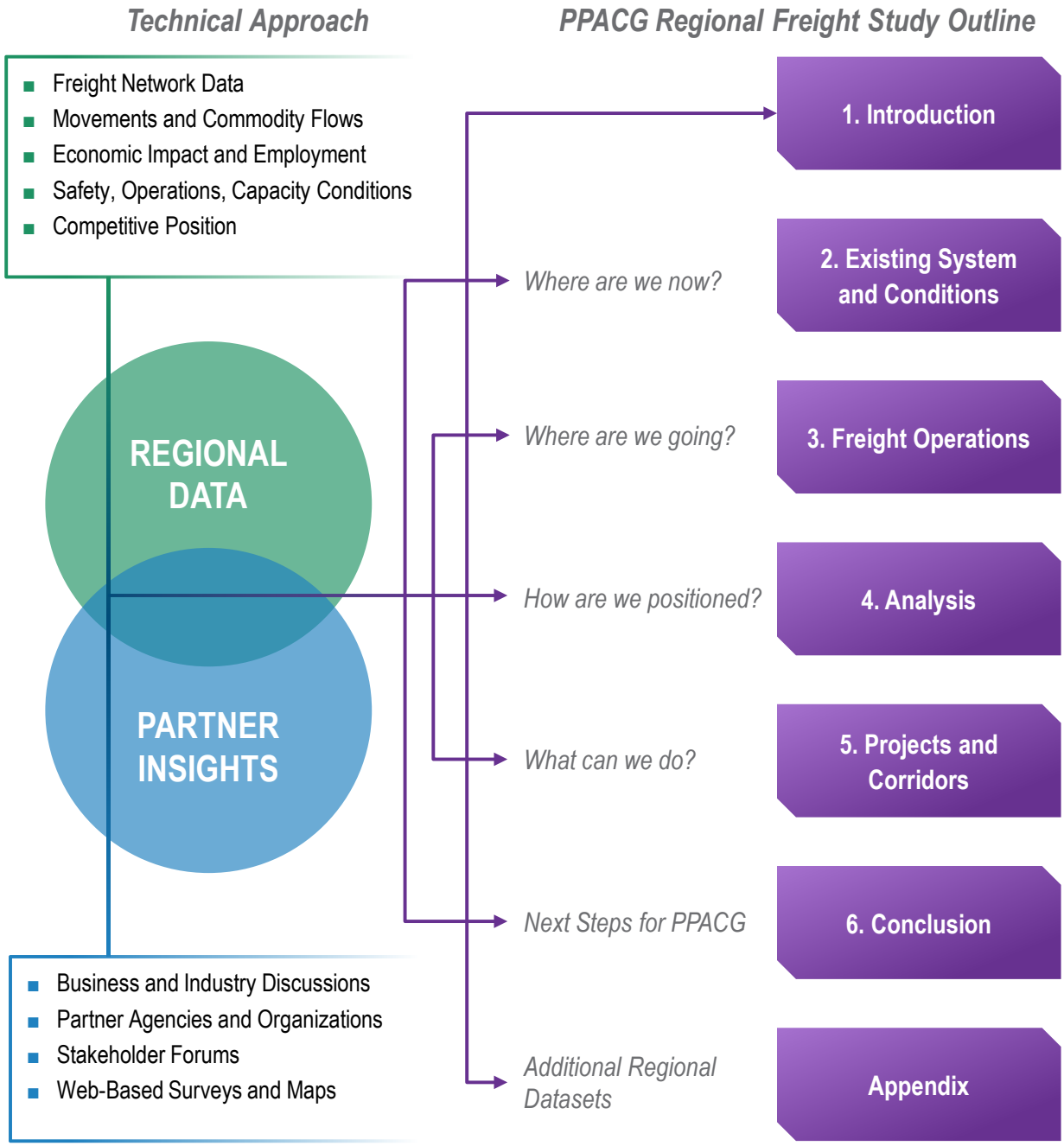
1.1 Freight Plan Objective

The Pikes Peak Area Council of Governments (PPACG) is a voluntary organization of municipal and county governments serving the PPACG region, which consists of El Paso, Teller, and Park Counties. Formed in 1967, PPACG's role has evolved over time to become the region's Metropolitan Planning Organization (MPO), as well as serving important functions related to air and water quality, land use, and rural transportation. Planning for current and future transportation needs is an important function, as PPACG is scheduled to adopt its 2050 Long Range Transportation Plan in January of 2025. In the Spring of 2023, PPACG began the development of its first Regional Freight Study, with the goal of gaining a deeper understanding of the regional freight system and support future funding applications, both at the regional, statewide, and federal level, as well as planning initiatives.



1.2 Approach and Outline

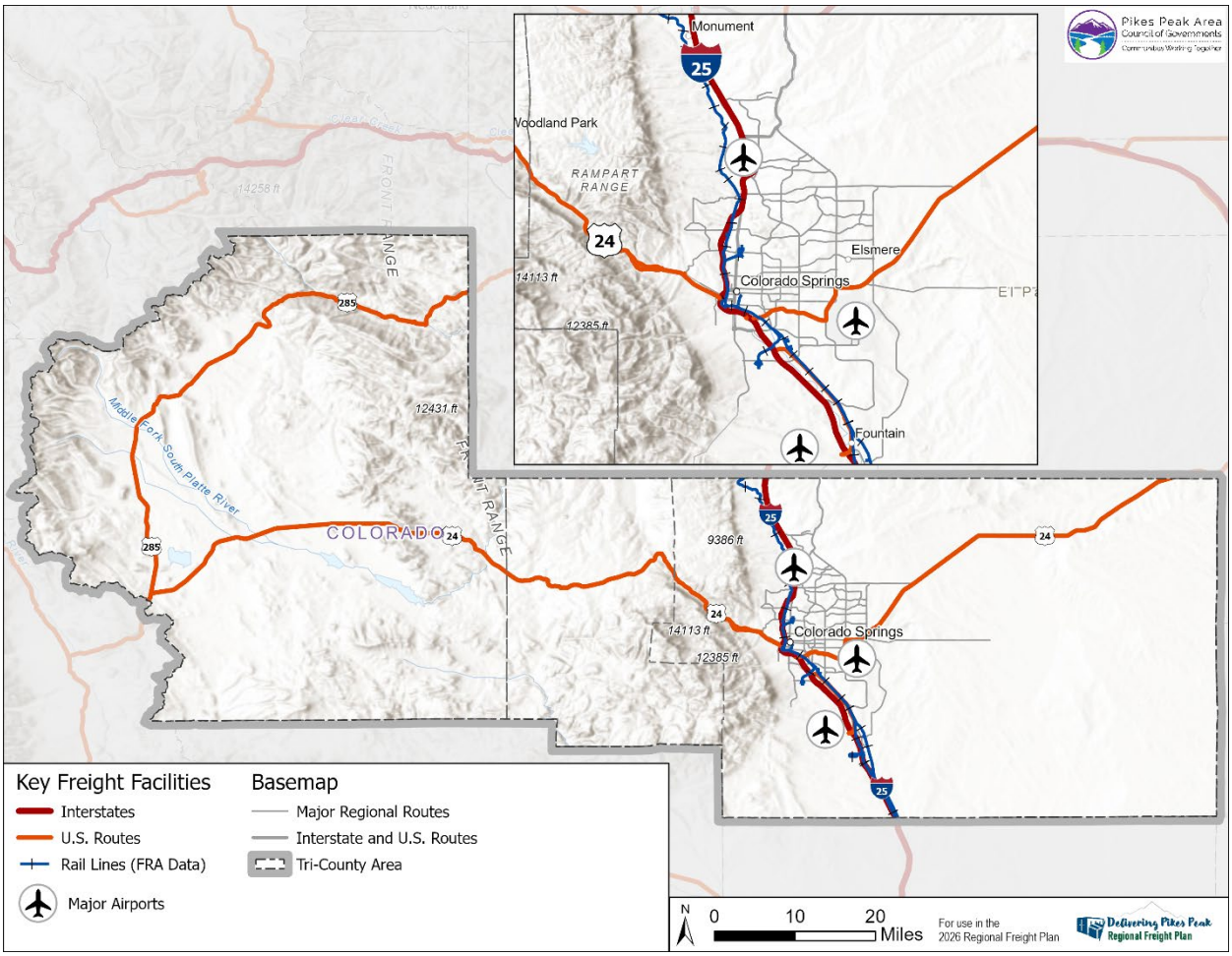
To develop a complete picture of freight within the PPACG region, the Regional Freight Study draws from both regional data on freight, as well as partner insights. The findings of this approach are summarized through four main tasks – Existing System and Conditions, Freight Operations, Analysis, and Projects & Corridor – which correspond to sections in the Freight Study, as detailed below. These sections are followed by a conclusion, which discusses next steps or implementation recommendations for PPACG, as well as an appendix of additional regional datasets or maps.



2.1 PPACG Regional Freight Network

The PPACG region lies snugly along the eastern side of the Southern Rocky Mountains which outlines the major freight corridors in the region. This corridor is home to the region's major freight carrying railroad corridor operated jointly by BNSF and UP as well as three airports. 285 provides north south connections for towns in Park county including Fairplay, the county seat. US-285 connects with US-24 in the former town of Antero Junction and further north connects with the city of Denver. I-70 the next closest interstate which runs through Denver connects with US-24 to the East of PPACG. Figure 2-1 outlines the region's freight network. The I-25 corridor is the main connection to larger trading hubs in the state and beyond as well as being the only location where certain modes such Air and Rail can access the region. This corridor is home to the region's major freight carrying railroad corridor operated jointly by BNSF and UP as well as three airports. This is where the major population center in the region is located as well as a large military base, Fort Carson. US highway 24 is the other notable freight corridor extending east and west across the region.

FIGURE 2-1. PPACG REGIONAL FREIGHT NETWORK



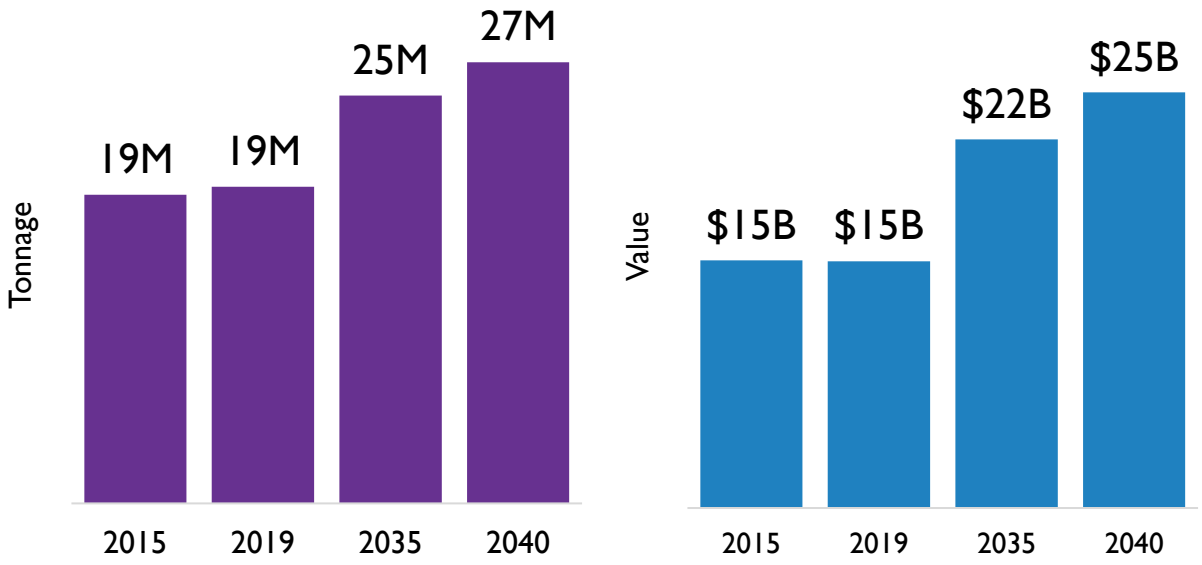
Source: PPACG

2.2 Economic Development

This section analyzes economic and population trends using Colorado employment data and Transearch data for current and future years to predict how freight infrastructure will need to adapt to support the region's economy. Transearch is a third party data product provided by S&P Global that tracks historic supply chain freight flows in North America for most freight modes and commodity types. The dataset includes future year projections of these same flows at the county level, which provides a useful basis for assessing freight trends in a region the size of PPACG.

Figure 2-2 shows the projections for freight growth in the region in terms of tonnage and value of .commodities traveling into and out of the region. Between ~~the years of~~ 2019 and 2040 the region is expected to see a 39% increase in the tonnage and a 68% increase in the value of goods traded in the region. These figures are in year 2020 dollars and do not reflect the potential rise in the price of goods but rather the higher value of goods being traded in the region.

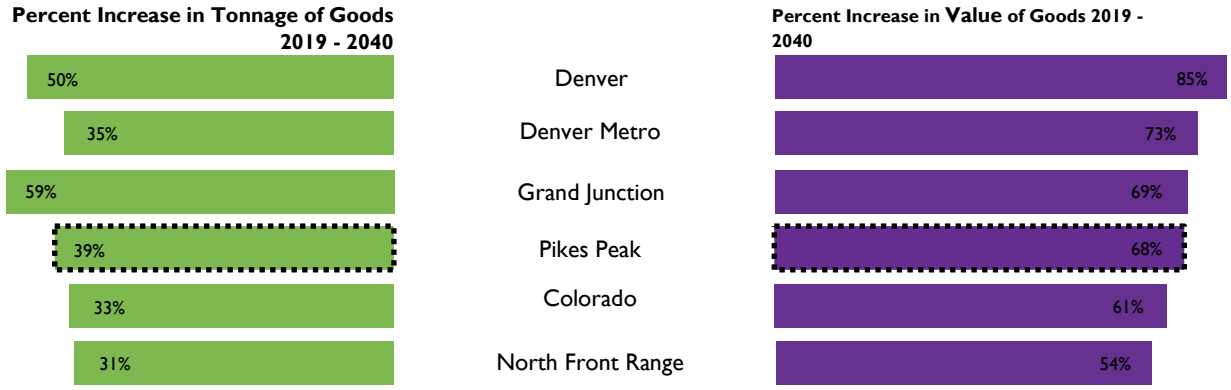
FIGURE 2-2 FREIGHT PROJECTIONS FOR FUTURE YEARS, TONNAGE AND VALUE



Source: Transearch 2019-2040

Figure 2-3 compares the PPACG region to other regional geographies. Overall the region is growing at a slightly higher rate than Colorado as a whole but is outpaced by Denver. Discrepancies in the value and tonnage are due to shifts in the mix of commodity types being traded in any given region. In general higher value commodities are further along in the manufacturing supply chain. Goods such as electronics, pharmaceuticals, and consumer goods, tend to be lighter than raw material commodities such as minerals, aggregates, agricultural products, and fuel.

FIGURE 2-3 PROJECTED ECONOMIC GROWTH 2019-2040



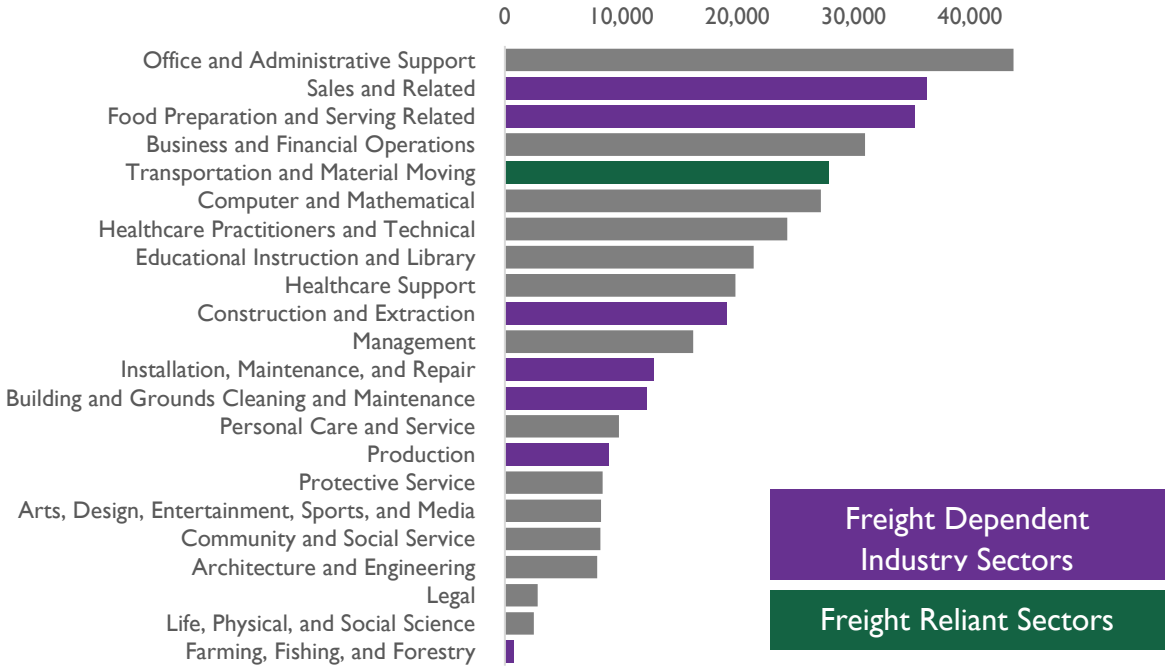
Source: Transearch 2019-2040

The Colorado Department of Local Affairs predicts that the population of the PPACG region will increase by 36% by 2050 from 774,212 people in 2020 to 1,051,765 people. 98% of that growth is expected to occur in El Paso county.

Figure 2-4 shows the projected levels of employment for different industries in Colorado Springs in 2031 using the Colorado Department of Labor and Employment forecasts. Several freight dependent sectors

have thousands of employees such as sales, food preparation, and construction. The transport and warehousing sector is expected to employ 28,000 people as well.

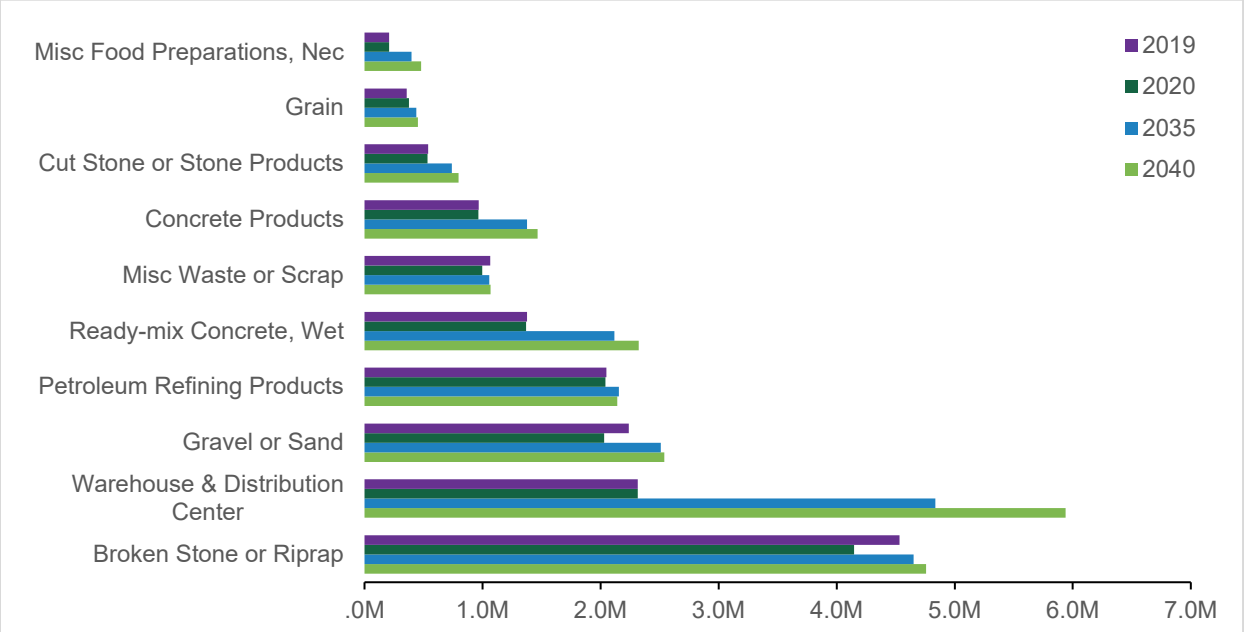
FIGURE 2-4 PROJECTED OCCUPATIONAL EMPLOYMENT IN COLORADO SPRINGS, 2031



Source: Colorado Department of Labor and Employment. Employment forecasts, 2023.

Figure 2-5 shows the top commodities by tonnage for each year of Transearch data available. While most of these top commodities are expected to grow in tonnage in 2035 and 2040, construction materials such as concrete products, especially ready-mix concrete and warehousing and distribution products, are expected to show the largest growth.

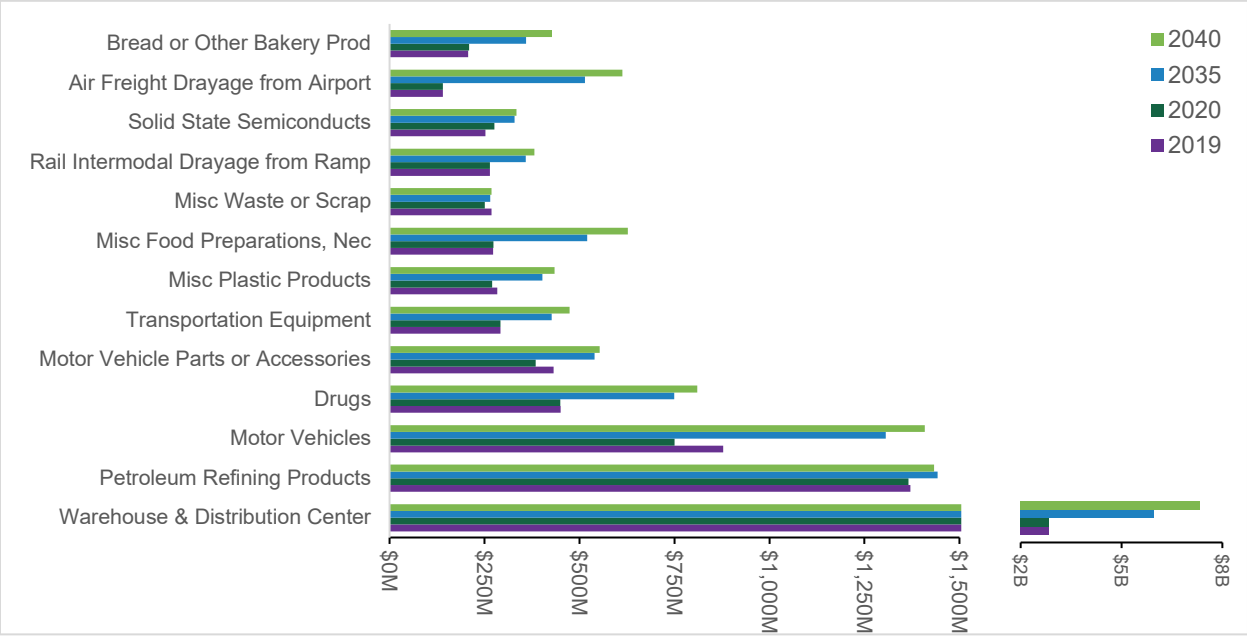
FIGURE 2-5: TOP COMMODITEIS BY TONNAGE



Source: Transearch 2019-2040 ("Warehouse and Distribution Center" is mostly composed of consumer and retail items moving over short distances but can include any secondary movements of freight that were processed at a warehouse that does not report more specific commodity types)

Figure 2-6 shows the top 10 commodities for all four years by value. Here, warehouse and distribution center products still show a strong growth of 157%, but the largest changes in value are due to motor vehicles, drug, food preparation, and air freight drayage.

FIGURE 2-6: TOP COMMODITIES BY VALUE



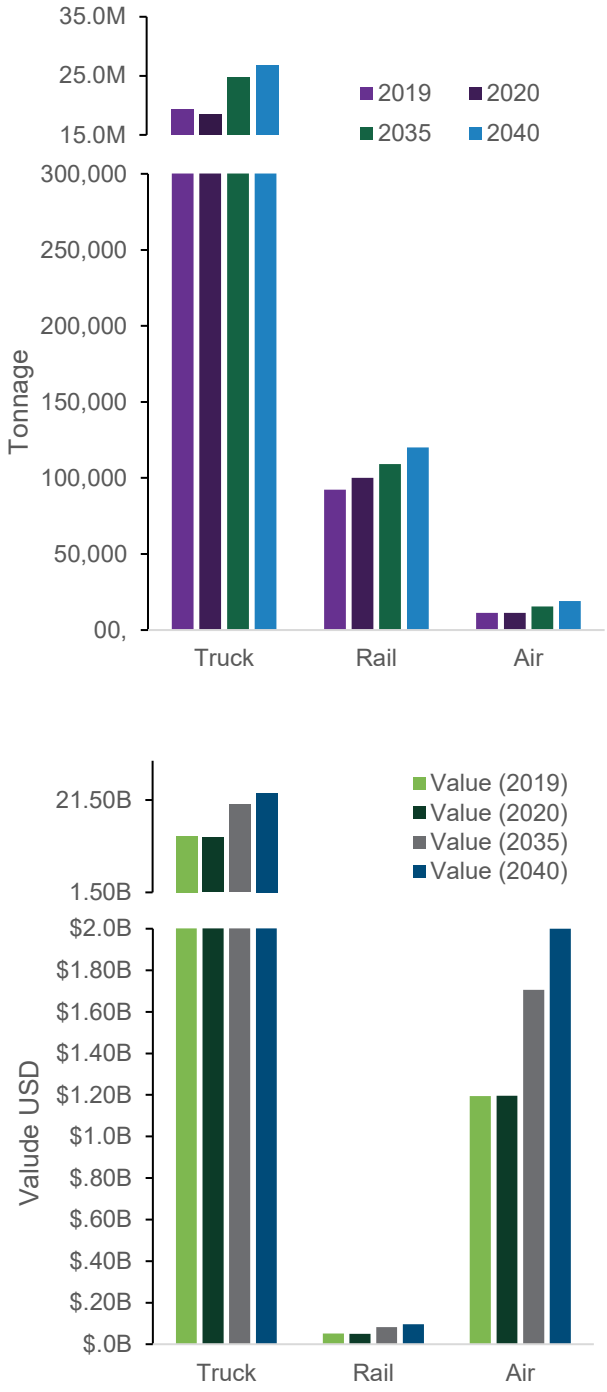
Source: Transearch 2019-2040 ("Warehouse and Distribution Center" is mostly composed of consumer and retail items moving over short distances but can include any secondary movements of freight that were processed at a warehouse that does not report more specific commodity types)

The growth in the population and economic activity documented in this section will provide new sites of potential intervention and cooperation for regional actors such as PPACG to better shape the future towards improving the quality of life and economic efficiency of the region. It is clear the region is growing robustly, on par with the state as a whole. The rate of growth will require investments in infrastructure, labor, and housing as inputs to capture the full economic potential presented here. Geographically - near Denver and along a major corridor for both truck and rail traffic - PPACG is both a facilitator of freight movements and a key destination in its own right. Some of the industries with the largest growth in the region – warehousing and construction - have huge physical and economic footprints that can extend well beyond PPACG. It's important that the region capture some of the economic activity flowing along I-25 for itself which may involve leveraging statewide investments as well as nurturing a competitive local labor and consumer market.

2.3 Summaries by Mode

The three major modes operating in PPACG have their own needs and advantages to supply the region with commodities and essential goods that support the local economy. Truck is by far the most important mode to the region's economy, handling the majority of its freight by tonnage and value. Truck is also the only mode that covers the entire region, with the only rail depots and airports located in Colorado Springs. Figure 2-7 shows the relative levels of freight movements for each mode for each year of available Transearch data. Truck carries 99% of all tonnage and nearly 92% of all value in the region for each year.

FIGURE 2-7 TONNAGE (ABOVE) AND VALUE (BELOW) FOR FREIGHT MODES



Source: Transearch. 2019-2040

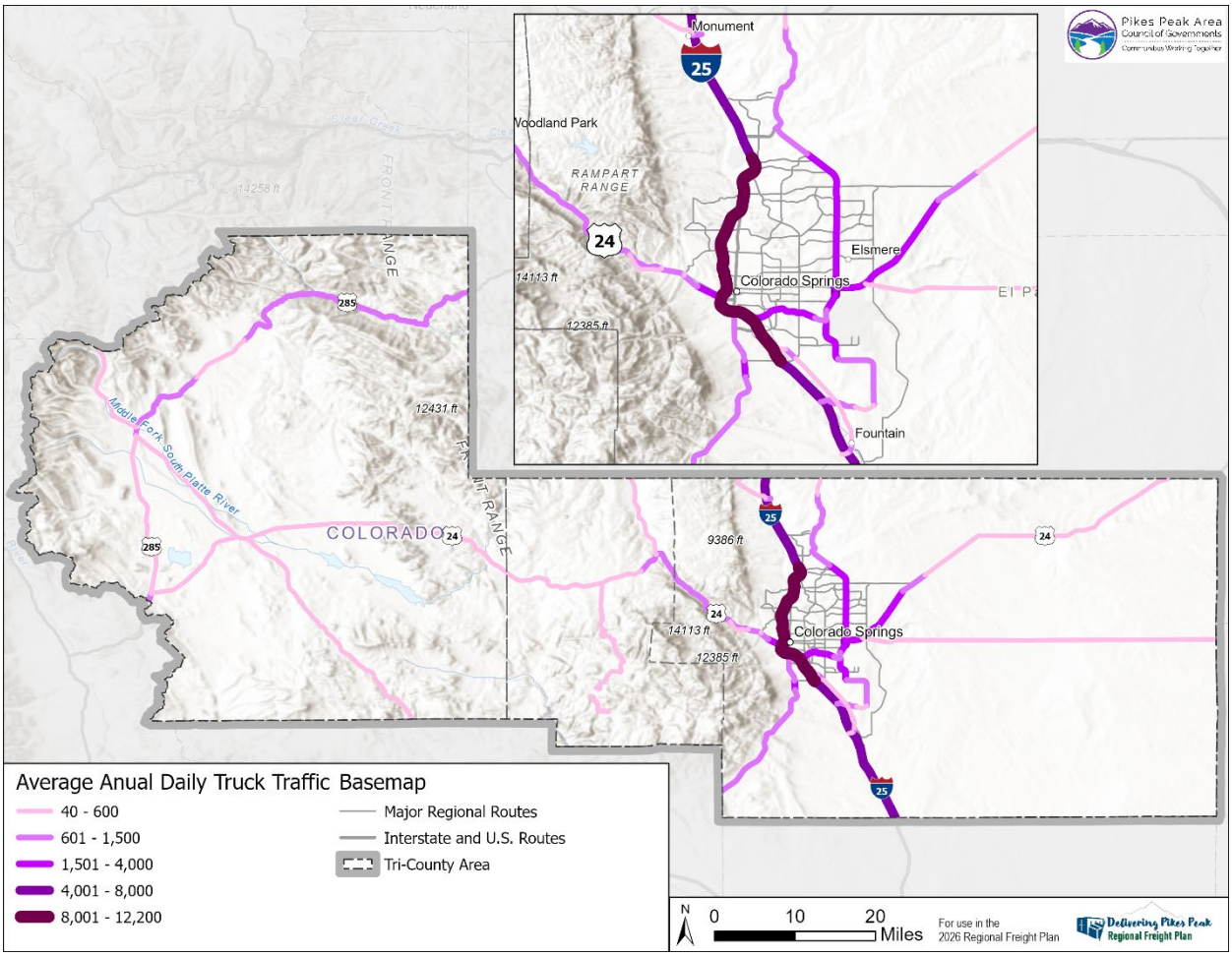
2.3.1 Truck

Trucks are a versatile mode of freight transportation capable often used a primary means of transporting goods as well as a secondary means of transporting goods from transfer facilities with other modes including rail and air modes. Figure 2-8 shows the average annual daily truck traffic (AADTT) for roadways in the PPACG region. AADTT is a measure of the volume of trucks that move on a roadway and is an important measure for understanding how many trucks are using infrastructure in the region.

The following describes the highest AADTT segments for important roadways:

- Interstate 25 – running north south through Colorado Springs has the highest volume of trucks in the region from a low of 4,400 AADTT to 12,200. The highest scoring segment occurs between S Academy Blvd to Briargate Parkway.
- US 24 – running east west through the entire region the highest scoring segments occur in El Paso County with a high AADTT of 3,000.
- US 285 - an important route running east – northwest in Park County with a high AADTT of 850.
- Colorado 21/Colorado 83 – running north south on the east side of Colorado Springs and known locally as Powers Blvd, with a high of 4,400 AADTT from E Fountain Blvd (near Peterson Air Force Base) to Briargate Pkwy.

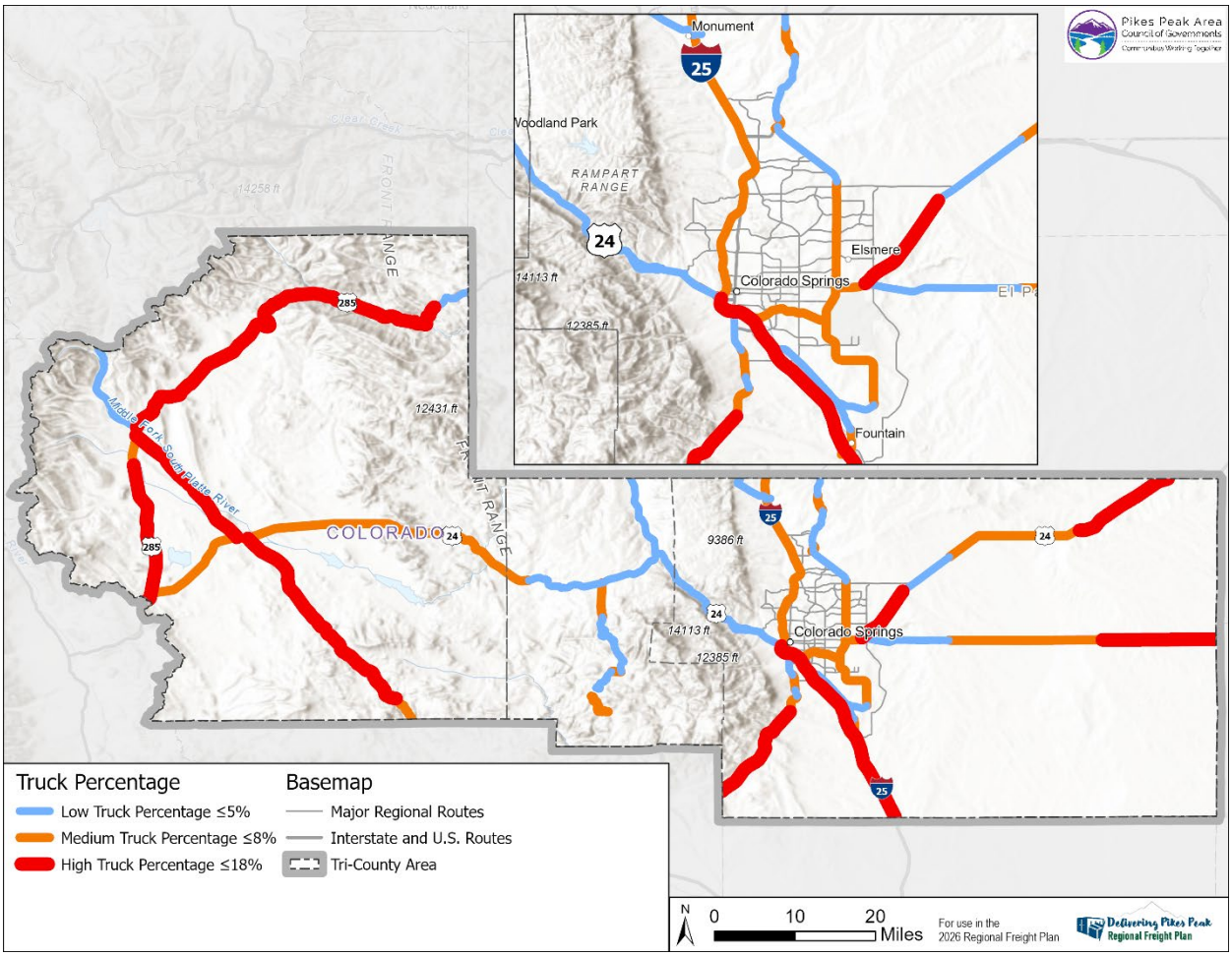
FIGURE 2-8: AVERAGE ANNUAL DAILY TRUCK TRAFFIC



Source: Source: CDOT Roadway Inventory, 2022.

Truck percentage is a measure of the ratio of trucks to regular traffic on a particular road. Critical freight roadways may have low overall truck volume (AADTT) but a high truck percentage meaning the road is used by trucks more than regular vehicles. Figure 2-9 shows the truck percentage for roadways in PPACG. Comparing AADTT and Truck Percentage we see that US 285, the eastern portion of US-24, Colorado-94 east of Colorado Springs, Colorado-115 south of Colorado Springs, and Colorado-9 in Park County are all essential freight roadways.

FIGURE 2-9: TRUCK PERCENTAGE



Source: CDOT Roadway Inventory, 2022.

Table 2-1 and Table 2-2 show the top commodities moved by truck in 2019 by tonnage and value respectively. Overall trucks transport a wide variety of goods from food, construction materials, raw materials, and even advanced equipment such as semi-conductors with little overlap between the value and tonnage.

