



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Agenda
Transportation Advisory Committee
Thursday, May 21, 2026, 1:30 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: 240 931 647 197 201
Passcode: Hc7ej7Zm

Virtual: Phone (Audio Only)

Phone: (929) 242-8427
Conference ID: 474 241 161

- 1. Call to Order / Establish a Quorum / Introductions**
- 2. Agenda Approval**
- 3. Public Comments / Presentations**

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

- 4. Approval of the Minutes** (April 16, 2026) ☒

- 5. Board of Directors Report**

- 6. Action Items**

- A. Title VI and Limited English Proficiency Plans Adoption: Danelle Miller, Transportation Associate Director, and Lisa Gagnon, Transit Planner ☒
- B. Public Participation Plan Release for Public Comment: Danelle Miller, Transportation Associate Director ☒

- 7. Information Items**

- A. Transportation Improvement Program Updates: Josh Squires, Transportation Planner ☒
- B. Transit Update: Lisa Gagnon, Transit Planner

- C. Unified Planning Work Program Update: Danelle Miller, Transportation Associate Director ☒
- D. Legislative Update: Jared Verner, Public Policy and Communications Manager (standing Item) ☒
- E. Infrastructure Investment and Jobs Act and Grants Update (standing Item) ☒
- F. Colorado Department of Transportation (standing Item)

8. Member Entity Announcements

9. Items for Future Transportation Advisory Committee Meetings

10. Adjournment

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

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



TRANSPORTATION ADVISORY COMMITTEE MEMBERS

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

VOTING MEMBERS

CITY OF COLORADO SPRINGS

Gayle Sturdivant (Primary)
Todd Frisbie (Alternate)

MOUNTAIN METRO TRANSIT

Matthew Helfant (Primary)
Lan Rao (Alternate)

CITY OF FOUNTAIN

Abha Dwivedy (Primary)
Ben Sheets (Alternate)

CITY OF MANITOU SPRINGS

Ben Schmitt (Primary)
Denise Howell (Alternate)

CITY OF WOODLAND PARK

Sam Kozurek

COLORADO DEPARTMENT OF TRANSPORTATION

Kathleen Collins (Primary HQ)
Aaron Willis (Alternate HQ)
Robert Frei (Primary Reg 2)
Geoff Guthrie (Alternate Reg 2)

EL PASO COUNTY

Victoria Chavez (Primary)
Scott Barnhart (Primary)
Nick Bunce (Alternate)
Jeffrey Manchester (Alternate)

TELLER COUNTY

Vacant

TOWN OF GREEN MOUNTAIN FALLS

Vacant

TOWN OF MONUMENT

Dan Ungerleider (Primary)
Andrew Archuleta (Alternate)

TOWN OF PALMER LAKE

Stacy DeLozier

NON-VOTING MEMBERS

CDPHE, AIR QUALITY CONTROL DIVISION

Vacant

COLORADO SPRINGS UTILITIES

Vacant

FEDERAL HIGHWAY ADMINISTRATION

Aaron Bustow

FEDERAL TRANSIT ADMINISTRATION

Peter Hadley

FORT CARSON

Richard Orphan

PETERSON SPACE FORCE BASE

Elizabeth Dukes

SCHRIEVER SPACE FORCE BASE

Darren Horstmeier

U.S. AIR FORCE ACADEMY

Amy Kelley
Hal Archer
Matt Fitzsimmons

PIKES PEAK AREA COUNCIL OF GOVERNMENTS

John Liosatos
Danelle Miller
Josh Squires

TRANSPORTATION ADVISORY COMMITTEE

The purpose of this committee is to provide technical advice and to recommend appropriate courses of action to the Pikes Peak Area Council of Governments Board of Directors and PPACG staff on current and emerging transportation issues, goals, plans, and programs affecting Planning and Management Region IV. The advice and recommendations will address at least the Transportation Improvement Program, Unified Planning Work Program, Long-Range Transportation Plan, and transportation program elements of the State Implementation Plan for Air Quality.



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Agenda
Transportation Advisory Committee
Thursday, April 16, 2025, 1:30 PM

In Person

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

Virtual: Microsoft Teams (Video and Audio)

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

Meeting ID: 233 806 156 889 41

Passcode: oU9WQ9MP

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 436 142 991

1. Call to Order / Establish a Quorum / Introductions

The meeting was called to order at 1:30 pm.

2. Agenda Approval

Ben Schmitt motioned to approve the agenda; Gayle Sturdivant seconded. The motion carried unanimously.

3. Public Comments / Presentations

A. Fountain/Fort Carson Microtransit Presentation: Michael Simler, City of Fountain, provided a presentation on a partnership between the City of Fountain and Fort Carson for an on-demand microtransit service.

4. Approval of the Minutes (March 19, 2026)

Ben Schmitt motioned to approve; Gayle Sturdivant seconded. The motion carried unanimously.

5. Board of Directors Report

Staff provided an overview of the transportation-related items from the December Board meeting.

6. Action Items

- A. Fiscal Years 2027–2031 Transportation Improvement Program (TIP) Adoption: Josh Squires, Transportation Planner, provided an update on the TIP. The TIP completed its 30-day public comment period and did not receive any public comments. Two open houses were held during the comment period. Gayle Sturdivant motioned to

recommend adoption of the FY 2027–2031 Transportation Improvement Program to the Board of Directors; Dan Ungerleider seconded. The motion carried unanimously.

7. Information Items

- A. Congestion Management Process: Danelle Miller, Transportation Associate Director, provided an overview of the Congestion Management Process as a kickoff to the development of the new Long Range Transportation Plan. A workshop with the TAC is anticipated to ensure the process aligns with jurisdictional needs. Scoring criteria will be presented at a future meeting.
- B. Functional Classification Update: William Mast, GIS and Modeling Manager, provided an update on the Functional Classification process, which is part of the Long Range Transportation Plan development. Jurisdictions were asked to review roadway classifications and submit any requested changes. Federal classification is required for roadways to be eligible for federal funding.
- C. Title VI and Limited English Proficiency (LEP) Plans Draft: Danelle Miller, Transportation Associate Director, and Lisa Gagnon, Transit Planner provided an update on the draft plans, including recent revisions and an updated schedule due to differing public comment periods. Major changes were highlighted in the meeting packet. Minor language corrections were identified and will be addressed by staff.
- D. Legislative Update (standing item): Jared Verner, Public Policy and Communications Manager, provided an update on state legislation being tracked by PPACG, including updates related to Bustang funding. At the federal level, a new surface transportation reauthorization may be introduced in this session. Updates will be shared with TAC as information becomes available.
- E. Infrastructure Investment and Jobs Act (IIJA) and Grants Update (Standing Item): PPACG staff provided updates on federal and state funding opportunities. The Safe Streets and Roads for All program is currently open, with applications due May 26. Grant templates have been made available on the federal website.
- F. Colorado Department of Transportation (CDOT) Update (Standing Item): CDOT staff provided several updates, including: The 10-year plan is anticipated for approval in May. The Statewide Transportation Improvement Program (STIP) is expected to be approved in June and take effect July 1, 2026. The next State Transportation Advisory Committee (STAC) meeting is scheduled for May 7 and will be held in person. Jurisdictions were encouraged to obligate MMOF funds. Updates on roll-forward funding were discussed; jurisdictions were advised to coordinate with PPACG staff. Additional information on the Transportation Alternatives Program (TAP) will be provided at a future meeting.

8. Member Entity Announcements

Mountain Metropolitan Transit (MMT) provided updates.

9. Items for Future TAC Meetings

None identified

10. Adjournment

The meeting was adjourned at 2:33 pm.

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

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

Attendance:

Present	Name	Agency/Affiliation
X	Gayle Sturdivant	City of Colorado Springs (primary voting member)
	Todd Frisbie	City of Colorado Springs (alternate voting member)
X	Lan Rao	City of Colorado Springs Mountain Metropolitan Transit (primary voting member)
X	Jacob Matsen	City of Colorado Springs Mountain Metropolitan Transit
X	Matthew Helfant	City of Colorado Springs Mountain Metropolitan Transit
X	Abha Dwivedy	City of Fountain (primary voting member)
	Ben Sheets	City of Fountain (alternate voting member)
X	Ben Schmitt	City of Manitou Springs (primary voting member)
	Denise Howell	City of Manitou Springs (alternate voting member)
X	Kathleen Collins	Colorado Department of Transportation (primary voting member)
	Aaron Willis	Colorado Department of Transportation (alternate voting member)
	Shane Ferguson	Colorado Department of Transportation Region 2
	Rob Frei	Colorado Department of Transportation Region 2 (primary voting member)
X	Geoff Guthrie	Colorado Department of Transportation Region 2 (alternate voting member)
X	Lindsey Jaquez	Colorado Department of Transportation Region 2
X	Scott Skinner	Colorado Department of Transportation Region 2
X	Lachelle Davis	Colorado Department of Transportation Region 2
X	John Hall	Colorado Department of Transportation Region 2
X	Victoria Chavez	El Paso County (primary voting member)
X	Scott Barnhart	El Paso County (primary voting member)

<u>Present</u>	<u>Name</u>	<u>Agency/Affiliation</u>
	Jeffery Manchester	El Paso County (alternate voting member)
	Nick Bunce	El Paso County (alternate voting member)
	Caleb Patterson	Town of Green Mountain Falls
X	Dan Ungerleider	Town of Monument (primary voting member)
X	Andrew Archuleta	Town of Monument
X	Stacy DeLozier	Town of Palmer Lake (voting member)
X	Aaron Bustow	Federal Highways Administration
	Peter Hadley	Federal Transit Administration
	Richard Orphan	Fort Carson
X	Beth Dukes	Peterson Space Force Base
X	Darren Horstmeier	Schriever Space Force Base
	Amy Kelley	United State Air Force Academy
X	Hal Archer	United State Air Force Academy
	Matt Fitzsimmons	United State Air Force Academy
X	Pikes Peak Area	



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 21, 2026

To: Pikes Peak Area Council of Governments Transportation Advisory Committee

From: Danelle Miller, Transportation Associate Director, and Lisa Gagnon, Transit Planner

Subject: Title VI and Limited English Proficiency Plans Adoption

Action Requested: Recommend Adoption

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 presented drafts of the Title VI Plan and the Limited English Proficiency Plan in April, along with a summary of changes. As these documents do not require a formal public comment period, staff is seeking a recommendation for approval of these documents. The summary of changes is also included in the meeting materials for ease of review.

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.

Proposed Motion

Recommendation to the Board of Directors to adopt the Title VI Plan and Limited English Proficiency Plan.

Attachments

- 1) Summary of Changes
- 2) Title VI Plan
- 3) Limited English Proficiency Plan

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.

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.

Title VI Plan

*Pikes Peak
Area
Council of
Governments*

June 2026

Title VI Plan

Table of Contents

Introduction	4
Background	6
Definitions and Guiding Principles	7
“Minority” and “Low Income” Populations	7
Populations in the Pikes Peak Area	8
Disproportionate Adverse Effects	16
Disproportionate Adverse Effects Definitions	17
Analysis	18
Engaging Populations	19
Community Representatives	20
Accessible Materials	20
Reporting	21
Tracking and Process Improvements	21
Data and Feedback	21
Committees	22
Evaluation	22
Evaluation of the 2050 Long Range Transportation Plan	23
Limited English Proficiency	23
Mobility Management	26
Access for People with Disabilities	26
Administration	27
Facilities	27
Documents	27
Attachments	27
Title VI Complaint Procedure	33
Filing of Complaints	33
Tracking System	34
Procedure of Investigation of Complaints	34
Resolution of Complaints	34
Procedimiento de Quejas Conforme al Título VI	36

Presentación de Quejas.....	36
Sistema de Seguimiento.....	37
Resolución de Quejas.....	37
TITLE VI DISCRIMINATION COMPLAINT FORM	38
FORMULARIO DE QUEJA POR DISCRIMINACIÓN CONFORME AL TÍTULO VI.....	41
Sample Contract.....	43
Non-Discrimination Notice.....	55
Aviso Anti-discriminatorio	55

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.