TABLE 2-1: TOP COMMODITIES BY TRUCK TONNAGE, 2019

	Tonnage	Value
Broken Stone or Riprap	4,532,189 (23.4%)	$50,397,952 (0.3%)
Warehouse & Distribution Center	2,314,106 (12.0%)	$2,852,924,619 (19.1%)
Gravel or Sand	2,240,188 (11.6%)	$19,209,073 (0.1%)
Petroleum Refining Products	2,042,309 (10.6%)	$1,367,889,902 (9.2%)
Ready-mix Concrete, Wet	1,377,669 (7.1%)	$124,331,089 (0.8%)
Misc. Waste or Scrap	1,066,394 (5.5%)	$268,065,407 (1.8%)
Concrete Products	967,378 (5.0%)	$174,701,192 (1.2%)
Cut Stone or Stone Products	538,465 (2.8%)	$89,267,348 (0.6%)
Grain	357,944 (1.9%)	$37,268,652 (0.2%)

	Tonnage	Value
Misc. Food Preparations, Nec	207,339 (1.1%)	$272,252,480 (1.8%)

Source: Transearch, 2019("Warehouse and Distribution Center" is mostly composed of consumer and retail items moving over short distances but can include any secondary movements of freight that were processed at a warehouse that does not report more specific commodity types)

TABLE 2-2: TOP COMMODITEIS BY TRUCK VALUE, 2019

Top Truck Commodities by Value	Tonnage	Value
Warehouse & Distribution Center	2,314,106 (12.0%)	2,852,924,619 (19.1%)
Petroleum Refining Products	2,042,309 (10.6%)	1,367,889,902 (9.2%)
Motor Vehicles	81,637 (0.4%)	860,154,760 (5.8%)
Motor Vehicle Parts or Accessories	46,801 (0.2%)	431,449,670 (2.9%)
Pharmaceutical Drugs	10,588 (0.1%)	311,339,695 (2.1%)
Misc. Plastic Products	73,747 (0.4%)	283,025,188 (1.9%)
Misc. Food Preparations, Nec	207,339 (1.1%)	272,252,480 (1.8%)
Misc. Waste or Scrap	1,066,394 (5.5%)	268,065,407 (1.8%)
Rail Intermodal Drayage from Ramp	56,766 (0.3%)	264,409,861 (1.8%)
Solid State Semiconductors	9,773 (0.1%)	251,919,368 (1.7%)

Source: Transearch, 2019 ("Warehouse and Distribution Center" is mostly composed of consumer and retail items moving over short distances but can include any secondary movements of freight that were processed at a warehouse that does not report more specific commodity types)

2.3.2 Rail

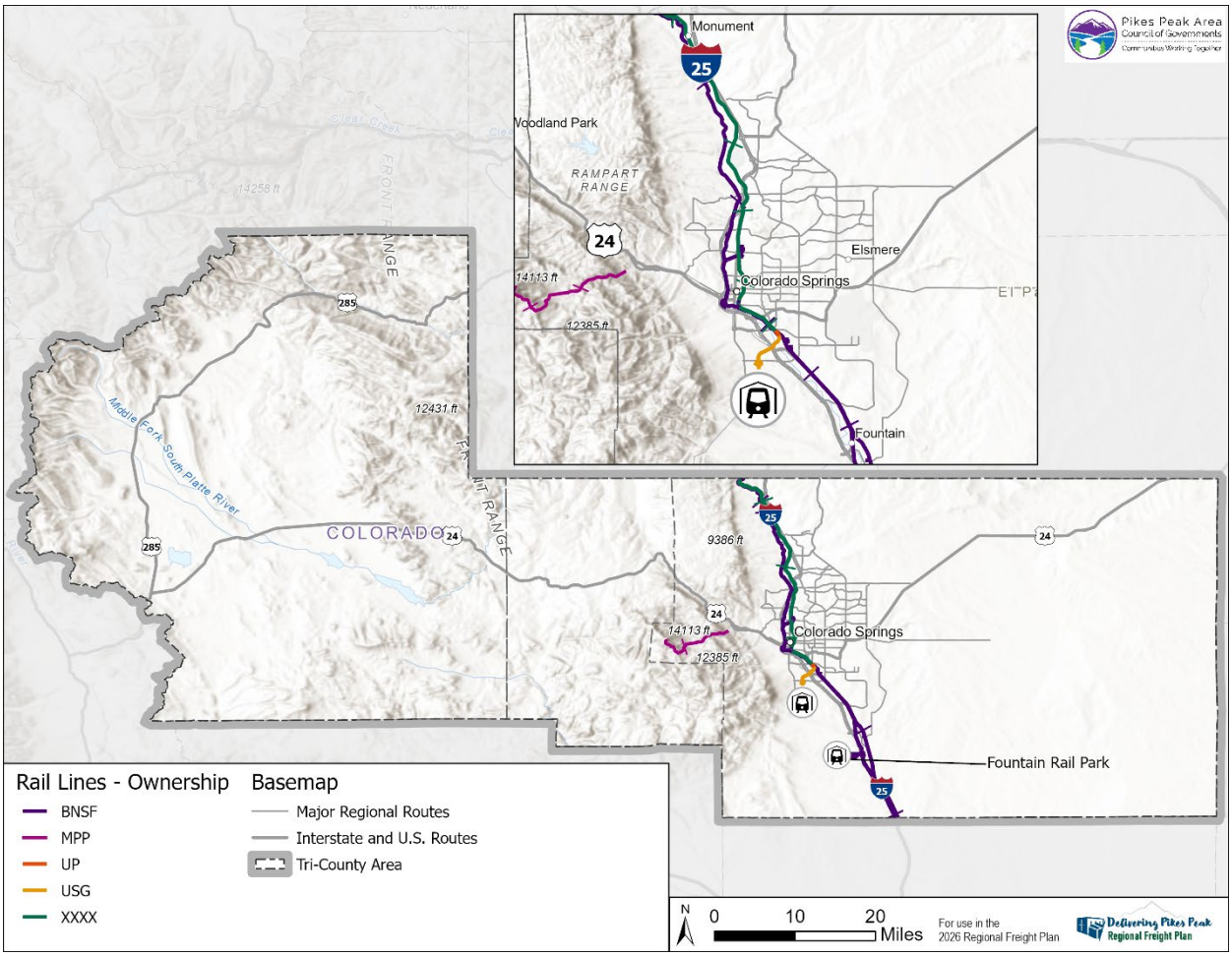
TABLE 2-3 MILEAGE BY RAILROAD OWNERSHIP

Railroad First Owner	Railroad Second Owner	Mileage
BNSF		12.5 (10%)
BNSF	UP	71.6 (56%)
MPP		8.8 (7%)
UP		0.4 (0.3%)
USG		7.0 (6%)
Other or XXXX		26.5 (21%)

Source: Federal Railroad administration (FRA)

Table 2-3 shows the total mileage by owner for all railroads and Figure 2-10 shows all existing rail corridors by the first owner. The major corridor which parallels I-25 is owned by BNSF with a similar railroad which is currently without ownership named “XXXX” per the Federal Railroad Administration’s designation for the track. The corridor operated by BNSF is jointly owned by UP for the majority of its track miles and both rail operators use these facilities in Colorado Springs. The Southern Colorado Rail Park, which was approved by the project’s public-private partnership (P3) Oversight Committee in 2018 and by the City of Colorado Springs and Colorado Springs Utility in 2023, is a future dual service rail park that will provide enhanced facilities for both BNSF and UP trains in southern Colorado. USG is operated by the Department of Defense and connects to the Fort Carson Rail Center. MPP is a renovated railroad currently used for tourism.

FIGURE 2-10: RAILROAD FACILITIES IN PPACG REGION



Source: Federal Railroad Administration (FRA)

Table 2-4 and Table 2-5 show the top commodities moved by rail in 2019 by tonnage and value, respectively. Rail tends to be used to ship bulk, heavy commodities with relatively lower value. However, several commodities shipped by rail in Colorado Springs are essential inputs into the local economy, such as fertilizers, lumber and wood products, and fossil fuels.

TABLE 2-4 TOP COMMODITIES BY RAIL TONNAGE, 2019

Top Rail Commodities by Tonnage	Tonnage	Value
Fertilizers	29,565 (32.0%)	8,912,842 (17.3%)
Lumber or Dimension Stock	19,397 (21.0%)	3,752,909 (7.3%)
Misc. Wood Products	18,260 (19.8%)	7,088,347 (13.7%)
Petroleum Refining Products	6,747 (7.3%)	3,034,757 (5.9%)
Fak Shipments	4,616 (5.0%)	2,529,491 (4.9%)
Malt Liquors	2,404 (2.6%)	1,811,844 (3.5%)
Motor Vehicles	1,722 (1.9%)	17,945,386 (34.8%)
Nut or Veg Oils or By-products	1,360 (1.5%)	448,565 (0.9%)
Liquefied Gases, Coal or Petroleum	1,271 (1.4%)	561,115 (1.1%)

Top Rail Commodities by Tonnage	Tonnage	Value
Misc Nonmetallic Minerals, Nec	1,184 (1.3%)	429,500 (0.8%)

Source: Transearch, 2019

TABLE 2-5 TOP COMMODITIES BY RAIL VALUE, 2019

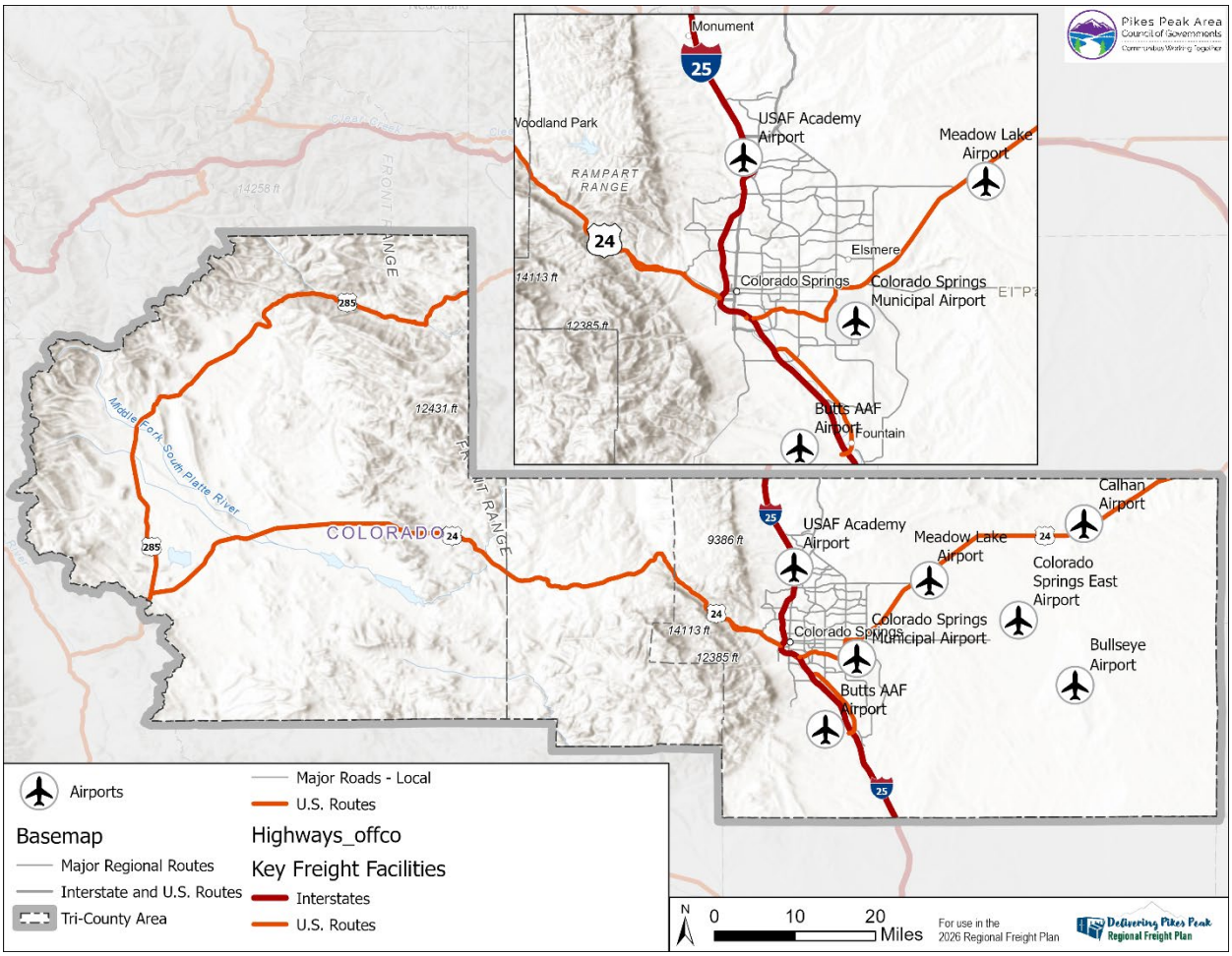
Top Rail Commodities by Value	Tonnage	Value
Motor Vehicles	1,722 (1.9%)	17,945,386 (34.8%)
Fertilizers	29,565 (32.0%)	8,912,842 (17.3%)
Misc. Wood Products	18,260 (19.8%)	7,088,347 (13.7%)
Lumber or Dimension Stock	19,397 (21.0%)	3,752,909 (7.3%)
Petroleum Refining Products	6,747 (7.3%)	3,034,757 (5.9%)
Fak Shipments	4,616 (5.0%)	2,529,491 (4.9%)
Malt Liquors	2,404 (2.6%)	1,811,844 (3.5%)
Liquefied Gases, Coal or Petroleum	1,271 (1.4%)	561,115 (1.1%)
Fabricated Metal Products, Nec	170 (0.2%)	529,700 (1.0%)
Steel Springs	147 (0.2%)	492,905 (1.0%)

Source: Transearch, 2019

2.3.3 Air

Seven airports operate in the PPACG region, all within El Paso County. Only 1 of these airports the Colorado Springs Municipal airport handles freight traffic including mail, parcel, and commodity shipments. The airport also shares runaways with the Peterson Space Force Base.

FIGURE 2-11 ALL AIRPORTS IN PPACG REGION



Source: Bureau of Transportation Statistics, 2023

Table 2-6 and Table 2-7 show the top commodities moved by air in 2019 by tonnage and value respectively. Air tends to be used to ship mail, small packages, and lightweight, time sensitive commodities with much higher values. The majority of air commodity tonnage is used for small packaged freight shipments which are likely consumer goods. Recent years have seen a massive increase in this type of good. Prices for these individual package are not disclosed to the public. Most other top commodities shipped by air are specialized equipment or products.

TABLE 2-6 TOP COMMODITIES BY AIR TONNAGE, 2019

Top Air Commodities by Tonnage	Tonnage	Value
Small Packaged Freight Shipments	5,585 (49.2%)	Unknown
Instrum, Photo Equipment, Optical Eq	899 (7.9%)	$208,837,386 (17.5%)
Transportation Equipment	733 (6.5%)	$292,079,247 (24.4%)
Electrical Equipment	696 (6.1%)	$186,779,665 (15.6%)
Printed Matter	586 (5.2%)	$12,254,206 (1.0%)
Textile Mill Products	455 (4.0%)	$9,223,408 (0.8%)
Fabricated Metal Products	381 (3.4%)	$16,957,357 (1.4%)

Top Air Commodities by Tonnage	Tonnage	Value
Machinery	361 (3.2%)	$46,001,676 (3.9%)
Pharmaceutical Drugs	300 (2.6%)	$138,755,843 (11.6%)
Misc. Manufacturing Products	249 (2.2%)	$203,828,255 (17.1%)

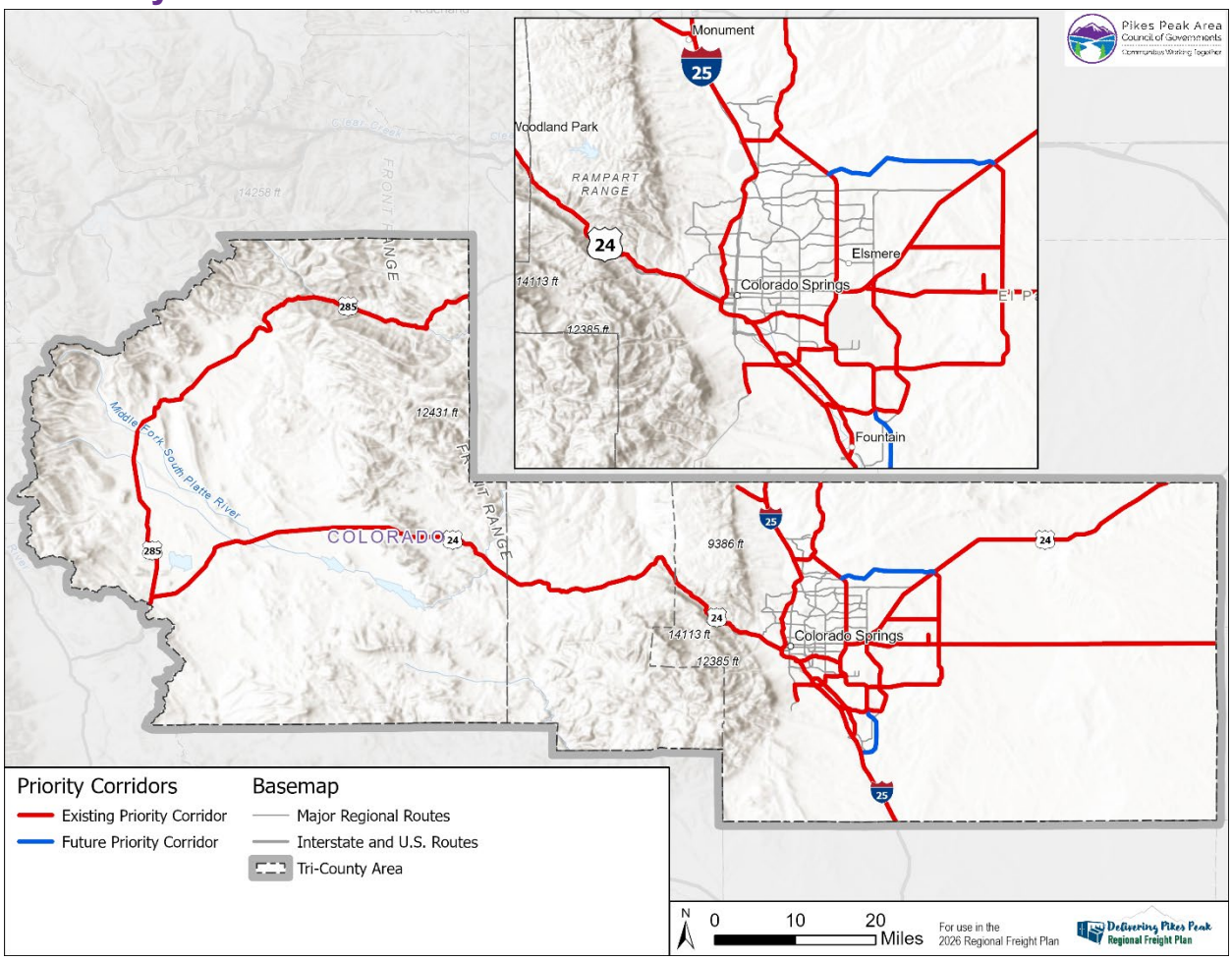
Source: Transearch, 2019

TABLE 2-7 TOP COMMODITIES BY AIR VALUE, 2019

Top Air Commodities by Value	Tonnage	Value
Transportation Equipment	733 (6.5%)	$292,079,247 (24.4%)
Instrum, Photo Equipment, Optical Eq	899 (7.9%)	$208,837,386 (17.5%)
Misc. Manufacturing Products	249 (2.2%)	$203,828,255 (17.1%)
Electrical Equipment	696 (6.1%)	$186,779,665 (15.6%)
Pharmaceutical Drugs	300 (2.6%)	$138,755,843 (11.6%)
Machinery	361 (3.2%)	$46,001,676 (3.9%)
Fak Shipments	135 (1.2%)	$19,299,402 (1.6%)
Primary Metal Products	166 (1.5%)	$18,050,617 (1.5%)
Fabricated Metal Products	381 (3.4%)	$16,957,357 (1.4%)
Chemicals or Allied Products	136 (1.2%)	$14,978,945 (1.3%)

Source: Transearch, 2019

2.3.4 Summary



The vast majority of movements within the region occur by truck, which is typical in the U.S., and it is the key freight mode in the region. Trucks are the only mode which connect to the more remote regions of the Rocky Mountains in Teller and Park counties. They move a wide variety of commodity types, and they are projected to grow in the coming decades, highlighting the increasing need for roadway investment and maintenance. The region should prepare for the growth in infrastructure needs from increasing truck movements on the system and consider how those improvements will be invested to make an impact for the whole region. Freight investments could be focused on roadways with a high truck percentage potentially targeting barriers to trucks such as improving at-grade crossings with rail or improving vertical clearance issues at bridges with known bridge strike issues.

Rail carries lower volume and value of goods but is still an important consideration for the region. The types of goods moved on rail lines are essential inputs to the economy, many are raw materials such as lumber. Rail is an extremely efficient mode of transportation, and regional projects such as the future Southern Colorado Rail Park (SCRP) will likely increase the overall volume of goods being moved by rail. Air is low tonnage but high value, and specific to the Colorado Springs Airport (CSO).

3.1 PPACG Freight Operations and Safety

This section describes freight operations in the PPACG region. The focus of this section is to detail the metrics, designs, and other considerations that impact and define operations. This includes safety, travel time reliability, route restrictions, military installations, hazardous materials routes, and other components of the transportation of freight.

Safety is an important consideration for transportation and freight. Using crash and incident data is critical for identifying locations where safety is a concern, studying the causal factors of reduced safety and prioritizing and rectifying those issues. This section examines crash and incident data for truck and rail crossing related incidents.

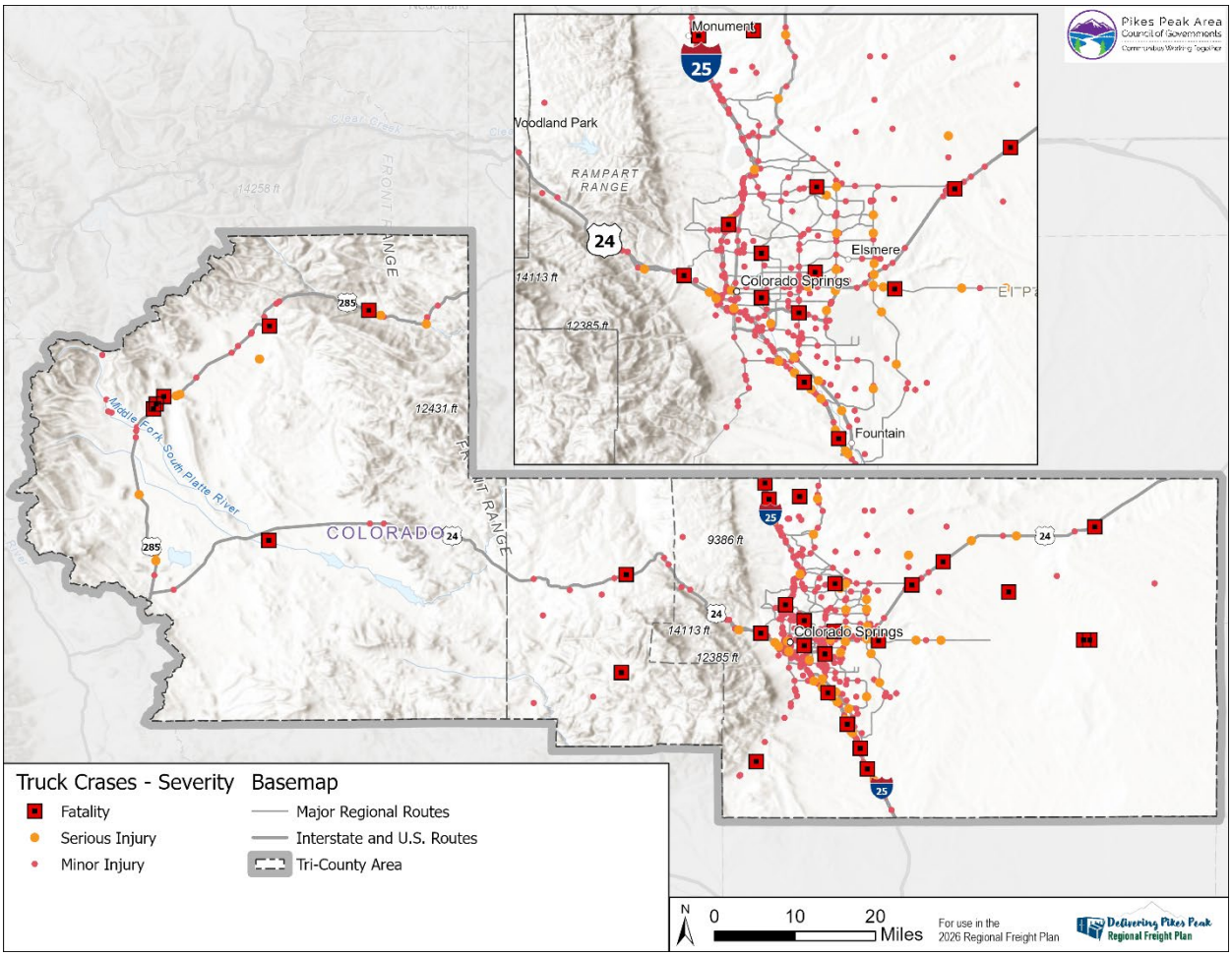
3.1.1 Truck Safety

Truck related crashes represent less than 4 percent of all crashes in the Pikes Peak Area region but account for more than 7 percent of fatalities. This discrepancy is typical for truck activity, but identifying locations where fatalities are occurring frequently provides the opportunity to improve safety for all road users through design, technology and driver information. The region's most heavily trafficked freight highways represent the largest share of incidents, both fatal and non-fatal. These include the following locations which, among others, are candidates for studying the cause behind the incidents and implementing solutions for improving safety:

- US 285 in Park County saw 7 fatalities in the 8-year span between 2015 and 2022, 5 of which happened on a short segment northeast of Fairplay, despite having a far lower truck AADT of 750 compared to many of the major routes in El Paso County which regularly exceed 3,000 truck AADT (4X of the US 285 segment).

- I-25, south of Colorado Springs and also near Monument, has a high share of fatal incidents. Nearly 60% of the fatal crashes on I-25 in El Paso County between 2015 and 2022 happened on the sections north of Davis Airfield and south of Academy Blvd, though those segments have lower truck AADT, 4,000-8,000 compared to 8,000-12,200 in the middle segment.

FIGURE 3-1 LARGE VEHICLE INJURY CAUSING CRASHES (2015-2022)



Share of Crashes by Route

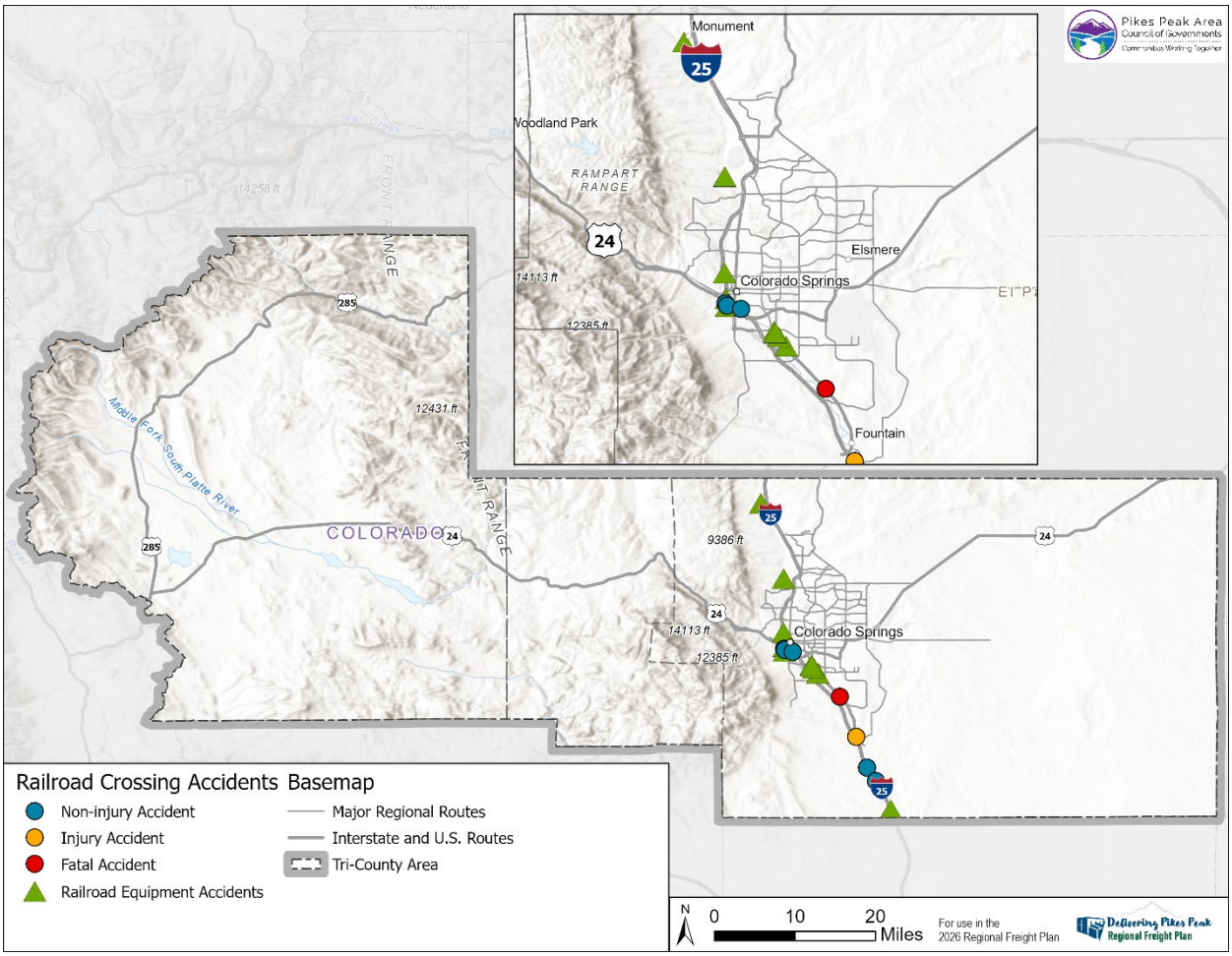
I-25	US-24	SH-21	US-285	Other
49%	19%	10%	7%	15%

Source: PPACG Traffic Crashes Dataset, CDOT Crash Database

3.1.2 Rail Safety

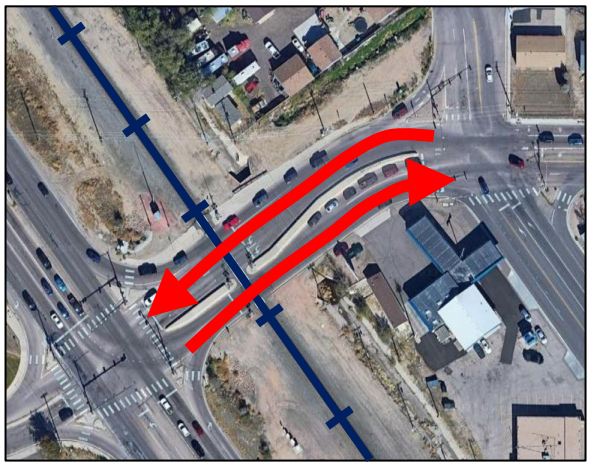
Rail incidents and accidents are rare but can be dramatic and costly given the magnitude of rail freight. From 2000 to 2022, the Pikes Peak Area has seen fewer than 200 rail freight incidents, and only 2 resulted in either a fatality or serious injury. Figure 3-2 shows the locations of highway-rail crossing incidents and recorded equipment accidents in the region.

FIGURE 3-2 RAIL CROSSING INCIDENTS AND EQUIPMENT ACCIDENTS (2000-2022)



Source: Safety Data and Reporting, Federal Railroad Administration

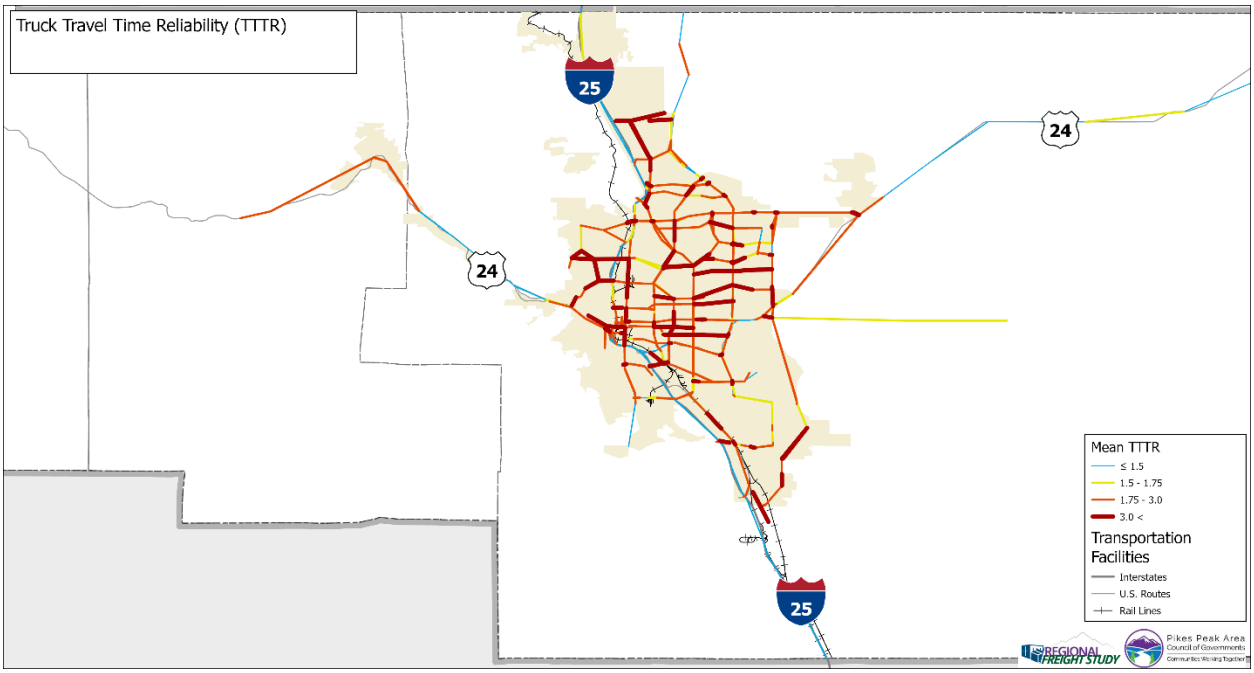
The singular fatality in the region was on the BNSF Fontaine Boulevard crossing, pictured right. This singular fatality over the course of two decades indicates that the crossings in the region largely function safely. At the crossing where the fatality occurred the rail runs parallel to CanAm Highway (US-85), and at the Fontaine Boulevard location it splits two intersections creating a spillback that has potential to cover the crossing.



3.2 Truck Travel Time Reliability Index (TTRI) & Truck Parking

Truck Travel Time Reliability Index (TTRI) is the ratio of the 95th percentile truck travel time to the "average" (50th percentile) travel time. Every unit increase indicates an additional 50th Percentile increase. The regional objective is to keep TTRI at 1.42 or lower, which many of the north-south oriented routes, including segments of I-25, meet. Figure 3-3 shows TTRI for routes across the region. Notably, most of the worst TTRI is in the west-east direction, and none of the west-east corridors are under 1.5. This indicates that there isn't a well defined west-east uninterrupted flow freight corridor. The routes most closely reflecting a freight corridor are US-24 onto E Platte Ave, and Milton E Proby Parkway onto S Academy Boulevard.

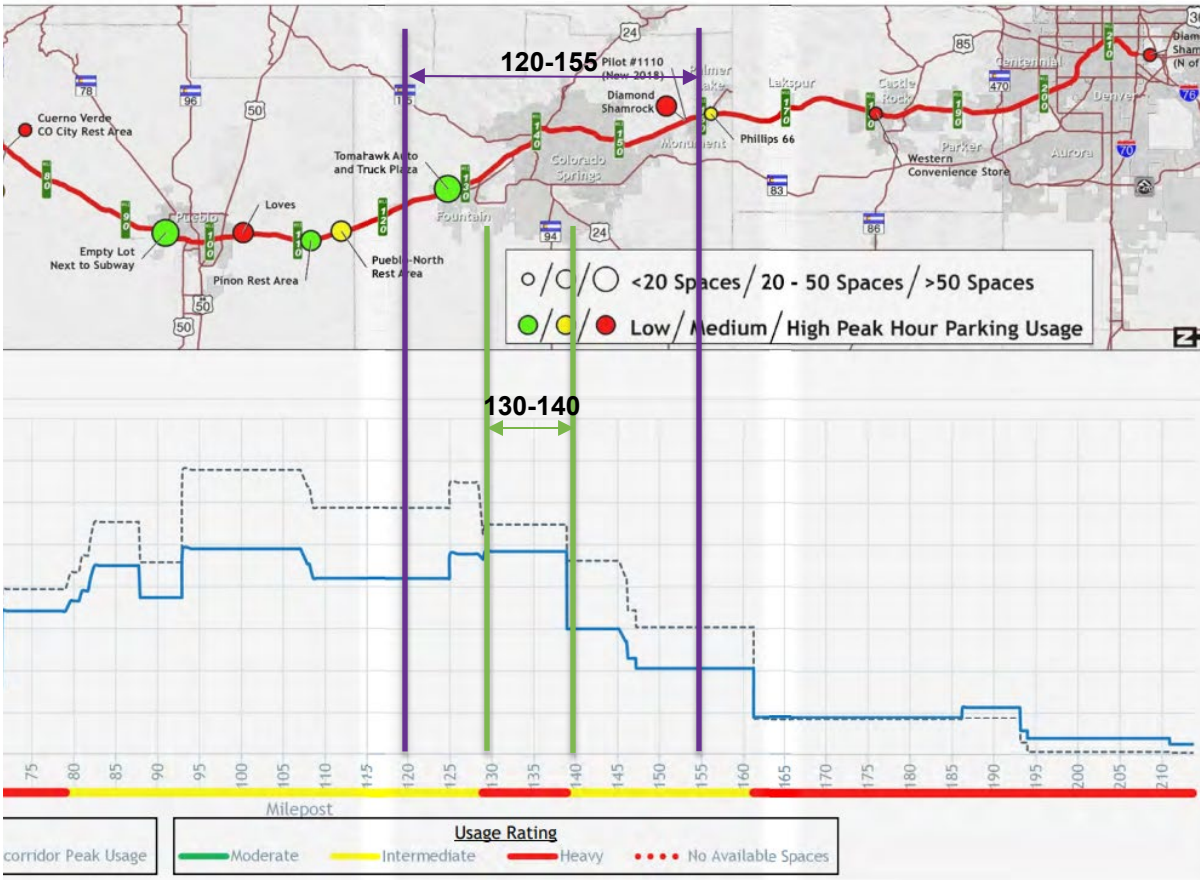
FIGURE 3-3 TRUCK TRAVEL TIME RELIABILITY



Source: National Performance Management Research Data Set, Federal Highway Administration

Additionally, truck parking is critical strategic infrastructure for drivers. Identifying parking shortages is important for both the safety of drivers and for the ability to navigate peak hour traffic and inclement weather. Figure 3-4 shows the map of the parking usage for the southern half of I-25 from CDOT's 2019 Truck Parking Assessment. The PPACG region is approximately between mile markers 120 and 155 (blue), with none of that length supporting "moderate" usage (the lowest usage). Heavy usage was noted specifically between mile markers 130 and 140 (green), between Fountain and Colorado Springs. Identifying opportunities for parking infrastructure supports safe and functional freight transportation infrastructure. In order to further understand truck parking demand and trends, a regional truck parking study could be developed in the future.

FIGURE 3-4 EXHIBIT FROM 2019 CDOT TRUCK PARKING ASSESSMENT

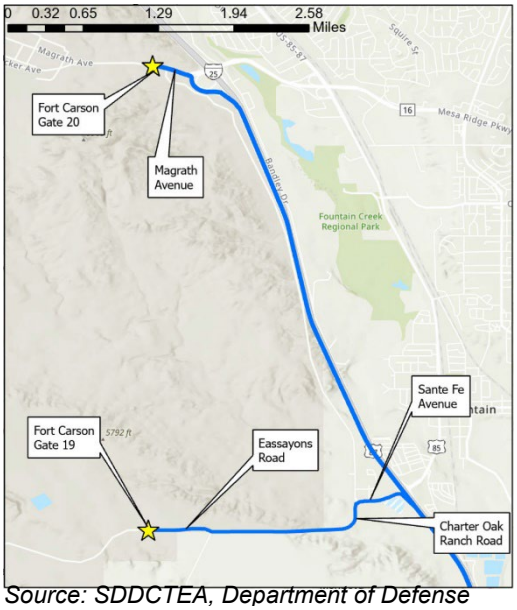


Source: 2019 Truck Parking Assessment, CDOT

3.3 Military

The region has a substantive federal military presence that is woven into the culture and economy of the region. The installations support the mass movement of both personnel and equipment, along with the necessary resources to support operations. For this reason, it is critical to identity those highway routes designated for military deployment. Figure 3-6 shows the strategic highway (STRAHNET), railway (STRACNET), and installations in the Pikes Peak Area . Additionally, the state is host to one of the nation's 17 Power Projection Platforms (PPPs) in Fort Carson. PPPs are strategic army installations that mobilize and deploy army assets and personnel for rapid national response. Fort Carson is the only PPP in the state, making the region's interstate assets among the most critical response-related infrastructure. The Department of Defense (DOD) is currently in the process of assessing a new PPP route for Fort Carson, which designates Fort Carson's Gate 19 and Gate 20 as the starting points, with the Colorado potion of

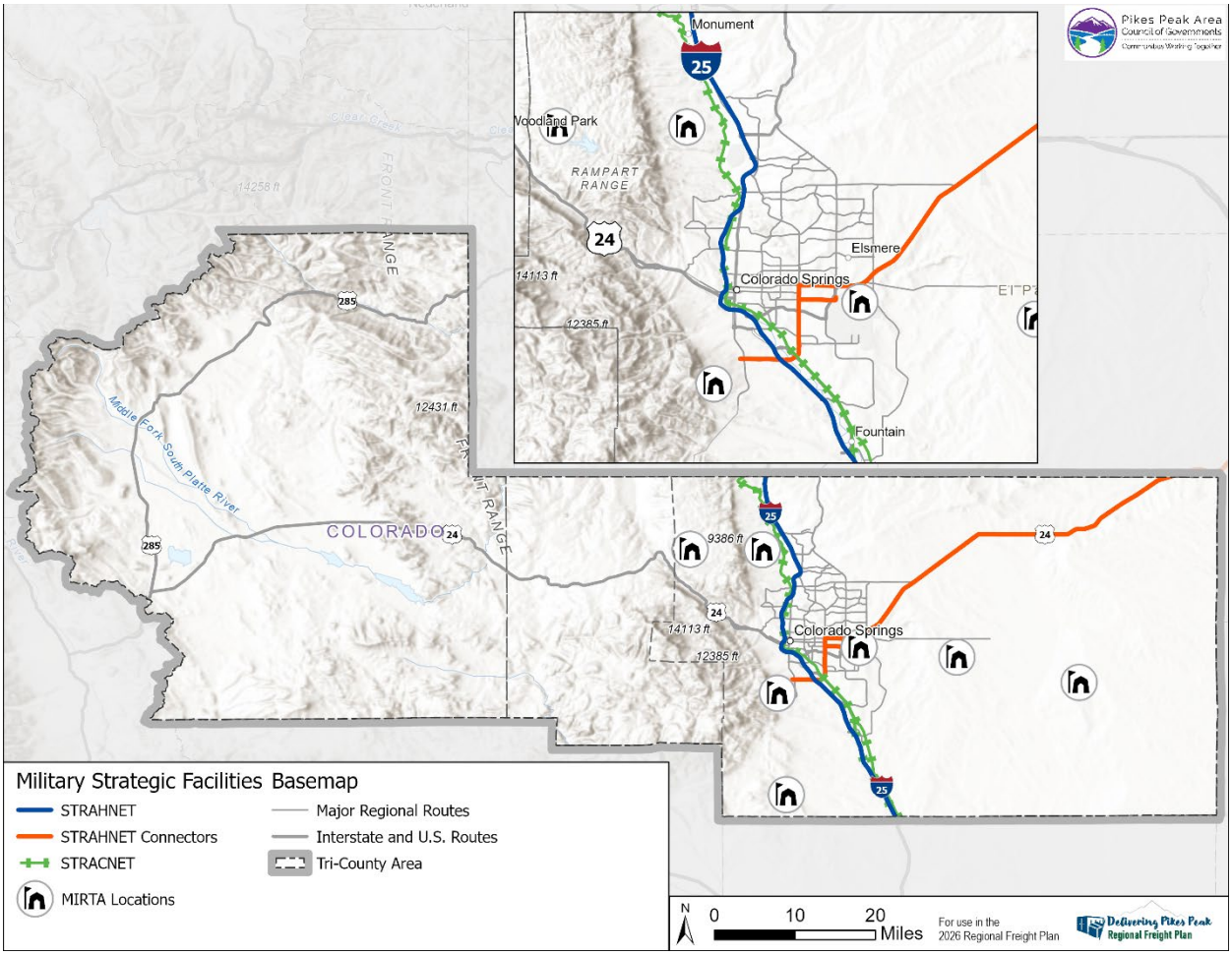
FIGURE 3-5 COLORADO PPP ROUTES



Source: SDDCTEA, Department of Defense

the route continuing south along I-25 until the New Mexico border. The final destinations of the route are Port Beaumont and Port of Port Arthur in Texas. The PPP route enters I-25 at Exits 132 and 128 for Gates 20 and 19, respectively.

FIGURE 3-6 STRATEGIC MILITARY INSTALLATIONS, STRAHNET, AND STRACNET

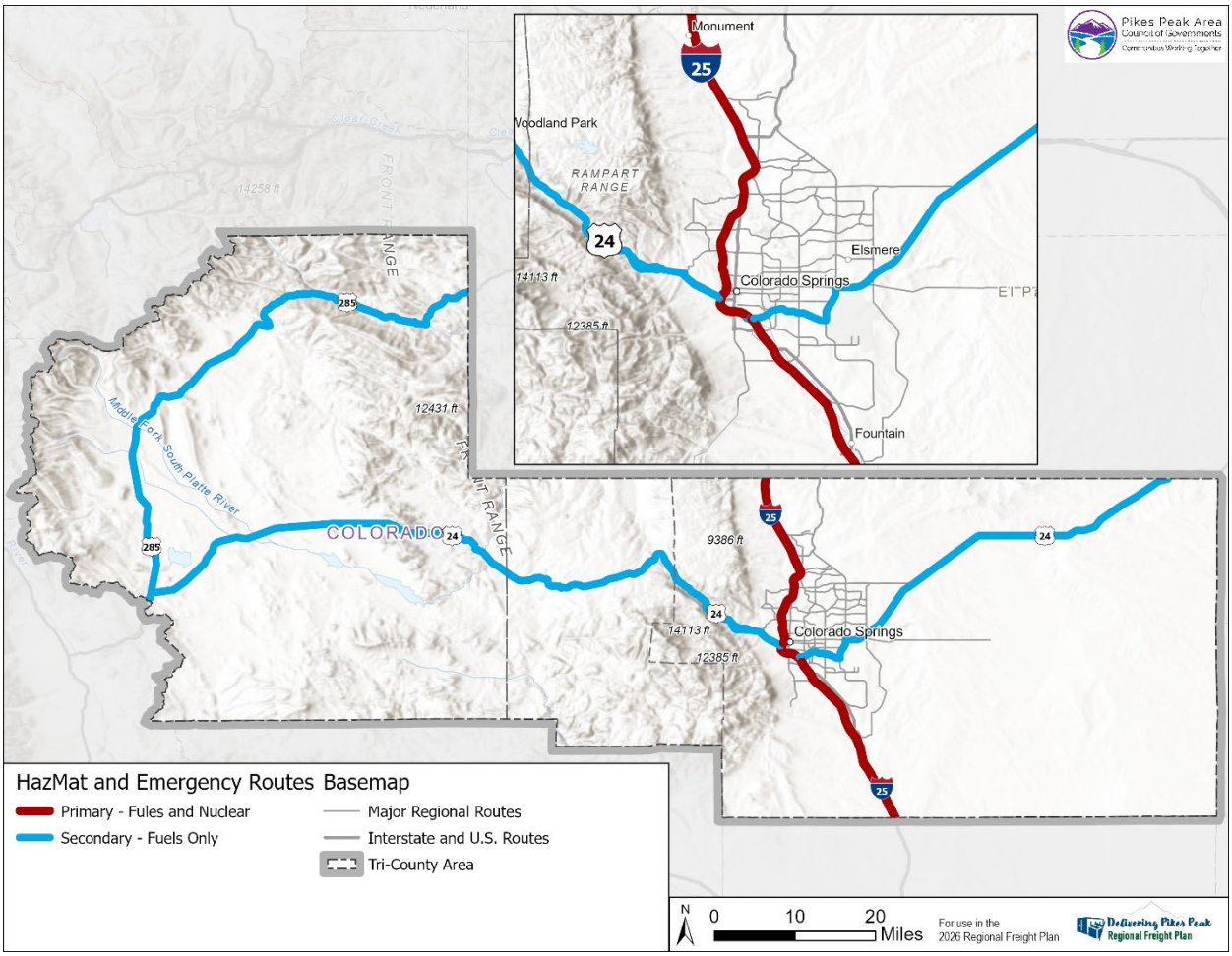


Source: SDDCTEA, Department of Defense

3.4 HazMat/Emergency Routes

The transportation of hazardous materials (HazMat) in the region is largely defined by the movement of fuels and nuclear products, though other HazMat products are transported in the region. These routes also coincide with the emergency response, with I-25 being the primary emergency route, and US-24 and US-285 as a secondary route. I-25 is the only route in the region, and one of only three in the state, that is designated for both the transport of nuclear products and other HazMat. The only other HazMat routes in the region are US-24 and US-285, both of which are designated for the transport of non-nuclear HazMat. Figure 3-7 shows the routes designated for the transport of HazMat products.

FIGURE 3-7 HAZMAT AND EMERGENCY ROUTES



Source: Colorado Information Marketplace, CDOT

The fact that HazMat routes leverage the highly developed infrastructure of the interstates and US routes means they are highly correlated with some of the major cities, communities, and ecosystems of the region. These major routes tend to have continuity with water resources including Monument and Fountain Creeks in El Paso County and the North Fork of the South Platte River headwaters in Park County, among the many other tributaries across all three counties in the PPACG region. CDOT is responsible for the permitting of hazardous materials transport in the state, with the Colorado State Patrol as the response agency. HazMat routing in the region is monitored through the permitting process, so understanding the needs of HazMat freight with from the local perspective is largely in the context of determining hazardous materials producing industries and identifying high risk communities and ecosystems. These are largely will defined as those locations immediately adjected to these HazMat corridors, therefore proactively determining the response strategy to potential incidents will strengthen the regions HazMat policy despite being largely hands-off for transport permits.

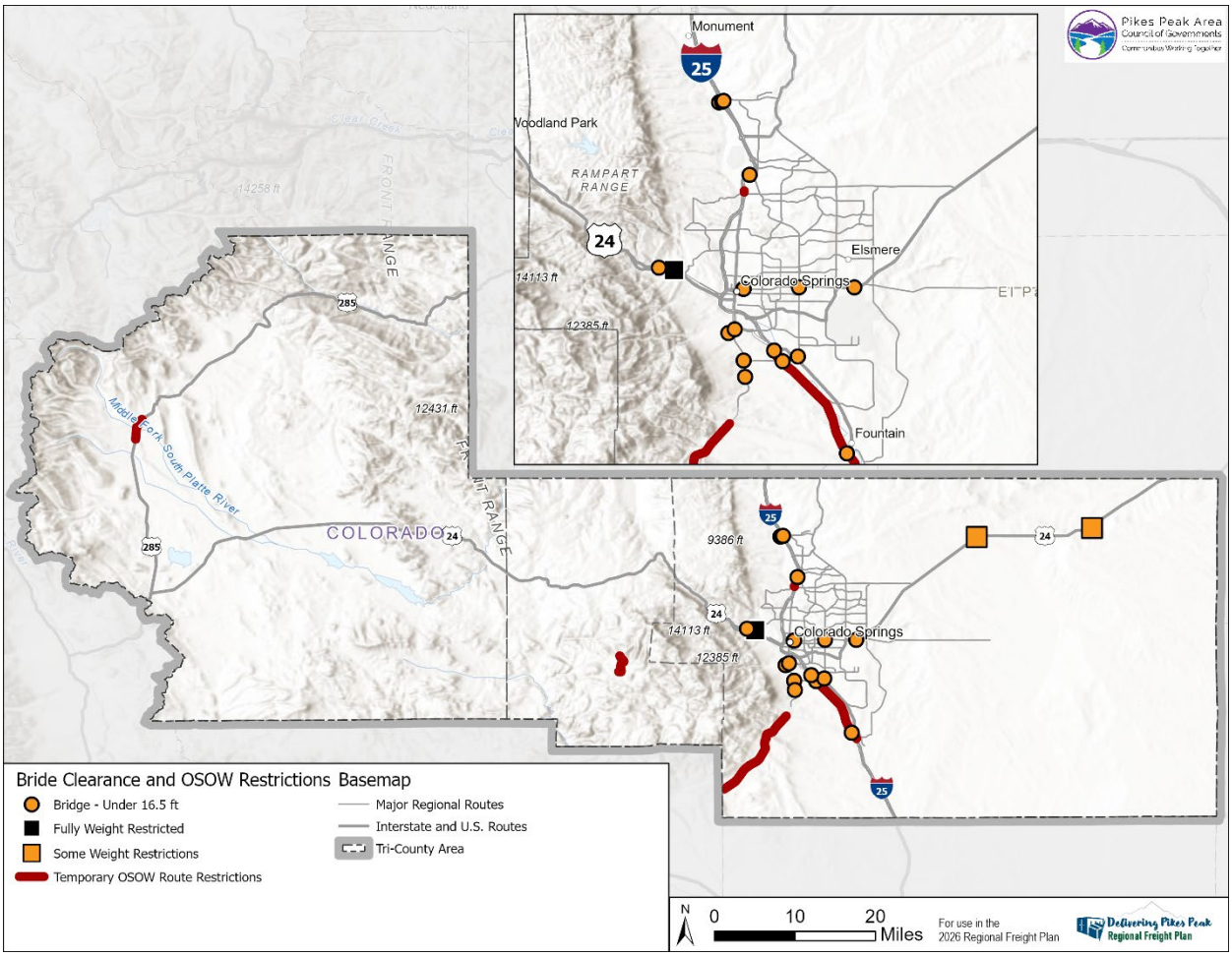
3.5 Truck Restrictions

Truck restrictions, in the form of dimensional and weight limitations, are critical for identifying locations where freight may be required to divert from traditional truck routes. In the PPACG region there are 8 active Oversize-Overweight (OSOW) restrictions, all of which are width restrictions. I-25 accounts for 5 of

the restrictions and represents an important consideration for the most heavily trafficked freight corridor. Additionally, there are 17 under 16.5 ft height limitations on bridges, two of which are located on US-24, a primary freight route, in Manitou Springs and north of Peterson Air Force Base. Only one bridge in the region fully excludes overweight trucks and is located on the US-24 Business Route east of Manitou Springs over Fountain Creek, while two other bridges on the eastern portion of US-24 in Peyton and Calhan have notable weight restrictions. Figure 3-8 shows the OSOW routes, vertical clearance and weight restricted bridges in the region.

OSOW and bridge restriction considerations are important because they impose truck limitations and require permits to supersede. The roadways at the locations shown in Figure 3-8 represent approximately one out of every six truck miles driven. Not all trucks are necessarily concerned with these limitations, so this mileage is lower when eliminating trucks with standard cargo and dimension, but is substantive particularly along the major freight corridors like I-25 and US-24. Truck limitations, particularly on major freight routes, are a barriers to entry for businesses that rely on large truck units for economies of scale. Grocery stores, warehouses, and distribution centers are then required to take extra steps, and incur additional costs, to ensure compliance with OSOW regulations. Additionally, detours could be required to circumvent the restriction resulting in higher travel costs and possible truck movements through communities. The military presence in the region could experience interruptions in everyday operations, though this would not impact emergency military response. It is generally important to understand these locations when planning for future development and identifying possible infrastructure improvements.

FIGURE 3-8 TRUCK RESTRICTIONS AND LIMITATIONS



Source: Colorado Information Marketplace, CDOT

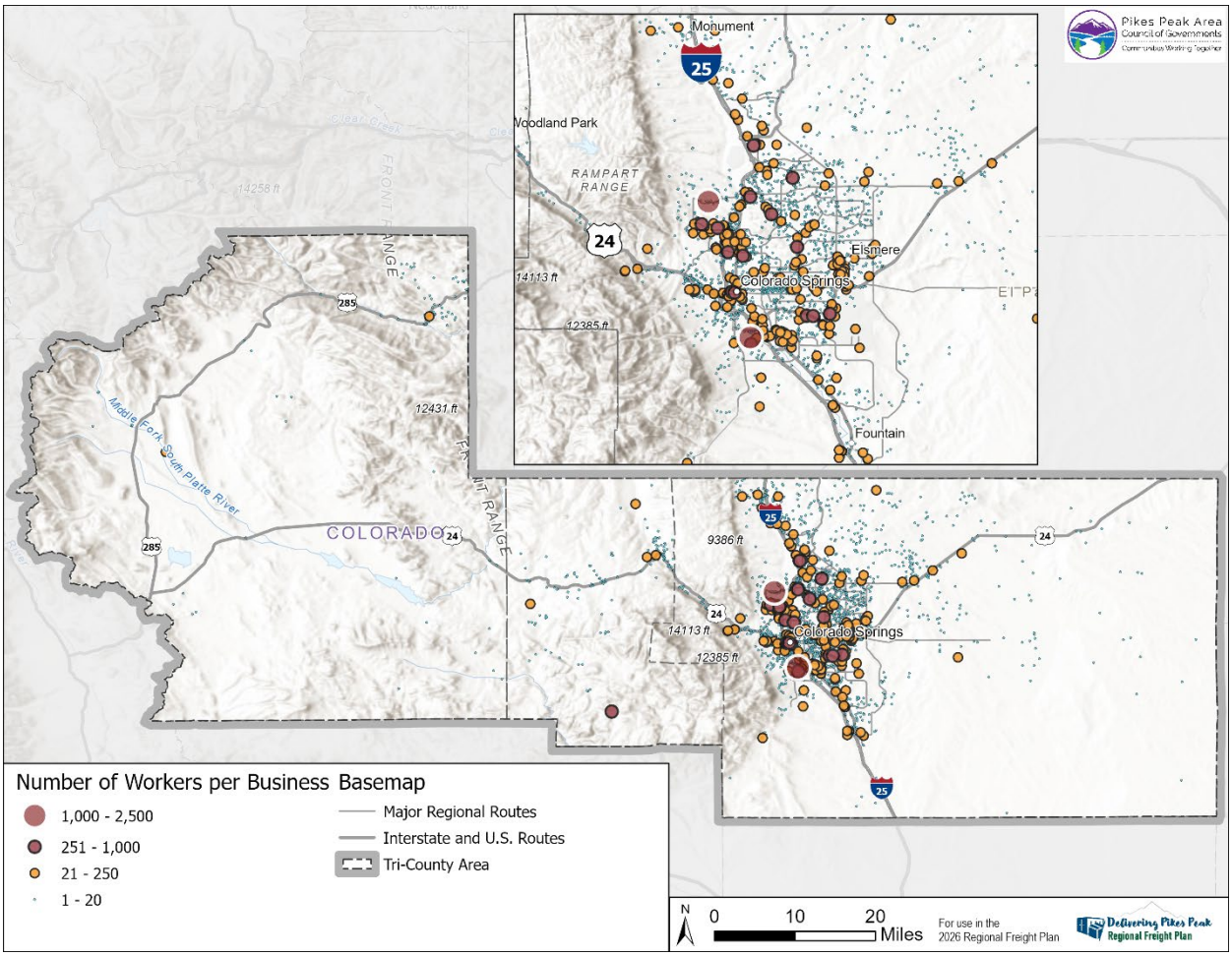
3.6 Last-Mile Considerations

The region's consumer goods are largely supplied by truck via I-25 in the Colorado Springs area, bringing commodities to various retailers and distribution centers. Figure 3-9 shows the freight industry employment and the routes associated with the clusters. Notably, and expectedly, downtown Colorado Springs has the highest freight employment density considering the retail presence, with E Platte Ave also supporting heavy freight employment for similar reasons. The advent of online retailing has also brought big box retailers, warehouses and distribution centers to the region. The "from warehouse-to consumer" leg of goods transportation, known as the last-mile, is an increasingly important consideration. The region, and specifically Colorado Springs, has recently seen growth in online retail distribution as evidenced by the introduction of an Amazon warehouse, and the growth of other big box retailer footprints, including Walmart, Target, Home Depot, Lowes, and others. It is therefore critical to monitor the freight corridors identified in Figure 3-9 for non-traditional freight transport in the form of delivery vehicles.

The key corridors identified in Figure 3-9 are generally consistent with existing major freight corridors. Notably, however, lower functional classification routes in the downtown Colorado Springs area and around Garden of the Gods Road may not functionally serve as major truck routes, so considerations

around the industries that exist and are developing there, and what kinds of truck will be operating through there, is important to establishing regulation as to what vehicle can and should operate in those areas. Additionally, those vehicles operating in these areas must consider loading and parking needs, which can result in complications if not properly addressed. Businesses should be responsible for providing adequate facilities based on expected truck volumes. Furthermore, the last mile associated with residential deliveries has changed with the advent of e-commerce, so while businesses engaging in these operations should be responsible for considering the availability of parking and loading space, recognizing these types of freight as an economic reality for the region is important for freight planning.

FIGURE 3-9 FREIGHT EMPLOYMENT CLUSTERS



Source: InfoUSA, 2020

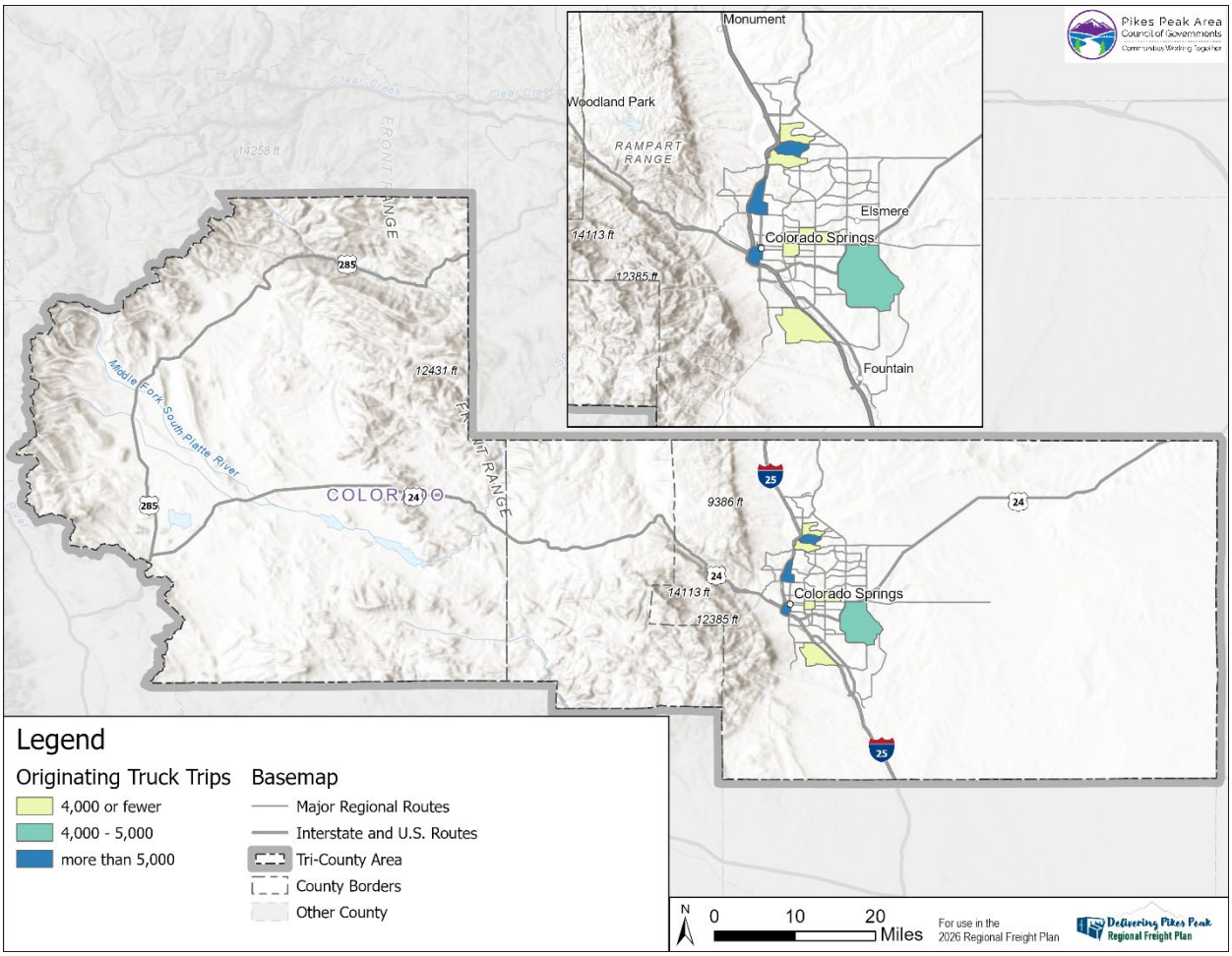
The operations and safety piece of this plan supports the identification of key corridors in the region and narrows the scope for proposing improvements to the system as they relate to freight. The information presented provides a framework for targeting safety projects, enhancing the freight transportation infrastructure, and identifying/improving truck policy. There are several safety takeaways regarding mountain travel and at-grade rail crossings, and planning considerations regarding truck routing and W-E travel in the region. There should be an emphasis on ensuring rural areas have the appropriate resources for safe design and freight supporting infrastructure, and ensuring urban areas continue purposeful planning for sustainable and equitable growth.

3.7 Truck Flows

The region's top truck trip generators and attractors provide deeper insight into how freight vehicles are currently moving through the PPACG roadway network and where growth can be expected. Figure 3-10 and Figure 3-11 show the top 10 truck trip generators and trip attractors in the PPACG Region, respectively. The data for these figures were derived from the LOCUS Truck trip tool which uses location-based services and big data to estimate tract-level origin-destination daily truck trips within a study area.

There are two high level takeaways from both the trip generators (originating) and trip attractors (destination) figures. First, the top 10 tracts for both are very similar, though not identical, due in part to the fact that vehicles entering a tract will at some point also exit the tract; but is also indicative of possible intermingling truck trips between tracts and large-scale manufacturing, shipping, or commercial/industrial activity. The second, more notably, is that many of these tracts are immediately adjacent to I-25 which means the interstate is not simply important, but a foundational element of freight in the region. Looking more specifically at the top 10 originating tracts, all of the highest trip generators are at or north of the I-25/US-24 interchange; this despite a number of commercial and industrial land uses in and around the airport. The density of businesses in these high origin tracts heavily outweighs volume associated with large-scale shippers and warehousing in the region.

FIGURE 3-10 TOP 10 ORIGINATING TRACTS FOR TRUCK TRIPS

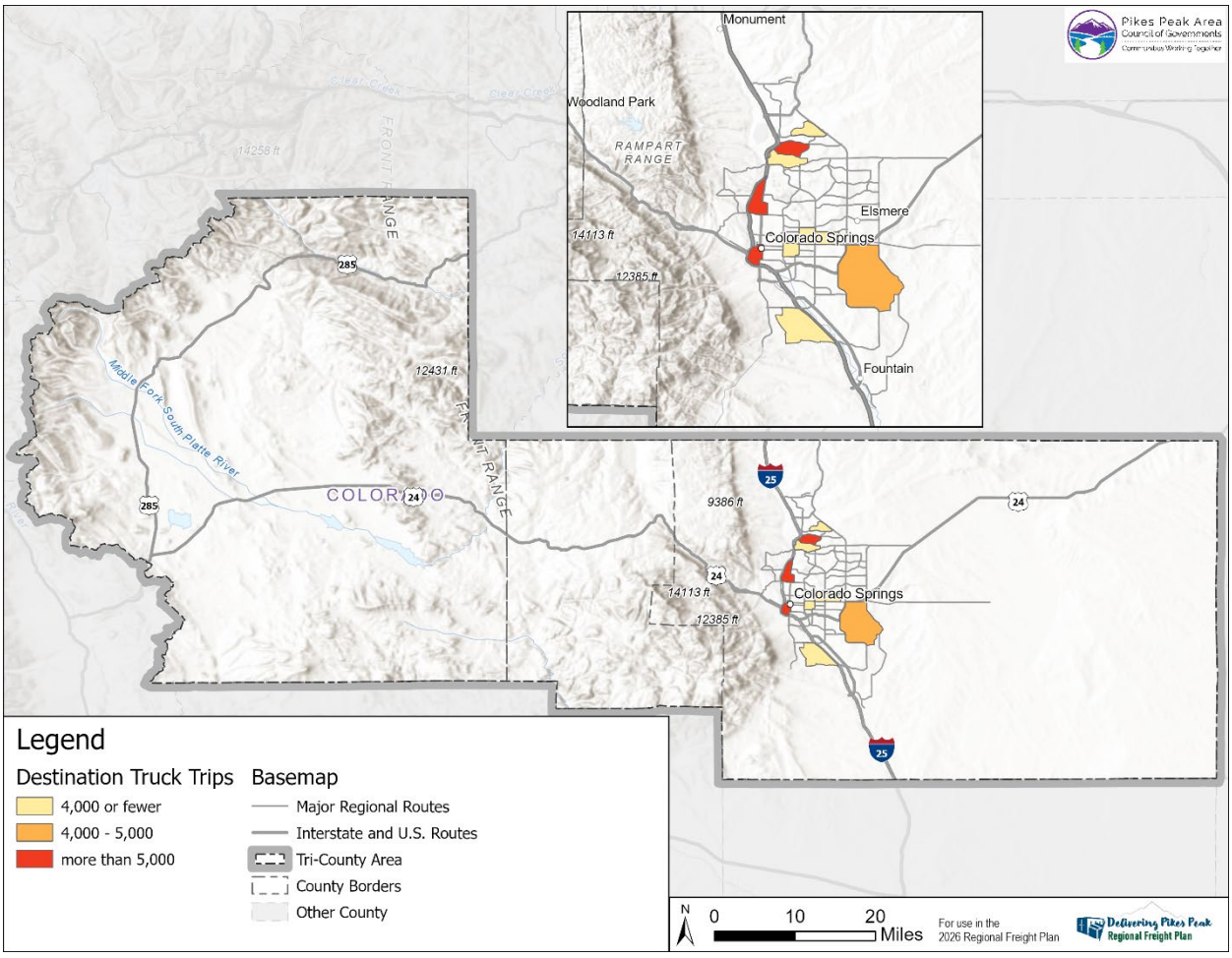


Source: LOCUS Truck, 2024

The top three destination tracts for truck trips are the same as the top three origin tracts in the region, which speaks to the importance of the interstate in the region's freight-related operations. The northern most destination tract is unique from the origin tracts, and corresponds to several big-box department stores serving a large proportion of the residential areas of the northern Colorado Springs area. The airport tract is in the top 5 for origin and destination tracts in the region. This indicates that despite being removed from direct interstate access the attractiveness of collocating large freight businesses with airports is strong enough to elevate the truck traffic. Additionally, this tract is among the more open in terms of growth opportunities. There are fewer total developments and a large existing truck traffic base, so infrastructure coordination may lead to growth in freight related industries in this area.

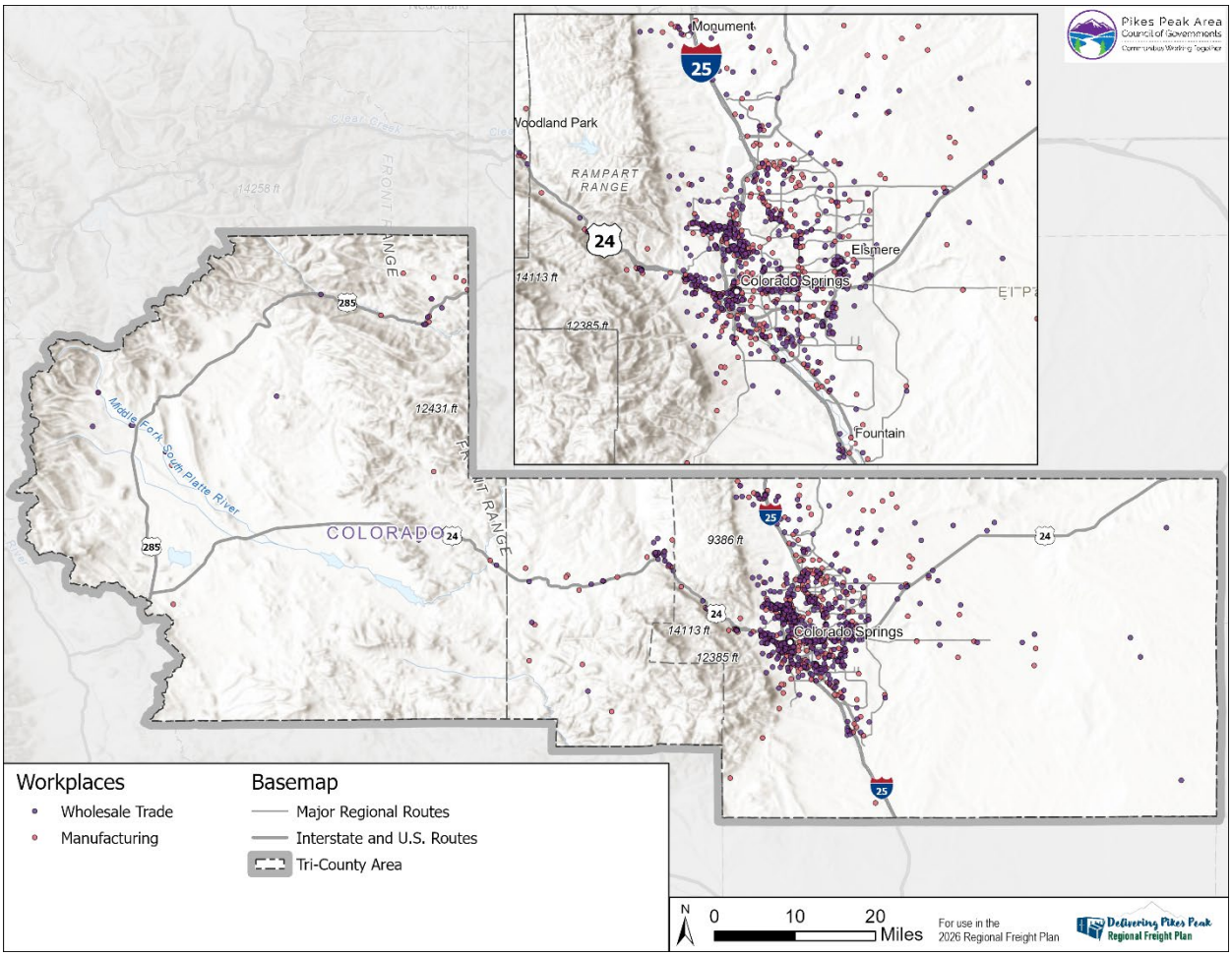
Figure 3-12 shows the location of wholesale trade and manufacturing businesses in the PPACG region, and in comparison to the top truck trip tracts there is a strong relationship between the location of these two kinds of businesses and where trucks are traveling. High density of both business types in the Garden of the Gods Road and US-24 interchange areas describe two of the top three tracts for truck trip origination and destination. The airport tract also has a high density of these businesses, though not as numerous in count.

FIGURE 3-11 TOP 10 DESTINATION TRACTS FOR TRUCK TRIPS



Source: LOCUS Truck, 2024

FIGURE 3-12 MANUFACTURING AND WHOLESALE TRADE WORKPLACES



These finding show that the region has predictable truck travel patterns, but also many major investment opportunities that play to the strengths of the region, both rural and urban. While many of the top truck trips tracts are located in El Paso county, and more specifically the Colorado Springs area, both Teller and Park support key corridors for transportation through and within the region and are full of opportunities for strategic growth.

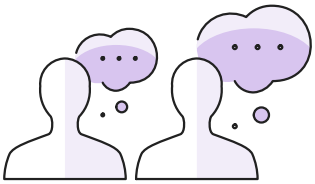
4.1 Outreach Summary

Throughout the development of the Regional Freight Study, PPACG conducted individual interviews with a range of public and private stakeholders. These included El Paso, Park, and Teller counties, the Colorado Springs Chamber & EDC, as well as other stakeholders shown in the figure below. Insights from these individual discussions helped inform various aspects of the Region Freight Study.

Aside from targeted interviews, multiple partner listening sessions were conducted throughout the Freight Study's progression, consisting of key staff from PPACG and partner agencies. The Regional Freight Study team also briefed both the PPACG Transportation Advisory Committee (TAC) and Citizens Advisory Committee (CAC).

Stakeholder Engagement and Outreach

- PPACG Staff
- City of Colorado Springs
- City of Fountain
- El Paso, Park and Teller Counties
- Colorado Springs Fire Department
- Colorado Springs Airport
- Colorado Springs Chamber & EDC
- CDOT
- Fort Carson
- Acorn Petroleum
- Entegris
- Amazon
- Waste Connections of Colorado



4.2 SWOT Results

One of the main outputs of the stakeholder engagement process was a comprehensive Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for the PPACG region. Throughout stakeholder interviews and partner listening sessions, participants were asked about strengths or operational challenges within the region. Additionally, a Regional Freight Workshop, focusing on the SWOT analysis, was conducted in June of 2023, with members of the TAC. The results of the SWOT analysis are shown below in Figure 4-1.

Strengths

In regard to strengths, stakeholders anticipate growth in both population and the regional economy, in line with the data presented earlier in the study Existing System and Conditions. The existing exporting businesses were also recognized, which contribute to the region's position as a hub for rural Colorado and nearby cities and counties. Fort Carson also plays a key role in the PPACG region, with the upcoming Military Access, Mobility & Safety Improvement Project (MAMSIP) anticipated to improve freight safety and efficiency. This project is discussed in more detail in the Projects and Corridors section of this study. Fort Carson's PPP route, presented earlier in the study, provides a crucial connection between the military facility and the Gulf of Mexico. This route, along with the connections to I-70, connects the PPACG region to international ports in Texas and California.

Weaknesses

The regional freight system could be improved by providing additional east to west connections. I-25 is the only interstate corridor in the region, providing a crucial connection for freight across the state. However, it runs north to south. East to west freight routes could potentially connect to the Ports to Plains corridor, which runs parallel to the PPACG region to the east, connecting Denver to Laredo, Texas. Some stakeholder also cited the lack of refrigerated storage and distribution facilities in the region to meet their needs. Others expressed an interest in rail freight transportation and the region's lack of rail-served industrial parks or rail access points as a barrier for rail movements.

Opportunities

Opportunities exist, however, to mitigate some of these weaknesses in the future. For instance, the Southern Colorado Rail Park, highlighted in more detail in the Projects and Corridors section of the study, will greatly improve rail access in the region. This development, combined with the PPACG's Long Range Transportation efforts and this regional freight study, demonstrate increasing collaboration and investment in the region's transportation infrastructure, cited as an opportunity by stakeholders. Additional regional collaboration around freight between PPACG, CDOT, and public and private sector stakeholders is crucial in supporting future freight initiatives.

Opportunities for growth around the airport were also top of mind, as the airport has room for future freight capacity. It was also recognized that the Colorado Springs Airport is within a Foreign Trade Zone (FTZ). Approved and established in 1984, the FTZ provides exemptions for Customs duty payments on foreign imported components. Although not currently utilized, the FTZ could encourage future freight activity to produce export products locally using imported components, including in the Peak Innovation Park, the developing master-planned business park adjacent to the Colorado Springs Airport, currently home to various industrial and retail businesses.

Threats

There were a few regional threats brought up by stakeholders. With Fort Carson being a large activity center in the region, there is currently a lack of redundancy around freight movements, with only one entrance for trucks, off of I-25, and one spur for rail. This will be mitigated by some of the projects later discussed in the Projects and Corridor section. Regionwide, I-25 is the main interstate corridor. Disruptive weather events, such as winter storms, can shut down segments of the interstate, a problem that is exacerbated by the few diversion options available. Stakeholders also acknowledged that while there is opportunity to expand the Peak Innovation Park, this growth may be limited by the constraints of the regional infrastructure, such as the lack of east to west connections. The lack of freight-focused funding sources within the PPACG region could also limit this growth and the development of freight infrastructure.

FIGURE 4-1. S.W.O.T. ANALYSIS RESULTS



5.1 Upcoming & Current PPACG Projects

I-25 serves as a backbone of commercial freight movement for the Pikes Peak region, the state of Colorado and the extended CanAm Corridor (from Mexico to Canada). Additional freight corridors, including US 24, CO 94, CO16/CO 21, and CO 115, are key elements of the overall freight network, providing interregional freight movement connectivity to the broader national freight network and supporting mobility of residents of the Pikes Peak Region. Within the Pikes Peak region and beyond, all these corridors are essential to commercial freight movement, military access/deployment, and regional mobility.