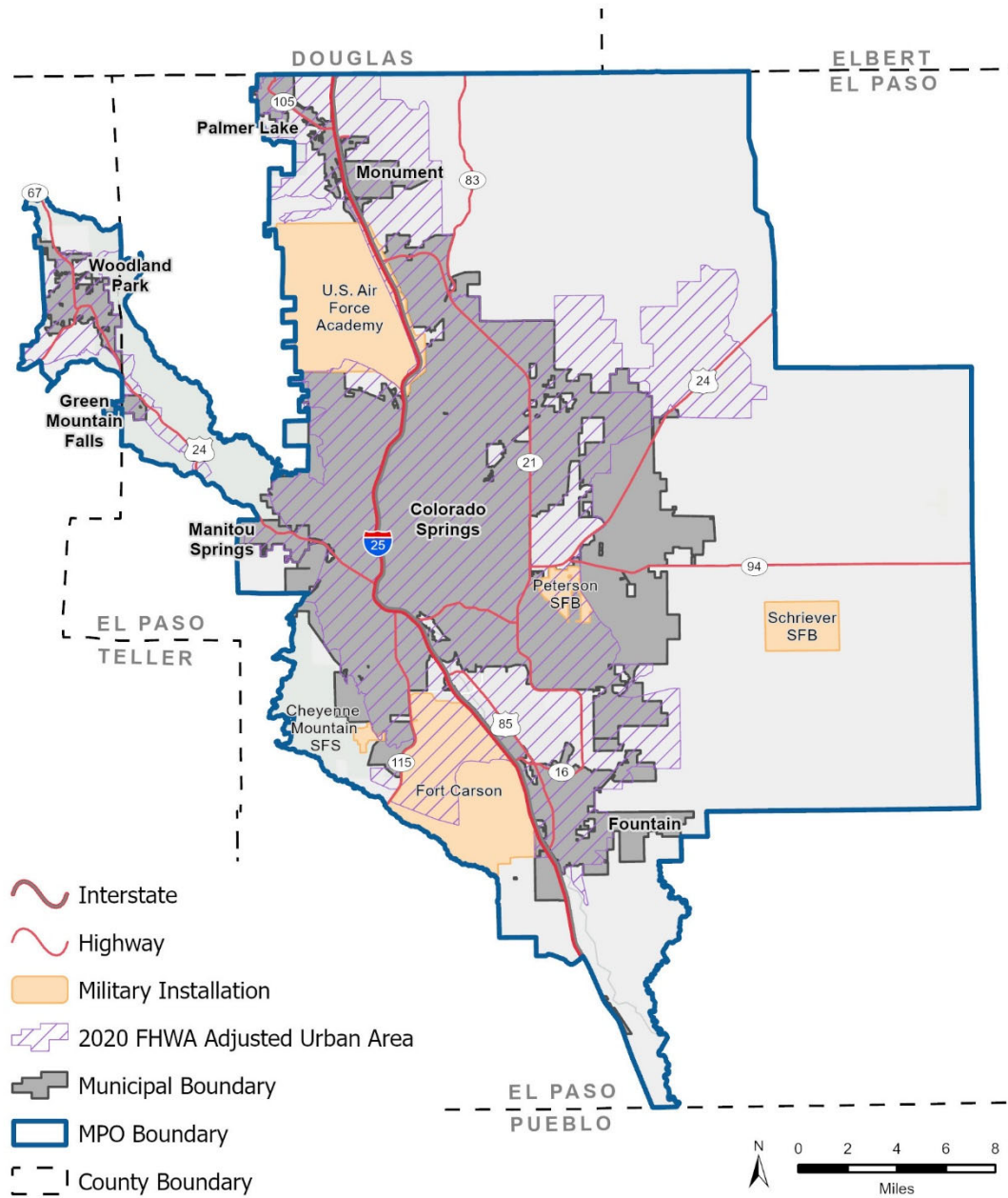
PPACG operates in accordance with federal Title VI requirements and is committed not only to meeting these standards, but also to fostering a transparent and inclusive planning process. To support a well-coordinated and inclusive region, MPOs regularly work with a wide range of regional partners, including 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

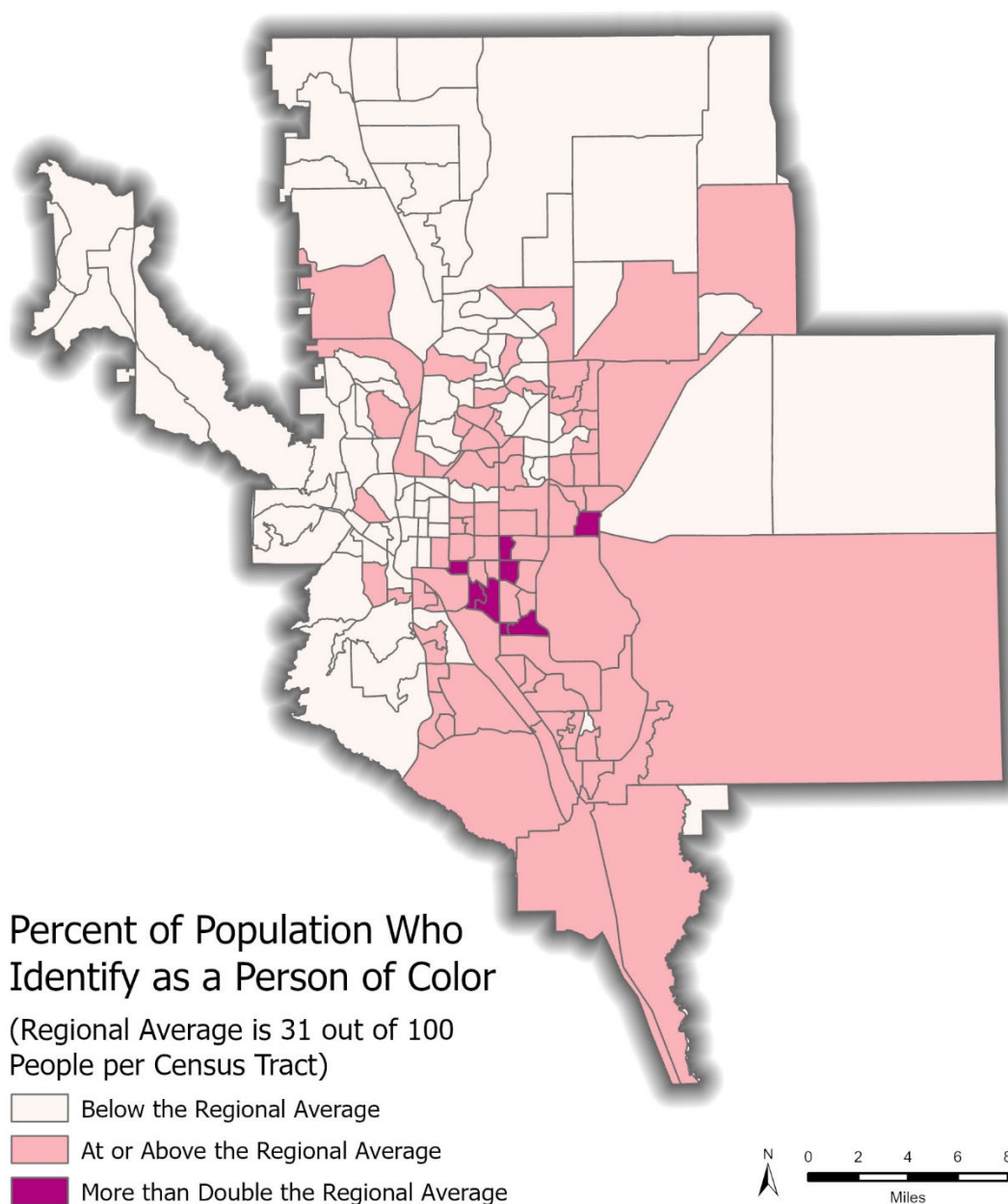
Impact analysis is a key part of the transportation planning process, which can be shown through mapping. Impact analysis, helps ensure that transportation investments, policies, and projects do not disproportionately burden historically underserved communities, including low-income populations, communities 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,

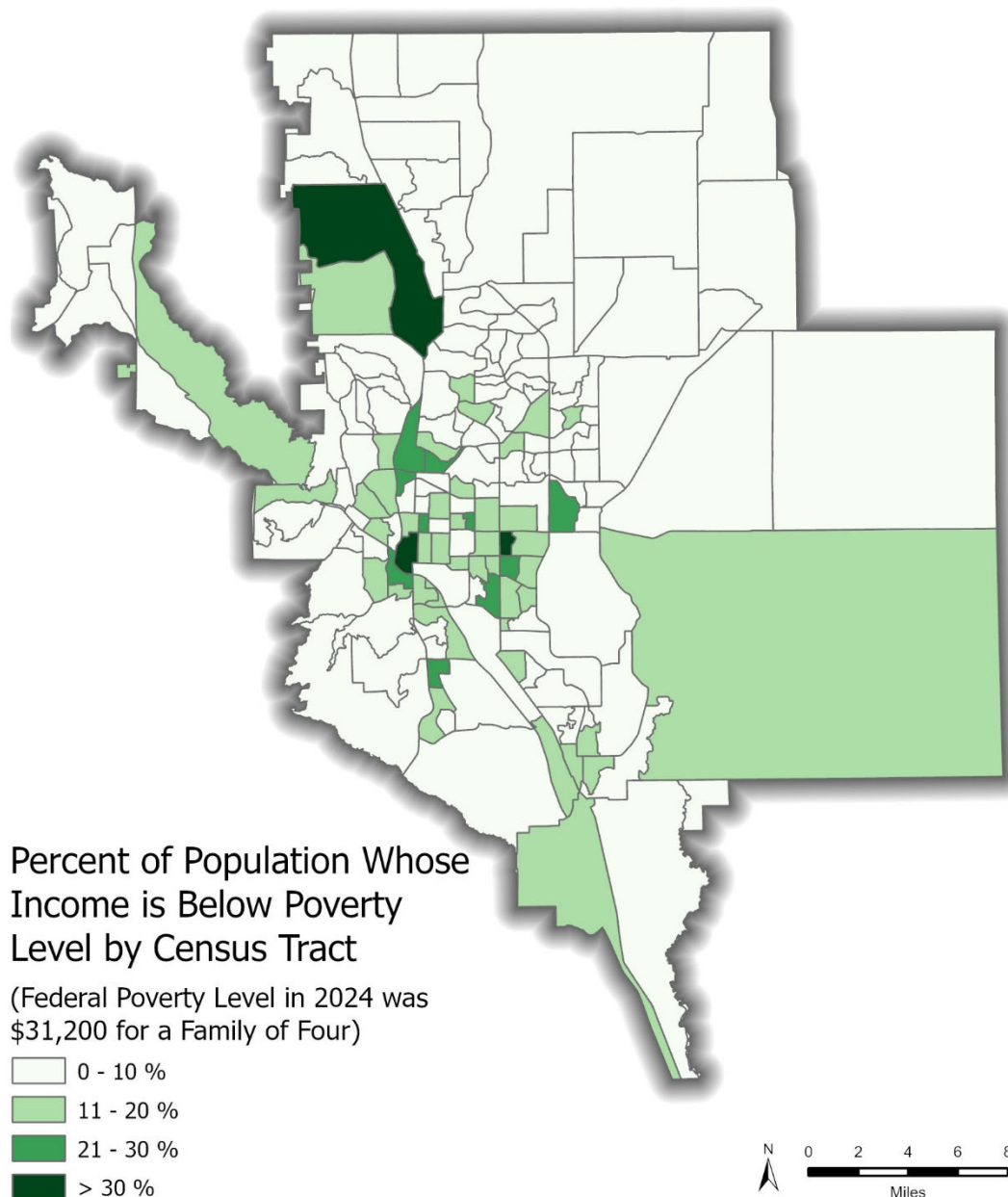
2024 American Community Survey 1 year estimates. Definitions of the population percentages illustrated in each map are included with the corresponding figure.

Figure 2: Percent of Population who Identify as a Person of Color within the PPACG MPO



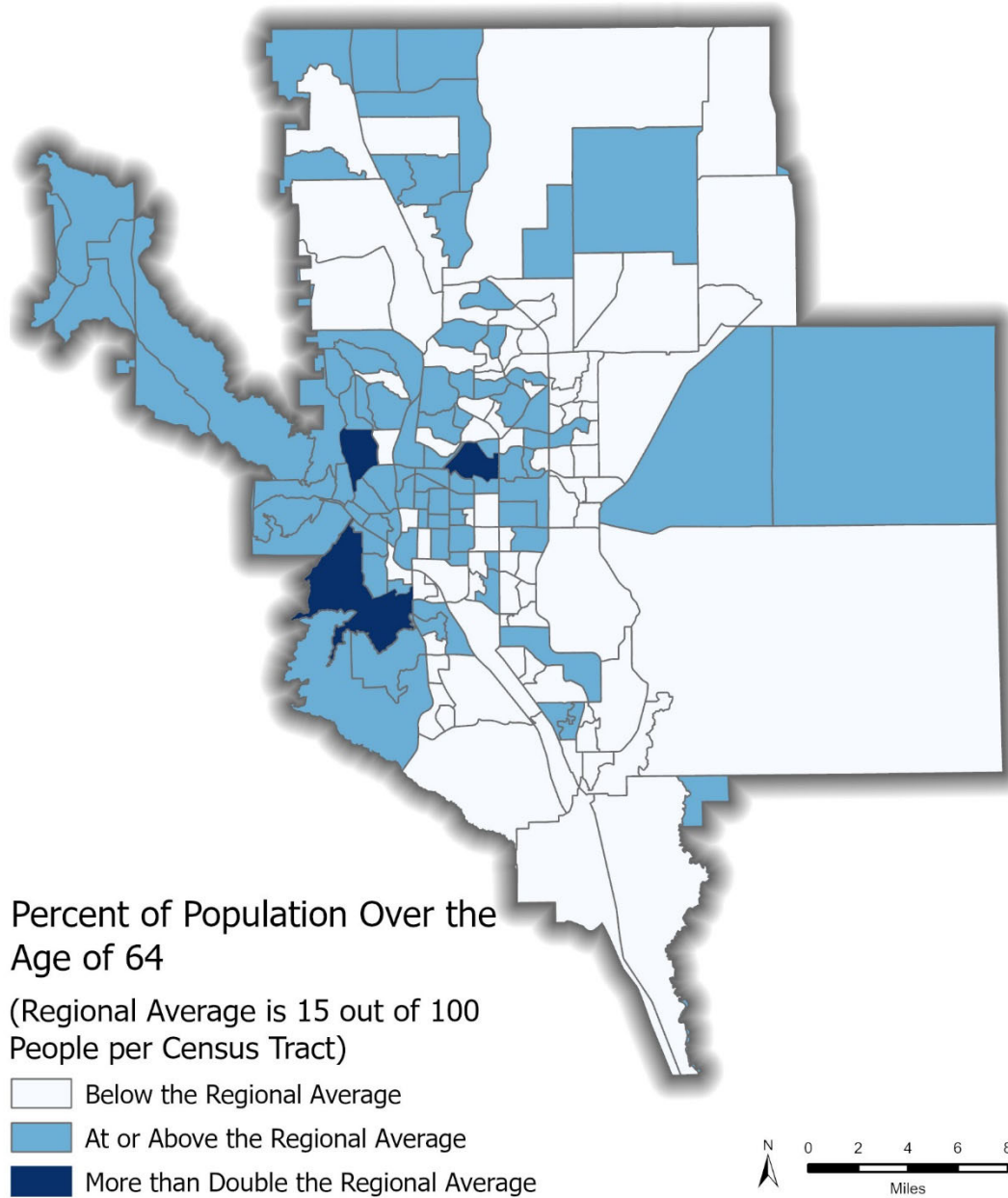
People of color: The percent of individuals in a tract who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, not multiracial.

Figure 3: Percent of Population whose Income is Below Poverty Level within the PPACG MPO



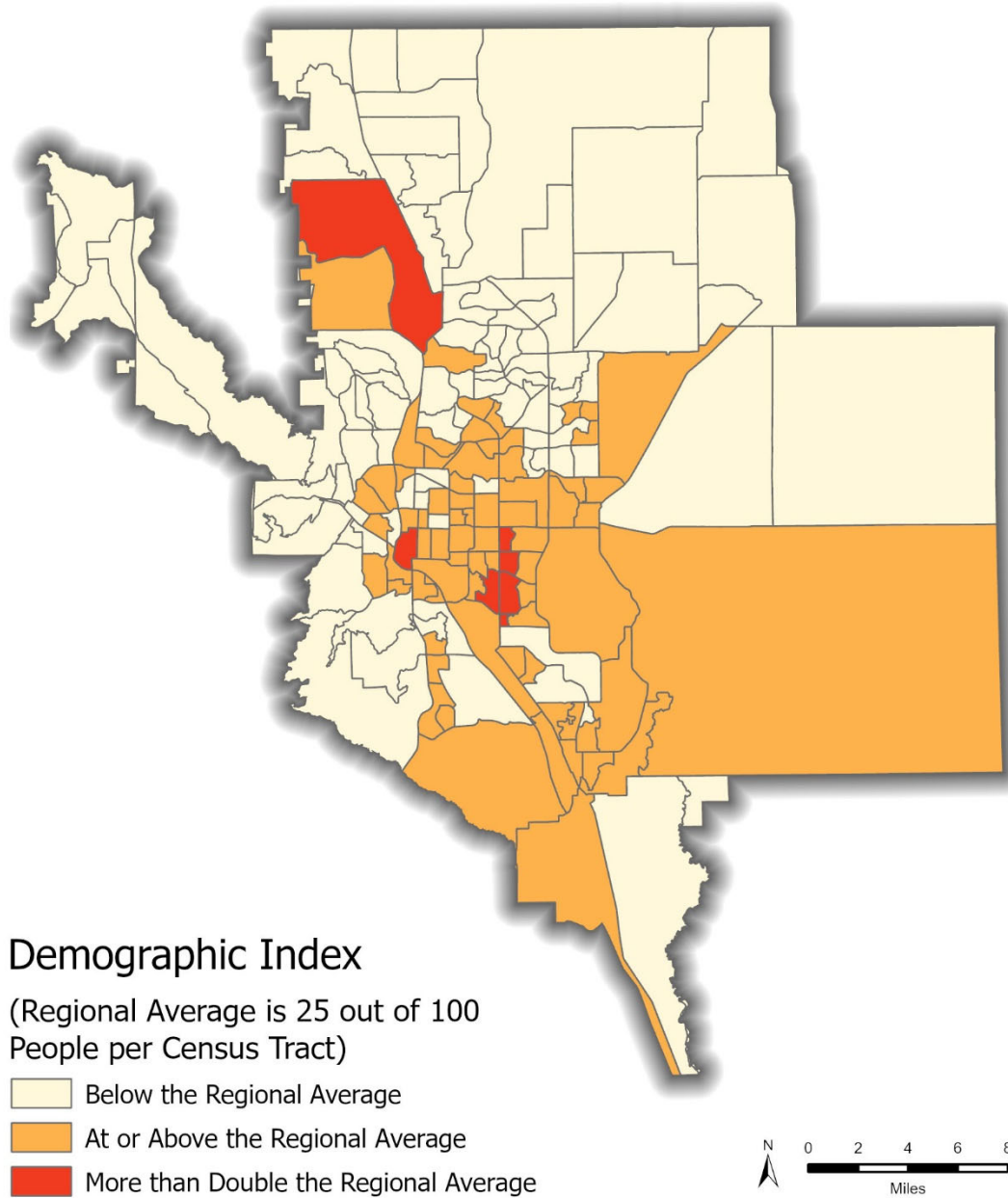
Low Income: The percent of a tract's population in households where the household income is below the federal "poverty level." The federal poverty level is \$31,200 per family of four.

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:

$$\text{Demographic Index} = \frac{\% \text{ Low Income} + \% \text{ People of Color}}{2}$$

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 American Community Survey

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&q=050XX00US0,08041,08119> and <https://data.census.gov/table?q=el+paso+county+colorado+poverty&q=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