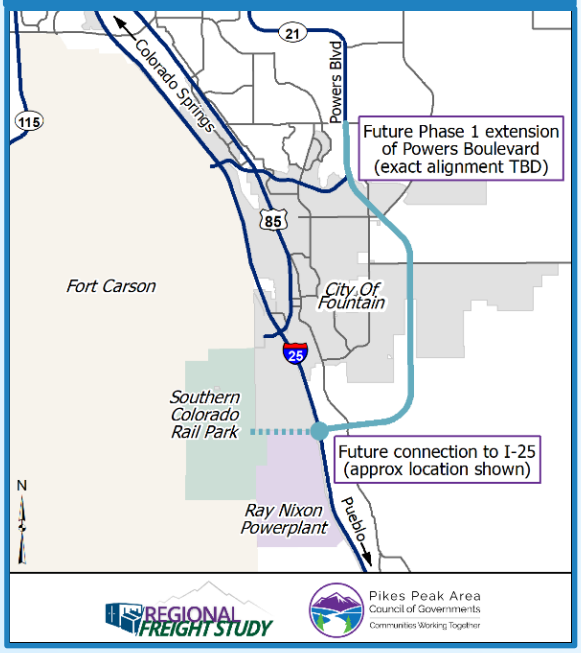
Recognizing the importance of these critical corridors to economic stability, military access and mobility, the Pikes Peak Region has prioritized long range planning and strategic improvements targeted at improving and enhancing each of these corridors as well as strengthening the essential connections among these freight and military access routes. Recently completed, ongoing and programed projects include the multi-corridor Military Access, Mobility & Safety Improvement Project (MAMSIP), CO 115 safety improvements, I-25 ramp metering, the Southern Colorado Rail Park, I-25 Safety Improvements (Circle Drive to Academy Boulevard), and completion of a CO 21/Powers Boulevard I-25 bypass/loop freeway.

The product of this project is intended to be a stakeholder-led study presenting needs and opportunities. It is not intended to include the public involvement processes needed to develop a formal freight plan document for adoption by participating agencies. Projects and opportunities identified in this study may require additional assessment and public outreach before they are implemented.

SOUTHERN COLORADO RAIL PARK

The Southern Colorado Rail Park (SCRP) is a significant upcoming freight project within the PPACG region. Shown in Figure 5-1, SCRP is a proposed industrial park and freight hub project that is currently progressing through the development review process. The SCRP industrial park site is currently located within El Paso County, Colorado, with potential future annexation into the City of Fountain. The site is bordered by Fort Carson to the north, south, and west, City of Fountain property to the east, and the Ray Nixon powerplant to the southeast. The site is planned to be developed over four phases, with the first phase including only the exiting rail line into Fort Carson. The planned land use mix for the site will be primarily light and heavy industrial, with some retail and storage/warehousing uses also expected. The buildout of the site is expected to progress over a period of about 20 years, with construction planned to begin in Spring 2025 and each subsequent phase beginning in five-year intervals.

FIGURE 5-1. SOUTHERN COLORADO RAIL PARK



Background

The planning, funding, and implementation process for the Southern Colorado Rail Park rail-served industrial complex began in 2014. The initiative by El Paso County and the City of Fountain was fueled by findings form a local Economic Development Assessment Team (EDAT) Report (October 2014) that was undertaken in response to a series of natural disasters in El Paso County in 2012 and 2013. Prominent among the findings cited by the report were: that while population was increasing, job creation was not, that while El Paso County was gaining jobs, the region was losing total jobs, and that El Paso County was losing manufacturing jobs at a rate that was well beyond the national trend. El Paso County funded a Proof of Concept Report (2015) for the El Paso County Office of Economic Development and gained transition with the U.S. Economic Development Agency (EDA) offices in Denver. The 2015 report validated the concept, lauded multijurisdictional collaboration and potential for regional multiplier effects, and identified a site for the proposed rail park adjacent to Colorado Springs Utilities Ray Nixon coal-fired power generation plant and immediately east of Fort Carson.

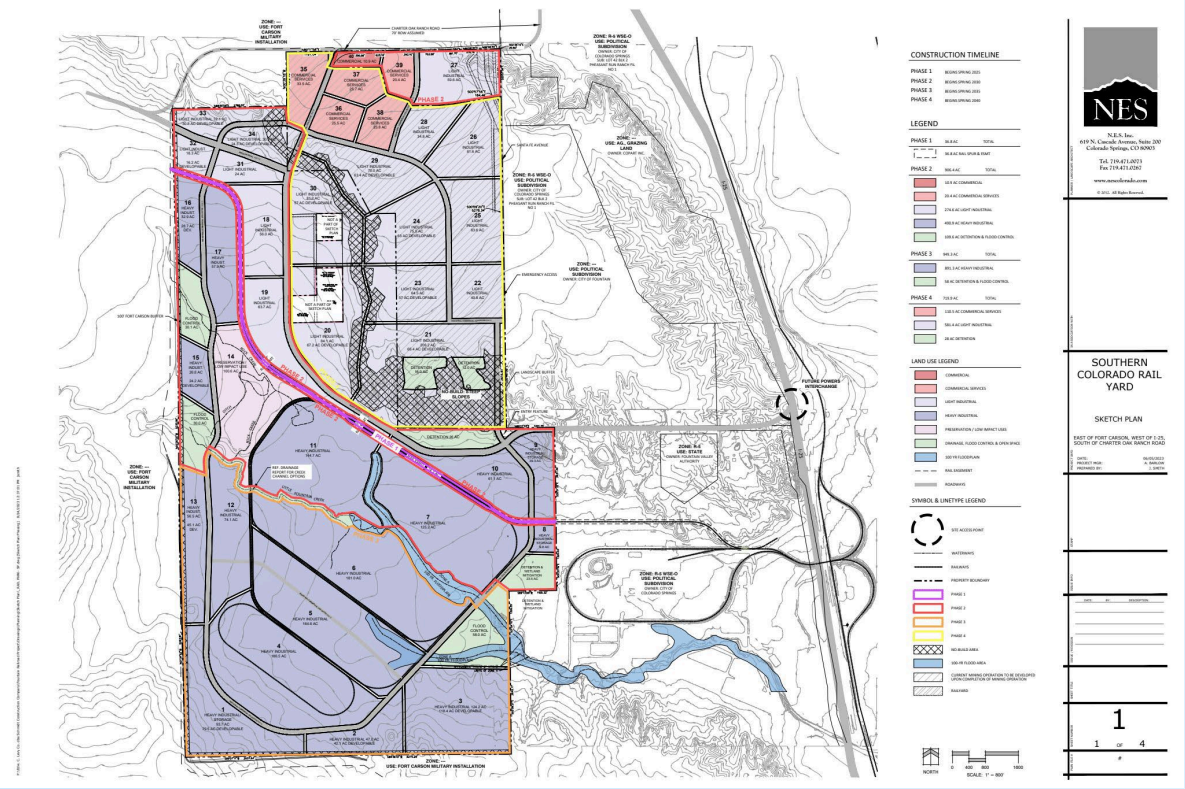
SOUTHERN COLORADO RAIL PARK (CONTINUED)

Background (Continued)

Over the next seven years, El Paso County and Fountain were joined by new partners, including Colorado Springs Chamber and Economic Development Corporation, the City of Colorado Springs, and the Edward C. Levy Corporation (owner of the vacant tract of land). The partners entered an MOU advance the rail park and collaboratively further supporting study the produced the Front Range Dual-Service Rail Park of Southern Colorado Project Feasibility Study in May (May 2022) prepared for the U.S. EDA and supported a public/private partnership to make the rail park a reality.

As shown in Figure 5-2, initially, access to the site will be to Charter Oak Ranch Road only. A planned future connection to Interstate 25 (I-25) near mile post (MP) 125.7 (or approximately 2.25 miles south of the US 85 interchange) will improve access to the site and provide the connectively to adequately serve full buildout of the development. The planned connection to I-25 would align with the proposed extension of Powers Boulevard, which will connect with I-25 from the east.

FIGURE 5-2. SOUTHERN COLORADO RAIL PARK SKETCH PLAN



Military Access, Mobility & Safety Improvement Project (MAMSIP)
Improvements to CO 94, South Academy Boulevard, I-25, and Charter Oak Ranch Road comprise the MAMSIP project, as discussed below and labeled in Figure . The $161 million project, funded by contributions from CDOT, El Paso County, Pikes Peak Rural Transportation Authority (PPRTA), and a federal BUILD grant, will improve safety, operational efficiency, and economic vitality of primary commercial freight routes, while reinforcing strategic mobility throughout west and south Colorado Springs.

- MAMSIP CO 94 Improvements Component **(1)**
  This $11 million project was completed in June 2023. Improvements to CO 94 included the addition of a westbound passing lane (between North Franceville Coal Mine Road and US 24), installation of fiber (from US 24 to Enoch Road), construction of a “jug handle” intersection at Blaney Road. Together these three project components, completed in summer 2023, will increase operational efficiency of westbound traffic and improve safety between North Franceville Coal Mine Road and US 24, enable future installation of ITS along the corridor as well as high speed communications for future development, and remove slow moving traffic from the passing lane at Blaney Road, thereby increase the operational efficiency of eastbound traffic.

- MAMSIP South Academy Boulevard Widening and Resiliency Component **(2)**
  Academy Boulevard is a key arterial roadway that runs north to south for approximately 15 miles through Colorado Springs and was formerly CO 85. Prior to expansion of the City far to the east of the historic urban core, Academy Boulevard was envisioned as a loop/beltway alternative route to I-25. The South Academy Boulevard project segment includes only the southern mile and a half of from the I-25 interchange, crossing US 85/ 87, and continuing to the road’s approach to Milton Proby Parkway which connects to CO 21. The project segment is a key corridor for commuters and inter-regional travel, as well as critical defense access and haul route for military personnel and equipment travelling between Peterson Space Force Base and Fort Carson providing access to six of Fort Carson’s entrances (Gates 1-6), including the primary freight access to the Post. Carrying an Annual Average Daily Traffic (AADT) traffic flow of approximately 57,500, this segment of I-25 is characterized by recurring congestion during peak hours.

  Improvements to the South Academy Boulevard project segment include widening to provide three dedicated travel lanes in each direction, scour protection to improve the resilience of bridges crossing Fountain Creek, widening of bridges crossing over Bradley Road and other corridor infrastructure to accommodate three travel lanes in each direction, noise abatement treatments, drainage improvements, and lighting improvements.

  Together, the South Academy Boulevard project segment improvements, to be completed in early 2026, will provide enhanced safety and mobility for motorist, provide a smother surface and safer driving while extending life of the asphalt pavement, reduce the impact of highway noise on the surrounding environment, and improve bridge resiliency, ensuring no movement or settlement during major storm events thereby mitigating the need for bridge closure and delays for inspections.

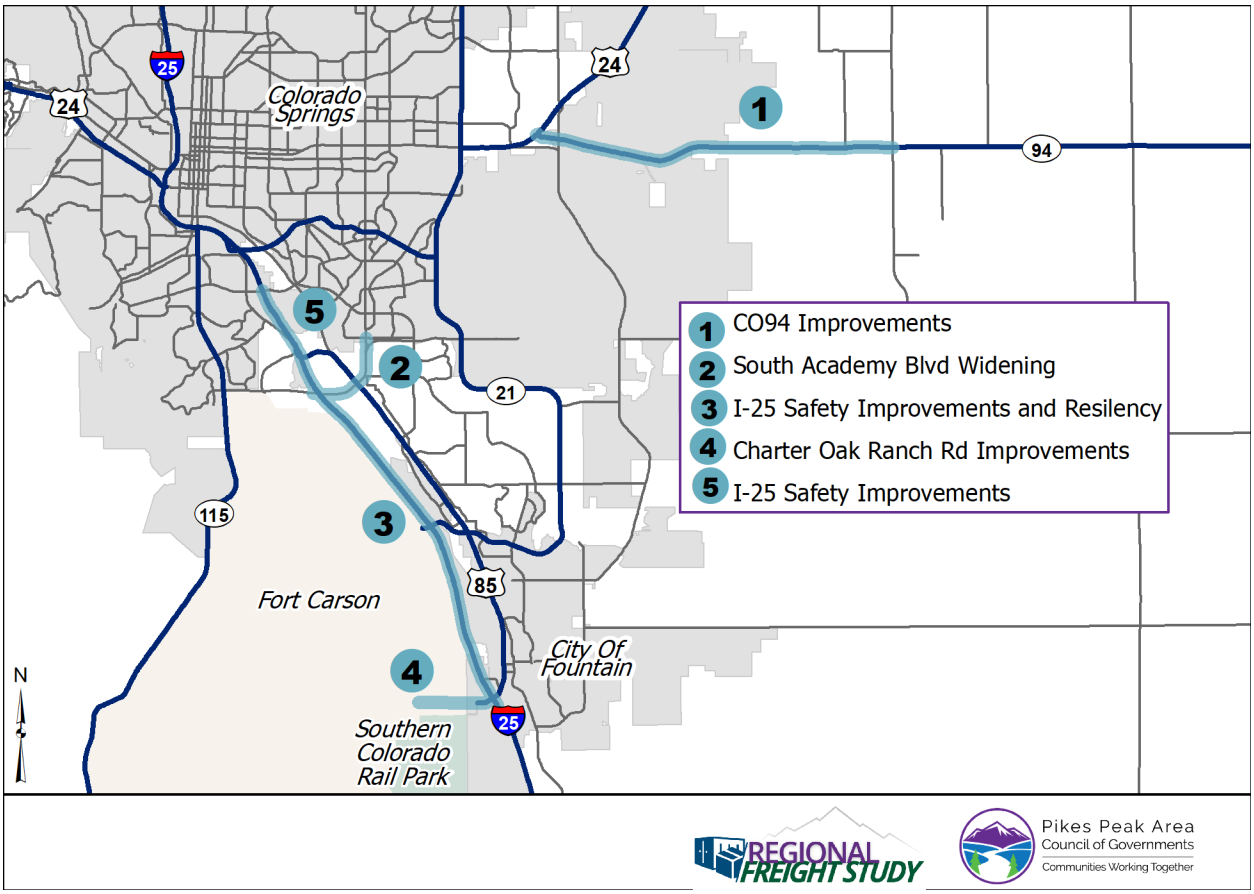
- MAMSIP I-25 Safety Improvements Component **(3)**
  I-25 is the spine of Colorado’s vehicular mobility and freight movement as well as the major north to south transportation corridor in Colorado Springs. The 7.5-mile project segment extends from South Academy Boulevard to Santa Fe Avenue (US 85/87), the exit for Fort Carson Gate 19. Improvements to the project segment include replacement of two bridge crossings over South Academy Boulevard, widening of both inside and outside shoulders and installing safety improvements, a concrete surface treatment overlay, installation of median barriers for the entire length of the corridor, maintenance work of four bridges, and installation of a (SB) deceleration lane at the CO16 interchange.

Collectively, the work on the I-25 project segment, to be completed by the end of 2024, will improve safety, resulting in reduction of accidents, injuries, and fatalities; and with improve mobility along one of the state's busiest instates while maintaining the economic vitality provided by this critical north to south route.

- Charter Oak Ranch Road Improvements Component **(4)**
  Charter Oak Ranch Road is accessible off I-25 via Santa Fe Avenue (US 85) and is the only access to Gate 19 of Fort Carson, the region's largest employer. In 2009, Charter Oak Ranch Road was designated by the U.S. Department of the Army as important to national defense. More than 40 percent of the traffic using Charter Oak Ranch Road is heavy vehicles, and the road is characterized by crumbling pavement, poor drainage, steep grade, narrow lanes, and no facilities for cyclists or pedestrians.

I-25 Safety Improvements (Circle Drive to South Academy Boulevard) (5)
CDOT recently awarded a contract to develop conceptual design for the I-25 segment located immediately to the north of the MAMSIP project segment. Improvements to the new segment will include the types of improvements underway for the MAMSIP segment and will also focus on key connections to this segment including operational improvements to the southbound weaving section between the southbound Circle Drive on-ramp and South Academy Boulevard off-ramp.

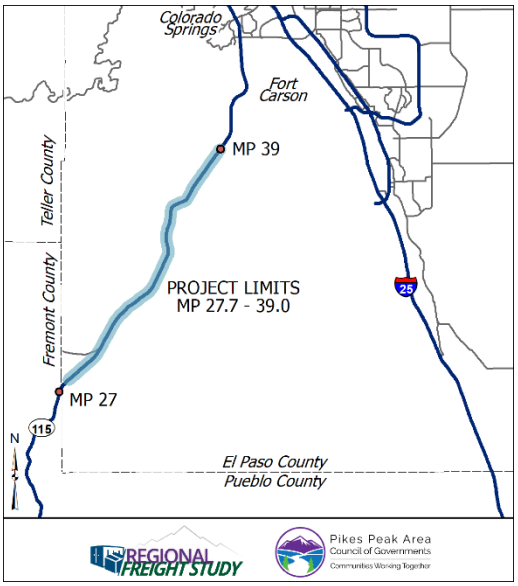
FIGURE 5-3. MILITARY ACCESS, MOBILITY & SAFETY IMPROVEMENT PROJECT (MAMSIP) PROJECTS



CO 115 Safety Improvements (MP 27.7 to MP 39)

Shown in Figure , this $40 million project includes addition of passing lanes and right turn lanes to the CO 155 project segment as well as rehabilitation or reconstruction of cracked and distressed pavement between and Rock Creek Canyon Road and one mile south of Barrett Road. These improvements, to be completed by December 2023, will improve roadway and bridge safety, and will enhance corridor mobility by adding turning lanes and passing lanes. Reconstruction of this CO 155 project segment will also provide a smoother driving surface and increase the longevity of the highway.

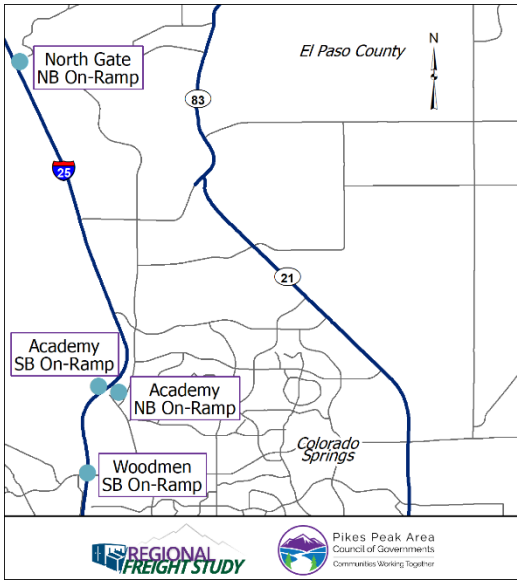
FIGURE 5-4. CO 115 SAFETY IMPROVEMENTS (MP 27.7 TO MP 39)



I-25 Ramp Metering in Southeast Colorado

Shown in Figure , I-25 on-ramp widening and ramp metering improvements at Woodmen Road (SB on-ramp), North Academy Boulevard (NB and SB on-ramps) and North Gate Boulevard (NB on-ramp) will be completed by late summer of 2023. Intelligent Transportation Systems (ITS) will use automated vehicle/queue detection to monitor, trigger and time vehicle release to adjust meter timing and mitigate any traffic backups. Ramp metering at these locations will enhance roadway safety and improve I-25 congestion through spacing and pacing vehicle entry onto the interstate.

FIGURE 5-5. I-25 RAMP METERING IN SOUTHEAST COLORADO



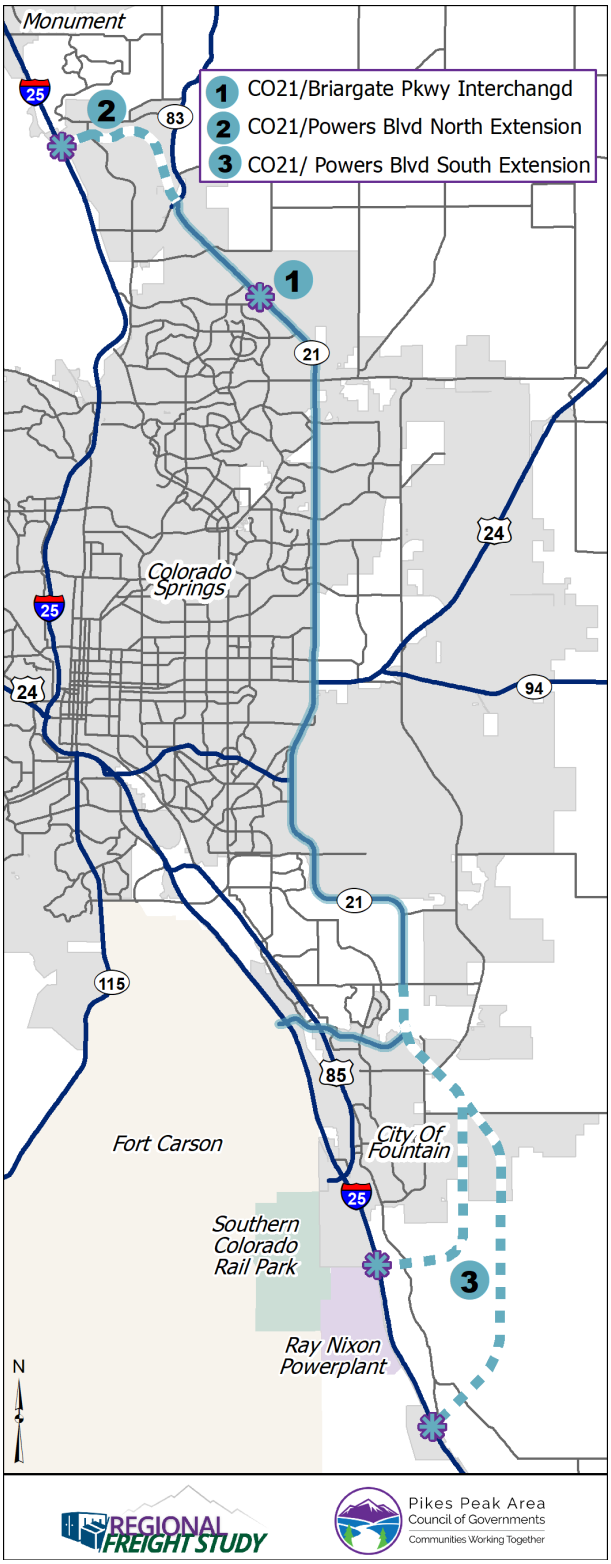
CO 21/Powers Boulevard

- There are three planned projects along CO21 and Powers Boulevard, listed below and shown in Figure . These projects will enhance the regional freight network by providing an additional north to south route parallel to I-25. This improved route will also serve as a connection between east to west routes, such as US 24 and CO 94, and I-25. CO 21/CO 83 Interchange **(1)**
  CO 21 currently ends at a signalized T-intersection at CO 83. With planned extension of CO 21 to a connection with I-25 at the Voyager Parkway interchange, this intersection will be upgraded to a full interchange.

- North Powers Connection to I-25 **(2)**
  This project will extend CO 21 north from the current terminus at CO 83 to a north connection to I-25. Design for the extension is underway and rough grading of dedicated right-of-way has been completed.

- South Powers Extension **(3)**
  An ongoing Planning and Environmental Linkage (PEL) Study for extension of Powers Boulevard/CO 21 south from CO16 has identified recommended alignments for phased extension of Powers Boulevard to the south. The recommended alignment for the initial phase of the project would connect to I-25 at a new interchange located approximately 1.7 miles south of the existing Santa Fe Avenue/CO 85/87 interchange. A future phase of the project would take off from the initial alignment to extend further south to connect to I-25 at an upgraded PPIR interchange (located approximately 6.2 miles south of the existing Santa Fe Avenue/CO 85/87 interchange).

FIGURE 5-6. CO21/POWERS BOULEVARD



5.2 Potential Future Freight Projects

Through PPACG's comprehensive, continuing, and collaborative planning process, including outreach for this Regional Freight Mobility Study, potential future projects for support commercial freight movement within the region were identified and prioritized. Priority projects are described below and are labeled to correspond with Figure 5-7, following this section, which shows their locations. Potential future projects include improvements to primary commercial freight movement corridors as well as to key network connectors as well as the addition of new connectors and freight hubs.

Primary Freight Corridor Improvements

1. US 24 W Operational & Safety Improvements (I-25 to Manitou Avenue)
   Recommended improvements from the Environmental Assessment (May 2012) include both capacity/operational improvements and safety improvements. While selected improvements have been completed, implementation of the remaining recommended improvements is needed to serve the commercial freight movement and mobility needs of the "pinch point" corridor segment.
2. US 24 W Operational & Safety Improvements (Manitou Avenue to Green Mountain Falls Road)
   The steep grades and sharp curves that characterize this segment of the corridor cause differential travel speeds and backups. Where feasible, the addition of climbing lanes and wider lanes or shoulders would be beneficial from both safety and operational perspectives. speeds, congestion. The feasibility of implementing widening though the Ute Pass segment of this corridor is limited due to the proximity to the travel lanes of the Fountain Creek and steep rock cropping.
3. US 24 E Operational & Safety Improvements – CO 21 to Ramah Road
   A Planning and Environmental Linkage (PEL) Study for US 24 E, from Powers Boulevard/CO 21 to the Town of Ramah was completed in 2018. The recommended alternative includes widening and addition of passing lanes as well as intersection and access improvements.
4. CO-94 E Operational & Safety Improvements – Mile Post 0 to US287
   The MAMSIP project included improvement to CO94 west of North Franceville Coal Mine Road. Similar improvements continuing east are needed, including passing lanes, safety improvements and selected intersection improvements. This extended upgrade of CO 94 will result in a connection to the Ports to Plain Corridor (US287/US40 at Kit Carson).
5. CO 16/CO 21 at Mesa Ridge Parkway Interchange Improvements
   Fort Carson Gate 20, that processes the highest level of entries/departure from the Post, is accessed from Mesa Ridge Parkway (CO 16/CO 21). Mesa Ridge Parkway is the final leg of CO 21 that provides connectivity to I-25. CO 16 operates at capacity, providing poor levels of service. Improvements to the interchange could optimize ramp and cross street processing of high volumes.

Network Connector Improvements

6. Bradley Road to CO 21 Connector
   Bradley Road currently ends to the east of Grinnell Boulevard. To improve freight network connectivity, Bradley Road should be extended to Powers Boulevard/CO 21.
7. Bradley Road Improvements (CO 21 to Drennan Road)
   East of CO 21, Bradley Road exists between CO 21 and Drennan Road. Safety and operational improvements to this segment of Bradley Road would enhance its function as a freight network connector to Marksheffel Road and the future Briargate Stapleton Loop Road/Beltway.
8. Curtis Road (US 24 to Drennan Rd)
   Supporting the Briargate/Stapleton Loop Road/Beltway, this project would bring this section of Curtis Road up to current freight standards, as the rural road has no shoulders and needs intersection safety improvements, as well as drainage improvements.
9. Blaney Road/Davis Road Improvements – CO94 to Curtis Road
   This project supports the regional use of the landfill on Blaney Road. These connector roads are gravel and have

too many truck trips to safely function for freight. The gravel roads need to be paved and brought up to current standards including shoulders, safety improvements, and drainage improvements.

10. Woodmen Rd (US 24 to Golden Sage)
    Woodmen Road is a major east west connector from I25 to US24 East. While the Colorado Springs segment is currently 6 lanes, the El Paso County section needs to be widened to 6 lanes, along with intersection and drainage improvements and multimodal accommodations.
11. Eastonville Rd (Londonderry to Sweet Rd)
    As the Falcon area has grown and is now a major population center, the important north-south connection is a redundant road connection to Meridian Road and handles not only freight, but also serves schools and new development is already being planned. There are currently too many trips on this gravel road, which would be converted to pavement
12. Elbert Road (US 24 to County Line Improvements)
    Elbert Road makes an important connection from US24 East going to Douglas County and connects to SH86. This rural road needs to be brought up to current standards as the road has no shoulders, needs intersection safety improvements and drainage improvements.
13. South Powers Blvd Extension – I-25 to CO 21
    This project will serve as a redundant road for I25 and will serve freight from Powers north, COS airport and the Freight distribution centers around the airport and Powers south will make the southern connection back to I25..
14. South Academy Blvd
    The segment east I25 needs to be increased to 6 lanes and an interchange is potentially needed at the Pikes Peak State College (PPCC) /commercial area, which is important for military readiness, connection to rail, and the connection from Hancock Expressway, COS airport, and SH115.
15. US 285 Safety Improvement (Park County)
    A sharp curve on US 285 northeast of Fairplay afford limited sight distance and poor operational performance, both of which could be improved by flattening the curve and or reducing vertical obstruction at this location.
16. Hoosier Pass/CO 9 Safety Improvements (Park County)
    The Hoosier Pass segment of CO/9 is characterized by sweeping curves and deep drops. Safety improvements including wide shoulders and passing/climbing lanes are needed to support improved efficiency and safety performance.
17. CO 15/Elkhorn Road (Park County)
    Elkhorn Road is a local collector roadway that parallels CO 9, east of Hartzel and provides redundant connection between US 24 and US 285. This project would upgrade Elkhorn Road so that it could be used as a detour route for CO 9, a high volume freight route, for closures/incidents.

Resiliency/Incident Management Improvements

18. Briargate Extension to Meridian Road– Stapleton Loop Road/Beltway
    The Briargate-Stapleton Loop Road/Beltway, a redundant route for I-25, has been part of planning for El Paso County since 1987. Several segments have been constructed and planning to preserve the corridor and control access to the future loop road have been developed and adopted.
19. Hwy105 – I25 to CO83 Improvements
    This project is a northern connection from I25 to US83. It serves as an important redundancy project for incident management on both state highways.

Bridge Improvements

Identifying and improving low height bridges, as well as those with oversize/overweight restrictions is a vital step in improving regional freight mobility. These restrictions pose a challenge for oversize/overweight vehicles, leading to detours and increased travel times, in turn resulting in additional costs. Improvements such as raised bride clearances or structural reinforcements can mitigate these challenges, improving the economic competitiveness of the regional freight network by ensuring that the infrastructure can handle a range of freight vehicle. The list below provides the locations of bridges with load and height restrictions. There are currently 3 load restricted bridges in the region and 11 height restricted bridges.

Load Restriction Bridges

20. US-24 East of Manitou Springs
21. US-24 West of Peyton
22. US-24 East of Calhan

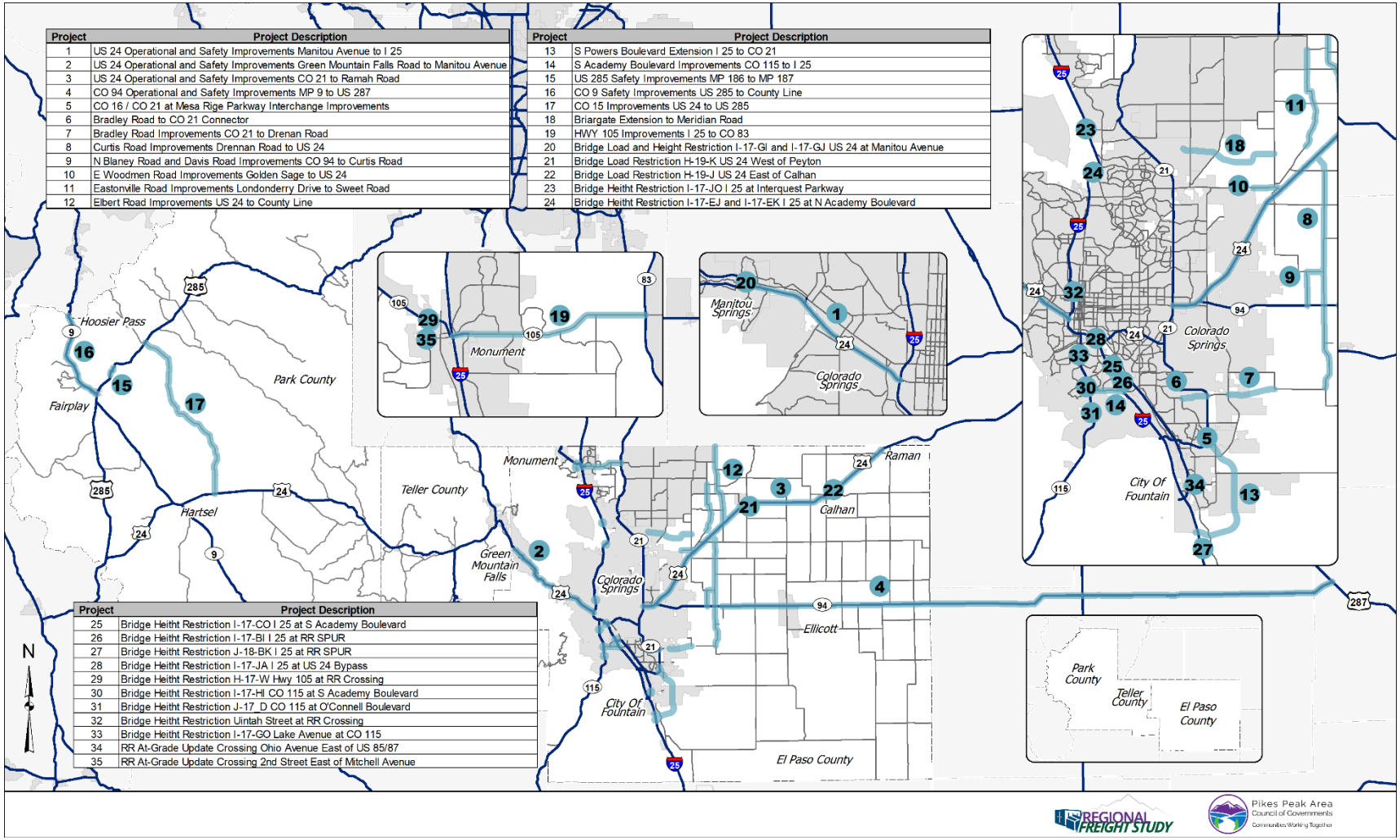
Height Restriction Bridges

23. I-25 at Interquest Pkwy
24. I-25 at N Academy Blvd
25. & 26. I-25 North of E Academy Blvd
27. US25 South of City of Fountain
28. US24 Bypass at I-25
29. US-24 East of Manitou Springs
30. SH 105 at Railroad Crossing in Monument
31. SH 115 at S Academy Blvd
32. SH115 East of Cheyenne Mountain AFB
33. Uintah Street at I-25
34. Nevada Ave at Lake Ave West of Stratton Meadows

Railroad Crossing Improvements

Improving railroad crossings is crucial for enhancing freight efficiency and reducing delays in the regional freight transportation network. Single and dual track rail lines bisect various communities within the PPACG region. Upgrading these crossings can lead to reduction in travel times and delays in freight shipments. For example, these cities include both Fountain and Monument. While the rail lines are at grade through the majority of the City of Fountain, the crossing at **(34)** Ohio Ave East of US 85/87 is a priority given its location along a higher volume corridor. The city of Monument contains one at-grade railroad crossing at **(35)** 2nd Street East of Mitchell Ave. Additional grade-separated crossings may be needed within the region at these types of crossings, that intersect communities or major freight corridors, to reduce delays and improve freight efficiency.

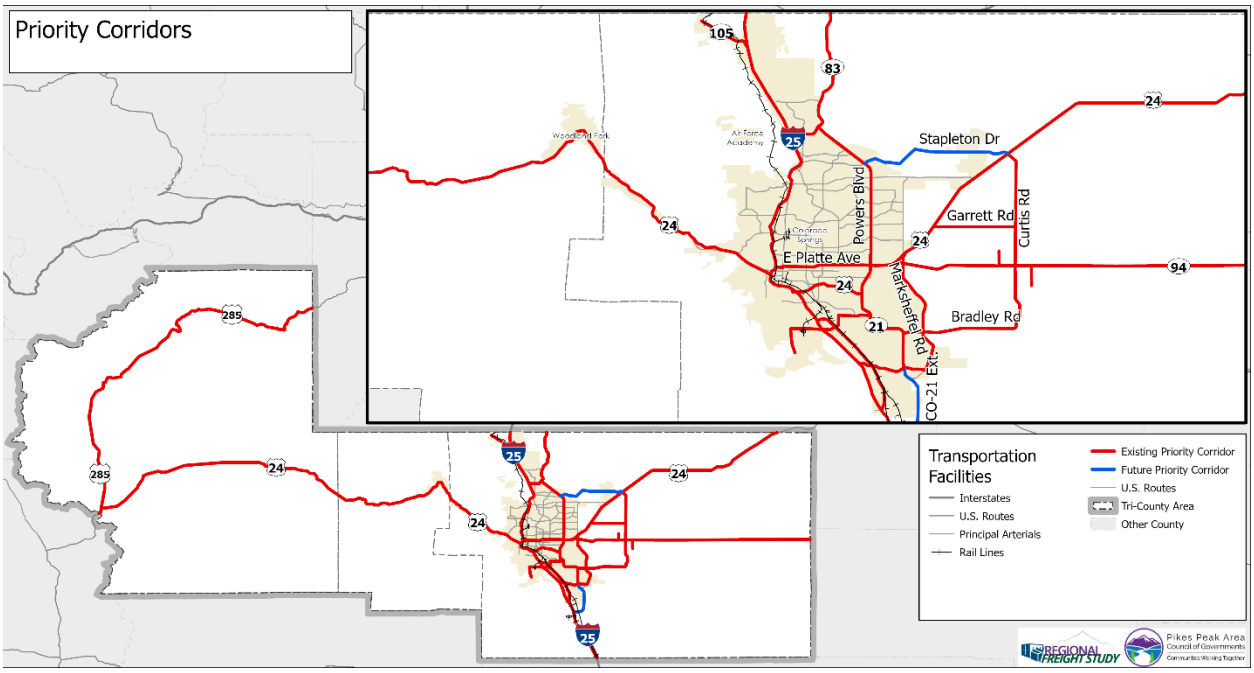
FIGURE 5-7. PPACG POTENTIAL FUTURE FREIGHT PROJECT LOCATIONS



5.3 Vision Freight Network

Building off the analysis of existing conditions and operations, as well as stakeholder engagement, the PPACG Regional Freight Study establishes a Vision Freight Network. Shown in Figure 5-7, this network consists of existing and future corridors that are regional priorities for freight infrastructure developments, some of which are part of upcoming and current PPACG projects. These corridors were identified based on high truck volumes, high percentages of trucks related to total volume, and additional corridors recommended by stakeholders.

FIGURE 5-8. PPACG VISION FREIGHT NETWORK



6.1 Conclusion & Actions to Advance Regional Freight

The PPACG Regional Freight Study is a critical step in the region's freight planning efforts. The various datasets examined in this study provide a baseline understanding of freight operations and performance within the region. When combined with the outreach conducted with a variety of public and private stakeholders, the study offers a complete picture of the region's strengths, weaknesses and opportunities. The Freight Study's findings culminate with the identified Projects & Corridors, which are specifically designed to improve regional freight mobility and position the region for future population growth and the demand for freight infrastructure.

Aside from prioritizing these identified projects and corridors, the following page provides a set of actions that PPACG can take in order to advance freight planning in the region. Drawn from the findings of the Regional Freight Study, they include the development of a fiscally constrained freight plan that looks at freight more closely in the region, as well as collaboration mechanisms with CDOT, funding sources, and freight programs.

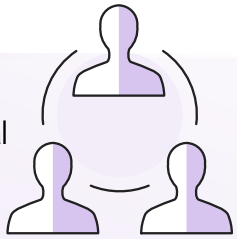
Actions to Advance Freight Planning in the PPACG Region

REGIONAL FREIGHT PLANNING EFFORTS



- **Develop a PPACG Freight Plan** that builds on the data and findings of this Regional Freight Study. This plan could further prioritize the Projects & Corridors from the Regional Freight Study through a fiscally constrained freight investment plan.
- **Develop a Regional Truck Parking Study** using the 2019 CDOT Truck Parking Assessment as a starting point. This plan would examine truck parking demand and challenges throughout the PPACG region and opportunities to provide additional truck parking.

ENHANCED COORDINATION AND COLLABORATION



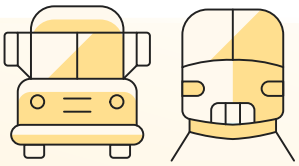
- **Form a PPACG Freight Working Group** to coordinate on future regional freight planning efforts, as well as serve as a liaison between PPACG members, CDOT, and private sector freight stakeholders, helping to develop future public-private partnerships.
- **Coordination with the 2023 Colorado Freight Plan,** currently in development and expected to be finalized in 2024. PPACG can examine the Freight Investment Program within the freight plan and develop regional projects that are in line with CDOT.
- **Continue Project Development Partnerships with CDOT** in order to promote projects that improve freight mobility in the PPACG region and Colorado.

FUNDING



- **Explore Funding Programs Available** through the IIJA relevant to specific freight needs within the PPACG region, such as the National Highway Freight Program (NHFP), Consolidated Rail Infrastructure and Safety Improvements (CRISI) and the Grade Crossing Elimination Program.

FREIGHT PROGRAMS



- **Develop a Regional Bridge Improvement** Program that examines low clearance bridges and those with high rates of bridge strikes in order to strategically raise them to the required clearance.
- **Develop a Railroad Crossing Improvement Program** that examines at-grade crossings and those with high rates of incidents in order to identify where grade separation is needed and the mechanisms to make improvements.

6.2 Stakeholder Outreach Summary

Throughout November 2023, PPACG conducted two stakeholder outreach efforts. These consisted of the required 30 day public comment period, where the latest Regional Freight Study document was uploaded to the PPACG website for public review, and a social media survey that was aimed at capturing regional insights from truck drivers. The results of these two efforts were in line with and strongly supported the regional issues and recommendations within the plan. A summary of these two efforts is provided in the following sections.

6.2.1 PPACG Public Comment Period

There were a total of two responses to the PPACG Regional Freight Study Public Comment Period, summarized below:

- Response #1
  - Emphasis on the importance of preventing weather-related delays in freight lines through the maintenance of up-to-date rail infrastructure.
  - Call for companies operating freight lines to prioritize reinvestment in ensuring the safety and modernization of rail lines, especially when sharing them with passenger rail, to meet international standards. Freight train incidents that shut down I-25 should be considered.
  - Companies should prioritize safety and modernization over shareholder profits.

- Disapproval of widening I-25 as a solution, citing increased danger and at least 3 deaths in the past year along that corridor near South Academy.

- Response #2

  - Advocate for a comprehensive approach to rail safety, emphasizing the need for automatic monitoring systems, Positive Train Control (PTC) implementation, double-tracking, sidings, railroad crossing eliminations, regular/automated track maintenance inspection & mitigation, advanced warning systems, and emergency response planning.

  - Highlight the importance of these safety measures for the Front Range Passenger Rail (FRPR) District's plans to implement 180 miles of inter-city passenger rail along or near the I-25 corridor, sharing rights-of-way with freight rail.

  - Stress the significance of improved safety considerations on freight rail lines to facilitate the successful implementation of passenger rail in the region. Emphasize last-mile considerations, urging a focus on environmental goals, eco-friendly last-mile delivery vehicles, and the need to adapt to increasing urban density and mode-shift towards walking, biking, and transit in the Colorado Springs Metro Area.

  - Encourage support for potential future freight projects initiated by other entities, specifically mentioning the City of Colorado Springs South Downtown Rail Underpass Reconstruction (SDRUR) project, and the potential impact of PPACG's support on the overall safety and performance of the freight rail network.

6.2.2 PPACG Social Media Trucker Survey

The PPACG Social Media Trucker Survey consisted of three targeted questions regarding regional freight infrastructure. There were a total of about 29 responses, which are summarized by question below:

- Question 1: Are there specific roads or bridges that you avoid driving because of safety, congestion, vertical clearance or similar concerns?

  - 11 respondents answered, “No.”

  - 17 respondents answered, “Yes,” with the following specific locations or bridges that were mentioned:

    - Interstate highways in Denver

    - Austin bluffs by the college, bridges are rough. South academy has to get finished sooner

    - Powers Blvd during rush hours

    - Powers and academy

    - Academy from south to north is horrible.

    - Uintah and I25, Tejon and Mill St, Costilla and Wasatch

    - Garden of the gods and I 25 worst part of the interstate

    - I25/Uintah due to low bridge. Tejon under the railroad tracks also
    - Hwy 24 between Divide and Florissant
    - Academy Blvd. and Powers Blvd. due to drivers not following proper driving etiquette
    - Powers due to congestion and many stop lights from Platte to Bradley
    - The bridges over Hancock Expressway and Las Vegas on Circle
    - Powers in COS
    - Almost every main traffic route through town. I-25, Academy, and Powers
    - The bypass from Powers to I24 is in total deterioration and is too congested

- Question #2: What changes to infrastructure or regulations would make it easier and safer to drive a commercial motor vehicle?
    - Longer merge lanes on I-25
    - Require all non-CDL drivers to learn about the weight difference
    - More enforcement and distribution of truck route maps to local truck lines
    - Reopen rest areas south of Colorado Springs and old rest areas in Larksburg
    - More designated truck routes to prevent clogging smaller or neighborhood streets
    - Road maintenance and pothole repair, specifically on I-25 south of Fountain and bridge joints on 85/87 in Fountain
    - Hold motoring public to the same safety compliance and vehicle maintenance standards as commercial drivers
    - Include Circle Drive in the truck route system
    - Better timing on stop lights and increased warnings on heavy truck traffic routes
    - More rest areas along I-25
    - Expand lanes to accommodate population growth and improve east-west thoroughfares for semi-trucks
    - Reduce medians on small roads to facilitate local deliveries
    - Provide more parking for truck drivers, especially in areas with covenants or HOA restrictions
    - Add passing zones for cars on uphill 2-lane roads to prevent dangerous passing
    - Emergency pullouts on 285 and more aggressive snow removal

- Remove axle restrictions on Nevada Ave
- Educate non-commercial drivers on safe interactions with commercial vehicles
- Enforce traffic laws on non-commercial drivers as rigorously as on commercial drivers
- Establish a true east-west thoroughfare without requiring multiple street crossings
- Address concerns about ELD hours and frequent roadside/traffic stops by DOT
- Eliminate toll lanes in the gap and utilize the full road width
- Increase radii in the design of street corners and implement longer yellow lights or countdown lights on truck routes
- Improve police and highway patrol response to unsafe driving behaviors
- Provide more access to safe places for drivers to park and use the bathroom, especially for female drivers
- Advocate for more rest stops and safe parking spaces, considering the growing population in specific counties
- Address road maintenance issues, particularly large potholes that pose a risk to trucks and contribute to road deterioration
- Increase patrol presence and enforce traffic laws to address aggressive drivers
- Implement turning lanes on Hwy 24 from Woodman going east out to Peyton
- Consider changing Hwy 94 into an oil and gas route to benefit those hauling fuels and reduce traffic on Hwy 24

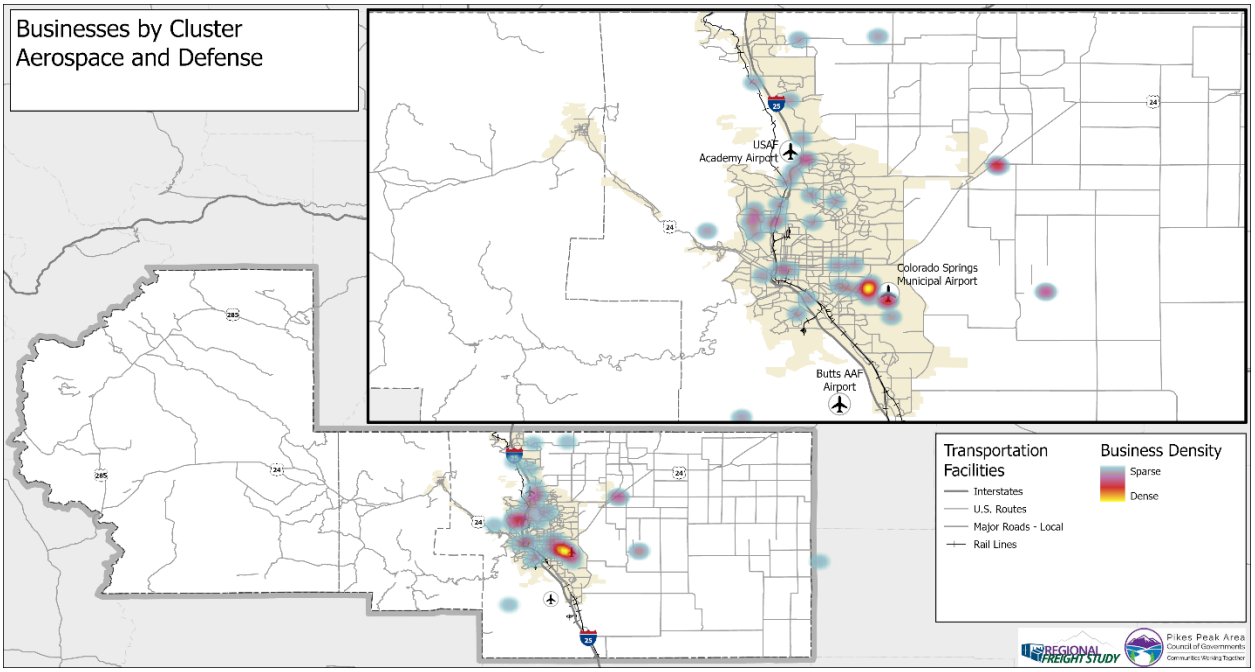
- Question #3: Please let us know any additional insights or ideas for improving regional roadways for commercial motor vehicle drivers.
  - Implement a class for younger beginner drivers to learn how to respect large vehicles.
  - Express the need for additional truck routes.
  - Suggest that roundabouts need to be larger, and express concerns about the high price of diesel affecting the trucking and construction industries.
  - Emphasize the importance of fixing roads and addressing potholes.
  - Stress the need for education among those designing and maintaining infrastructure to understand how commercial motor vehicles operate.
  - Propose improvements to road design and traffic flow, including addressing congestion issues on specific routes.

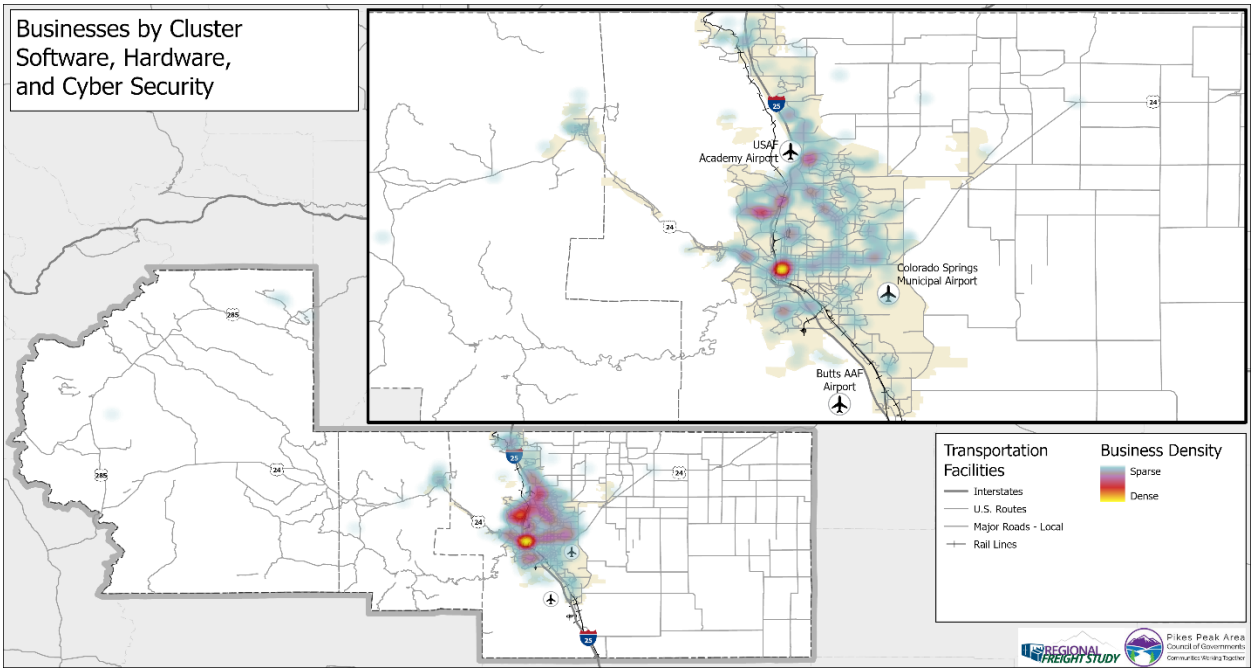
- Advocate for stiffer laws for smaller vehicles cutting off commercial vehicles and buses, with a call for aggressive enforcement and educational videos on social media.
- Specific Road Improvements
  - Repaving Highway 24 between Falcon and Calhan.
  - Widening bridges just west of Peyton on Highway 24.
  - Addressing issues with the bridge in Fountain near 7-11.
  - Making a lane only for trucks on Powers and I-25.
  - Urging the opening of rest areas on each side of the city.
  - Fixing asphalt sections of the highway in Colorado Springs.
  - Creating more places for emergency pull-offs on shoulders.
  - Implementing a true bypass for Colorado Springs.
- Traffic Management Suggestions
  - Encouraging police presence on congested routes, especially on 285.
  - Enforcing traffic laws better and utilizing videos to cite drivers for aggressive and dangerous driving.
  - Warning systems for upcoming red lights on all traffic lights.
- Highlighting the challenges posed by the closure of multiple main roads in an area.
- Suggesting the removal of unused bicycle lanes and roundabouts.
- Express concerns about the impact of population growth on road quality and infrastructure.
- Emphasize the need for places to pull off onto shoulders in case of emergencies to avoid blocking traffic.

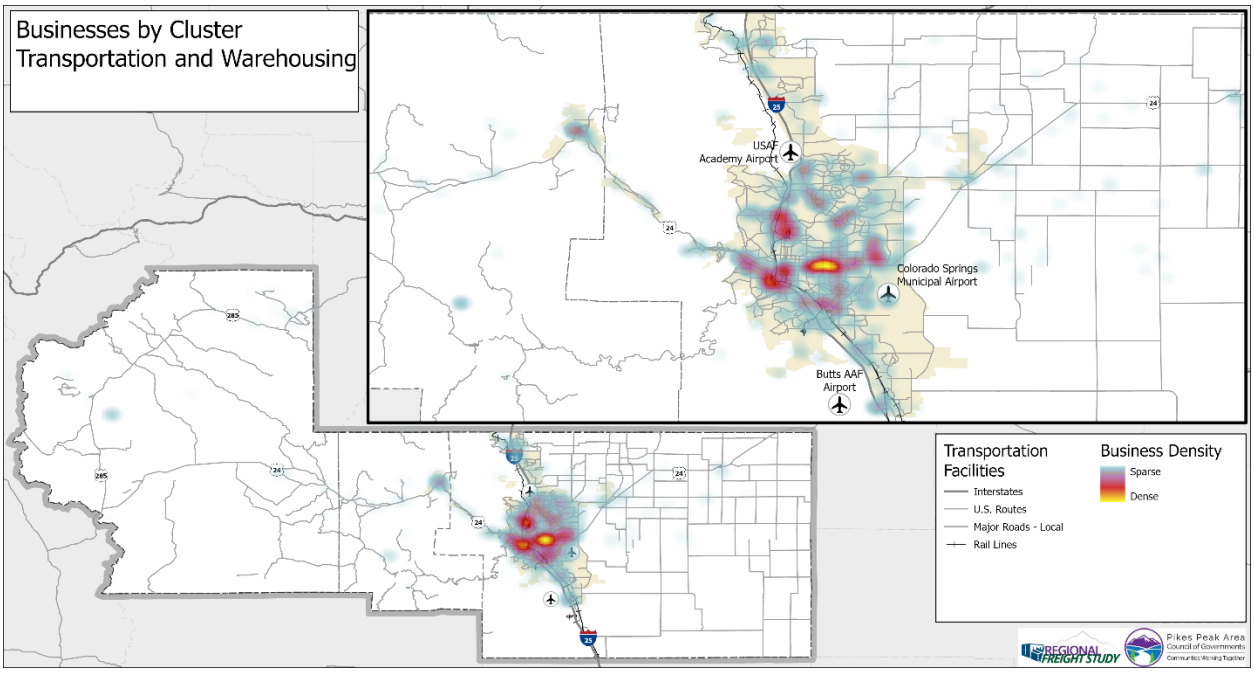
6.3 InfoUSA Data

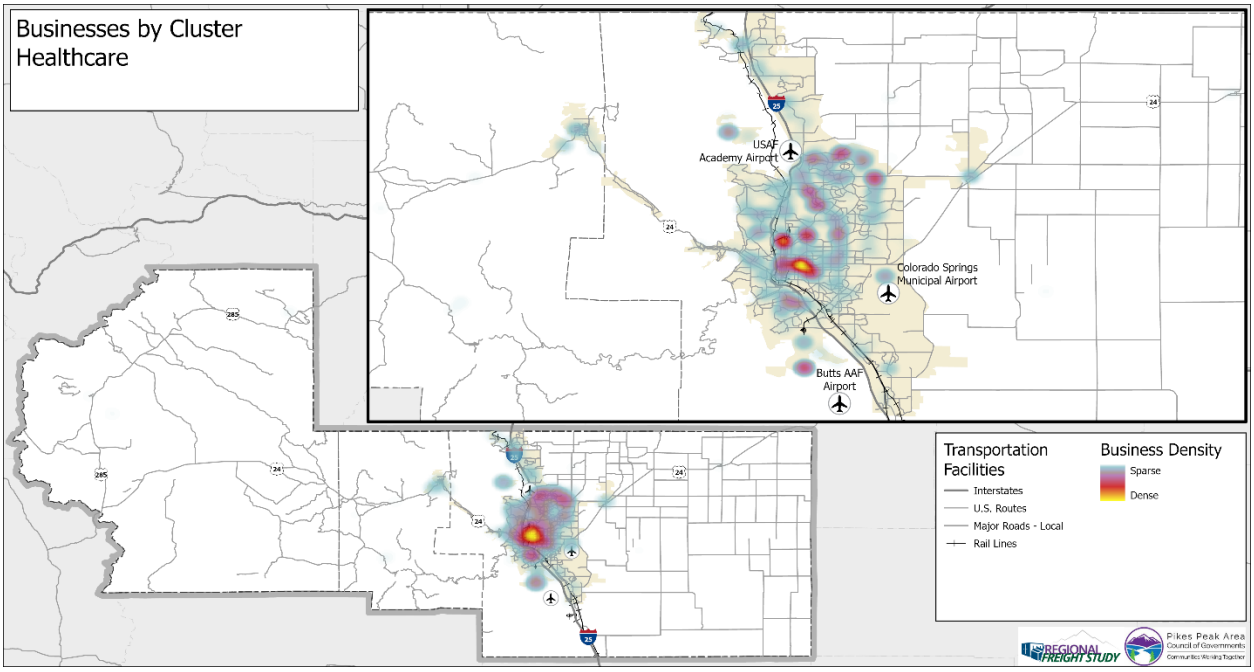
The following figures show the InfoUSA data for the region. InfoUSA utilizes a proprietary database built over the last five decades to estimate individual business employment, among other information. This report leverages the employment data to identify the locations of freight industry businesses. The businesses are clustered into distinct freight categories based on the NAICS code, with consideration of the Colorado Springs Chamber and EDC economic development target sectors. The analyzed sectors include Aerospace and Defense; Software, Hardware, and Cyber Security; Transportation and Warehousing; Healthcare; Enhanced Manufacturing; and General Freight (including retail). InfoUSA spatial data provides users with the ability to identify the location and density of freight businesses, including those among target sectors. The location of businesses can be leveraged to determine freight intensive routes which can support the prioritization of maintenance and construction projects.

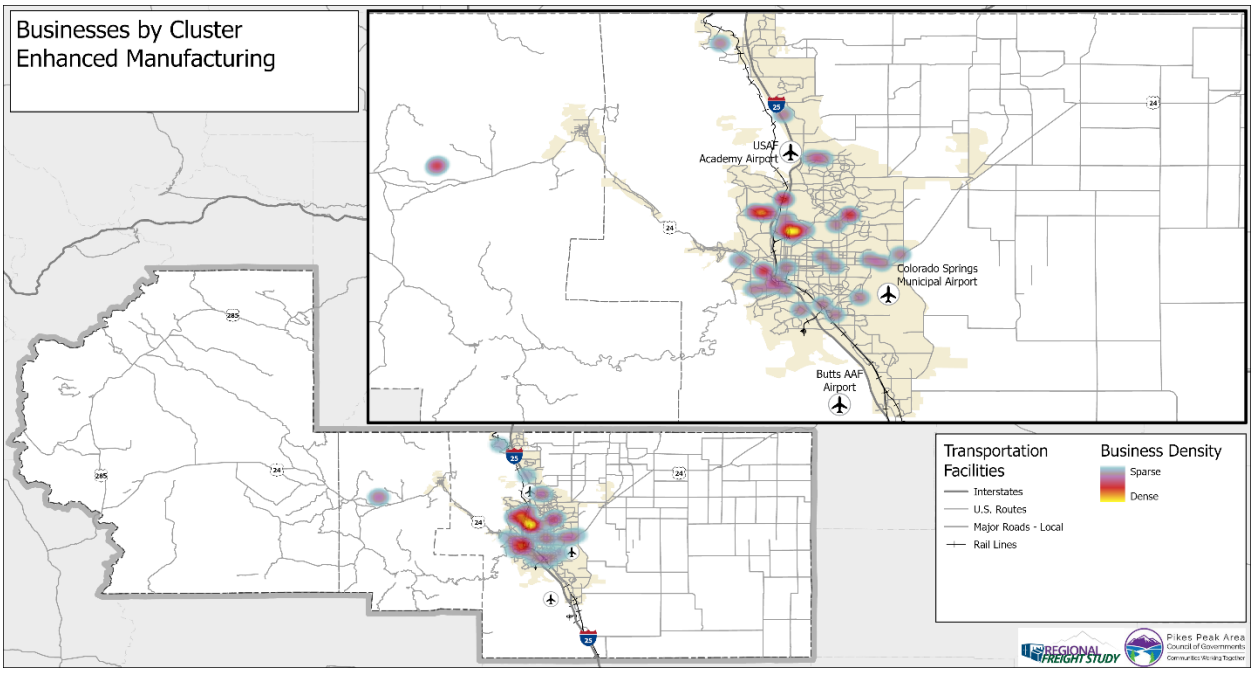
Additionally, the businesses clusters can be used to coordinate with new businesses to strategically grow sectors in a way that is sensitive to the businesses, the customers, and the community. The data can help to coordinate public and private interests that result in a mutual benefit.

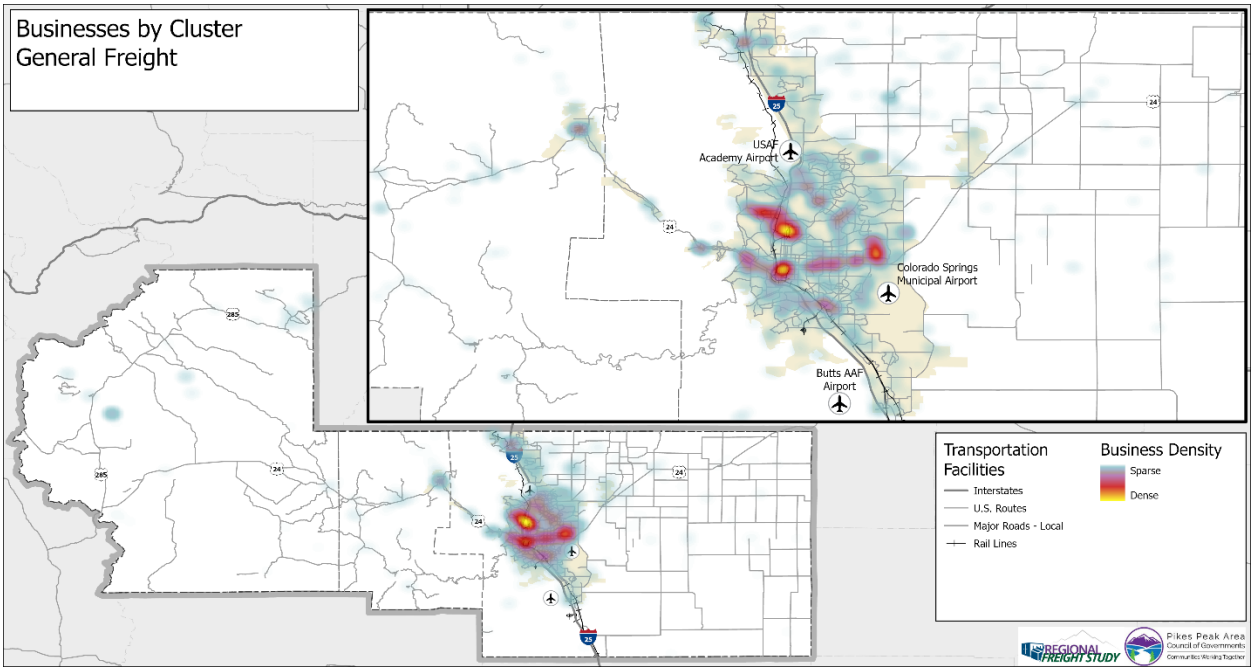


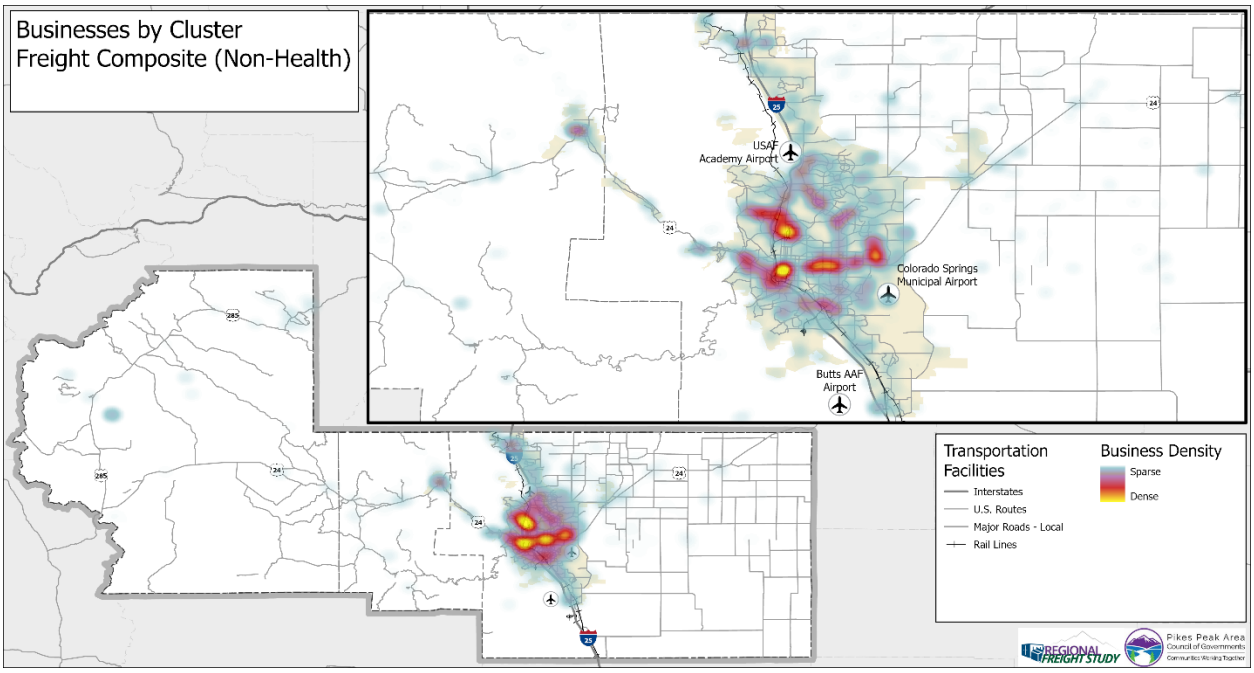



Businesses by Cluster
Transportation and Warehousing
USAF
Academy Airport
Colorado Springs
Municipal Airport
Butts AAF
Airport
Transportation
Facilities
Interstates
U.S. Routes
Major Roads - Local
Rail Lines
Business Density
Sparse
Dense
REGIONAL
FREIGHT STUDY
Pikes Peak Area
Council of Governments


Businesses by Cluster
Healthcare
USAF
Academy Airport
Colorado Springs
Municipal Airport
Butts AAF
Airport
Transportation
Facilities
Interstates
U.S. Routes
Major Roads - Local
Rail Lines
Business Density
Sparse
Dense
REGIONAL
FREIGHT STUDY
Pikes Peak Area
Council of Governments


Businesses by Cluster
Enhanced Manufacturing
USAF
Academy Airport
Colorado Springs
Municipal Airport
Butts AAF
Airport
Transportation
Facilities
Interstates
U.S. Routes
Major Roads - Local
Rail Lines
Business Density
Sparse
Dense
REGIONAL
FREIGHT STUDY
Pikes Peak Area
Council of Governments


Businesses by Cluster
General Freight
USAF
Academy Airport
Colorado Springs
Municipal Airport
Butts AAF
Airport
Transportation
Facilities
Interstates
U.S. Routes
Major Roads - Local
Rail Lines
Business Density
Sparse
Dense
REGIONAL
FREIGHT STUDY
Pikes Peak Area
Council of Governments


Businesses by Cluster
Freight Composite (Non-Health)
USAF
Academy Airport
Colorado Springs
Municipal Airport
Butts AAF
Airport
Transportation
Facilities
Interstates
U.S. Routes
Major Roads - Local
Rail Lines
Business Density
Sparse
Dense
REGIONAL
FREIGHT STUDY
Pikes Peak Area
Council of Governments

Pikes Peak Area Council of Governments
Communities Working Together

Date: April 29, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director, and Lisa Gagnon, Transit Planner

Subject: Title VI and Limited English Proficiency Plan Updates

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Action Requested: Information Only

Summary

Federal regulations require the Pikes Peak Area Council of Governments to update the Title VI Plan and Limited English Proficiency Plan every three years. These were last formally adopted in 2023 and need adjustments to align with the Public Participation Plan and new federal guidance.

Staff have prepared a summary of changes for these documents, which is attached to this memo. In addition, the draft Title VI Plan and Limited English Proficiency are attached. Areas with significant changes are highlighted in yellow for ease of review.

As these documents do not require a formal public comment period, staff anticipate seeking a recommendation for approval of these documents in May.

Background

A Title VI Plan is a document outlining how organizations receiving federal funding ensure compliance with the Civil Rights Act of 1964, prohibiting discrimination based on race, color, or national origin. It details policies, procedures, and outreach efforts to prevent discrimination in programs and services.

A Limited English Proficiency Plan ensures that individuals who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English have meaningful access to federally funded programs, services, and information.

Attachments

1) Title VI and Limited English Proficiency Plan presentation
2) Summary of Changes
3) Title VI Plan draft
4) Limited English Proficiency Plan draft

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

Title VI Plan and Limited English Proficiency Plan Updates

April 2026

Title VI Plan

Title VI of the Civil Rights Act of 1964 states that:

> *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."*

To meet the requirements of Title VI, PPACG must:

- ensure that the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) comply with Title VI;
- address the needs of minority populations so the benefits and burdens of transportation are distributed fairly;
- ensure the public involvement process has no barriers that would prevent successfully engaging minority populations in regional decision-making; and
- hold public meetings in facilities that are Americans with Disabilities Act (ADA) compliant and arrange for reasonable accessibility and accommodation for persons with disabilities.

Limited English Proficiency Plan

The Limited English Proficiency Plan is a federally required document designed to ensure people with limited ability to read, speak, write, or understand English have meaningful access to transportation planning processes. This Limited English Proficiency document is intended to meet the spirit and requirements of Title VI of the Civil Rights Act of 1964.

United States Department of Transportation guidance outlines four factors that funding recipients should apply to assess language needs and decide what reasonable steps they should take to ensure meaningful access for people with limited English proficiency.

1. The number or proportion of persons with limited English proficiency who are eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which individuals with limited English proficiency encounter the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

Summary of Changes

- Updates to language based on federal and state guidance
- Adjustment of language for clarity and to reduce redundancy
- Updates regarding tools or tactics used PPACG during the planning process
- Updates demographics based on new American Community Survey data when possible

Summary of Changes

The Public Participation Plan, Title VI Plan, and Limited English Proficiency Plan are being updated as part of the Fiscal Years 2026-2030 planning cycle. General updates to all three documents include the following.

- Adjustment of language to adhere to changed federal and state guidance and actions taken by PPACG to meet requirements that were not in place prior to the previous planning cycle. These include rescinded executive orders on the federal level and website accessibility requirements on the state level.
- Adjustment of language to reduce redundancy and provide more transparency and clarity.
- Adjustments regarding engagement tools or tactics that have been employed by PPACG in the past 5-year planning cycle and/or technology changes

Title VI Plan

The Title VI Plan outlines how PPACG will fulfill Title VI requirements and foster a transparent and inclusive planning process. Substantive updates to this document include the following.

- Updates to demographics based on new American Community Survey data when possible, including map and table updates. There were no significant changes in location or concentration of Title VI populations or other communities compared with the previous plan.

Limited English Proficiency Plan

The limited English proficiency plan provides information regarding the regional population, the percent of the population that has limited English proficiency, where people with limited English proficiency are located, and the language spoken in the region Substantive updates to this document include the following.

- Updates to demographics based on new American Community Survey data when possible, including map and table updates. There were no significant changes in location or concentration of people with limited English proficiency from the previous plan.

DRAFT

Title VI Plan

Pikes Peak Area Council of Governments

2023

Updated 2026

Title VI Plan

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Introduction

Serving the Pikes Peak region for more than 50 years, the Pikes Peak Area Council of Governments (PPACG) is the federally designated Metropolitan Planning Organization (MPO) for the area. An MPO is a federally required and funded transportation policy-making body composed of representatives from local governments and transportation agencies. MPOs were established to promote regional collaboration in transportation planning, with a focus on projects and initiatives that have regional significance rather than smaller, localized efforts.

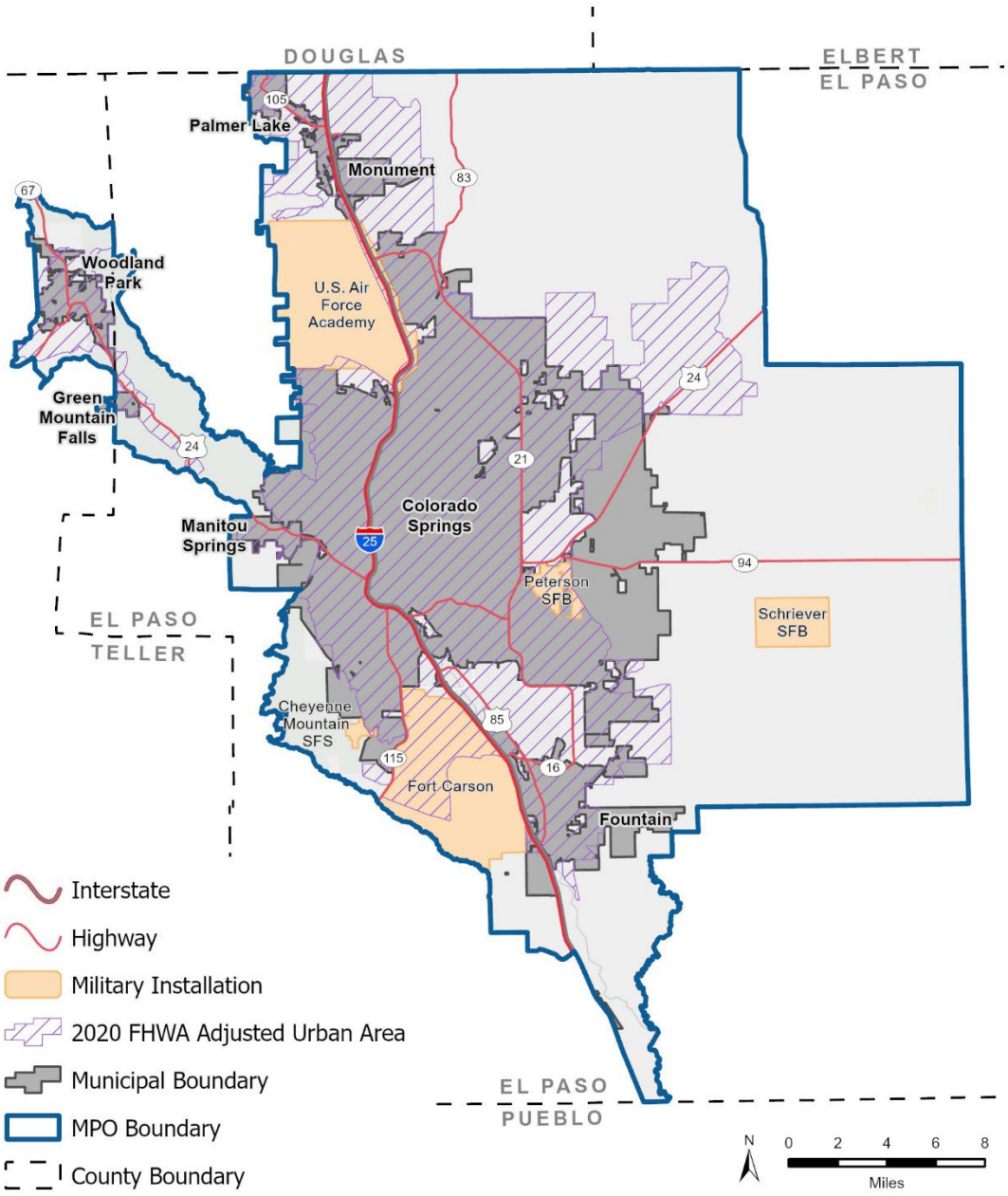
PPACG operates in accordance with federal Title VI requirements and is committed not only to meeting these standards, but also to fostering a transparent and inclusive planning process. To support a well-coordinated and inclusive region, MPOs regularly work with a wide range of regional partners, including federal and state agencies, nonprofit organizations, transit providers, freight carriers, economic development groups, public health organizations, and others. PPACG conducts multimodal planning, addressing all forms of transportation, including personal vehicles, public transit, rail, aviation, and bicycle and pedestrian travel. Additionally, the MPO ensures that stakeholders and the public have meaningful opportunities to participate in the planning process.

Membership

PPACG's Board of Directors provides policy guidance and direction for the regional planning process. This Board is comprised of elected officials from local member governments, representatives from state and federal agencies, and military installations. The MPO serves the following communities:

- El Paso County
- Teller County
- Colorado Springs
- Fountain
- Green Mountain Falls
- Monument
- Palmer Lake
- Woodland Park
- Manitou Springs

Figure 1: Metropolitan Planning Organization Boundary



Background

Title VI of the Civil Rights Act of 1964 states that

> *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*"

Title VI compliance is an ongoing responsibility of PPACG staff. This work includes, but is not limited to, developing plans, completing required reporting, collecting and analyzing data, and providing technical assistance to subrecipients. Assistance may involve distributing informational materials such as posters, guidelines, and compliance requirements.