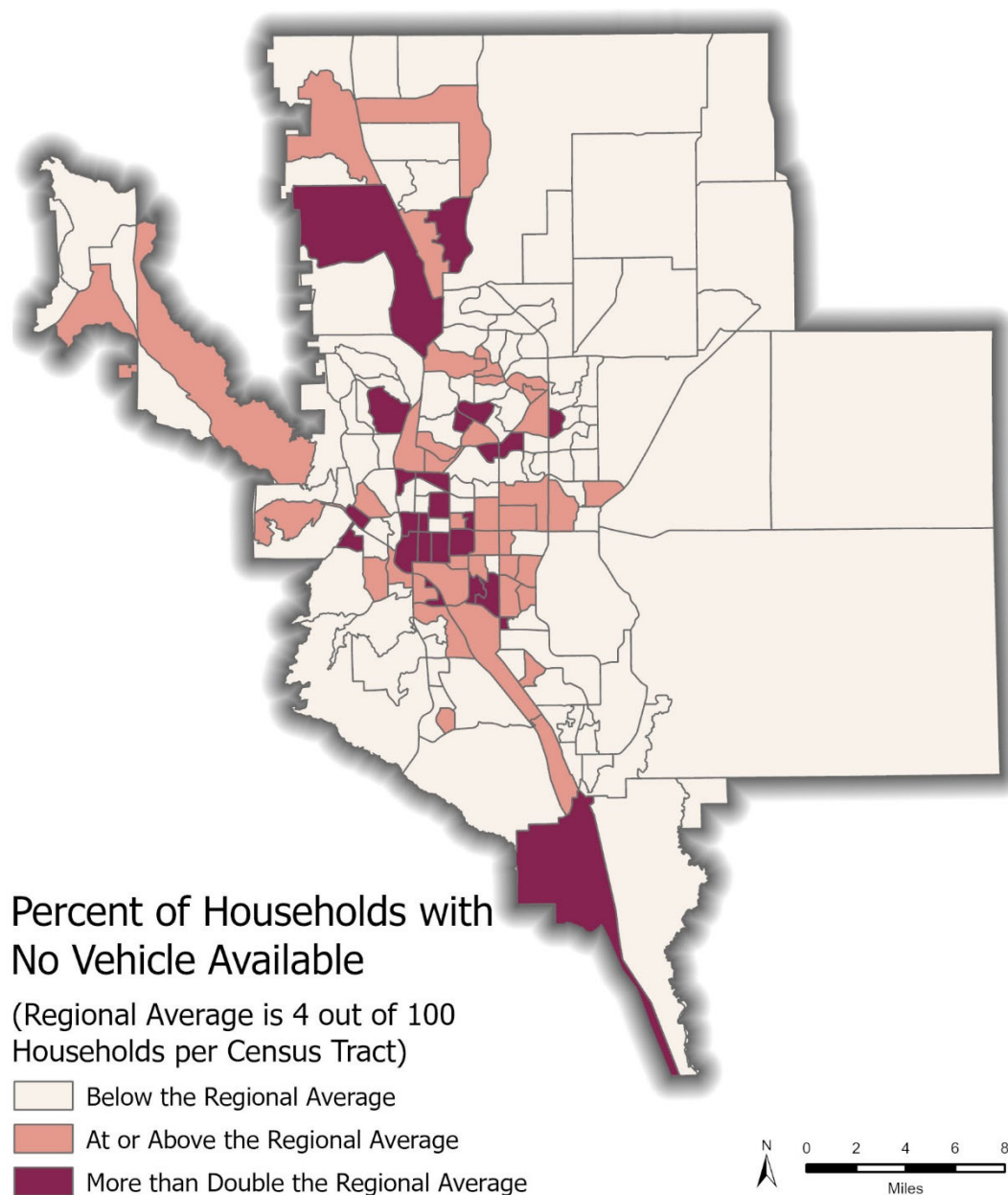
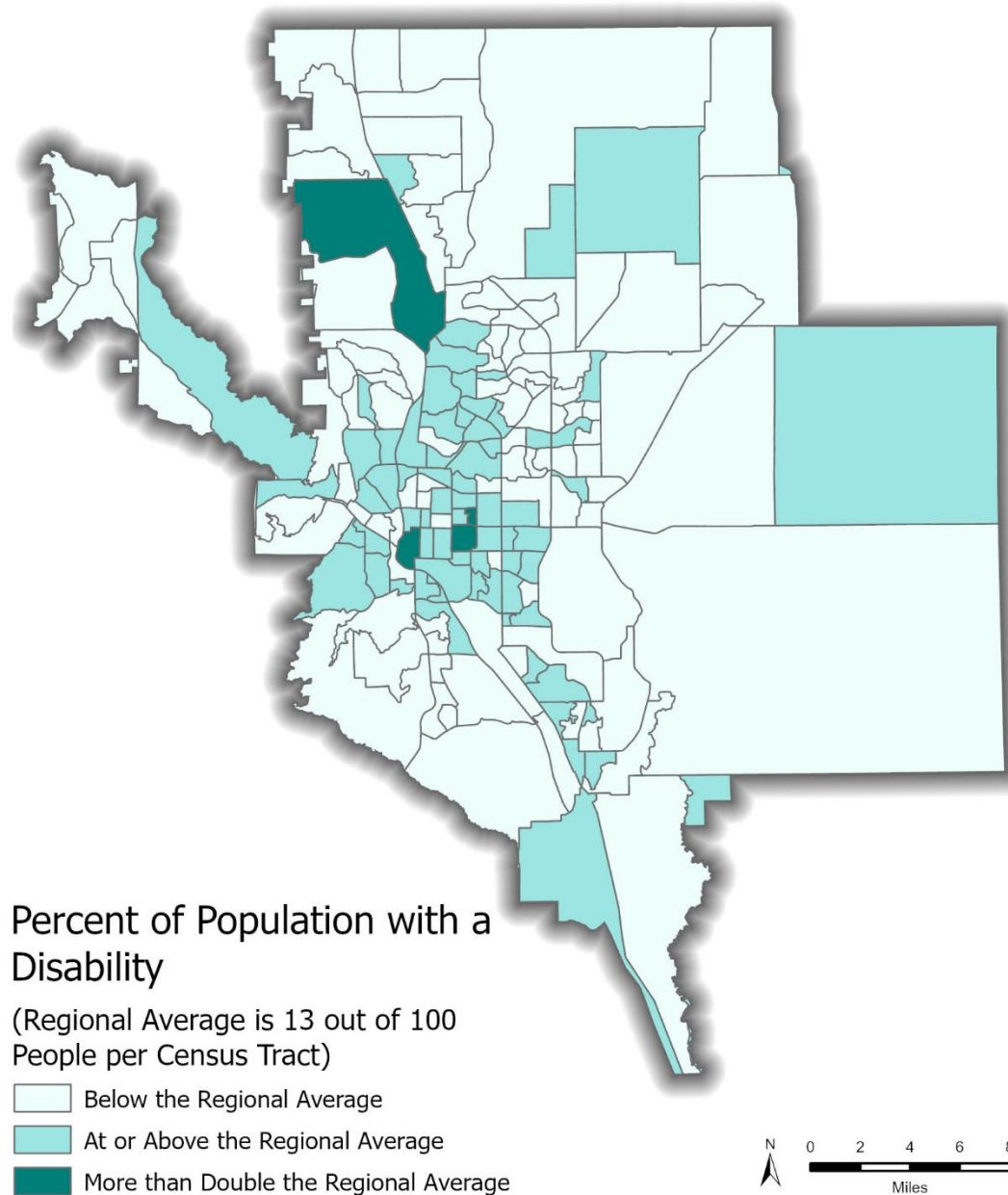


Figure 7: Percent of Population with a Disability within the PPACG MPO



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 be 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.

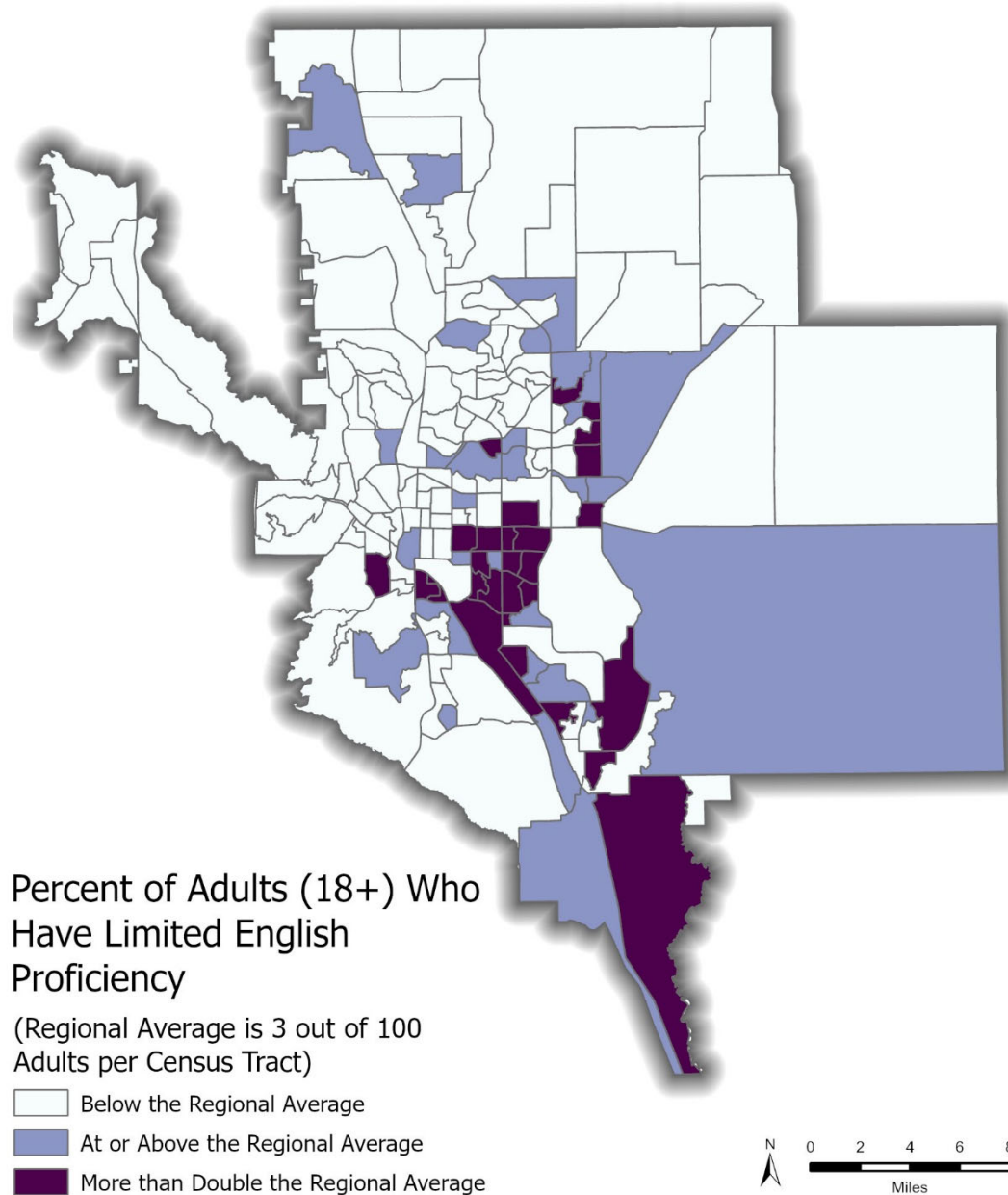
Limited English Proficiency

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 provides 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

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



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 _____

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



DECLARACION DE POLITICA CONFORME AT TITULO VI

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

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

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

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 be 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.



Pikes Peak Area
Council of Governments
Communities Working Together

Procedimiento de Quejas Conforme al Título VI

El Título 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, número de teléfono, y correo electrónico (de estar disponible) de la persona que presenta la queja
- Nombre, dirección, número 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)
- Fecha 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 presentó 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 notificará por escrito a la persona que presentó la queja sobre la decisión tomada, incluyendo la disposición propuesta sobre el asunto. La notificación informará a la persona que presentó 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 implementarán las medidas correctivas; y una garantía escrita de que la agencia implementará las medidas correctivas conforme a las estipulaciones del plan.

Si no se logra resolver la queja, la persona que la presentó deberá ser notificada por escrito sobre su derecho a presentar la queja ante la Administración Federal de Autopistas o ante la Administración Federal de Tránsito, conforme a la Circular 4702.1B de la FTA.



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 Requirements?	Format	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



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?				
*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:

ATTEST:

By: _____

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 Funds in 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

Limited English Proficiency Plan

*Pikes Peak
Area
Council of
Governments*

June 2026

Table of Contents

1. Introduction.....	2
Limited English Proficiency Plan.....	4
2. Four-Factor Analysis	4
Factor 1 Analysis – The Number and Proportion of Persons with Limited English Proficiency in the Service Area	4
Areas of Population with Limited English Proficiency	7
Languages Spoken.....	8
Factor 2 Analysis – The Frequency in which Persons with Limited English Proficiency Encounter the MPO Programs	9
Factor 3 Analysis – The Importance of the Service Provided by PPACG	9
Factor 4 Analysis – The Resources Available and Overall Cost	10
3. Meaningful Access – Current and Upcoming Plans and Programs	11
Translation Services	11
Accessible Documents and Website	11
Community Outreach.....	12
4. Monitoring and Updates	12
5. Where to Find the Plan.....	14
Appendix A: Acronyms and Abbreviations.....	14

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.