PPACG, in all of its plans and programs, will fully comply with the following:

- The Civil Rights Act of 1964, Title VI, which prohibits discrimination on the basis of race, color, or national origin.
- The Age Discrimination Act of 1975, which prohibits discrimination on the basis of age.
- The Americans with Disabilities Act of 1990, along with the Americans with Disabilities Act Amendments Act of 2008, which prohibit discrimination on the basis of disabilities.
- Federal Transit Administration (FTA) Circular 4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients

PPACG serves as the primary forum where the state department of transportation, transit operators, member jurisdictions, and the public work together to develop transportation plans and programs that address the region's needs. To meet the requirements of Title VI, PPACG must:

- Ensure that the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) comply with Title VI;
- Address the needs of minority populations so the benefits and burdens of transportation are distributed fairly;
- Ensure the public involvement process has no barriers that would prevent successfully engaging minority populations in regional decision-making; and
- Hold public meetings in facilities that are Americans with Disabilities Act (ADA) compliant and arrange for reasonable accessibility and accommodation for persons with disabilities.

49 CFR 27 requires the designation of an employee responsible for coordinating Title VI efforts. Questions, concerns, or complaints should be sent to:

Jared Verner
Policy and Communications Manager
Pikes Peak Area Council of Governments
719-471-7080 ext.139
jverner@ppacg.org

Any person who believes they have been subjected to or denied an opportunity of participation by a discriminatory practice prohibited under Title VI has a right to file a formal complaint with PPACG or directly with FTA.

A completed complaint form must be submitted to PPACG's Title VI coordinator within 180 days following the alleged instance of discrimination.

PPACG will provide assistance, within reason, to any person who wishes to file a complaint but is unable to do so due to a disability. Assistance can extend to understanding and accessing materials and/or to completion of the complaint process. Contact information for the Title VI coordinator, the complaint procedure, and complaint form can be found on PPACG's website and in attachments to this document. To request assistance, contact the Title VI coordinator.

Definitions and Guiding Principles

No group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.

PPACG is committed to fostering a transparent, equitable, and inclusive planning process that meaningfully engages all members of the community. This commitment includes working to

- Minimize, or mitigate disproportionately high and adverse human health, environmental, social, and economic impacts on minority and low-income populations;
- Ensure full and fair participation in the transportation decision-making process by all potentially affected communities, particularly those that have been historically underserved; and
- Prevent the denial of, reduction in, or significant delay in the receipt of transportation benefits for minority and low-income populations, ensuring that investments and services are distributed equitably across the region.

"Minority" and "Low Income" Populations

A “minority population” means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans who will be similarly affected by a proposed DOT program, policy or activity.

“Minority” includes persons who are:

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

“Low-income” means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. A locally developed threshold is permitted and encouraged, provided that the threshold is at least as inclusive as the HHS poverty guidelines.

A “low-income population” means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy or activity.

Populations in the Pikes Peak Area

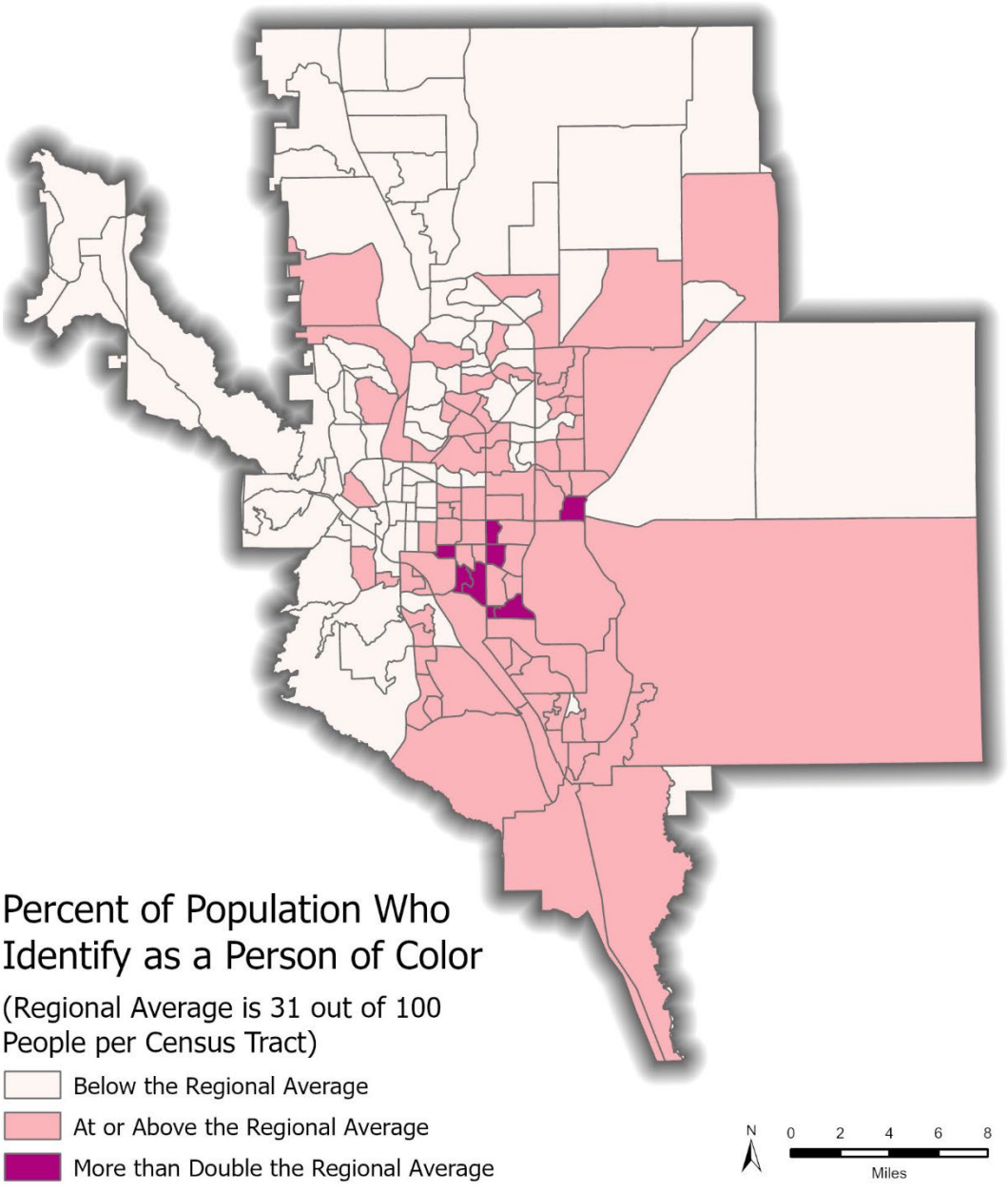
Impact analysis is a key part of the transportation planning process, which can be shown through mapping. Impact analysis, helps ensure that transportation investments, policies, and projects do not disproportionately burden historically underserved communities, including low-income populations, communities of color, individuals with limited English proficiency, older adults, and individuals with disabilities. Impact analysis through mapping evaluates whether certain groups may experience greater negative impacts, such as increased noise, air pollution, displacement, safety risks, or reduced access to services, while also ensuring they receive a fair share of transportation benefits.

Below are impact analysis maps displaying demographic information withing the MPO It should be noted that the maps display the percentage values for each Census tract across the selected indicators. A Census tract is a small, relatively permanent statistical subdivision of a county defined by the U.S. Census Bureau to analyze population data. They typically have 1,200 to 8,000 residents (ideally 4,000), act as neighborhood-level units, and have stable boundaries that follow physical features like roads or rivers.

The percentages in the following maps represent the Census tracts compared with the regional average. The following maps, socioeconomic data from the U.S. Census Bureau,

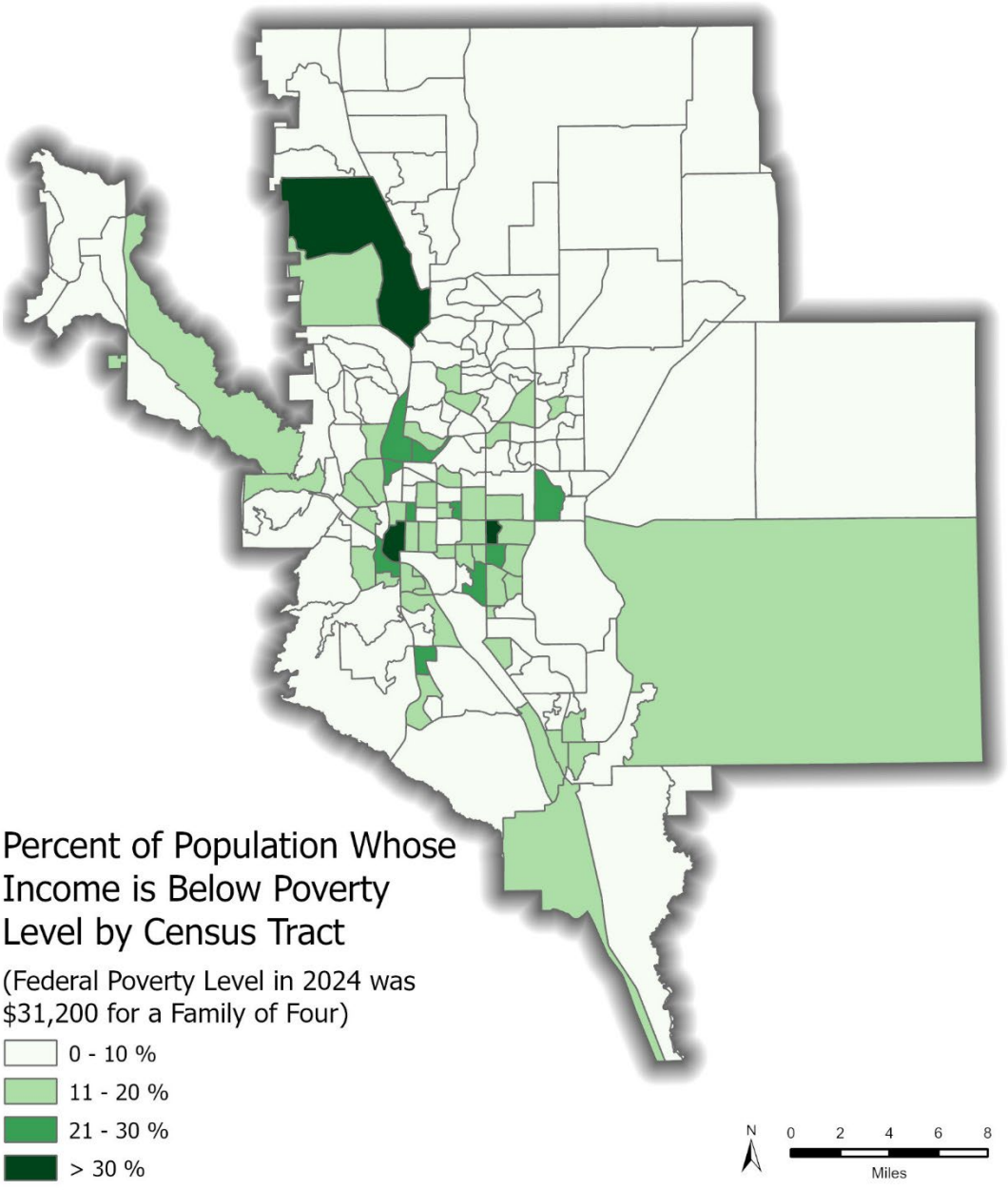
2024 American Community Survey 1 year estimates. Definitions of the population percentages illustrated in each map are included with the corresponding figure.

Figure 2: Percent of Population who Identify as a Person of Color within the PPACG MPO



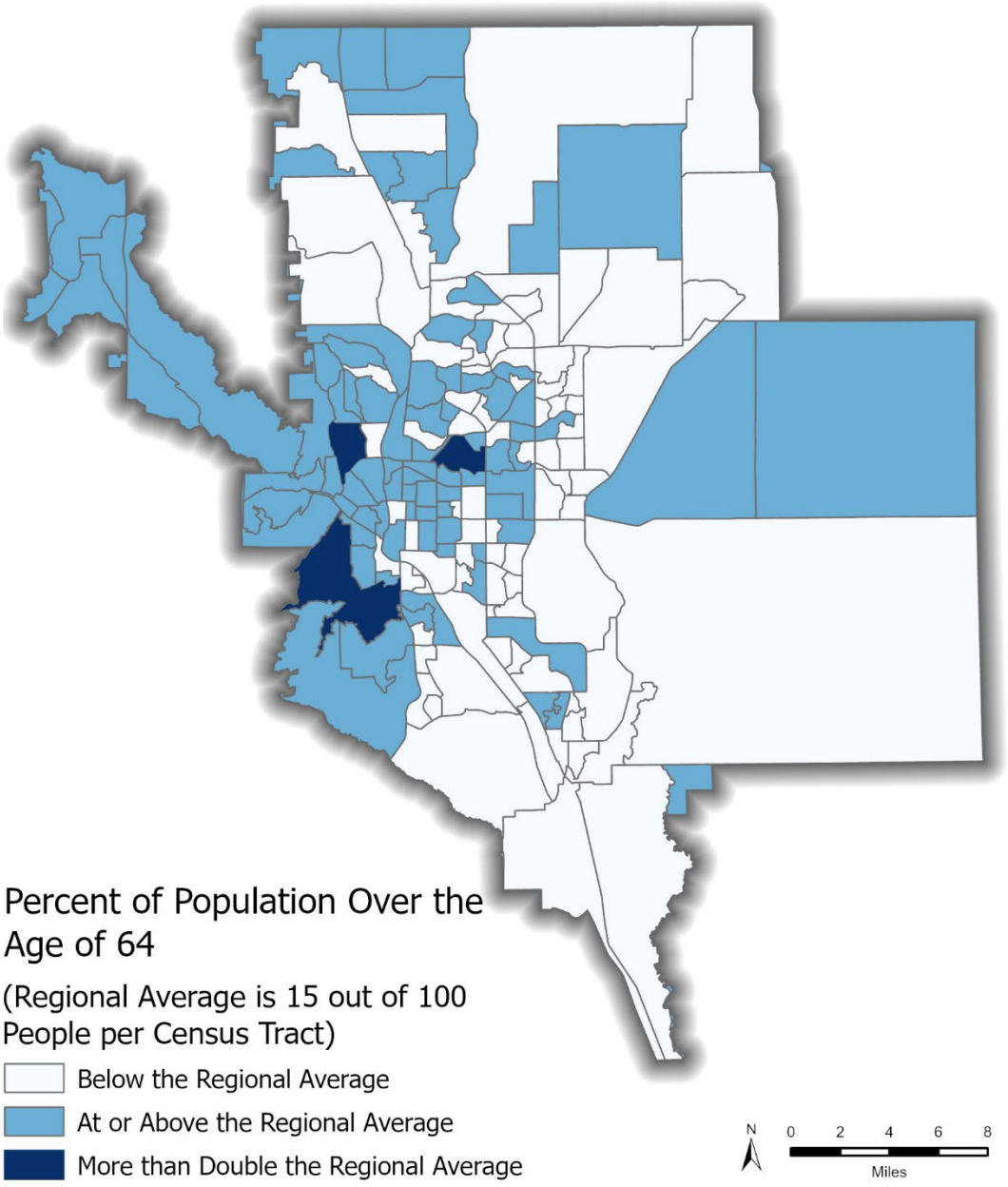
People of color: The percent of individuals in a tract who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, not multiracial.

Figure 3: Percent of Population whose Income is Below Poverty Level within the PPACG MPO



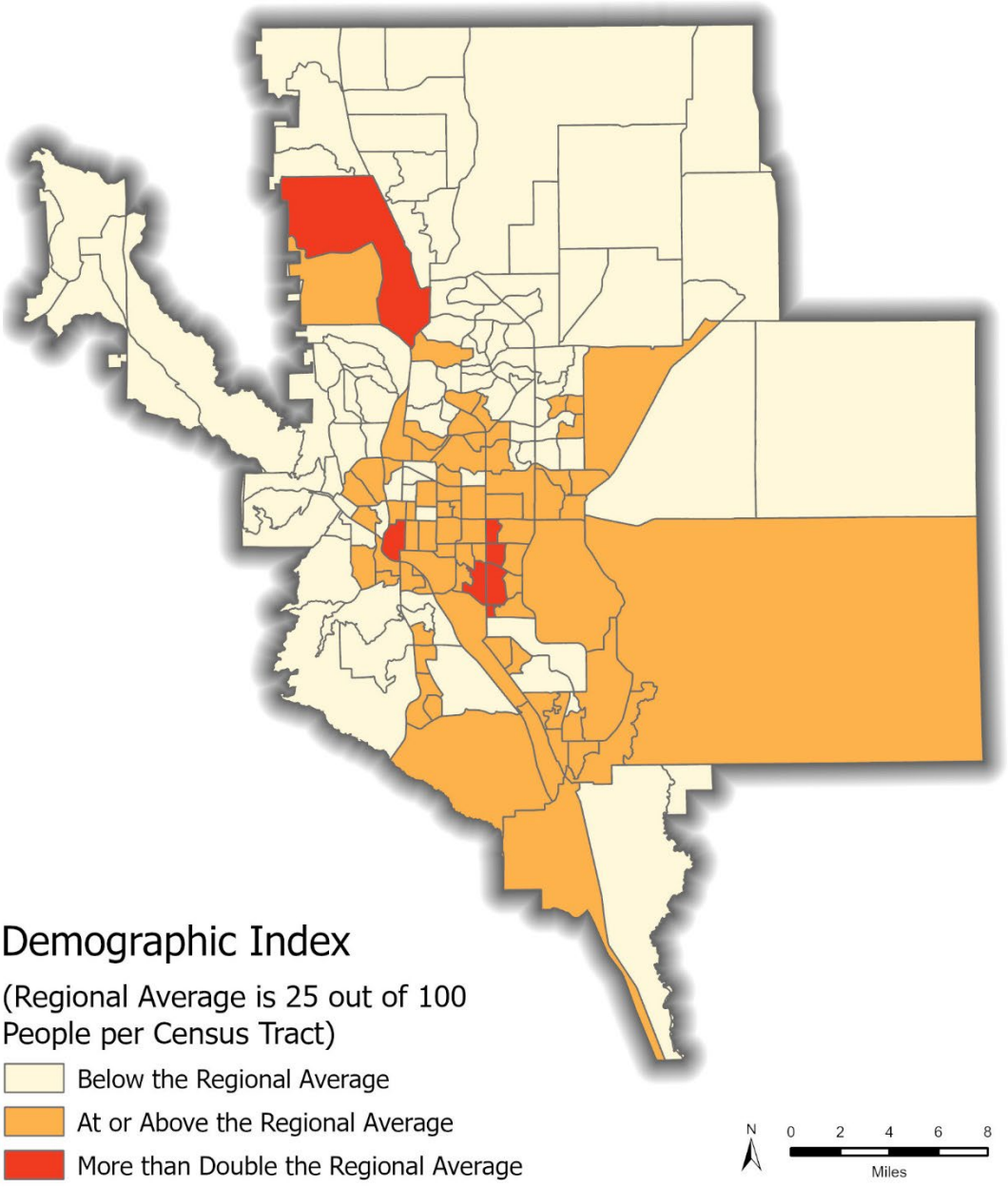
Low Income: The percent of a tract's population in households where the household income is below the federal "poverty level." The federal poverty level is $31,200 per family of four.

Figure 4: Percent of Population over the Age of 64 within the PPACG MPO



Over age 64: Percent of people in a tract over the age of 64.

Figure 5: Demographic Index for the PPACG MPO



Demographic index is a combination of percent low-income and percent people of color. For each Census tract, these two numbers are averaged together.

The formula is as follows:

$$Demographic\ Index = \frac{\%\ Low\ Income + \%\ People\ of\ Color}{2}$$

For example, if a Census tract has a low-income indicator value of 25% and a people of color indicator value of 75%, the Demographic Index value would be 50%.

The table below provides demographic Information. Race/ethnicity/poverty status for Teller and El Paso counties and Colorado. Data for race and ethnicity in the table below comes from the 2024 American Community survey 1 year estimates U.S. Census Bureau.

It is worth noting that, although often included in minority definitions, Hispanic or Latino is an ethnicity, not a racial category. Hispanics are defined by the U.S. Census as "persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race."

Table 1: Demographic Information per 2024 Census

Race/Ethnicity/Poverty Status	El Paso	EPC Percentage	Teller	TC Percentage	Colorado	CO Percentage
White Alone	482,514	64.10%	20,831	83.91%	3,789,553	63.61%
Hispanic or Latino (of all races)	147,228	19.56%	1,919	7.73%	1,382,948	23.21%
Black or African American	40,683	5.40%	215	0.87%	235,585	3.95%
American Indian and Alaska Native	2,505	0.33%	4	0.02%	22,506	0.38%
Asian Alone	22,793	3.03%	79	0.32%	203,023	3.41%
Native Hawaiian and Other Pacific Islander alone	1,668	0.22%	13	0.05%	8,562	0.14%
Some Other Race	3,874	0.51%	141	0.57%	31,358	0.53%
Two or More Races	51,507	6.84%	1,623	6.54%	283,959	4.77%
Total Minority Population	270,258	35.90%	3,994	16.09%	2,167,941	36.39%
Total Population	752,772	N/A	24,825	N/A	5,957,494	N/A
Population Below Poverty Level	62,133	8.25%	1,878	7.56%	560,040	9.40%

Source: https://data.census.gov/table?q=B03002&g=050XX00US0,08041,08119 and https://data.census.gov/table?q=el+paso+county+colorado+poverty&g=050XX00US08093

Although it is not federally required to analyze or map these populations, PPACG determined that it is important to identify and map households without vehicles and individuals with disabilities. These two demographic groups often rely heavily on alternative transportation options and may face greater challenges in accessing services and opportunities without adequate transportation choices.

Figure 6: Percent of Households with no Available Vehicle within the PPACG MPO

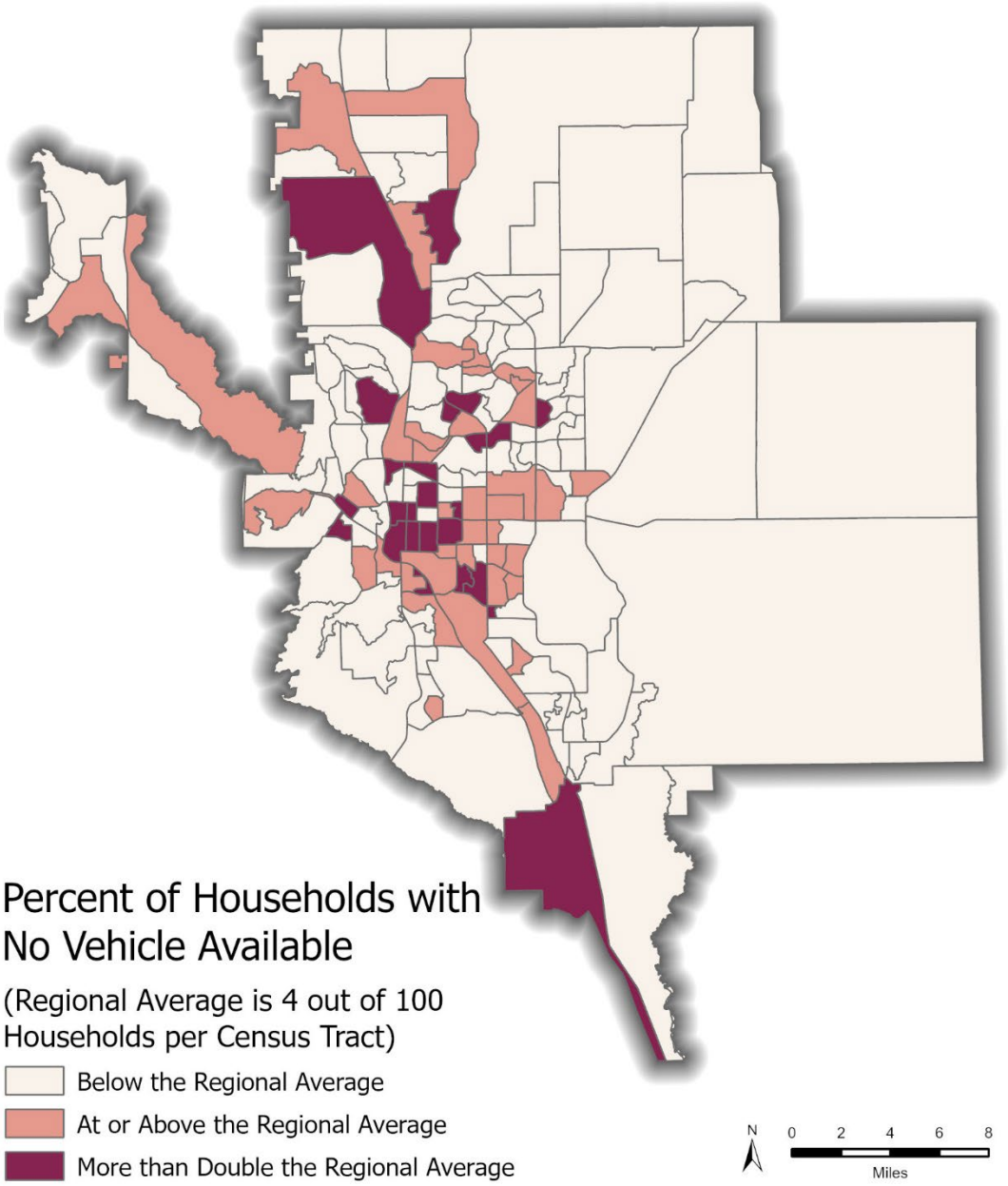
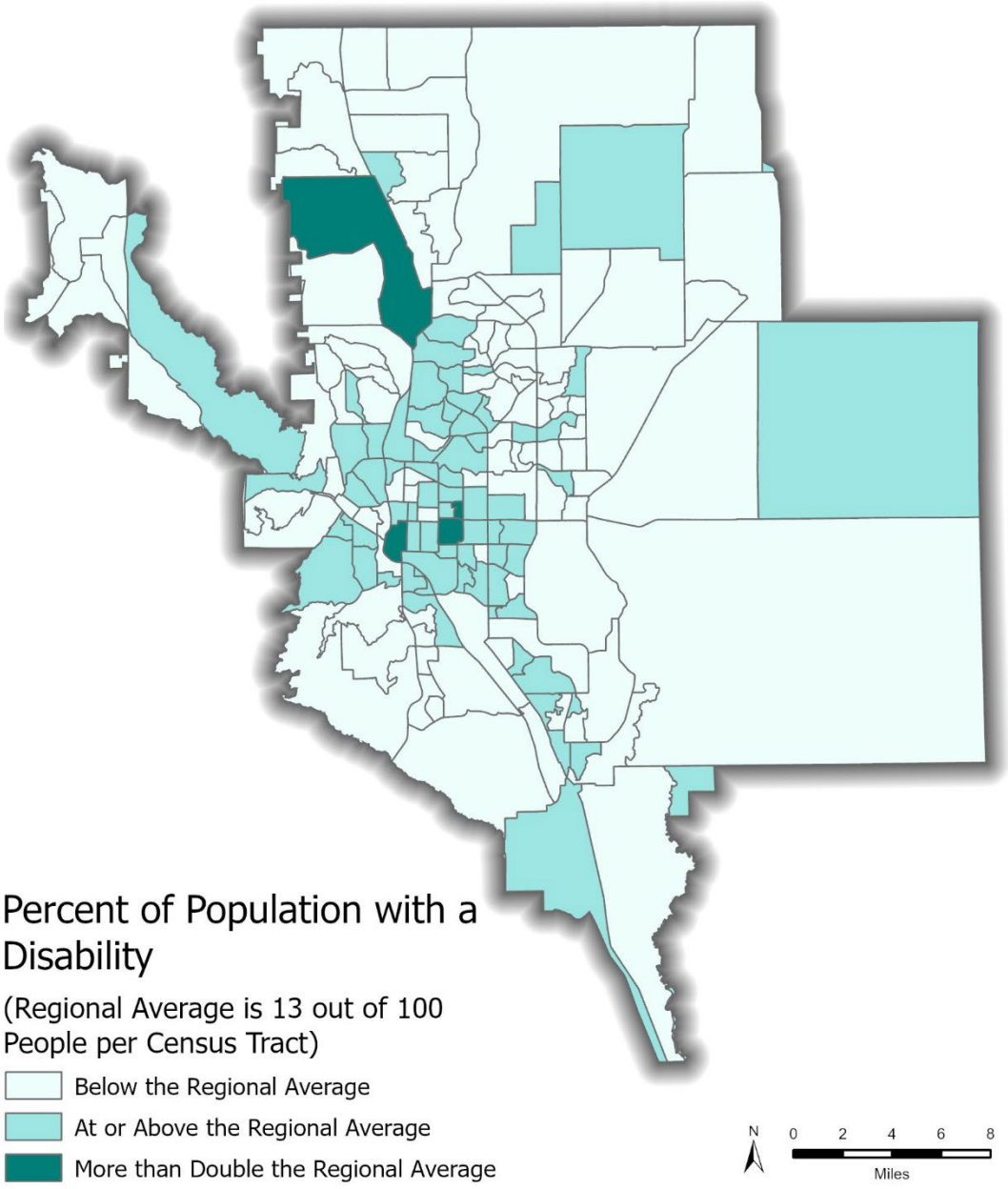


Figure 7: Percent of Population with a Disability within the PPACG MPO



Disproportionate Adverse Effects

Title VI analyses should examine how the LRTP and the TIP promote the safety, mobility, economic productivity, human environment, natural environment, and other goals identified in State and local plans for all populations served by the transportation agency. A complete analysis examines both the benefits to and adverse effects (or "burdens") of transportation plans or projects on underserved populations.

Disproportionate Adverse Effects Definitions

"Adverse effects" means "... the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to:

- Bodily impairment, infirmity, illness or death
- Air, noise, and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion or a community's economic vitality, destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects; displacement of persons, businesses, farms or nonprofit organizations
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community
- The denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies or activities.

For example, a transit project may produce both positive and negative effects for underserved communities. The transit project may reduce travel times and improve access to jobs, while also increasing air pollution or noise in nearby areas. Similarly, a roadway project might shorten travel times to certain destinations but create a physical barrier that separates an underserved neighborhood from surrounding areas. A thorough analysis must consider both the benefits and potential drawbacks and evaluates the overall balance of a project's impacts on the community as a whole.

The purpose of a Title VI analysis is not simply to determine whether a plan or project will have an adverse impact on underserved populations. Rather, the intent is to evaluate whether any adverse effects are disproportionately high. An adverse effect is considered disproportionate when it 1) is primarily borne by a underserved population group, or 2) affects that group more severely or to a greater extent than it affects the general population.

Some standard questions to consider when determining whether disproportionately high and adverse human health impacts may exist include:

- Do the adverse effects on certain population groups exceed those experienced by the broader population?
- Would cumulative or indirect effects negatively affect a specific population group?
- Will mitigation and enhancement measures be applied equitably across all population groups?
- Are there offsetting benefits for affected population groups compared to the broader population?

Determination of disproportionately high adverse effects should consider mitigation and enhancement measures as well as any offsetting benefits to affected populations. Ultimately, whether adverse effects are considered disproportionately high depends on the overall net outcomes after evaluating the full context and totality of the circumstances.

Analysis

A Title VI analysis must be completed for both the LRTP, the region's 20-year fiscally constrained plan, and the TIP, the short-term implementation plan. PPACG will conduct the analysis in two phases: the first phase will occur before project lists are finalized for the LRTP and TIP, and the second phase will take place after a draft project list has been developed.

The first part of the analysis will be completed prior to finalizing draft project lists so that fairness considerations can be incorporated into the project selection process. The selection process will assess the overall balance of a project's (or group of projects, when evaluating a plan) benefits and adverse effects on target populations.

For Title VI analysis, the following procedure should be followed:

1. Identify the target populations within the study area
2. Determine which public participation strategies to use to fit the needs of the populations
3. Identify benefits and adverse effects of the project or group of projects for the target populations
4. Take into account mitigating factors for identified disproportionate burdens
5. Make recommendations
6. Evaluate the process that was used

The second phase of the analysis will be conducted after a draft project list has been completed and will focus on identifying mitigation strategies if any disproportionate impacts are identified. If available mitigation measures are determined to be insufficient, the project or group of projects should be reconsidered and re-evaluated.

In accordance with requirements established by the Federal Transit Administration, analysis must include demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate for public transportation projects.

At a minimum, the analysis will examine the federally required target populations, including race, ethnicity, and individuals with limited English proficiency. It should also consider other vulnerable groups with a significant presence in the region, such as low-income populations, older adults, households without vehicles, and individuals with disabilities. These populations should be mapped to the extent practicable; however, geographically dispersed or transient individuals who may be similarly affected by a proposed project or group of projects should also be taken into account.

The policies described above apply to the adoption of a new LRTP or TIP. When considering an amendment to either plan, a preliminary review will be conducted to determine whether the proposed change requires additional analysis. This determination will be based on whether the amendment is likely to result in disproportionate impacts on identified populations.

Changes such as the addition or removal of a project, or a substantial modification to a project's scope, are more likely to necessitate analysis than adjustments to project cost estimates or implementation schedules. If further review is deemed necessary, an analysis of the affected area will be completed. The methodology

should be consistent with the approach used for the full LRTP or TIP, but more limited in scale and focused specifically on the area influenced by the amendment.

The analyses should examine how the LRTP, and the TIP promote the safety, mobility, economic productivity, human environment, natural environment, and other goals identified in state and local plans for all populations served by the transportation agency. A complete analysis examines both the benefits to and adverse effects (or "burdens") of transportation plans or projects on populations.

Engaging Populations

Public involvement is an important part of any transportation plan. It can be difficult to determine all the true benefits and burdens of a plan or project without direct input from potentially affected communities. PPACG's public involvement efforts are guided by the Public Participation Plan, which lists the following goals:

- Provide well-researched, objective information on the state of the transportation system so that stakeholders are empowered to help shape the plan's content and outcomes, resulting in a plan that reflects community goals and priorities.
- Create opportunities for substantive two-way dialogue among transportation planners, elected officials, and citizens through widespread community involvement.
- Ensure that all citizens who wish to participate have an opportunity, and that all ideas are given fair consideration.
- Encourage participation by groups traditionally underserved by transportation investments, in accordance with Title VI of the Civil Rights Act of 1964.
- Perform outreach to those particularly affected by specific alternatives and plan recommendations in order to involve them in the evaluation process.
- Coordinate public input for state, regional and local entity planning processes, including transit, as appropriate.
- Evaluate the effectiveness of the public involvement program on an ongoing basis.

The Public Participation Plan lists PPACG's core document and the minimum public involvement procedures for those plans and programs.
The Public Participation Plan lists the following methods to be used specifically for engaging "traditionally underserved" communities:

- Hold public meetings or events at locations that are accessible to persons with disabilities and near transit routes;
- Hold public meetings at times when the working and non-working public can attend;
- Provide ample advanced notice of public meetings and events;
- Perform targeted outreach to community associations, churches and/or faith-based organizations, and other organizations that provide support for traditionally underserved communities;
- Provide translated documents for limited English speakers and in-person language and deaf translators as needed or requested, with adequate notice;
- Provide any other assistance that is requested, within reason and with adequate notice of the need for assistance.

Proactive outreach is necessary to help improve upon traditionally low levels of engagement by minority and low-income populations. Barriers of trust, language, of understanding the agency's purpose and mission, and access must be specifically addressed. Wide distribution of materials and surveys, and traditional meetings that may be or appear inaccessible, are not sufficient to create meaningful access to the planning process for some minority and low-income populations.

In addition to the tactics listed in the Public Participation Plan, PPACG will use two main methods to achieve help achieve meaningful access: engaging community representatives and providing accessible materials.

Community Representatives

PPACG will rely upon community partners to gain the fullest reach to underserved communities and to help overcome barriers of communication and trust. Planners and committee and Board members will reach out to organizations such as community centers, minority chambers of commerce, churches, and other support organizations to request help in sharing PPACG's meeting notices and notices of public comment, distributing surveys, directing members and clients to our website, and describing and interpreting our mission and services. Their feedback on our engagement process and materials will also be sought along with advice on how to make improvements for the next planning cycle. Highly accessible and easy-to-use materials will be distributed to community partners to help them provide a meaningful point of entry to the planning process for their communities.

Along with enlisting the aid of community partners, planners and committee and Board members may attend community events such as farmer's markets, luncheons, and conferences where they can introduce the organization and discuss opportunities for engagement. In the past, this approach has been found to be far more effective than traditional public meetings or open houses hosted by PPACG alone.

Accessible Materials

Providing accessible, easy-to-read materials is essential to meaningful public involvement and informed decision-making. When information is clear, and well-organized, community members are better able to understand proposals, evaluate potential impacts, and provide thoughtful input.

Accessible materials promote transparency and build trust by ensuring that all individuals, including people with limited English proficiency, individuals with disabilities, and older adults can fully participate in the planning process. This may include using plain language, large and legible fonts, visual aids, translated documents, screen-reader compatible formats, and alternative formats upon request. Ensuring materials are easy to read is not only a best practice for effective communication, but also strengthens equitable engagement by reducing barriers to participation.

As part of future outreach efforts, transportation fact sheets will be developed to provide clear, easy-to-understand information as an entry point into PPACG's planning process. These materials will explain PPACG's role, outline key transportation topics, and provide guidance on how the public can get involved. The fact sheets will be available on the PPACG website and accessible to the public.

The Public Participation Plan, which guides PPACG's public involvement activities, emphasizes the importance of electronic or web-based communication. It will therefore be important to provide a highly accessible web platform.

Mentioned in the Public Participation Plan, in 2024, the State of Colorado Accessibility Rule (8 Code of Colorado Regulations 1501-11) passed, which requires PPACG to comply with Web Content Accessibility Guidelines 2.1 AA in response to Colorado House Bill 21-1108. The redesign included improved navigability and improved functionality for users; continuity of website architecture and branding; and removal of out-of-date and other unnecessary information while maintaining critical content and contacts for additional information. Perhaps the most significant improvement from a public engagement perspective is the integration of Spanish, German, and Korean languages into the website, as these are the most common languages in the Pikes Peak area after English.

Reporting

For the LRTP or adoption of a new TIP, a summary or report, of Title VI analysis will be presented to the Board and relevant committees before approval is sought, to include public input results, discussion of any disproportionate adverse effects, and possible mitigation strategies. The analysis will include comments sought and received about the public process.

For LRTP or TIP amendments, results of analysis, if analysis is deemed appropriate, will made available to the Board and relevant committees prior to approval or recommendation of the amendment.

Tracking and Process Improvements

Typically, the rate of participation in public involvement activities of underserved populations is below their proportional presence in a region. The long-term goal of PPACG's public participation process improvements is to increase the rate of participation of underserved populations to at least the proportion of their population in the region. For example, if the proportion of people in the region who self-identify as Black is 6 percent, the region-wide participation goal is at least 6 percent. If 10 percent of Census tract in the region are identified as target underserved areas, then the goal is that at least 10 percent of public meetings should be held in or convenient to those areas.

PPACG will monitor, evaluate, and improve the effectiveness of public participation in the following key areas:

- Collecting, maintaining, and evaluating relevant data
- Improving the integration of Title VI into the long-range planning and programming processes
- Involving our Board and committees, especially the Community Advisory Committee, in the development, execution, and evaluation of the public participation process for our LRTP and TIP.

Data and Feedback

Part of the effort to complete the LRTP will be establishing the pattern of collecting and reviewing data and comments as part of a continual feedback process for improving engagement.