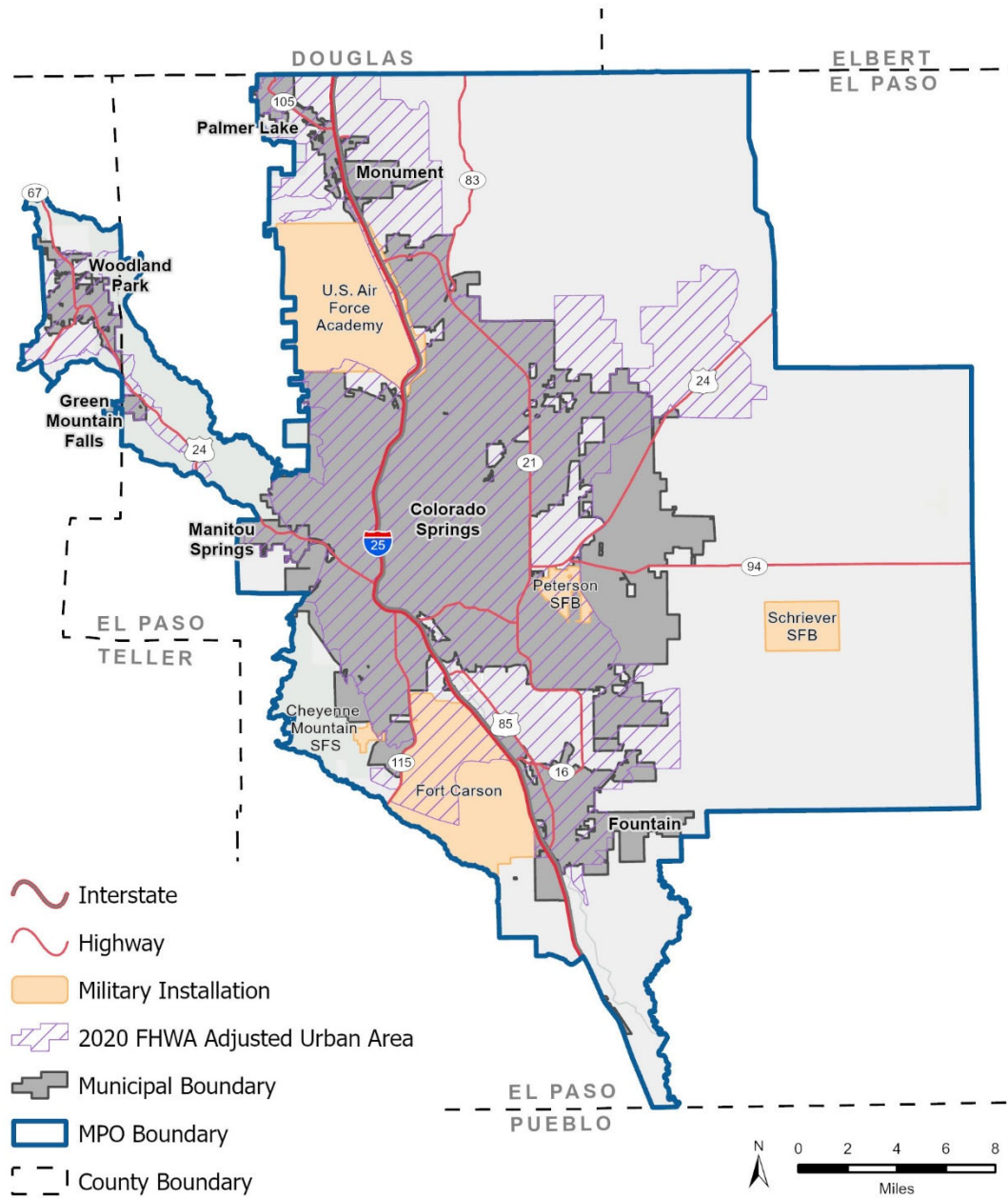
The **Transportation Advisory Committee** provides technical advice on transportation issues, goals, plans, and programs to the PPACG Board of Directors and staff.

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 in aggregated categories. Information regarding what languages are included in each category is available on [Census.gov](https://www.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

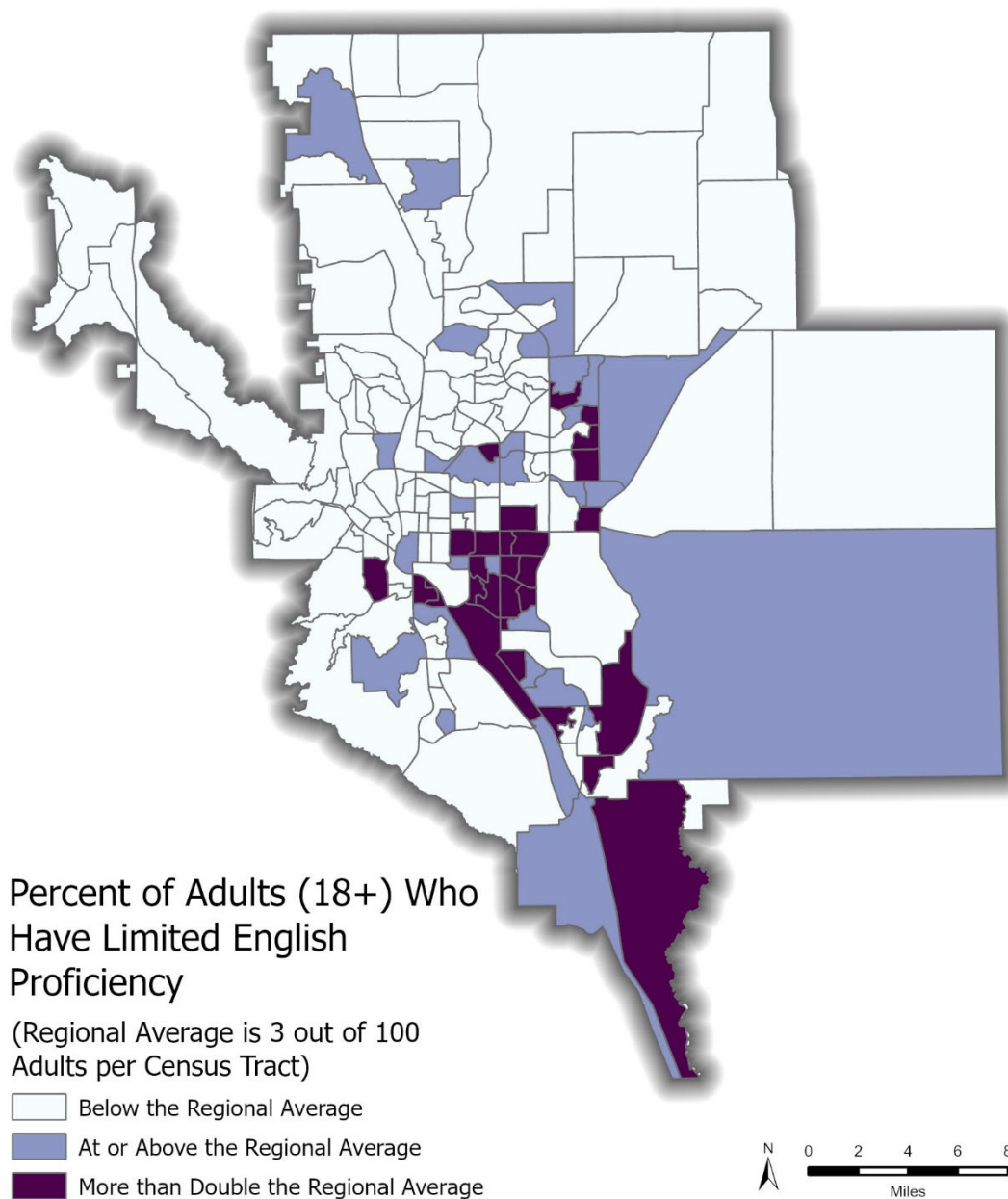
certain plans, therefore, translation services should be most available where there are elderly populations of people who speak a language other than English. Although these numbers have decreased from past ACS data, it is still important to ensure proper language services to ensure people have opportunity 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](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
Public Policy and Communications Manager
Pikes Peak Area Council of Governments
719-471-7080 ext.139
jverner@ppacg.org

Appendix A: Acronyms and Abbreviations

ACS	American Community Survey
MPO	Metropolitan Planning Organization
N/A	not applicable
PPACG	Pikes Peak Area Council of Governments



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 21, 2026

To: Pikes Peak Area Council of Governments Transportation Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Public Participation Plan Release for Public Comment

Action Requested: Release for Public Comment

Summary

In March, staff provided a draft of the Public Participation Plan for review and discussed the changes that had been made since the document's previous adoption in 2019.

Staff has integrated changes received and addressed comments from the Federal Highways Administration. Staff has also updated the Summary of Changes for committee awareness. At this time, staff is requesting a recommendation to release the document for public comment. Per federal regulations, a 45-day public comment period is required for the Public Participation Plan.

Background

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

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

Proposed Motion

Recommendation to the Board of Directors to permit staff to release the Public Participation Plan for public comment.

Attachments

- 1) Summary of Changes
- 2) Public Participation Plan

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.

Summary of Changes

Public Participation Plan

The Public Participation Plan outlines how PPACG will approach public engagement for its transportation planning processes. Substantive updates to this document 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
- Adjustments regarding engagement tools or tactics that have been employed by PPACG in the past 5-year planning cycle and/or technology changes, such as development of the Regional Transportation Plan Advisory Committee (RTPAC) for the Long Range Transportation Plan (LRTP), and website improvements.
- Feedback received members of the public, committees, and the Board from the LRTP process, such as more clearly explaining technical data and reducing complexity, holding open houses in multiple locations, and leveraging existing networks.
- Clarification in the minimum public involvement procedures table, including additions for non-required documents and amendment to provide clear guidelines for those processes. Additions were also made regarding procedure if public comments result in substantive changes to a document and the process for comments made by the public outside of the formal comment periods.
- Clarification regarding public comments made
- Updates to the evaluation of public process tactics in future planning cycles table, focusing on desired outcomes.
- A listing of processes completed by PPACG during the previous planning cycle and an evaluation of public process tactics during fiscal years 2019-2025. For example, planning fatigue and coordination of planning activities in the region is an important consideration.

DRAFT FOR PUBLIC COMMENT



PUBLIC PARTICIPATION PLAN

Draft for Public Comment

*Pikes Peak
Area
Council of
Governments*

Anticipated Approval
August 2026

Public Participation Plan

Table of Contents

1: Introduction	3
Transportation Planning Area.....	3
2: Transportation Planning Overview	5
3: Public Participation Plan Purpose and Goals	6
Importance of Public Involvement in Transportation Planning.....	6
Public Involvement Best Practices	7
Target Audiences	7
4: Title VI Populations	8
Title VI	8
Limited English Proficiency	9
Translation Services.....	9
Accessible Documents and Website.....	9
Community Outreach	9
Other Traditionally Under-Represented Populations.....	9
5: Access for People with Disabilities.....	10
6: Strategies	11
Tactics	11
Print and Digital Publications	11
Website.....	12
Social Media	12
Standing Committees	13
Stakeholders and Community Partners.....	13
Public Meetings	14
Media Relations.....	15
Surveys.....	15
Visualization.....	15
E-mail.....	16
Advertising.....	16
7: Core Planning Products.....	16
LRTP	16
TIP	17

DRAFT FOR PUBLIC COMMENT

UPWP	17
8: Public Involvement Activities	17
9: Plan Evaluation.....	20
Evaluation of Public Process Tactics	21
Appendix A: Compliance with Federal Regulation.....	22
Appendix B: Public Participation Plan Evaluation FY19-25	24
MPO Documents Published or Adopted.....	24
Evaluation of Public Process Tactics in FY19-25 Planning Cycle	25
Appendix C: Acronyms and Abbreviations.....	28

1: Introduction

As the Pikes Peak region’s designated Metropolitan Planning Organization (MPO) and the lead agency for air-quality planning in the Colorado Springs Urbanized Area, the Pikes Peak Area Council of Governments (PPACG) is responsible for carrying out “a continuing, cooperative and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and Transportation Improvement Program.”

An MPO is a federally mandated transportation planning organization that is made up of representatives from local government and governmental transportation authorities. The MPO is mostly federally funded. MPOs were created to ensure regional cooperation in transportation planning. They are meant to focus on projects and plans that are expected to have a regional impact rather than on small local projects.

MPOs frequently collaborate with numerous regional stakeholders such as federal and state agencies, nonprofits, transit agencies, freight carriers, economic development and public health organizations, and others. They perform multimodal planning; that is, planning which encompasses all modes of transportation, including personal vehicle, public transit, rail, aviation, and bicycle and pedestrian travel. In addition, the MPO must ensure that adequate opportunity for stakeholders and the public to be involved with and comment on these planning processes. This document is intended to outline the broad strategies, tactics, and evaluation criteria by which PPACG will engage the public and foster participation.

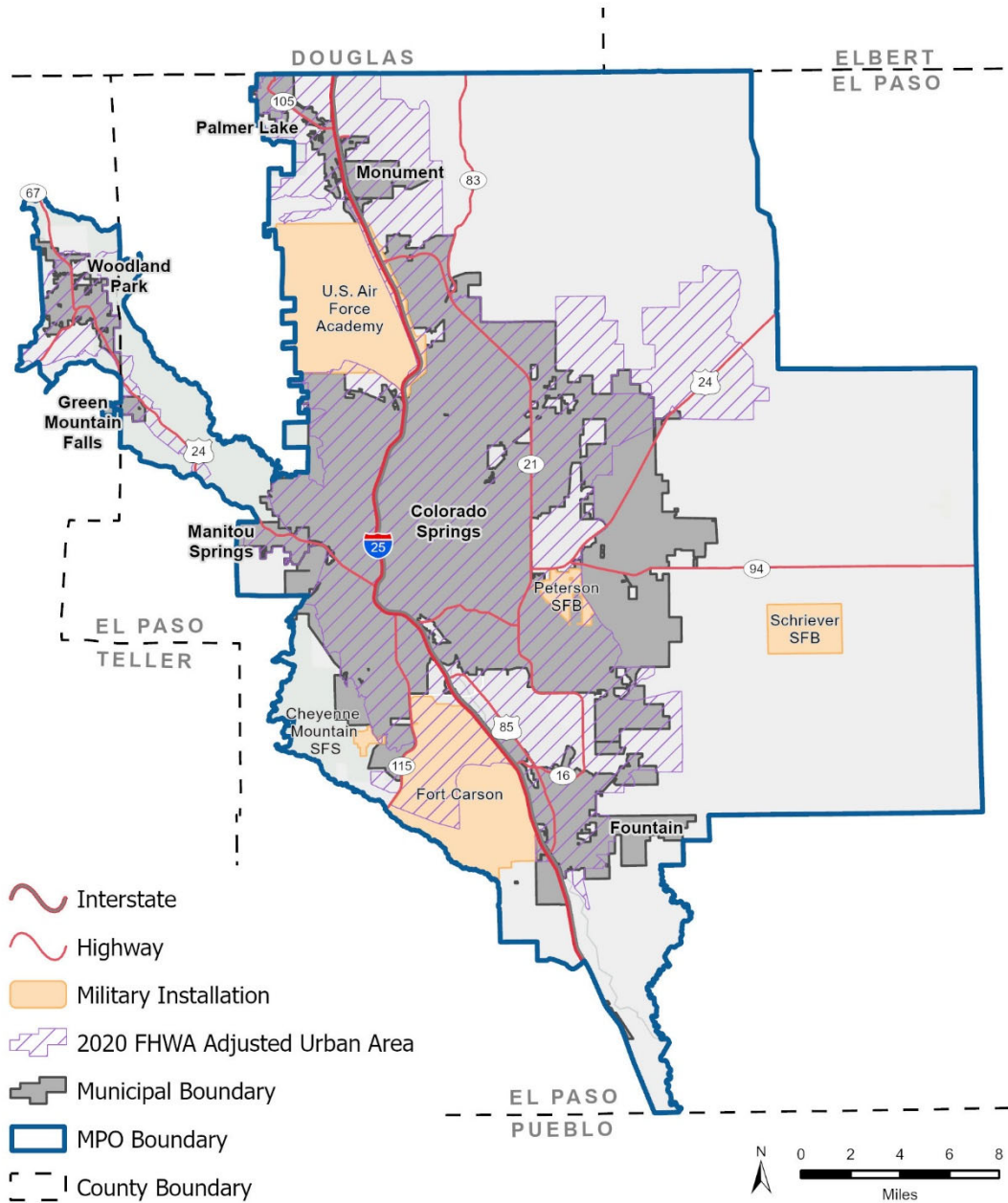
Transportation Planning Area

The Pikes Peak region planning area encompasses the Urbanized Area (as defined by the U.S. Census) plus the geographic area that is projected to develop to urban densities within 20 years. That currently includes portions of El Paso and Teller Counties. Figure 1 shows the transportation planning area.

Member governments within the planning area include the following.

- El Paso County
- Teller County
- Colorado Springs
- Fountain
- Green Mountain Falls
- Monument
- Palmer Lake
- Woodland Park
- Manitou Springs

Figure 1: Metropolitan Planning Organization Boundary



2: Transportation Planning Overview

PPACG is responsible for developing and maintaining a set of core planning products, which include a Long-Range Transportation Plan (LRTP), which addresses transportation system needs, goals, and improvements for at least 20 years; a Transportation Improvement Program (TIP), which addresses transportation system improvements for a four-year time period; the Unified Planning Work Program (UPWP), which describes the work to be done by the MPO during a given year; and the Public Participation Plan (PPP). These core planning products and their public participation elements are defined in greater detail in Section 7. These plans and programs are federally required and are governed by federal and state regulations. A robust public involvement process is required, and public participation is encouraged. PPACG's plans and programs should reflect the values and priorities of the region.

In addition to the core planning products, PPACG works on other transportation planning and safety-related products in concert with local, state, and federal partners, which may have differing levels of stakeholder and public participation.

For all of its work products, the PPACG uses a committee structure that provides subject matter knowledge, citizen and stakeholder participation, project guidance, and decision support. All committee meetings are open to the public.

The Transportation Advisory Committee (TAC) provides technical advice on transportation issues, goals, plans, and programs to the PPACG Board of Directors and staff. It is the committee of origin for transportation-related work efforts and issues.

The Community Advisory Committee (CAC) 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 (MCWG) 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 PPACG Board of Directors is the policy and decision-making body for transportation and air-quality planning in the metropolitan planning area.

In addition, for the 2050 LRTP, PPACG developed a plan-specific committee called the Regional Transportation Plan Advisory Committee (RTPAC). The RTPAC brings together representatives from community organizations in order to provide transparency on the planning process, educate the community regarding the LRTP and coordinating plans, and solicit guidance and feedback on the plan and planning processes. Individual plans and processes conducted by PPACG may involve a similar stakeholder committee or steering committee as needed.

More information about how these committees support public engagement is included in the Standing Committees section of this document.

3: Public Participation Plan Purpose and Goals

Importance of Public Involvement in Transportation Planning

The needs, goals and projects identified in these documents should reflect the priorities of the community. Conducting a substantive and well-planned community process is essential to determine those priorities. A successful public involvement process increases community support for and ownership of goals and projects and leads to increased trust in local government. Conversely, poor public outreach efforts can cause stakeholders to view the process as merely “checking the box” after decisions have already been made, leading to limited participation, community adversity to plan goals, distrust of local government, and in extreme cases, legal action.

This plan seeks to develop a proactive public participation process for the PPACG region that:

- Provides 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.
- Creates opportunities for substantive two-way dialogue among transportation planners, elected officials, and citizens through widespread community involvement.
- Ensures that all citizens who wish to participate have an opportunity, and that all ideas are given fair consideration.
- Encourages participation by groups traditionally underserved by transportation investments, in accordance with Title VI of the Civil Rights Act of 1964.
- Performs outreach to those particularly affected by specific alternatives and plan recommendations to involve them in the evaluation process.
- Coordinates public input for state, regional and local entity planning processes, including transit, as appropriate.
- Evaluates the effectiveness of the public involvement program on an ongoing basis.

PPACG also partners with Mountain Metropolitan Transit (MMT) to fulfill the Federal Transit Administration’s (FTA) requirements for public notification and involvement for FTA-funded programs and projects in the TIP and LRTP. To ensure the transit products identified above reflect the needs of the community, PPACG will make a particular effort to seek out and consider the needs of these stakeholders. PPACG meeting notifications will include language indicating that the public notice serves to meet FTA public participation requirements for MMT’s FTA-funded projects. PPACG’s public involvement process for the TIP or LRTP will be consistent with federal regulations and will serve to meet FTA public participation requirements for MMT’s program of projects. In addition, a member of the Board of Directors is designated as the regional transit representative and provides specific transit-related perspective at the Board level.

PPACG takes care to ensure that coordination occurs with the Federal Highways Administration (FHWA), FTA, the Colorado Department of Transportation (CDOT), and MMT to outline roles, responsibilities, and key decision points. This is particularly important for the LRTP and TIP, but it also considered for other planning efforts.

Public Involvement Best Practices

PPACG reviewed public participation guidelines and best practices from a number of federal, state, and regional agencies around the country and incorporated many into this plan. Applying the takeaways listed below is key to success, especially for communicating with populations that have been identified as disadvantaged or underserved.

Key takeaways include the following.

- Tailor outreach efforts to the community of interest when possible.
- Be aware that traditional public involvement techniques such as open houses and town hall meetings are not always the best forms of public engagement.
- Make use of new technologies and social media.
- Tap into community networks that already exist and go to where people are already meeting.
- Match public engagement techniques with goal and audience.
- Measure and assess the effectiveness of outreach techniques to determine the most efficient ways to allocate resources. What the agency decides to measure will depend heavily on its goals for the engagement process.
- Limit the amount of time required to complete surveys, or to provide feedback, to about five minutes, whenever possible.
- Ensure that public involvement and outreach messaging is relevant to your target audience.
- Phrase questions clearly and simply so that people understand what is being asked.
- Do not assume that the public has prior planning knowledge.

During the LRTP process, PPACG solicits feedback on the public participation process from the RTPAC, TAC, and CAC. Suggestions received by committee members have included:

- Foster a better public understanding of the use and impact of the plan.
- Better integrate and explain technical data.
- Simplify the information since too much complexity loses people.
- Hold open houses in varying locations and times to better support the opportunity for comment and education.
- Provide materials and an opportunity to comment online.
- Find more effective ways to address concerns raised by citizens.
- Tap into existing networks and engage specific neighborhood groups.
- Use individual or group-based hands-on activities that encourage meaningful engagement.

Target Audiences

The audience for regional planning efforts is by nature broad, diverse, and inclusive: those who impact and are impacted by transportation decisions.

Groups and individuals to involve in the planning process include the following.

- Members of the general public who live, work, or spend time in the MPO and are effected by the region's transportation system
- Neighborhood groups and representatives
- Minority groups and representatives (refer to PPACG's Title VI plan for additional detail)

- Business groups and representatives
- Transportation planners, engineers, and other technical staff
- Elected officials
- Military officials
- Bicycle and pedestrian groups
- Public transportation users and employees and their representatives
- People with disabilities and their representatives
- Private transportation providers
- Freight shippers and providers of freight transportation services
- First responders
- Schools and universities
- Older adults

4: Title VI Populations

Title VI

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.”