Some of the metrics and other feedback that will be tracked to develop the upcoming LRTP included:

- The number and proportion of public meetings/open houses held in or convenient to target underserved areas during the LRTP process, and attendance rates at those meetings (includes events hosted *or* attended by PPACG)
- Diversity of advertising placements
- Comments received about the public process from members of underserved populations and/or representatives of underserved communities
- Website analytics

Because surveys can be a powerful way of collecting data from a large number of respondents, PPACG will collect voluntary items of information through surveys. These will include self-identification by race and ethnicity, the address or neighborhood where the respondent lives, how the respondent came into contact with PPACG's planning process, and a request for feedback about the public involvement process and/or suggestions for improvement.

PPACG recognizes that community members often face survey fatigue due to high volumes of requests, which can lead to lower response rates and disengagement. Survey fatigue is where respondents become tired, bored, or frustrated with taking surveys, leading to lower response rates, survey abandonment, and poor-quality, inaccurate data. To combat this, PPACG will develop streamlined surveys that prioritize essential information, ensuring questions are concise and impactful. In addition, PPACG will leverage collaborative outreach efforts with local partners aiming to consolidate feedback requests, making it easier and more efficient for the public to participate and share their valuable insights.

Committees

Each of PPACG's committees and Board members bring valuable firsthand knowledge of their communities, including experience related to Title VI considerations, and can offer important insight throughout the planning process. Historically, these groups have not been fully engaged. PPACG intends to more meaningfully involve both the committees and the Board, actively seeking and incorporating their feedback as each plan nears completion to support continuous improvement.

To strengthen diverse representation and better understand the needs of underserved populations across the region, PPACG will also consider expanding the Citizen's Advisory Committee (CAC) to include representatives from underserved communities. The CAC plays a central role in shaping and refining PPACG's overall public involvement efforts.

Evaluation

Evaluating public participation in transportation planning is essential to ensure that the process is inclusive and genuinely reflects the needs of the whole MPO, rather than just meeting legal requirements. By evaluating engagement efforts, PPACG can determine if they have successfully reached a diverse range of stakeholders, including underserved communities, and identify barriers that may have excluded certain groups. This assessment helps build trust and legitimacy, demonstrating to the public that their input is not just gathered, but considered and used to shape project decisions, ultimately leading to more sustainable and publicly supported outcomes.

Additionally, evaluation of public participation improves the efficiency and quality of the transportation plan itself. It helps identify which engagement methods are most effective, allowing for better allocation of resources and improved communication. By analyzing feedback and participation data, PPACG can identify potential issues, avoid costly delays, and prevent opposition from community members later in the project lifecycle. Ultimately, a well-evaluated, effective participation process strengthens the long-term relationship between transportation agencies and the public, resulting in better, more implementable decisions.

Evaluation of the 2050 Long Range Transportation Plan

Public engagement was incorporated throughout every stage of the 2050 LRTP development process. As part of the Public Participation Plan evaluation, PPACG tracked several metrics and sources of feedback to understand how effectively outreach efforts engaged the community. These metrics help assess both the level of participation and the effectiveness of engagement strategies, and they provide valuable insight for improving future outreach efforts.

One of the first engagement activities conducted for the LRTP was a short public survey designed to gather input on regional transportation priorities and preferences. The survey was developed, distributed, and analyzed by a neutral third party. It was made available in both digital and hard-copy formats and provided in English and Spanish to improve accessibility. The survey was posted on the PPACG website and shared widely with community members and partner organizations. Because participation was voluntary, the survey is considered self-selecting and is not statistically representative of the region's population. Instead, the responses provide useful discussion points and insights that can inform the LRTP development process and assist local jurisdictions as they develop transportation projects. In total, more than 800 respondents from over 41 zip codes across the region completed the survey. Results were shared with local jurisdictions and PPACG committees to support planning discussions.

Additional engagement metrics were also tracked as part of the evaluation process. These included the number and location of public meetings and open houses held during the LRTP development, as well as attendance at those events. Four open houses were hosted across the MPO to improve accessibility and reduce travel barriers for residents in different communities. Locating meetings in various parts of the region helped ensure that engagement opportunities were convenient for a broad range of participants and supported the goal of meeting community members where they are.

Based on the analysis conducted for the LRTP, there are no evident disproportionate impacts associated with the fiscally constrained projects included in the plan. However, several transportation-related considerations remain important during planning, design, and implementation. Factors such as pollution, traffic volumes and speeds, access to employment, schools, medical services, and retail destinations, as well as access to safe opportunities for physical activity, are all important considerations in the transportation planning process.

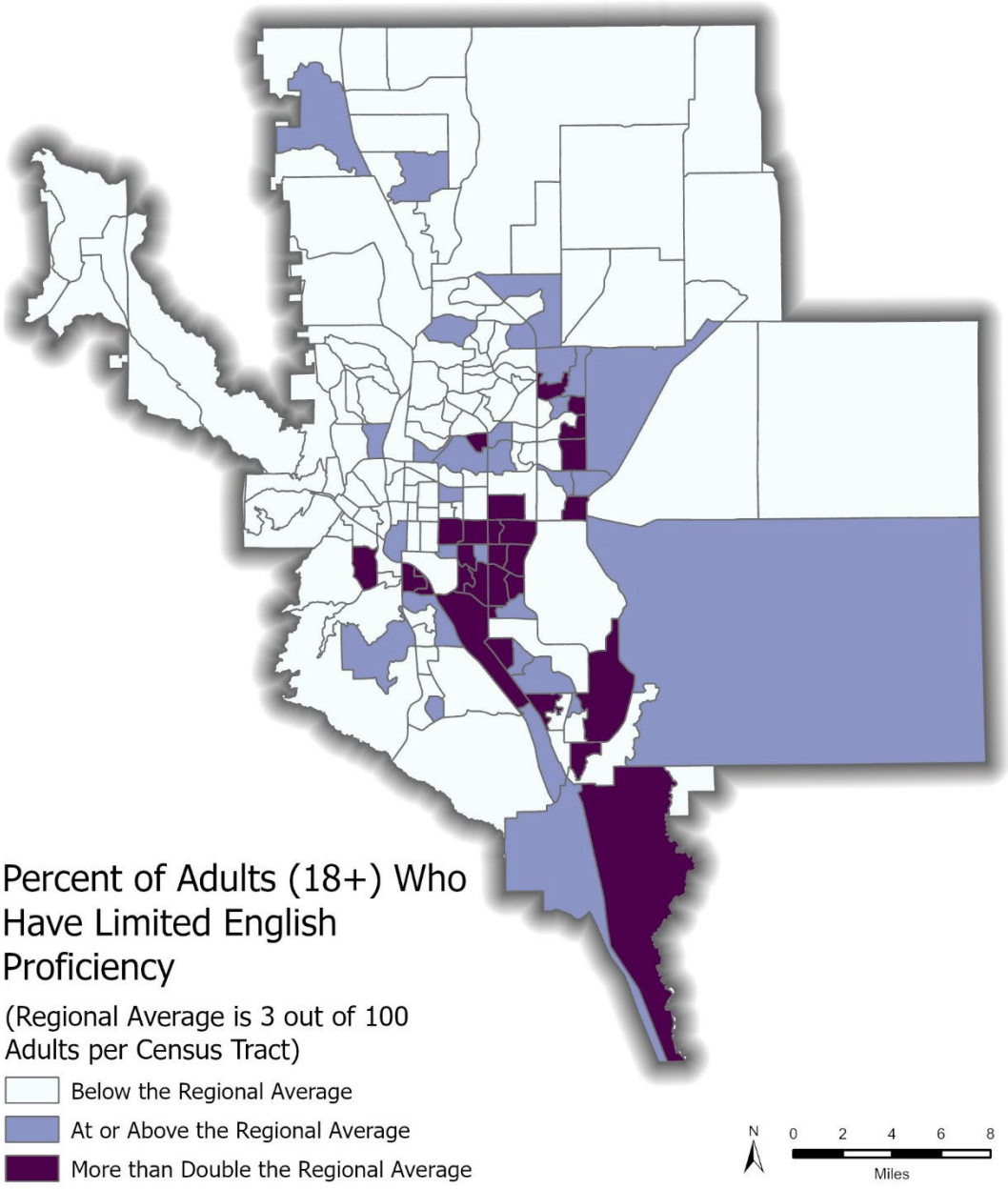
Limited English Proficiency

The Department of Transportation guidance outlines four factors that funding recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals encounter the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and cost.

The map below provides information about limited English-speaking households, which are depicted for the MPO area in the following figure. The LEP population represents a small proportion of the overall population, although the proportion may be dramatically higher in certain areas.

Figure 8: Percent of Adults who have Limited English Proficiency in the PPACG MPO



PPACG determined the average number of limited English speaking adults within each Census tract, which is 3%. PPACG then identified the Census tracts that exceed the average. The following map depicts Census tracts within the MPO boundary as below the regional average (white), at or above the regional average (blue), and more than double the regional average (purple). In purple Census tract 6 or more adults out of every 100 are limited English speaking, which in blue Census tracts, 3 to 5 adults out of every 100 are limited English speaking.

PPACG will provide meaningful access for persons with limited English proficiency using three main approaches: translation services, accessible documents and an accessible website, and community outreach.

Additional information about LEP populations and assistance, please refer to the Limited English Proficiency Plan found on PPACG's website.

Mobility Management

While PPACG does not provide transit services, it does offer mobility management services for regional partners. The mobility management program provides the framework for collaboration and coordination of specialized transportation services in the Pikes Peak region. The transit planner oversees the Mobility Coordinating Working Group, which coordinates regional specialized transportation providers and providers information sharing regarding grants, best practices, and advocacy. The group acts as a technical resource by providing educational tools to ensure transportation is integrated into all aspects of the community for targeted demographic groups. This group fosters regional partnerships and builds comprehensive specialized transportation networks to better serve older adults, individuals with disabilities, people with low incomes, and veterans. The transit planner conducts public outreach to inform citizens of their transportation options, raise awareness of transportation challenges, and advocate for specialized transportation providers.

Access for People with Disabilities

Per the Public Participation Plan, PPACG is committed to accommodating the needs of individuals with disabilities to ensure equal opportunities for participation in all transportation plans and programs.

PPACG's metropolitan planning process will be carried out in accordance with the provisions of the Americans with Disabilities Act of 1990 and the Rehabilitation Act of 1973, which states "that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." This includes having an equal opportunity of participation in public involvement activities that are part of the metropolitan planning process.

Administration

Title VI compliance will fall under the duty of the Title VI coordinator, which includes but is not limited to reporting, maintaining a complaint log, data collection, providing technical assistance, and supplying information in the form of posters, guidelines, and compliance requirements. PPACG agrees to participate in training that includes Title VI and its requirements.

Title VI Investigations, Complaints, and Lawsuits

There have been no Title VI or discrimination-based investigations, complaints, or lawsuits received to date by PPACG.

Questions or complaints may be directed to (Title VI coordinator):

Jared Verner
Policy and Communications Manager
Pikes Peak Area Council of Governments
719-471-7080 ext.139
jverner@ppacg.org

Procedures to follow when filing a complaint can be found below, along with the formal complaint form. This information is also available on PPACG's website. Individuals have 180 days from the alleged discriminatory act in which to file a complaint.

Facilities

PPACG has not constructed and has no plans to construct any facilities such as storage facilities, maintenance facilities, or operations centers.

Documents

Copies of PPACG's transportation documents are being currently being uploaded on to the website. They can be found here when uploaded. http://www.ppacg.org/programs/transportation

Attachments

1. Assurances
2. Policy Statement – English
3. Policy Statement - Spanish
4. Title VI Notice to Beneficiaries and Complaint Process – English
5. Title VI Notice to Beneficiaries and Complaint Process – Spanish
6. Title VI Complaint Form – English
7. Title VI Complaint Form - Spanish
8. Sample PPACG Contract
9. Non-discrimination Poster – English
10. Non-discrimination Poster – Spanish
11. Title VI Supplement for FTA 5310 Funding
12. PPACG Annual Title VI Reporting

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

1. There have been no lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the Pikes Peak Area Council of Governments within the last year, July 1, 2024 through June 30, 2025.

2. There are no pending applications to any federal agency by the Pikes Peak Area Council of Governments other than to the FTA.

3. There were no civil rights compliance reviews performed on the Pikes Peak Area Council of Governments by any local, state or federal agency during the period July 1, 2024 through June 30, 2025.

4. Title VI will be enforced by the Pikes Peak Area Council of Governments for all contractors. All contracts with the Pikes Peak Area Council of Governments include compliance measures that, in effect, state that failure to comply with Title VI requirements will result in termination of the contract. A copy of the standard contract language regarding Title VI is attached.

Dated: _____

Pikes Peak Area Council of Governments

by _____
Andrew Gunning
Executive Director

DRAFT

Pikes Peak Area Council of Governments

Communities Working Together

General Assurance

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

Specific Assurances

Federal Highway Program Assurance

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

1. The Pikes Peak Area Council of Governments agrees that each “program” and each “facility” as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a “program”) conducted, or will be (with respect to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. The Pikes Peak Area Council of Governments requires that all contractors sign and agree to a professional services contract which explicitly outlines Title VI requirements and regulations.

3. That where the Pikes Peak Area Council of Governments receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

4. That where the Pikes Peak Area Council of Governments receives Federal financial assistance in form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights space on, over, or under such property.

5. That this assurance obligates the Pikes Peak Area Council of Governments for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Pikes Peak Area Council of Governments or any transferee for the longer of the following periods:

a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

b. The period during which the Pikes Peak Area Council of Governments retains ownership or possession of the property.

6. The Pikes Peak Area Council of Governments shall provide for such methods of administration for the program as are found by the Secretary of Transportation, or the official to whom he or she delegates specific authority, to give reasonable guarantee that it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed by or pursuant to the Act, the Regulations and this assurance.

7. The Pikes Peak Area Council of Governments agrees that the United States has the right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

Federal Transit Administration Assurance

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

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

2. The Pikes Peak Area Council of Governments will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and, in compliance with the Department of Transportation Title VI regulation, 49 CFR Part 21.9.

3. The Pikes Peak Area Council of Governments will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

Certification

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

DATED _____ By _____

DRAFT

Andrew Gunning
Executive Director

Pikes Peak Area
Council of Governments
Communities Working Together

TITLE VI POLICY STATEMENT

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

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

_____

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

_____

Date

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

Pikes Peak Area
Council of Governments
Communities Working Together

DECLARACION DE POLITICA CONFORME AT TITULO VI

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

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

_____

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

_____

Fecha

Para obtener más información, comuníquese con:
Pikes Peak Area Council of Governments
Coordinador del Title VI
15 S. 7th St.
Colorado Springs, CO 80905
719-471-7080

Pikes Peak Area
Council of Governments
Communities Working Together

Title VI Complaint Procedure

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color or national origin in programs and activities receiving federal assistance. As a sub-recipient of the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the Pikes Peak Area Council of Governments (PPACG) has adopted a Title VI Complaint Procedure as part of its Title VI Program.

The purpose of Title VI is to prevent the denial, reduction or delay of benefits to minority populations, to ensure full and fair participation by affected population in transportation decisions, and to ensure that policies and programs of PPACG avoid producing disproportionately negative effects on minority populations.

Filing of Complaints

Complainants, or their representative, may file a written complaint with PPACG at any time within one hundred and eighty (180) days from the date of the alleged discriminatory act. Complainants can also file a complaint directly with PPACG at 15 South 7th Street, Colorado Springs, CO 80905, to

Jared Verner
Policy and Communications Manager
Pikes Peak Area Council of Governments
719-471-7080 ext.139
jverner@ppacg.org

Individuals also have the right to file a complaint with an external entity such as CDOT, a federal or state agency, or a federal or state court. Should a complaint be filed with PPACG and an external entity simultaneously, the external complaint shall supersede the PPACG complaint and PPACG's complaint procedures will be suspended pending the external entity's findings.

Complaints shall state the name and address of the person, and if applicable, the name of the representative filing on behalf of the complainant, the name and address of the entity alleged to have committed the act of discrimination and shall set forth the particulars of that action and contain such other information as shall be required by PPACG.

All complaints will include the following information:

- Name, address, phone number where you may be reached during business hours, and email (if available) of the Complainant
- Name, address, phone number and relationship of representative of Complainant, (if applicable)
- A description of the alleged discriminatory act(s) in sufficient detail to enable the Title VI coordinator to understand what occurred, when it occurred, and the basis of the alleged discrimination complaint (race, color, or national origin, etc);
- Date of alleged discriminatory act(s)
- Date complaint received by PPACG

Tracking System

PPACG's Title VI Administrator will maintain a Complaint Intake Log for PPACG of all complaints received establishing the race, color, or national origin or protected class of the complainant; the identity of the recipient; the nature of the complaint; the date of the investigation, lawsuit, or complaint; a summary of the allegations; the status of the investigation, lawsuit or complaint; and actions taken in response to the investigation, lawsuit or complaint. This log will be maintained electronically and in hardcopy format at PPACG offices and will available for review. Records of the Title VI related complaints and investigations will be kept for forty eight (48) months.

Procedure of Investigation of Complaints

Within fifteen (15) days, PPACG shall confirm receipt of the complaint and inform the Complainant of the investigation process.

The investigation may include discussion(s) of the complaint with all affected parties to determine the issue. The complainant may be represented by an attorney or other representative of his/her own choosing and may bring witnesses and present testimony and/or evidence in the course of the investigation.

Within sixty (60) days, should the complaint have merit, PPACG shall commence an investigation of the allegation(s). The purpose of an investigation is to determine whether there is a reason to believe that a failure to comply with Title VI of the Civil Rights Act of 1964 has occurred. In addition, PPACG will render a recommendation for action in a report of findings or resolution. The investigation may include discussion(s) of the complaint with all affected parties to determine the problem.

Within ninety (90) days, PPACG will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of his/her right to file a formal complaint with CDOT's Title VI Coordinator, if they are dissatisfied with final decision rendered by PPACG.

Resolution of Complaints

If a probable cause of discriminatory practice based on race, color or national origin is found to exist, PPACG shall endeavor to eliminate said practice by means of a Remedial Action Plan. The Remedial Action Plan shall include: a list of corrective actions accepted by the agency; a description of how the corrective action will be implemented; and a written assurance that the agency will implement the accepted corrective action in the manner discussed in the plan.

Where attempts to resolve the complaint fail, the Complainant shall be notified in writing of his or her right to submit the complaint to the FHWA or FTA as cited in FTA Circular 4702.1B.

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Pikes Peak Area Council of Governments
Communities Working Together

Procedimiento de Quejas Conforme al Título VI

El Titulo VI de la ley de Derechos Civiles de 1964, según su enmienda, prohíbe la discriminación por razones de raza, color u origen nacional en programas y actividades que reciben asistencia federal. Como beneficiario secundario del Departamento de Transporte de Colorado (CDOT), de la Administración Federal de Autopistas (FHWA) y de la Administración Federal de Transito (FTA), Pikes Peak Area Council of Governments (PPACG) ha adaptado un procedimiento de quejas conforme al Título VI, como parte del Programa del Título VI.

El objetivo del Título VI es prevenir la negación, limitación o demora de beneficios destinados a poblaciones minoritarias, y de esta manera asegurar la participación total y justa de las poblaciones afectadas por decisiones relacionadas con el transporte y garantizar que las políticas y los programas del PPACG eviten efectos negativos desmedidos en poblaciones minoritarias.

Presentación de Quejas

Las personas que presentan una queja, o sus representantes, podrán presentarla por escrito ante el PPACG en cualquier momento dentro de los ciento ochenta (180) días posteriores a la fecha del supuesto acto discriminatorio. Las personas que presentan una queja también pueden presentarla directamente ante el PPACG en 15 South 7th Street, Colorado Springs, CO 80905, por correo electrónico a jverner@ppacg.org, o por teléfono al 719-471-7080.

También tiene derecho a presentar una queja ante una entidad externa como CDOT, una agencia federal o estatal, o una corte federal o estatal. Si se presenta una queja simultáneamente ante el PPACG y una entidad externa, la queja externa tendrá prioridad sobre la queja del PPACG y se suspenderá el proceso de quejas del PPACG en espera de los resultados de la investigación de la entidad externa.

Las quejas deberán indicar el nombre y la dirección de la persona, y si corresponde, el nombre del representante de quien presenta la queja, el nombre y la dirección de la entidad que cometió el supuesto acto discriminatorio, los detalles de la acción y cualquier otra información que el PPACG exija.

Todas las quejas incluirán la siguiente información:

- Nombre, dirección, numero de teléfono, y correo electrónico (de estar disponible) de la persona que presenta la queja
- Nombre, dirección, numero de teléfono y relación del representante con la persona que presenta la queja (si corresponde)
- Razones de la queja (es decir, raza, color, origen nacional)

- Fecha del (de los) supuesto(s) acto(s) discriminatorio(s)
- Feche en la que el PPACG recibió la queja
- Una declaración de la queja que incluya detalles específicos, hechos relevantes y documentación.

Sistema de Seguimiento

El administrador del Título VI del PPACG mantendrá un registro de ingreso de quejas para el PPACG que incluirá todas las quejas recibidas y establecerá la raza, el color, el origen nacional o cualquier otra categoría protegida por ley de la persona que presenta la queja; la identidad del beneficiario; la naturaleza de la queja; la fecha de la investigación, del litigio o de la queja; un resumen de las acusaciones; el estado de la investigación, del litigio o de la queja; y las medidas tomadas en respuesta a la investigación, el litigio o la queja. Este registro se mantendrá en forma electrónica y en formato impreso en las oficinas del PPACG y estará disponible para su revisión. Los archivos de todas las quejas e investigaciones relacionadas al Título VI se mantendrán durante cuarenta y ocho (48) meses.

Procedimiento de Investigación de Quejas

Después de quince (15) días, el PPACG deberá confirmar la recepción de la queja e informar a la persona que la presento sobre el proceso de investigación.

Después de sesenta (60) días, si se determina que la queja tiene fundamentos válidos, el PPACG deberá iniciar una investigación de la(s) acusación(es). El objetivo de la investigación es determinar si existen razones para creer que se ha incurrido en el incumplimiento del Título VI de la Ley de Derechos Civiles de 1964. Además, el PPACG presentará una recomendación de pasos a seguir en un informe de hallazgos o en una resolución. La investigación puede incluir discusiones de la queja con todas las partes afectadas para determinar el problema. El demandante puede ser representado por un abogado o cualquier otro representante que este elija y puede traer testigos y presentar testimonio y evidencia durante el transcurso de la investigación.

Después de noventa (90) días, el PPACG notificara por escrito a la persona que presento la queja sobre la decisión tomada, incluyendo la disposición propuesta sobre el asunto. La notificación informara a la persona que presento la queja sobre su derecho a presentar una queja formal ante el coordinador del Título VI del CDOT, en caso de estar insatisfecho con la decisión final presentado por el PPACG.

Resolución de Quejas

Si se descubre que existe causa probable de actos discriminatorios basados en raza, color u origen nacional, el PPACG deberá procurar que se eliminen esos actos a través de un Plan de Medidas Correctivas. El Plan de Medidas Correctivas deberá incluir: una lista de medidas correctivas aceptadas por la agencia; una descripción de cómo se implementaran las medidas correctivas; y una garantía escrita de que la agencia implementara las medidas correctivas conforme a las estipulaciones del plan.

Si no se logra resolver la queja, la persona que la presento deberá ser notificada por escrito sobre su derecho a presentar la queja ante la Administración Federal de Autopistas o ante la Administración Federal de Transito, conforme a la Circular 4702.1B de la FTA.

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Pikes Peak Area Council of Governments

Communities Working Together

TITLE VI DISCRIMINATION COMPLAINT FORM

Section I:				
Name:				
Address:				
Telephone (Home):		Telephone (Work):		
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?		Yes*	No	
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.		Yes	No	
Section III:				

I believe the discrimination I experienced was based on (check all that apply):

[ ] Race [ ] Color [ ] National Origin

Date of Alleged Discrimination (Month, Day, Year): _____

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

Section IV		
Have you previously filed a Title VI complaint with this agency?	Yes	No

Section V

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

[ ] Yes [ ] No

If yes, check all that apply:

[ ] Federal _____ Agency:

[ ] Federal _____ Court [ ] State _____ Agency

[ ] State _____ Court [ ] Local _____ Agency

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:

Title:

Agency:

Address:

Telephone:

Section VI

Name of agency complaint is against:

Contact person:

Title:

Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.
Signature and date are required below

_____ _____

Signature Date

Please submit this form in person at the address below, or mail this form to:
Pikes Peak Area Council of Governments
Title VI Program Coordinator
15 South 7th St
Colorado Springs, CO 80905
or submit electronically to: jverner@ppacg.org

DRAFT

Pikes Peak Area Council of Governments
Communities Working Together

FORMULARIO DE QUEJA POR DISCRIMINACIÓN CONFORME AL TÍTULO VI

Sección I:				
Nombre:				
Dirección:				
Teléfono (domicilio):	Teléfono (trabajo):			
Dirección de correo electrónico:				
¿Requisitos de formato accesible?	Letra grande		Cinta de audio	
	Dispositivo de comunicación para sordos (TDD)		Otro	
Sección II:				
¿Usted presenta esta queja en su propio nombre? Sí* No				
*Si su respuesta a la pregunta fue "Sí", pase a la Sección III.				
De lo contrario, indique el nombre y la relación que tiene con la persona en cuyo nombre usted presenta la queja:				
Explique por qué ha presentado una queja en nombre de un tercero:				
Confirme que cuenta con el consentimiento de la parte agraviada si usted está presentando una queja en nombre de un tercero.	Sí		No	
Sección III:				
En mi opinión, la discriminación que sufrí se basó en (marque todas las opciones que apliquen): [ ] Raza [ ] Color [ ] Origen nacional Fecha de la supuesta discriminación (mes, día, año): _____ Explique con la mayor claridad posible qué sucedió y por qué piensa que fue discriminado. Indique todas las personas que estuvieron involucradas. Incluya el nombre y la información de contacto de la(s) persona(s) que lo discriminaron (si son de su conocimiento), y los nombres y la información de contacto de cualquier testigo. Si necesita más espacio, utilice el dorso de este formulario.				

Sección IV		
¿Ha presentado previamente una queja conforme al Título VI en esta agencia?	Sí	No

Sección V
¿Ha presentado esta queja en otra agencia federal, estatal o local, o ante un tribunal federal o estatal? [ ] Sí [ ] No Si la respuesta es "Sí", marque todas las opciones que correspondan: [ ] Agencia federal _____ [ ] Tribunal federal _____ [ ] Agencia estatal _____ [ ] Tribunal estatal _____ [ ] Agencia local _____
Indique la información de contacto de una persona en la agencia/el tribunal donde la queja fue presentada.
Nombre:
Puesto:
Agencia:
Dirección:
Teléfono:
Sección VI
Nombre de la agencia contra quien se presenta la queja:
Persona de contacto:
Puesto:
Número de teléfono:

Puede adjuntar cualquier material escrito o cualquier otra información que usted considere relevante para su queja. A continuación deberá firmar e indicar la fecha

_____ _____

Firma Fecha

Entregue este formulario personalmente en la dirección que se indica a continuación, o envíe el formulario por correo a:

Pikes Peak Area Council of Governments
Title VI Program Coordinator
15 South 7th St
Colorado Springs, CO 80905
O, envíe un correo electrónico a: jverner@ppacg.org

Sample Contract

Pikes Peak Area Council of Governments
Communities Working Together

PIKES PEAK AREA COUNCIL OF GOVERNMENTS
(PPACG DEPARTMENT)

This Contract is made and entered into this*** day of *******, by and between Pikes Peak Area Council of Governments, having offices at 15 South Seventh Street, Colorado Springs, Colorado 80905 (hereinafter "PPACG"), and ********, having offices at **********, (hereinafter "Contractor").

RECITALS

A. PPACG, a voluntary advisory board doing business at the address set forth above, desires to have certain work and services performed as outlined herein below.

B. Contractor is regularly engaged in the business of supplying work and services in the kind desired by PPACG and agrees to perform said work and services for PPACG under the terms and conditions set forth in this Contract.

In consideration of the mutual promises and obligations set forth herein, it is agreed by and between PPACG and Contractor (collectively called "the parties") as follows:

1. Employment of Contractor

PPACG hereby agrees to engage Contractor, and Contractor hereby agrees to perform the services hereinafter set forth in Section 3 of this Contract and in Exhibit A: ***** Scope of Work.
The cost shall not exceed *******dollars ($******), the time for performance shall not exceed****(**) months, or ******(***) calendar days from time of Contract execution.

2. Purpose

The purpose of this project will be:

- (Summarize purpose)

3. Scope of Services

Tasks to be performed under this Contract are outlined in ********* Scope of Services, attached hereto and made a part of this Contract, hereinafter referred to as Exhibit A.

Contractor shall do, perform, and carry out in satisfactory manner, as determined by PPACG, those services specified in Exhibit A.
PPACG will provide staff support for appropriate interface with Contractor.
When one of the parties of this Contract recognizes that a change in the Scope of Services may be required, it shall, as soon as practical, bring the matter to the attention of the other party. Any change in the nature of work or project cost shall be accomplished through a written amendment to the Scope of Services and a Cost Summary Addendum. Major changes that result in a change in the nature of the final work tasks shall require both the written consent of Contractor and the written approval of PPACG. Minor changes affecting intermediate work tasks or altering work methods may be accomplished through verbal consent of both parties. Nothing in this paragraph shall alter the provisions of Sections 26, 27, 28, and 29.

4. Products and Services

Contractor shall deliver all products and those services specified in Exhibit A, specifically identified to be performed by Contractor in conjunction with the submittal of monthly billings.

5. Independent Contractor Status

PPACG and Contractor intend, understand, and agree that the relationship created between them by this Contract is and shall be deemed to be that of Client- independent contractor and nothing herein shall be construed to be inconsistent with this relationship or status. Contractor is not an employee of PPACG. Similarly, no agent, employee, or servant of Contractor shall be or shall be deemed to be the employee, agent, or servant of PPACG. None of the benefits provided by PPACG to its employees, including, but not limited to, group insurance, pension, or benefit plans, workers compensation insurance and unemployment insurance, are available from PPACG to the employees, agents or servants of Contractor. Contractor will be solely and entirely responsible for its acts and for the acts of Contractor's agents, employees, servants, and subcontractors during the performance of this Contract.

PPACG may, during the term of this Contract, engage other independent contractors to perform the same work that Contractor performs hereunder.
PPACG is interested only in the results obtained under this Contract. The specific manner and means of conducting the contract work are within the sole control and direction of Contractor. Notwithstanding the foregoing, all work performed hereunder shall be done in accordance with the terms of this Contract and will be subject to PPACG's continuing right of review, inspection and approval.

6. Time of Performance

This Contract shall become effective upon its approval by the parties hereto. The period of the Contract shall not exceed *****(***) calendar days, or ****(**) months from the effective date. The parties may extend the Contract through mutual agreement as required. Work shall be performed under this Contract according to a written schedule proposed by Contractor and approved by PPACG. Contractor indicates in the written schedule the phasing of the project requirements. The initial schedule prepared prior to commencement of work may be modified from time to time as necessary. When one of the parties to this Contract recognizes that a change in the schedule may be required, it shall, as soon as practical, bring the matter to the attention of the other party.

Contractor's obligations of confidentiality and representations shall survive termination or expiration of this Contract. These obligations shall remain binding upon Contractor for the time periods and to the extent of the provisions set forth in Sections 20, 21, and 25.
Contractor shall begin contract work promptly and diligently proceed with the same toward completion in accordance with the mutually agreed upon written schedule. Notwithstanding the foregoing, in performing the Contract work hereunder, the hours Contractor is to work on any given day shall be entirely within Contractor's control, and PPACG will rely upon Contractor to devote such effort and work hours as is necessary to satisfactorily perform under this Contract.

7. Compensation

Total compensation to be paid to Contractor for all services identified in Exhibit A shall not exceed********Dollars (***) without supplemental agreement. The basis for compensation is detailed in Exhibit A.

8. Method of Payment

Contractor shall bill PPACG on a monthly basis upon completion of the work set forth in Section 3 and 4 of this Contract.
PPACG shall pay Contractor within forty-five (45) days after PPACG's acceptance of the billing. Acceptance of the billing will be within ten (10) days of receipt of the billing, or PPACG will contact
Contractor concerning deficiencies. Ten (10) percent of the compensation requisitioned by Contractor shall be retained by PPACG until the services have been satisfactorily completed as determined by PPACG. This determination will be made within sixty (60) days of completion of the contract work tasks.
All costs billed to PPACG shall be supported by adequate records and invoices documenting actual direct labor time devoted to the project and the sources and amounts of project expenses. Contractor shall, as deemed necessary, permit PPACG, its granting agencies, and the Comptroller General of the United States, or their designated representatives, to inspect and audit all records and invoices relating to Contractor's performance of work under this Contract.

9. Subcontract

Contractor shall remain responsible for the satisfactory completion of all work and services covered by this Contract and by any subcontractors.

10. Records

Contractor shall maintain accounting records and other evidence pertaining to the costs incurred pursuant to this Contract as described in OMB Circular A-102, Attachment P, a copy of which is attached to this Contract as Exhibit B, and shall make the records available at its office at all reasonable times during the period of this Contract and for three years from the date of the final payment of Federal Funds to PPACG with respect to this Contract. Such accounting records and other evidence pertaining to the costs incurred will be made available for inspection by PPACG, and copies thereof shall be furnished if requested.

11. Place of Work

The contract work shall be performed by Contractor largely at Contractor's home office, branch offices or regular place of business. Contractor will, when necessary and upon reasonable request, travel to and perform contract work at PPACG's facility, or such other location as may be reasonably requested by PPACG.

12. Materials and Equipment

Contractor shall obtain and furnish, at Contractor's sole risk and expense, all materials, supplies, tools, equipment, vehicles, offices, facilities and services necessary or desirable to satisfactorily undertake, perform and complete the contract work and terms of this Contract in a safe, workmanlike and diligent manner.

13. Personnel

Contractor shall, at its own risk and expense, provide all necessary labor, personnel, supervision and management to satisfactorily undertake, perform and complete the contract work and the terms of this Contract in a safe, workmanlike and diligent manner, and shall be solely responsible for and in full control of the work performed by such personnel. All persons hired or engaged by Contractor in the performance hereof shall be and remain Contractor's employees, agents, or servants.

14. Work Standards

Contractor shall conduct the contract work diligently and in a safe, prudent, and workmanlike manner, and shall comply with all applicable laws and regulations as provided below, with all applicable provisions of this Contract and with the professional and industry standards applicable to work and services of a like kind.

15. Contract Work Task

As each segregable portion of the contract work (hereinafter "contract work task") is completed, Contractor shall deliver the results to PPACG. The contract work task results shall be delivered as agreed between the parties. Contractor shall also deliver to PPACG, with the contract work task, a copy of all memoranda, calculations, and data used or developed by Contractor in preparing the contract work task results and performing the contract work. The contract work task results shall include all drawings, designs, flow sheets, plans, specifications, estimates, reports, studies, maps, data, and other results of the contract.

16. Insurance

Contractor shall obtain and maintain throughout the term of the Contract, at Contractor's sole expense, workers compensation and/or employer's liability insurance in an approved company or companies, to cover all classifications of work and workers herein contemplated in accordance with applicable law and regulation. Contractor will also carry and maintain throughout the term of this Contract general public liability insurance coverage in an approved company or companies, of a nature and in an amount reasonable and customary for the applicable industry for work, services, and risks of the kind to be provided or encountered by Contractor.

In no event, however, shall such general public liability coverage have limits less than Two Hundred Thousand Dollars ($200,000.00) for each person, and One Million Dollars

($1,000,000.00) for each accident or incident. Certificates of the foregoing insurance coverage shall be furnished to PPACG within fifteen (15) days from the date of execution hereof. The foregoing required insurance coverage shall be adequate to protect both Contractor and PPACG from all liability on account of injury or damage done to the persons or property of any and all persons during or in consequence of the performance of the work and services herein contracted for. The maintenance of such insurance shall not affect Contractor's obligation to indemnify PPACG, as provided in Section 17 below, but maintenance of such approved insurance shall be a condition precedent to the payment to Contractor of compensation for the performance of the contract work.

17. Liability: Indemnification

Contractor is an independent contractor and shall be solely responsible for all its acts and the acts of its agents, employees, and permitted subcontractors while engaged in the performance of the contract work. Contractor, personally and for all its heirs, successors or assigns, covenants and agrees to indemnify and save harmless PPACG, absolutely and without limit, against all liability, claims, demands, suits, judgments, costs or expenses, of whatever form or nature, including its reasonable attorney fees and costs, including, but not limited to, bodily injury to or death of any person or persons (including employees or agents of PPACG or Contractor), damage to or loss of property of PPACG, made or recovered by any and all persons whomsoever on account of, or resulting from, and any liability which may be imposed upon PPACG, or any loss suffered by PPACG, as the result of the negligent acts or omissions of Contractor, Contractor's agents, employees, or permitted subcontractors, during the performance of the work herein contracted for. Contractor agrees to provide insurance, which will cover the loss or damage to any of PPACG's property by Contractor or its agents or subcontractors, used or obtained in connection with the work or services performed under this Contract.

18. Directions and Instructions

Contractor agrees to comply with all reasonable directions and instructions given by PPACG concerning the contract work. Contractor and its subcontractors shall reasonably comply with generally accepted practices for health, safety, and welfare of the general public. Notwithstanding the foregoing, nothing herein shall limit or be interpreted as conflicting with the provisions of this Contract concerning independent contractor status of Contractor and all subcontractors, but in the event of any such conflict, the provisions set forth in Section 5 herein above shall govern.

19. Compliance with Laws

Contractor shall comply with all applicable laws, rules, regulations, and ordinances of federal, state and local government authorities having jurisdiction over Contractor or any of the contract work, or activities carried out in the name of or on behalf of PPACG. Contractor shall obtain, at its own expense, all permits, licenses, and equipment required of it by such authorities to enable Contractor to engage in the contract work. Without limiting the foregoing, Contractor, for itself, its permitted assignees and successors, agrees as follows:

a) Compliance with Regulations

Contractor will comply with the Regulations of the federal department governing this Contract relative to nondiscrimination in federally assisted programs of the department (Title 49, Code of Federal Regulations Part 21, hereinafter referred to as the Regulations, which are herein incorporated by reference and made a part of this Agreement).

b) Contractor certifies that neither the firm nor its employees or subcontractors have been: (i) charged with a criminal offense in connection with obtaining, attempting to obtain, or performing of a public (Federal, state or local) contract or subcontract, (ii) listed by a federal governmental agency as debarred, (iii) proposed for debarment or suspension or otherwise excluded from federal program participation, (iv) been convicted of or had a civil judgment rendered against them regarding dishonesty or breach of trust, including but not limited to, the commission of a fraud including mail fraud or false representations, violation of a fiduciary relationship, violation of Federal or state antitrust statutes, securities offenses, embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property; or (v) within a three (3) year period preceding the date of this agreement, had one or more public transactions (federal, state or local) terminated for cause or default.

c) Nondiscrimination

Contractor, with regard to the work and services performed by it after award and prior to completion of the contract work, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment.
Contractor will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the Contract covers a program set forth in Appendix B of the Regulations.

d) Solicitations of Subcontractors Including Procurement of Materials and Equipment

In all solicitations, either by competitive bidding or negotiation, made by Contractor for work or services to be performed under a subcontract, including procurement of materials or equipment, each potential subcontractor or supplier shall be notified by Contractor of Contractor's obligations under this Contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

e) Information and Reports

Contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities to the authorized representative of PPACG as may be determined by PPACG to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish the same, Contractor shall so certify to PPACG and shall set forth what efforts it has made to obtain the information.

f) Incorporation of Provisions

Contractor will include the provisions this Section 19a through 19f in every permitted subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations order, or instructions issued pursuant thereto. Contractor will take such action with respect to any subcontract procurement as PPACG may direct as a means of enforcing such provisions including sanctions for noncompliance provided, however, that in the event Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Contractor may request PPACG to enter into such litigation to protect the interests of PPACG, and in addition, Contractor may request the United States to enter into such litigation to protect the interests of the United States. g)

Sanctions for Noncompliance

In the event of Contractor's noncompliance with the nondiscrimination provisions of the Contract, PPACG shall impose such Contract sanctions as it may determine to be appropriate, including but not limited to:

(1) Withholding of payments to Contractor under the Contract, until Contractor complies, and/or

(2) Cancellation, termination, or suspension of the Contract, in whole or in part.

g) Contractor agrees to indemnify and save harmless PPACG, its officers, directors, employees, agents and representatives from and against any and all liability, penalties, costs and expenses due to Contractor's failure to comply with any of the requirements of this Section 19, and to defend, at its expense, against all lawsuits and actions or proceedings resulting from any such failure to which the above agreement to indemnify pertains.