As stated in the Title VI Plan, to meet the requirements of Title VI, PPACG must:

- Ensure that the LRTP and the TIP comply with Title VI;
- Assess the needs of minority populations so the benefits and burdens of transportation are fairly distributed; and
- Ensure the public involvement process has no barriers that would prevent successfully engaging minority populations in regional decision-making.

49 Code of Federal Regulations (CFR) 27 requires the designation of an employee responsible for coordinating Title VI efforts. Questions, concerns, or complaints should be sent to:

Jared Verner
Public 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 the Federal Transit Administration or US Department of Transportation.

Limited English Proficiency

Translation Services

For those with limited English proficiency (LEP), 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.

For communications concerning plans which will substantially impact areas where there is an identified LEP population, 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.

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.

Accessible Documents and Website

Due to limited budget and resources, 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 LRTP 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 identified LEP population.

In 2024, PPACG launched a redesigned website to comply with the State of Colorado Accessibility Rule (8 Code of Colorado Regulations 1501-11), which requires compliance 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.

Community Outreach

PPACG will rely upon community partners to gain the fullest reach to all communities and to help overcome barriers of communication and trust. 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. Detailed information about Limited English Proficiency is identified in the Limited English Proficiency Plan available on PPACG's website.

Other Traditionally Under-Represented Populations

Older and younger people are also sometimes underrepresented in public process for transportation planning. Participation in interactive workshops and community events may be difficult for older people. Younger people may experience a relative lack of access due to generational barriers, school and work schedules, and a

historical lack of involvement. PPACG will work with its own Area Agency on Aging (AAA) as well as schools and colleges to promote increasing rates of participation by older and younger people in the region.

5: Access for People with Disabilities

The Pikes Peak Area Council of Governments is committed to accommodating the needs of persons 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.

PPACG will comply with 49 CFR 27.11, which outlines remedial action, voluntary action, and compliance planning for the provision of meaningful involvement opportunities for persons with disabilities. To date, PPACG has not been found to violate this rule. Current policies call for holding public meetings at locations accessible to persons with disabilities.

During the latest planning cycles, this accommodation has proved adequate for needs that have arisen, but review of the appropriateness and effectiveness of accommodation for persons with disabilities will be performed at the start of each LRTP. Data on the participation rate of persons with disabilities will be collected, along with information about whether accommodation was adequate.

In general, to improve engagement, PPACG will employ some or all of the following outreach methods:

- 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 Title VI populations;
- 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.

As previously mentioned, the 2024 website redesign moved the website into compliance with Web Content Accessibility Guidelines 2.1 AA. As staff moves forward with developing new planning products and materials, we will do so in an accessible manner, which will make it easier to facilitate online posting of materials.

6: Strategies

To achieve the goals outlined in section 2, PPACG should:

- Make public involvement opportunities as convenient as possible for those who wish to participate, using a variety of tactics to reach the wide variety of stakeholders in our region, rather than relying solely on public meetings.
- Determine how to best inform stakeholders of input opportunities and subject-matter priorities by conducting a stakeholder survey at the start of the long-range planning process.
- Encourage stakeholders to become engaged at the onset of the planning process so that their ideas and feedback can help guide plan formation.
- Solicit stakeholder input at times in the process when the public can have a meaningful impact, such as during plan visioning, goals, and objectives. Staff is less likely to seek public feedback on technical work products on which public input can have little bearing.
- Use visualization tools and reader-friendly content to present complex planning concepts to the public. Materials will be high-level and concise, providing an overview of key points and the implications of various plans and policies.
- Partner with other state and local agencies and organizations to increase our reach.
- Provide ample advance notice for all public input opportunities.

Tactics

Technology has made it easier and more convenient for the public to participate in the planning process. Online resources can be used to inform, educate, and facilitate dialogue about transportation planning at times and locations that are convenient to individuals' schedules. However, PPACG also recognizes that citizens have varying levels of access to, and familiarity with, different types of technology and that other tactics may create more meaningful engagement in some scenarios. Therefore, PPACG will consider the following tactics to reach target audiences as appropriate.

Print and Digital Publications

Various publications providing an overview of planning processes, plan chapter summaries, public input opportunities, timelines, and other relevant information may be emailed to PPACG'S contact lists, be made available at public meetings, community events, and regularly scheduled board and committee meetings, or distributed at public facilities and through partner agencies.

Care is taken to ensure that stakeholders and the public have adequate opportunity to contribute to and comment on PPACG publications. For large-scale, federally required documents like the LRTP and TIP a specific Public Involvement Plan is developed, which includes a formal public comment period; open houses and public hearings, when necessary; committee involvement; and stakeholder interviews or committees.

Additional publications, such as the Active Transportation Plan and Freight Study, are developed in coordination with stakeholders and local jurisdictions. They are shared with committees and have public comment periods when appropriate.

Publications may be converted into alternative formats or languages upon request.

Website

PPACG maintains a website that provides access to the organization's plans, programs, and policies. The website includes a calendar of events, board and committee agendas and minutes, and a library of key planning documents.

The PPACG website contains the LRTP, TIP, UPWP, and associated federally required documents. Additional plans and resources are posted to the website whenever possible. The website is intended to be a first stop for partners and members of the public seeking information regarding the MPO and related planning processes. Additional information, including documents not posted to the website, may be obtained by contacted PPACG staff.

Some individual projects have had temporary websites dedicated to them in order to provide greater engagement and reach for the project; however, these are generally not maintained beyond the adoption or acceptance of the project as they can be expensive and difficult to maintain, particularly when provided as part of a consultant efforts.

PPACG also maintains a website for Drive Smart Colorado, which is a standalone non-profit entity under the umbrella of PPACG. While this effort and the information posted on the site are not part of the MPO's consolidated planning grant, we are mentioning it for transparency because staff engage and collaborate with Drive Smart Colorado when possible to support safe driving education efforts in the region.

PPACG's website also contains a Regional Geographic Information Systems (GIS) and Planning Data page that supports public engagement, education, and transparency. The web maps, dashboards, web applications, and story maps posted allow decision makers and members of the public to view and interact with map-based information such as administrative boundaries, traffic crashes, the planning process, roadway network, transportation projects, past population growth, and forecasted regional growth.

During a formal public comment period, a web-based form is used to collect and consolidate comments. Comments are shared with the committees and others as needed and are reported in an appendix in the LRTP and TIP documents.

In future planning cycles, PPACG will continue to take advantage of evolving technologies to make its outreach efforts as successful and cost-effective as possible. However, differing levels of access to technology for different populations will be considered in designing outreach strategies. For example, older adults may feel less comfortable engaging with online methods; low-income households may have reduced access to computers. For these reasons, certain traditional outreach methods, while generating a lower rate of return, may not be entirely phased out for some time.

Social Media

PPACG maintains a social media presence to help inform residents about programs, projects, policies, and opportunities to provide input throughout the planning process. Staff monitors questions and comments as appropriate.

Standing Committees

PPACG's advisory committees provide an ongoing opportunity for the public to be involved in the regional transportation planning process. As mentioned in the Transportation Planning Overview section, the TAC is the committee or origin, the CAC provides citizen perspective, and the Board of Directors is the decision-making body. The Transportation and Community Advisory committees advise and support the board in its deliberations. Each committee serves a different function in public engagement by reaching varying levels of local leadership and expertise. In addition, committee meetings are open to the public, and the public is invited to share their views at every meeting.

The Board of Directors is composed of elected officials and other representatives from around the region.

The TAC is composed of planners, engineers, and other experts from MPO jurisdictions, CDOT, and local military installations and provides technical guidance on planning processes and work produced. The TAC also often includes representatives from organizations with which PPACG has metropolitan planning agreements, such as CDOT and MMT.

The CAC is the main internal group charged with reviewing PPACG's public process. The CAC is consulted early and regularly regarding any public process, such as for the TIP or the LRTP. In addition to providing reviews and public perspective on these processes, the CAC often reviews public comments, provides perspective from their communities, and shares PPACG's planning documents with their communities in order to encourage public engagement.

PPACG also hosts the Area Agency on Aging, which routinely deals with persons with disabilities as well as older individuals with specialized transportation needs. The AAA is relied upon when appropriate to contribute to planning process and product review regarding those populations.

In 2025, PPACG reviewed the structure and efficiency of several of its committee meetings. It was decided that the Mobility Coordinating Committee, previously housed under the AAA, would move under the Transportation Group and would transition into a working group. This change allows the group more flexibility, allowing for more focused coordination among staff-level members of local transit and specialized transportation organizations. It also supports better integration of mobility services and needs into the overarching transportation planning process while still maintaining close coordination with the AAA. For committee rosters, agendas, and meeting locations, visit <http://www.ppacg.org>.

Stakeholders and Community Partners

The scope of each individual project determines the relevant stakeholders and their level of involvement. Stakeholders and community partners are members of the community with a vested interest in the given project. They are often trusted members of their respective communities and can be of invaluable assistance in overcoming barriers of trust, understanding, language, and availability for public involvement. Representatives of member jurisdictions, military installations, state, and federal government entities such as federal lands personnel, economic/commercial organizations, faith-based organizations, human services and non-profit organizations, housing and neighborhood groups, and other community partners can assist with providing guidance and feedback, distributing surveys and materials, forwarding announcements, hosting events, and acting as ambassadors for PPACG's transportation programs. PPACG makes use of its existing

community partners and continually works to maintain and build relationships. Interaction with stakeholders and community partners may include, but is not limited to, participation in a committee or steering group, individual interviews, workshops, consultations, soliciting information for inclusion in a plan, or providing draft materials for review and feedback.

Most products developed at PPACG involved the convening of a stakeholder group and/or interviews. For the 2050 LRTP, PPACG convened an additional advisory committee. The RTPAC provided guidance on the plan methodology and development as well as the public participation process. The RTPAC included organizations and individuals representing a variety of categories, including education, housing, neighborhoods, bicycles/pedestrians, parks and recreation, public health, economic development, tourists, freight land development, aging issues, housing, transit, military, community interests, and local governments. More than 70 individuals and entities were engaged and consulted, when possible, to provide additional context and information. These include military installations, environmental and health organizations, the Central Federal Lands Highway Division, and other groups. The RTPAC also served as ambassadors to the community to education and engage others in the process.

Because there are many overlapping planning activities that take place throughout the region, both in scope and timing, PPACG should work to align with jurisdictional efforts when possible. This may include incorporating information from existing plans, coordinating for outreach efforts, etc.

Public Meetings

PPACG will host public meetings to gather input and build consensus among citizens and transportation stakeholders at key points in the planning process. To facilitate greater participation in public meetings:

- An open, collaborative environment will be cultivated, encouraging attendees to ask questions and submit comments.
- Presentations and supporting documentation will be made available at meetings.
- Meetings will be held in community gathering places at times that will encourage maximum participation.
- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act and PPACG will accommodate attendees with special needs, with sufficient notice.

Committee meetings and meetings where three or more members of a committee may be present are noticed both online and physically on a bulletin board outside the PPACG office. Packets of meeting materials are generally posted online and distributed to committee members 5-7 days prior to the meeting to ensure adequate preparation time for committee members and interested members of the public. Space for public comments is included in meeting agendas. Meetings are generally held in a hybrid manner, with an in-person component usually occurring at the PPACG office, and a virtual option held via Microsoft Teams. In addition, meetings are streamed via YouTube and videos are posted to the PPACG website whenever possible.

In addition to regularly scheduled public meetings, PPACG holds a variety of public meetings and open houses to support individual projects and programs. PPACG may also attend public events sponsored by other agencies and organizations, which may be more successful than public events hosted by PPACG alone in terms

of attendance rates and overall participation. This approach may also be more successful among members of Title VI populations who may be more likely to participate in a familiar, trusted environment. This might include open houses, luncheons, fairs, church events, or events organized by community or neighborhood organizations. For example, PPACG has been added to the “Neighborhood University” program conducted by a local neighborhood organization, which has allowed staff to educate members of the public and engage them in current planning activities.