20. Proprietary Information

All contract work, contract work task results and all written or oral information submitted or disclosed by PPACG to Contractor in connection with or under this Contract shall be considered and treated as the confidential and proprietary property of PPACG and will be safeguarded by Contractor to at least the same extent as Contractor safeguards like information relating to Contractor's own business.

If, however, such data is publicly available, is already in Contractor's possession or known to Contractor, or was rightfully obtained by Contractor from third parties, Contractor shall bear no responsibility for its subsequent disclosure. Except as may be specifically covered by a separate, written confidentiality agreement between PPACG and Contractor, PPACG shall have no obligation of confidentiality with respect to any information disclosed to PPACG by Contractor.

The provisions of this Section shall remain binding on Contractor after completion, expiration, or termination of this Contract for five (5) years after such date of completion, expiration or termination.

Excluded is information disclosed as part of the public process.

21. Proprietary Rights Ownership

All materials, data, calculations, programs, specifications, routines, codes, techniques, ideas, formulae or information utilized, discovered or developed, together with all rights, under or in connection with the Contract work product, this Contract, or the work or services performed

hereunder by Contractor ("Work Product") are and shall remain the sole property of PPACG, unless otherwise specifically agreed in writing, and shall be returned or delivered to PPACG in good order when the contract work is completed or when PPACG reasonably requests. The proprietary property of PPACG shall, to the extent necessary for the performance of contract work hereunder, be made available to Contractor. PPACG shall not use or revise the Work Product for another project location or sell or give the Work Product to any other party for their use without the written consent of, and reasonable compensation to the Contractor. Any reuse by PPACG shall be at PPACG's sole risk and without liability or legal exposure to Contractor.

22. Inspection

At any time during normal business hours, and as often as PPACG may reasonably deem necessary, Contractor shall permit authorized representatives of PPACG to review, inspect and approve the progress of the contract work being performed by Contractor hereunder and/or any applicable contract work product.
PPACG agrees to exercise its good faith efforts to limit the disruption caused by any such inspection. PPACG's inspection, review, and approval shall not relieve Contractor of its responsibilities to perform and complete the contract work as required hereby, nor relieve Contractor of any of its obligations.

23. Publication

No material, data or information produced in whole or in part under this Contract shall be subject to copyright or any other intellectual property interest in Contractor, without prior written approval of PPACG. Contractor further agrees that it will not make, nor consent to, publicity releases or announcements concerning this Contract, contract work product, or Contractor's participation in the contract work, without the prior written consent of PPACG. PPACG shall have unrestricted authority to publish, disclose, distribute and otherwise use, as well as copyright in whole or in part, the contract work product and/or any reports, data, or other materials or information prepared, created or produced under this Contract or in connection with the contract work performed hereunder, and PPACG shall take all responsibility and liability for the means of dissemination of such information.

24. Taxes and Contributions

Contractor shall pay all taxes levied or assessed against Contractor or its property, or imposed on Contractor, or required to enable Contractor to engage in the business of performing the contract work. Taxes to be paid by Contractor include, without limitation, all sales and use taxes, all employment taxes, and contributions imposed by any law, trade union contracts, or regulations, with respect to or measured by wages, salaries or other compensation paid to Contractor's employees or subcontractors. These also include taxes or contributions for unemployment compensation insurance, old age benefits, welfare funds, pensions, annuities, and disability insurance. Contractor shall defend and indemnify PPACG, and hold PPACG harmless, from all liability for all such taxes and contributions and for interest and penalties for failure to pay them.

25. Representations

Contractor represents to PPACG that Contractor is engaged in the business of conducting work and services of the nature of the contract work and that Contractor has an adequate, competent, and fully trained organization for that purpose.

Contractor represents that the contract work will be performed and completed in accordance with the terms and provisions of this Contract.
All representations stated herein shall remain in effect for a period of one (1) year following expiration or termination of this Contract.

26. Changes in Contract Work

PPACG shall, from time to time, have the right to request changes to the contract work to be performed by Contractor hereunder (called "changes"). For purposes of this Contract, the term "changes" shall mean only a substantial increase, decrease or change in the contract work which was not expressly provided for in, or reasonably inferred from, the provisions of this Contract and which (a) increases or decreases Contractor's or PPACG's costs, expenses or obligations, or (b) requires a change in any completion dates or schedules, or (c) affects any warranties or guarantees. The term shall not include minor changes resulting from instructions, directions, or requests by PPACG's representatives required for flexibility in performing the objectives of this Contract. Changes shall also not include additional designs, reports, materials, consultations, purchases, tools, equipment, personnel, supervision or any amount or type of work or services furnished or required in order to fulfill the original intent and scope of this Contract, or to correct errors or defects in Contractor's work.
Whenever PPACG proposes a change, it will give Contractor a written notice describing in detail the proposed change and such information as is reasonably required to enable Contractor to evaluate the same. The notice shall be in writing and signed by an authorized PPACG representative but will be considered only a request for Contractor's reply and will not be binding on either party unless and until the change is finally approved in writing by PPACG as hereinafter provided.
Promptly after receipt of the notice, Contractor will reply thereto by delivering to PPACG the following in writing: (a) when the change can be made without effect on the contract price, completion dates or schedules, (b) the effect of the change on contract work schedules and completion dates, (c) the effect, if any, on warranties and guarantees, and, (d) Contractor's estimate of the amount by which the contract price would be increased or decreased by reason of the changes. If, upon receipt and review of Contractor's reply, PPACG elects to make the change, it shall deliver to Contractor written change authorization directing Contractor to proceed with the change as described in the written change proposal notice or as modified in the written change authorization. Contractor shall thereupon proceed promptly with the change.

27. Suspension of Contract Work

Whenever PPACG requests, in writing, Contractor to suspend all or part of the contract work, Contractor shall promptly comply therewith until notified otherwise by PPACG in writing. Contractor shall be reimbursed by PPACG for all costs and expenses actually incurred by Contractor during each period of suspension requested by PPACG, which costs and expenses are necessarily and directly incurred in complying with the suspension requested by PPACG.

Whenever a period of suspension requested by PPACG exceeds thirty (30) consecutive days, it shall be considered a change if and to the extent Contractor's costs, the contract work sequence, or completion dates will be affected by the continued suspension, or if PPACG reasonably considers that a change is required. In any such case, a change authorization will be issued, and all of the provisions of this Contract concerning change shall apply.
If the date of resumption set by PPACG is not within ninety (90) days after the date of suspension, Contractor may abandon that portion of the contract work so suspended and shall be entitled to payment for costs incurred. PPACG shall not be liable for any damages, including lost profits, because of suspension of the contract work, or for any contract work performed contrary to the notice of suspension.

28. Termination

a) For Cause

If, through any cause, either party hereto should fail to fulfill, in a timely and proper manner, its material obligations under this Contract, or if either party hereto should violate any of the material covenants, agreements, or conditions of this Contract, the non-defaulting party shall thereupon have the right, subject to a ten (10) day right of the defaulting party following receipt of notice of default to cure or remedy the failure or violation, to terminate this Contract by giving written notice to the defaulting party specifying all deficiencies.
In the event of termination under this Section 28a, PPACG shall pay Contractor only for contract work performed by Contractor in the manner required hereunder up to the effective date of the termination, at rates not to exceed that portion of the contract price applicable to the contract work performed. All finished or unfinished documents, programs, data, studies, drawings, maps, models, photographs, reports and other materials proposed, created or produced by Contractor hereunder shall be immediately returned and delivered to PPACG or, at PPACG's sole discretion, destroyed.

b) For Convenience

PPACG shall have the right to terminate this Contract at any time by giving thirty (30) days prior written notice to Contractor of such termination. In the event of termination under this Section 28b, all finished or unfinished documents, programs, data, studies, surveys, drawings, maps, models, photographs, and reports or other material or products prepared or produced by Contractor under this Contract shall, at the option of PPACG, become its sole property. Contractor shall, in the event of termination under this Section 28b, be entitled to receive just and equitable compensation for that portion of the contract work performed in accordance with this Contract up to the time of termination at rates not to exceed that portion of the contract price applicable to the contract work performed by Contractor. PPACG further agrees to reimburse Contractor for those expenses actually and necessarily incurred and paid by Contractor because of the termination for which Contractor has not been otherwise compensated. PPACG shall not be liable for any damage, including those for anticipated profits, because of termination.

29. Modification

This Contract contains the entire agreement between the parties on the subject matter hereof, supersedes, and governs over all prior or contemporaneous correspondence,

discussions, communications, understandings, and agreements between the parties relating thereto.

Amendments or Modifications to this Contract shall be effective only if agreed upon in writing signed by both parties and referencing this Contract.

30. Officials Not To Benefit

No member of or delegate to the Congress of the United States of America, and no Resident Commissioner shall be admitted to any share or part hereof or to any benefit to arise herefrom.

31. Nonassignability

Contractor shall not assign any right interest duty or obligation in or under this Contract, nor delegate or subcontract the performance of all or any of its duties hereunder without the prior written consent of PPACG. All permitted subcontractors shall be subcontractors only of Contractor and shall not be contractors or subcontractors of PPACG.

32. Interpretation

This Contract shall be interpreted and governed in accordance with the laws and decisions of the State of Colorado.

33. Disclosure of No-Financial-Interest Statement

Contractor understands that PPACG desires to have Contractor prepare this (project). Contractor further understands that PPACG seeks objective evaluations and recommendations from Contractor for these services.

a) Contractor specifies that it can provide independent and objective recommendations for this project, and further specifies that Contractor has no financial or other interests in the outcome of this project. Contractor agrees that all decisions regarding proposed or recommended actions on the project are the responsibility of PPACG.

b) Contractor discloses that it does not own any interest in any property, options to purchase property, or any business enterprise that would be financially enhanced or diminished by recommendations that could be proposed for this project.

c) Contractor agrees to disclose to PPACG, or, where appropriate, to cooperating agencies, if requested, the extent and scope of all prior involvement related to the project as part of the proposal submittal.

d) Contractor discloses that it is not aware of any direct benefit it may receive for a recommendation or whether any recommendation would aid proposals sponsored by Contractor's other clients.

e) Contractor shall assume all responsibility for making a determination of any conflict of interest or financial interest on the part of any subcontractors to this contract and for providing assurance to PPACG that any conflict of interest on the part of subcontractors is identified and resolved before any work is performed by subcontractor.

IN WITNESS WHEREOF, PPACG and Contractor have duly executed and entered into this Agreement as of the date first above written.

Pikes Peak Area Council of Governments (contractor)

By: _____ By: _____

Andrew Gunning
Executive Director

Name:
Title

ATTEST:

By: _____

ATTEST:

By:_____

NOTICE TO BENEFICIARIES OF PROTECTION UNDER TITLE VI



Non-Discrimination Notice

The Pikes Peak Area Council of Governments (PPACG) Metropolitan Planning Organization (MPO) provides services and operates programs without regard to race, color, and national origin in compliance with Title VI. Members of the public may request additional information regarding PPACG's non-discrimination obligations by requesting a copy of PPACG's Title VI program.

Pikes Peak Area Council of Governments
Title VI Program Coordinator
15 South 7th Street
Colorado Springs, CO 80905

For additional information on PPACG's non-discrimination obligations or to file a complaint, please call (719) 471-7080.

AVISO A BENEFICIARIOS DE LA PROTECCIÓN DEL TÍTULO VI

Aviso Anti-discriminatorio

El Pikes Peak Area Council of Governments (PPACG) Organización de Planificación Metropolitana provee servicios y opera programas sin considerar

raza, color y nacionalidad de origen, en cumplimiento con el Título VI. Los miembros del público pueden obtener información adicional sobre las obligaciones anti-discriminatorias del PPACG solicitando una copia del programa del Título VI del PPACG.

Pikes Peak Area Council of Governments
Title VI Program Coordinator
15 South 7th Street
Colorado Springs, CO 80905

Para más información sobre las obligaciones anti-discriminatorias del PPACG o para presentar una queja, por favor llame a (719) 471-7080.

Title VI Supplement for
Monitoring of Subrecipients of Federal Transit Administration (FTA) Funds

PPACG is a direct recipient of the Federal Transit Administration Fundsin PPACG is required to monitor and assist subrecipients with their Title VI program and implementation policies in accordance with 49 CFR 21.9(b).

The following policies and procedures will be used to ensure all subrecipients of FTA funds are compliant with Federal regulations.

1. Each subrecipient is required to provide a Title VI Plan. Plans must be updated according to the most recent federal guidance. PPACG staff will review each subrecipient's plan and make recommendations to the subrecipient should changes need to be made. PPACG will also provide base templates to new subrecipients should they not have a current plan. Plans must contain the following:

    a. Policies and procedures are specific to the subrecipient's program structure.
    b. A description of the roles and responsibilities of staff to support the Title VI plan. Naming of designated Title VI compliance officer(s) is required.
    c. A description and cadence of staff training on the subrecipient's Title VI plan.
    d. Complaint procedures for Title VI plans. This must include a description of how the subrecipient will communicate to customers their rights and how they can file a complaint should they feel their rights have been violated. (Must be accessible to LEP individuals) A timeline for addressing complaints must be included. PPACG requires all subrecipients to report any complaints filed.
    e. The Limited English Proficiency (LEP) Plan details how the organization will accommodate and provide outreach to individuals who may struggle with navigating services due to their knowledge of the English language. Subrecipients must list the predominant languages spoken in their service area and report yearly on the tools and staff used to accommodate LEP individuals.
    f. Signed board resolution adopting the written policies and procedures developed by the organization to ensure compliance with Title VI requirements.

2. PPACG requires all subrecipients to sign the annual Certifications and Assurances provided by FTA. In addition, should there be a significant change that affects Title VI plans, subrecipients will need to certify they have adjusted their policies and plans to accommodate the changes.

3. PPACG requires each subrecipient to submit an Annual Title VI Report Form each year. (See Exhibit A)

4. An onsite visit will be conducted at least once every two years to monitor and provide hands-on support when needed.

5. PPACG staff will provide ongoing support to subrecipients by directing them to training opportunities and resources to help them implement and enhance their Title VI plans. PPACG staff will also be available for technical support

6. PPACG reserves to right to investigate Title VI filings by customers and will report filings to FTA when necessary.

BOARD OF DIRECTORS RESOLUTION WILL BE INSERTED FOLLOWING ADOPTION

DRAFT

Limited English Proficiency Plan

Pikes Peak Area Council of Governments

2019

Updated 2023

Updated 2026

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1. Introduction

Serving the Pikes Peak region for nearly 60 years, the Pikes Peak Area Council of Governments (PPACG) is the federally designated Metropolitan Planning Organization (MPO) for the region. Established in 1967, PPACG provides comprehensive, coordinated transportation planning in two counties and seven municipalities.

The PPACG Board of Directors provides policy guidance and direction for the regional planning process. This Board is composed of elected officials from local member governments, representatives from state and federal agencies, and military installations. The MPO serves the following communities. The MPO boundary is illustrated in Figure 1.

- El Paso County
- Portions of Teller County
- Colorado Springs
- Fountain
- Green Mountain Falls
- Monument
- Palmer Lake
- Woodland Park
- Manitou Springs

PPACG uses a committee structure that provides subject matter knowledge, citizen and stakeholder participation, project guidance, and decision support.

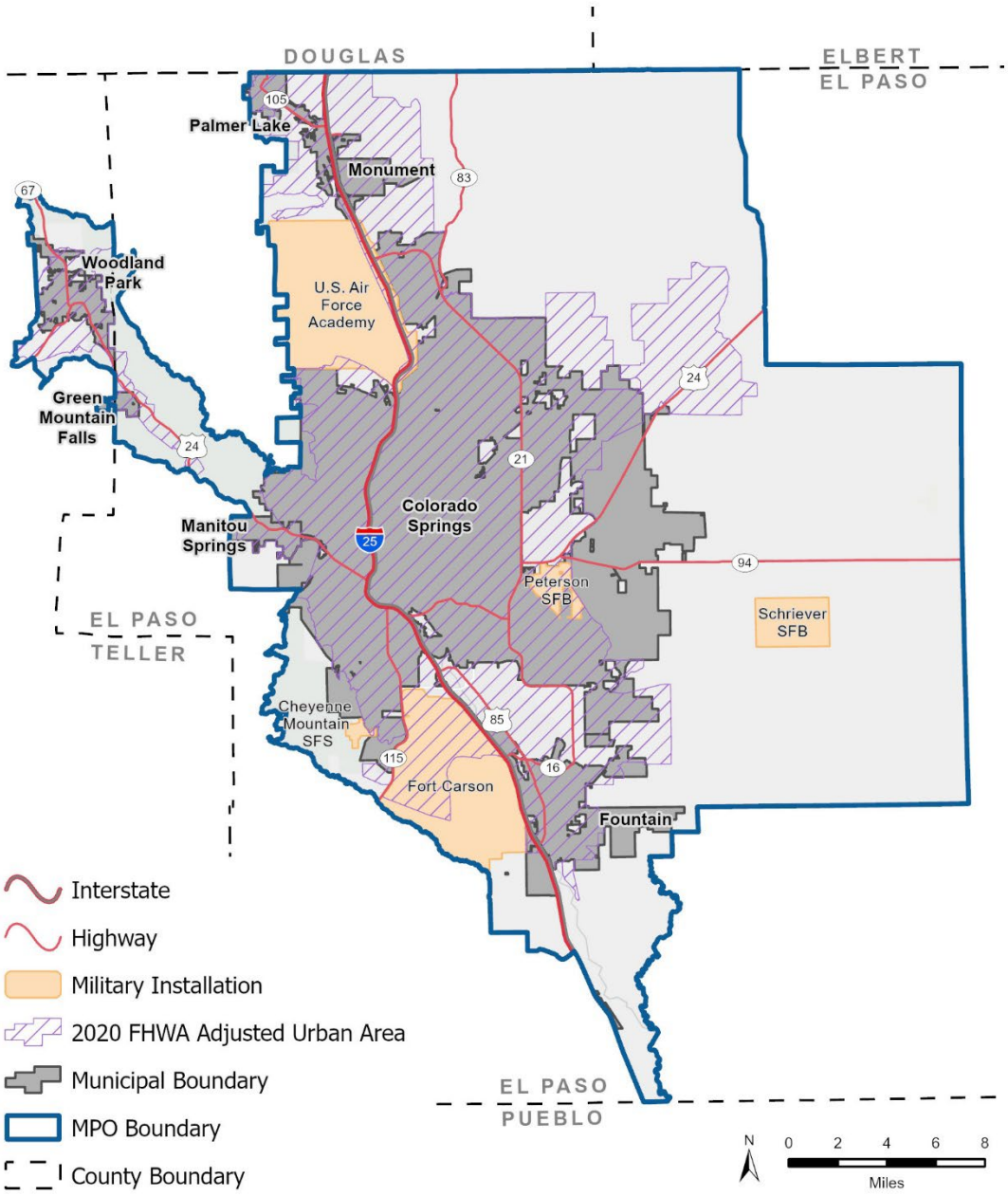
The **Transportation Advisory Committee** provides technical advice on transportation issues, goals, plans, and programs to the PPACG Board of Directors and staff.

The **Community Advisory Committee** is a nontechnical committee made up of volunteers who offer a citizen's perspective on issues such as transportation, the environment, economic development, and military impact planning in the Pikes Peak region.

The **Mobility Coordinating Working Group** coordinates transit grants and other resources and advises the PPACG Board on current emerging issues related to public human service and job-access transit services in the region.

The **Board of Directors** sets agency policy and serves as the decision-making body.

Figure 1: Metropolitan Planning Organization Boundary



Limited English Proficiency Plan

The Limited English Proficiency Plan is a federally required document designed to ensure people with limited ability to read, speak, write, or understand English have meaningful access to transportation planning processes. This Limited English Proficiency document is intended to meet the spirit and requirements of Title VI of the Civil Rights Act of 1964.

Federal regulations require agencies and others receiving federal funds to provide a fully coordinated process, which includes analysis of limited English proficiency within the community and public involvement that considers the needs of those with limited English proficiency.

This plan functions in coordination with the overarching Public Participation Plan and Title VI Plan. These three documents provide guidance to staff and transparency to the public regarding how PPACG will conduct public engagement to support its transportation planning processes.

2. Four-Factor Analysis

United States Department of Transportation guidance outlines four factors that funding recipients should apply to assess language needs and decide what reasonable steps they should take to ensure meaningful access for people with limited English proficiency.

1. The number or proportion of persons with limited English proficiency who are eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which individuals with limited English proficiency encounter the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

After completing four-factor analysis, the appropriate "mix" of services and outreach can be determined. Overall, PPACG's approach will focus on translation services, accessible documents, our website, and working with community partners.

Factor 1 Analysis – The Number and Proportion of Persons with Limited English Proficiency in the Service Area

The U.S. Census Bureau's 2024 American Community Survey (ACS) provides estimates of languages spoken at home in the Pikes Peak area. In the Colorado Springs Metropolitan Statistical Area, the ACS estimates 707,548 citizens 5 years and over. Of these, 622,917 speak only English. The following table illustrates the percentages of that population that identified as speaking only English or speaking a language other than English. It also identifies the percentages of the population that reported that they speak English "very

well" or "less than very well." Although this is a subjective measurement, it can provide information that will help better support citizens.

Nearly 12% of the population speak a language other than English, with Spanish being the most spoken language at more than 7% of the population, with much smaller percentages of the population speaking other languages. However, considering proficiency is also important. Nearly 34% of those who speak Asian and Pacific Island languages identified themselves as speaking English "less than very well," while nearly 27% of those who speak Spanish said they speak "less than very well."

The ACS gathers information regarding 42 non-English language groups and reports data is aggregated categories. Information regarding what languages are included in each category is available on Census.gov. The ACS last updated its language categories in 2016.

Table 1: Languages Spoken in the Household, Colorado Springs Metropolitan Statistical Area

Population Group	Percent of Population (rounded)	Speak English "Very Well"	Speak English "Less Than Very Well"
General Population (5 years and over)	N/A	97.10%	2.90%
Speaks only English	88.30%	N/A	N/A
Speaks a Language other than English	11.70%	75.10%	24.90%
Speaks Spanish	7.20%	73.30%	26.70%
Speaks Other Indo-European Languages	2.20%	88.20%	11.80%
Speaks Asian and Pacific Island Languages	1.80%	66.20%	33.80%
Speaks Other Languages	0.40%	75.60%	24.40%

N/A: not applicable
Source: U.S. Census Bureau, 2024 American Community Survey
https://data.census.gov/table?q=S1601&g=050XX00US0,081191_310XX00US17820

By comparison, El Paso County as a whole is very similar to the Colorado Springs Metropolitan Statistical Area. A much lower percentage of the population of Teller County (3%) reported speaking a language other than English, and a lower percentage of those reported speaking English "less than very well." Although portions of El Paso and Teller counties are outside the MPO boundary within which PPACG's transportation efforts are focused, populations from the larger counties may be impacted by projects within the MPO.

Table 2: Languages Spoken in the Household, El Paso County

Population Group	Percent of Population (rounded)	Speak English "Very Well"	Speak English "Less Than Very Well"
General Population (5 years and over)	N/A	97.00%	3.00%
Speaks only English	88.00%	N/A	N/A
Speaks a Language other than English	12.00%	75.20%	24.80%
Speaks Spanish	7.40%	73.60%	26.40%
Speaks Other Indo-European Languages	2.20%	88.10%	11.90%
Speaks Asian and Pacific Island Languages	1.90%	66.20%	33.80%
Speaks Other Languages	0.40%	75.30%	24.70%

N/A: not applicable
Source: U.S. Census Bureau, 2024 American Community Survey
https://data.census.gov/table/ACSST1Y2024.S1601?q=S1601&g=050XX00US0,08041,08119

Table 3: Languages Spoken in the Household, Teller County

Population Group	Percent of Population (rounded)	Speak English "Very Well"	Speak English "Less Than Very Well"
General Population (5 years and over)	N/A	99.40%	0.60%
Speaks only English	97.00%	N/A	N/A
Speaks a Language other than English	3.00%	81.60%	18.40%
Speaks Spanish	1.80%	80.50%	19.50%
Speaks Other Indo-European Languages	1.10%	83.00%	17.00%
Speaks Asian and Pacific Island Languages	0.00%	0.00%	100.00%
Speaks Other Languages	0.10%	100.00%	0.00%

N/A: not applicable
Source: U.S. Census Bureau, 2024 American Community Survey
https://data.census.gov/table/ACSST1Y2024.S1601?q=S1601&g=050XX00US0,08041,08119

Given this data, it may be particularly important to reach out to the Spanish-speaking community and make sure that adequate Spanish translations and translation services are available. Similar outreach and services for Asian and Pacific Island languages may become important for plans expected to have substantial impacts in specific areas where those populations are present in larger numbers.

It is noteworthy that for each language category, people aged 65 and over reported that they speak English "less than very well" at a higher rate than younger people. For

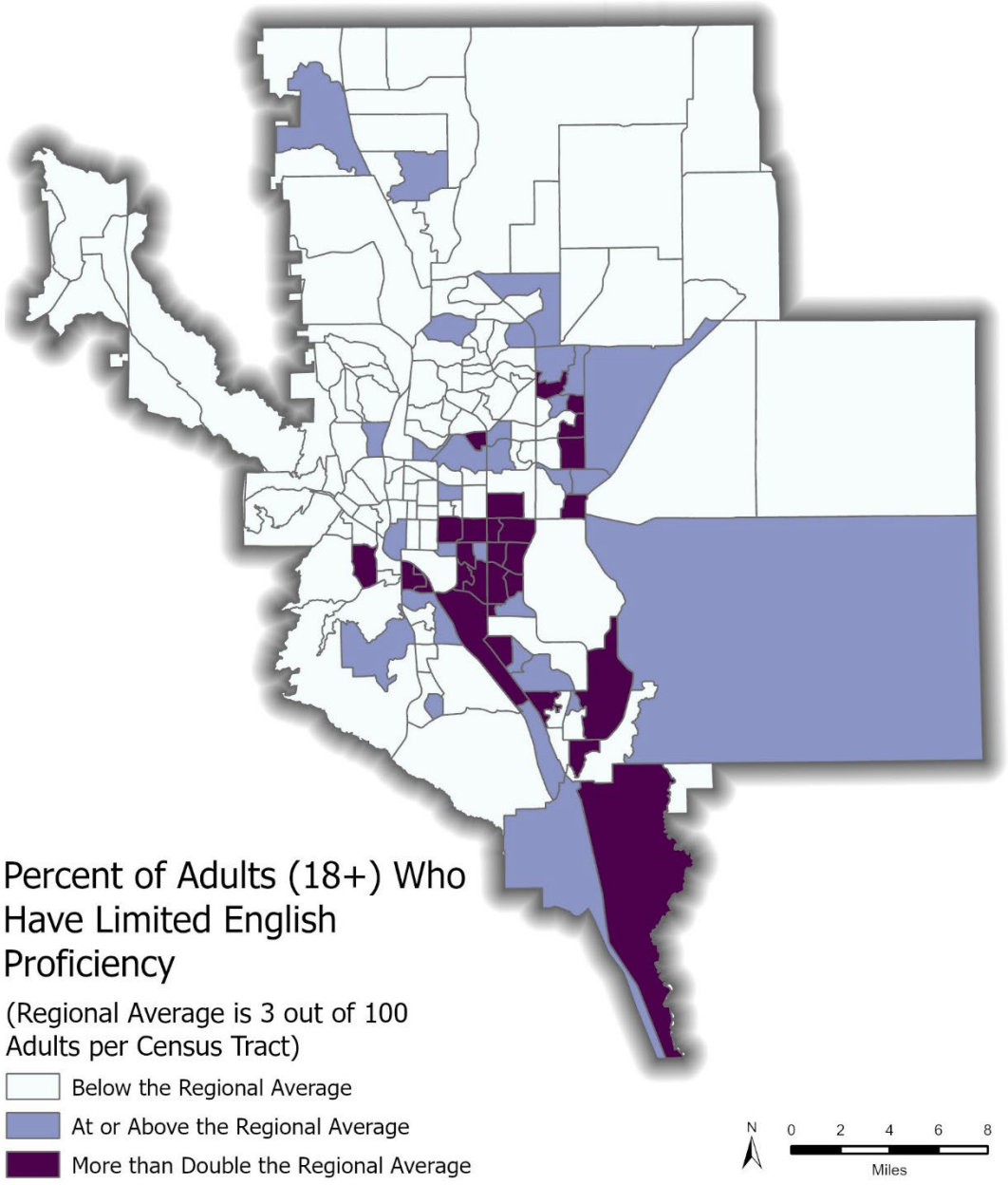
certain plans, therefore, translation services should be most available where there are elderly populations of people who speak a language other than English. Although these numbers have decreased from past ACS data, it is still important to ensure proper language services to ensure people have opportunity to participate. Specifically, nearly 56% of those 65 and over who speak Asian and Pacific Island language reported that they speak English "less than very well." Meanwhile, 40% of those 65 and over who speak Spanish reported that they speak English "less than very well."

Areas of Population with Limited English Proficiency

Although the population with limited English proficiency represents a small proportion of the overall population, the proportion may be dramatically higher in certain areas. PPACG determined the average number of limited English speaking adults within each Census tract, which is 3%. PPACG then identified the Census tracts that exceed the average. The following map depicts Census tracts within the MPO boundary as below the regional average (white), at or above the regional average (blue), and more than double the regional average (purple). In purple Census tracts, 6 or more adults out of every 100 are limited English speaking, which in blue Census tracts, 3 to 5 adults out of every 100 are limited English speaking.

Southeast Colorado Springs, portions of eastern Colorado Springs, portions of Fountain, and portions of southeast unincorporated El Paso County are identified as those with more than double the regional average number of limited English speaking adults.

Figure 2: Percent of Adults who have Limited English Proficiency in the PPACG MPO



Languages Spoken

Per 2015 ACS five-year estimates, the most common languages in the region other than English are Spanish (by a large margin), German, and Korean, in that order. Note that the table below does not specify whether those who speak languages other than English also speak English. Newer ACS data for languages spoken by home is not available at the

county level or by metropolitan statistical area. As other parts of the state may have very different demographics, state-level data is not reported here.

Table 4: Top Ten Languages Spoken within the Colorado Springs Metropolitan Statistical Area

Language Spoken	Colorado Springs MSA
English Only	78.18%
Spanish or Spanish Creole	7.60%
German	0.89%
Korean	0.65%
Tagalog	0.29%
Chinese	0.32%
French (incl. Patois, Cajun)	0.26%
Vietnamese	0.19%
Russian	0.11%
Arabic	0.18%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates; https://data.census.gov/table?q=b16001&g=050XX00US08041,08041$1400000,08119,08119$1400000_310XX00US17820&tid=ACSDT5Y2015.B16001

Factor 2 Analysis – The Frequency in which Persons with Limited English Proficiency Encounter the MPO Programs

Documented interactions with people with limited English proficiency are rare. PPACG develops its core programs on a regular schedule with long range transportation plans occurring every 5 years, transportation improvement programs every two years, and unified planning work programs annually. Amendments that require public input to these documents are irregular. Additional planning programs that are not federally required occur as needed.

Factor 3 Analysis – The Importance of the Service Provided by PPACG

As the federally designated MPO, PPACG must produce and maintain two major products that include transportation projects that have both beneficial and adverse impacts, the regional long range transportation plan and transportation improvement program. These products must conform to a “3C” planning process (continuing, cooperative, and comprehensive), to determine investment priorities for federal, state, and local funds.

While involvement by any citizen with the transportation planning process is voluntary, PPACG must ensure all segments of the population, including those with limited English proficiency, have had the opportunity to be involved. One of PPACG’s core public involvement objectives is to ensure all citizens have the opportunity for public input. PPACG strives to make the planning process as inclusive and accessible as possible.

While the importance of the regularly occurring long range transportation plan and transportation improvement program is clear, some type of Factor 3 analysis should be performed for each plan or project conducted by PPACG. It should consider both the nature and the location of the project or plan in question.

Factor 4 Analysis – The Resources Available and Overall Cost

The fourth factor assesses the needs of those with limited English proficiency within the region against the resources and costs available to PPACG in addressing such needs. To meet PPACG's goal to provide a cooperative transportation planning process, it is essential that information be disseminated in multiple formats to encourage a high level of participation.

The Public Participation Plan, which can be found on PPACG's website, lists the appropriate public involvement procedures and formats. Any of the communication methods listed might be made available in Spanish or another language, as appropriate.

The Public Participation Plan also lists the following methods for better engaging traditionally underserved communities:

- Hold public meetings or events at locations that are accessible to persons with disabilities and near transit routes.
- Hold public meetings at times when the working and non-working public can attend.
- Provide ample advanced notice of public meetings and events.
- Perform targeted outreach to community associations, faith-based organizations, and other organizations that provide support for traditionally underserved communities.
- Provide translated documents for limited English speakers and in-person language and deaf translators as needed or requested, with adequate notice.
- Provide other assistance that is requested, within reason and with adequate notice of the need for assistance.

PPACG's website contains timely information with upcoming meetings and posted agendas, schedules, comment boxes, maps, and surveys. Meetings are open to the public and staff is always available to address diverse groups and various organizations and to field inquiries from citizens. Continued public involvement is encouraged throughout the process.

In addition to PPACG's major recurring programs, some type of Factor 4 analysis should be conducted for each plan or project conducted by the agency, with consideration given to the size and cost of the plan or project.

3. Meaningful Access – Current and Upcoming Plans and Programs

Translation Services

For those with limited English proficiency, inclusion means providing both spoken and written translations of program materials and presentations. Translation will be provided for workshops, open-houses, and public meetings when requested, with 7 days' notice.

The procedure for requesting Spanish translation services for PPACG's regularly occurring committee and Board meetings will appear (in Spanish) on all meeting agendas as of the adoption of this plan. German and Korean translation may be provided if practical.

For communications concerning plans that will substantially impact areas where there is a higher concentration of people with limited English proficiency, translated materials and/or translation services may be offered even if not requested. In this situation, planning staff will proactively attempt to engage support organizations and to discover advertising channels likely to reach persons in the area who speak limited English.

Accessible Documents and Website

A brief "primer" will be developed that will offer a simple and easy-to-understand point of entry into PPACG's planning process and give detailed information about upcoming public involvement opportunities. This primer will be available in English and Spanish, and a special effort will be made during long range transportation plan updates to distribute the primer to Spanish-speaking community leaders and support organizations.

Due to limited budget and resources, however, PPACG is unable to translate all documents. It may translate core documents, or portions thereof, as suggested by four-factor analysis. Spanish translations of documents such as the "Title VI Complaint Form" and the "Notice to Beneficiaries of Protection Under Title VI" will be provided in English and Spanish. Executive summaries for the long range transportation plan and transportation improvement program will also be provided in Spanish and English. Other plans and program documents may be translated if they are likely to have disproportionate impacts on an area identified as having a higher concentration of people with limited English proficiency.

PPACG's website features Spanish, German, and Korean versions via an easy-to-use translate button made available by Google, which instantly translates the site. This add-on program also offers the benefit of tracking the number and language of translation requests; this data can then be used to help determine the demand for translations of PPACG's documents and other website content.

Community Outreach

As stated in the Title VI Plan, PPACG will rely upon community partners to gain the fullest reach to underserved communities and to help overcome barriers of communication and trust. Planners and committee and Board members will reach out to organizations such as community centers, minority chambers of commerce, churches, and other support organizations to request help in sharing PPACG's meeting notices and notices of public comment, distributing surveys, directing members and clients to our website, and describing and interpreting our mission and services. This includes the Spanish-speaking community (others where appropriate). Their feedback on our engagement process and materials will also be sought along with advice on how to make improvements for the next planning cycle.

Along with enlisting the aid of community partners, planners and committee and Board members will attend community events such as farmer's markets, luncheons, and conferences where they can introduce the organization and discuss opportunities for engagement. In the past, this approach has been found to be far more effective than traditional public meetings or open houses hosted by PPACG alone.

PPACG's committees and Board can draw on their own experiences and language issues in their communities to provide needed perspectives. PPACG strives to involve the committees and the Board meaningfully and early in planning processes, and to seek and provide feedback to achieve ongoing improvement.

To further improve message comprehension for the purpose of achieving a better understanding of language considerations, PPACG will explore expanding the Community Advisory Committee selection criteria to include representatives of the Spanish-speaking community. As the Community Advisory Committee is the body most involved in the development and improvement of PPACG's overall public involvement processes. PPACG relies on the committee not only for the perspective of its members on behalf of the public but also for distribution of PPACG work products and notifications of public comment opportunities to their communities.

4. Monitoring and Updates

PPACG will update this plan at the beginning of each long range transportation plan development cycle, if not more frequently. Updates will include the following.

- How the needs of people with limited English proficiency have been addressed
- Determination of the population of those limited English proficiency and population distribution within the MPO boundary
- Determination of whether the need for translation services has changed
- Determination of whether language assistance programs have been sufficient and appropriate

- Determination of whether PPACG's financial resources are sufficient to fund additional or other language assistance resources when needed
- Determination as to whether PPACG fully complies with the goals of the plan (includes review of any complaints that have been received)

No requests for translation were received during the development of the 2025 Pikes Peak Long Range Transportation Plan. A community survey to provide guidance for the plan was provided in Spanish, but no responses in Spanish were received. Representatives from areas of large populations with limited English proficiency were invited to participate in the Regional Transportation Plan Advisory Committee . The executive summary and public comment period notices were provided in Spanish. To ensure more opportunities for engagement, materials and public comments were collected online as well as at in-person open houses. These open houses were held in five different locations in the region, including one in the City of Fountain, located in a Census tract with a larger than average number of individuals with limited English proficiency.

Future plan efforts will collect and review data and comments as part of a continual feedback process for improving access. This data may include the following.

- The number and proportion of public meetings/open houses held in or convenient to target areas during the Long Range Transportation Plan process, and attendance rates at those meetings (includes events hosted or attended by PPACG)
- Diversity of advertising placements
- Comments received about the public process from those with limited English proficiency and/or from representatives of communities with larger concentrations of those with limited English proficiency
- Responses to proficiency-related questions on surveys
- Website analytics

As described previously, the Google translation feature on our website tracks the number and language of translation requests: this data will be used to help determine the demand for translations of PPACG's documents and other website content.

There will also be a sustained effort to increase PPACG's list of contacts and community leaders related to limited English proficiency and grow the number of appropriate advertising channels with each planning cycle. With each planning cycle, PPACG will review why this did or did not happen successfully.

5. Where to Find the Plan

The Plan is posted on the PPACG website at www.ppacg.org. Copies of the Plan have been provided to the Colorado Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

Any questions or comments regarding this plan should be directed to:

Jared Verner
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Pikes Peak Area Council of Governments
719-471-7080 ext.139
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Appendix A: Acronyms and Abbreviations

ACS	American Community Survey
MPO	Metropolitan Planning Organization
N/A	not applicable
PPACG	Pikes Peak Area Council of Governments