Verbal comments received during public meetings are summarized and reported in an appendix to the LRTP and TIP. Written comments will be published in the appendix as well. Comment forms should be made available for open houses when possible to provide multiple ways for the public to provide comment.

Media Relations

PPACG engages in proactive media outreach efforts, including coordinating with local reporters and news directors and providing timely and accurate information via news releases and interviews. PPACG’s public information officer maintains contact lists and relationships with various media contacts and participates in the development of any activities that will engage the media.

Surveys

PPACG conducts surveys throughout the planning process to garner public input on plan goals, objectives, policies, and other topics as appropriate. Surveys are provided electronically and in print to ensure widespread participation. Keypad polling may be used at open houses and other large events to gather input on community preferences and priorities. Surveys may be held to support specific projects or work efforts as needed.

Surveys may include questions about the public engagement process itself, such as which other types of public engagement opportunities the respondent would be interested/comfortable participating in. Care should be taken to understand the methodology and response rate of surveys to avoid unintentional bias in both the survey itself and how the survey responses impact the planning process and product.

Visualization

Maps, charts, diagrams, photographs, infographics, video, and other illustrations are excellent tools for helping the public better understand and engage in the planning process. These elements may be integrated in presentations, publications, and website content.

PPACG works to make documents visually appealing and well organized, making them easier for members of the public to read. Increasing the accessibility of the documents, such as providing alternate text for visual elements and organizational improvements, also supports members of the public with visual impairments.

In addition, PPACG develops and leverages several interactive tools that are available to the public. These tools have multiple audiences. While they are intended to assist the public with commonly asked questions regarding transportation and growth in the region, they are also valuable for area planners and decision makers.

E-mail

E-mail lists reach a wide variety of stakeholders. PPACG maintains distribution lists for various announcements and will continue to develop its distribution list for periodic updates, including input opportunities, educational brochures, project updates, and other relevant material.

Advertising

Paid advertising is used to announce public comment periods and relevant public meetings as during the planning process. Advertising will focus on reaching target audiences through strategically selected publications.

7: Core Planning Products

Along with various other plans and studies, PPACG produces several core planning products that form the backbone of all its activities: the LRTP, TIP, UPWP, and the PPP (this document). What follows is a brief description of each along with how and when public input opportunities will be available. It should be noted that while this overarching PPP provides a backbone for public engagement, individual processes often require more detailed plans. At the beginning of each LRTP and TIP cycle, a public involvement plan (PIP) specific to that planning cycle is developed. These PIPs should include specific methods for engagement, including schedules and dates as needed, and opportunities to engage should be posted online as part of the planning process whenever possible. These PIPs will be posted on the PPACG website under the page for their associated plan, e.g., the TIP PIP will be posted on the TIP webpage.

LRTP

The LRTP represents the long-term vision for the region's transportation system and includes information about current conditions and future projections, reasonably expected revenues and their sources, public input, transportation projects eligible for funding, and more. The plan looks ahead 25 years and is updated every 4 or 5 years. Most other plans and programs derive from or are directed by the LRTP.

The LRTP is the most far-reaching and extensive plan produced by PPACG and as such entails a variety of public involvement opportunities. In addition to the development of a specific stakeholder and community-organization committee, the RTPAC, to guide the plan, members of the public can expect public meetings or events either hosted or attended by PPACG, surveys, online and social media engagement, and notices through multiple channels. The public will be invited to comment on the overarching vision and goals for the future, on environmental and community concerns, and on the projects and initiatives they feel would best address the transportation needs of the region over the next 25 years.

As part of the overarching LRTP process, PPACG uses several coordinating plans and studies. These include the federally required Regional Transit Plan, Regional Specialized Human Services Transportation Plan (sometimes called the coordinated plan), and Congestion Management Process as well as other regionally driven efforts including active transportation planning efforts, jurisdictional master plans, freight studies, and other efforts.

TIP

The TIP is the short-term implementation program for the LRTP. The TIP is a program of projects consistent with the LRTP that are scheduled for funding by program type and year. PPACG's TIP looks ahead 4 years and is updated every 2 years, although amendments and administrative modifications occur more frequently as practical construction and funding schedules require adjustment. The TIP is also guided by a public process.

As the key program directing short-term funding, the TIP also entails a public input process. Members of the public are encouraged to comment on the short-term needs of the region and how best to implement the LRTP over the next few years through prioritizing different transportation projects. Typical public engagement opportunities include open public meetings, hosting an open house and public hearing, social media engagement, and online opportunities to review and comment.

Amendments to the TIP come in two forms.

- An administrative modification is a minor change to the TIP that does not trigger public process and are generally made to adjust funding that is not controlled by PPACG or to correct administrative issues.
- Substantive changes require a formal amendment, which does require an opportunity for public comment as noted below.

What constitutes a formal amendment or an administrative amendment is outlined in the TIP Policies and Procedures document, which is generally reviewed by staff and the TAC on an annual basis.

UPWP

The UPWP lists all of the major activities that will be undertaken by the MPO for a given year by funding program, giving a comprehensive look at the work of the agency. It also includes transportation planning efforts to be conducted within the region. It covers 1-2 years and is updated annually. Members of the public can give provide their comments on the UPWP at regularly scheduled public meetings and via the PPACG website.

8: Public Involvement Activities

Table 1 describes the minimum required public involvement activities by type and the minimum public comment duration for PPACG's planning products.

Please check PPACG's website at <http://www.ppacg.org/transportation/> for updates and additional opportunities to get involved. Plans, programs, and documents open for public review will be posted along with public notices and schedules of public involvement opportunities.

Table 1: Minimum Public Involvement Procedures for Plans and Programs

Plan or Program	Minimum Comment Period Duration for Completed Draft	Timeline and Reporting	Minimum Notifications and Public Process Activities
L RTP Formal Amendments	30 days	Summary, report, or analysis of public process results ¹ will be presented to the Board and relevant committees before approval	• Web page updates • Press release • Print media notice • Social media updates • Regular public meetings² • -Special public meetings and/or events² • Distribution list communication • Request partners forward or post notices • Public hearing at first Board meeting after public comment closes
Long-Range Transportation Plan (LRTP)	30 days	Same as LRTP	• Same as LRTP
Other Required Plans, such as the Specialized Human Services Plan	30 days	Same as LRTP	• Same as LRTP; however, this Plan may be led by MMT and have additional processes
Regional Transit Plan	30 days	Same as LRTP	• Same as LRTP; however, this Plan may be led by MMT and have additional processes
Transportation Improvement Program (TIP)	30 days	Same as LRTP	• Web page and eTIP updates • Print media notice • Social media updates • Regular public meetings² • Distribution list communication • Request partners forward or post notices • Open house • Public hearing at first Board meeting after public comment closes
TIP Formal Amendments	1 monthly committee cycle ³	Summary will be presented to the Board before approval	• eTIP updates • Regular public meetings²
Public Participation Plan	45 days	Results must be made available to the Board and relevant committees before	• Web page updates • Social media updates • Regular public meetings²
Unified Planning Work Program	30 days		

DRAFT FOR PUBLIC COMMENT

Plan or Program	Minimum Comment Period Duration for Completed Draft	Timeline and Reporting	Minimum Notifications and Public Process Activities
UPWP Amendment Requiring Board Action	30 days	approval or recommendation is sought. Final plans must be shared with FHWA and FTA.	
Other Non-required Planning Products, including those that are Component Plans for the LRTP such as an Active Transportation Plan, Freight Plan, etc.	2 monthly committee cycles ⁴	Summary will be presented to the Board before approval	• Web page updates • Social media updates • Regular public meetings²

¹ The full listing of comments received will be included in an appendix to the LRTP and TIP.

² Appropriate public notice will be given prior to any public meeting that will serve to meet these requirements.

³ Formal amendments will be presented to the TAC, CAC, and Board of Director with opportunities for public comment, but the duration of the public comment need not extend beyond the regular public meeting cycle. Since TAC meeting materials are posted approximately one week prior to the TAC meeting, this will generally provide for public comment opportunity spanning 30 days or more.

⁴ Due to the varied nature of these documents, the stakeholder development and public engagement opportunities should be tailored to the specific audience and nature of the document. Documents of a more technical nature may not be intended for public consumption; however, PPACG should always consider the general population and transparency to the public into account. All documents should, at minimum, go through the committee cycle twice (once for information and once for formal action) and be available as part of the regular public meetings.

Please see PPACG's website at <http://www.ppacg.org/transportation/> for fully updated and detailed information about opportunities to give us your input.

Addressing Public Comments

Public comments received during formal public comment periods will be documented in the plan for which they were received. This includes direct written comments and summaries of verbal comments. Comments may be addressed in plans in a variety of ways depending on their substance. In the case of minor administrative changes such as grammatical errors, the errors are addressed by staff. All other comments should be reviewed with individual jurisdictions and the TAC to determine the appropriate changes to the document. Any changes that occur will be reported to the TAC, CAC, and Board of Directors.

When public engagement or comments lead to substantive changes such as significant changes to a project or changes to the outcome or vision of a plan, the plan must go through an additional public comment period. This period must, at minimum, be 1 monthly committee cycle in order to allow for additional public engagement and proper notification of stakeholders and decision makers.

General Public Comments

Aside from the formal public comment periods for specific plans and programs, the public is always welcome to provide comments by contacting PPACG staff. This may be done via email or telephone or in person at any of PPACG's meetings. These comments will be shared with PPACG staff, individual jurisdictions and organizations, and the TAC as appropriate. For example, comments made regarding specific projects or local concerns may be shared with the project sponsor or jurisdiction. Such information sharing helps ensure that input can be integrated by the appropriate entity at the proper time, as processes and subject matter experts may differ at each stage of transportation project development, planning, programming, design, construction, operations, and maintenance.

9: Plan Evaluation

As part of its 5-year planning cycle, PPACG formally evaluates its public engagement activities to determine if changes are needed to the MPO's public participation activities. Evaluation helps staff better understand how time and resources devoted to various public involvement tactics and strategies affect public involvement. The evaluation structure for this plan includes both quantitative and qualitative elements to ensure that both the level and quality of engagement are monitored. This evaluation then serves as guidance to improve and amend the PPP for the next cycle of planning processes.

PPACG evaluates the effectiveness of the public involvement tactics and strategies described in the previous section using the metrics summarized below. In addition, PPACG asks participants in planning processes and our committee members to evaluate outreach opportunities for effectiveness. PPACG also evaluates how various audiences have been reached. How public involvement influences plans, projects and policies will be communicated throughout the project and documented in final reports, as applicable.

Evaluation and examination of the public process is critical to gaining meaningful dialogue with the public. The change of a single advertising channel or reaching out to a single community organization can sometimes increase participation by orders of magnitude. It is therefore essential to see public involvement as a continual feedback process that involves risk taking (new approaches may fail, but it is important to try them), experimentation, new ideas, and to a lesser extent tracking certain key metrics.

In the past, there has not been sufficient collection of data or continuity of process in evaluating public outreach methods. One goal moving forward is to establish a permanent feedback process that uses both public comments and data about the public process to continually improve rates of participation and the meaningfulness of public involvement.

Community partners will also play a role in helping to shape the public engagement process by advising PPACG as to which public engagement methods are likely to be the most successful in their respective communities. Their input will be encouraged before, during, and after the public engagement processes for PPACG's core plans and programs.

The two main goals of evaluation will be to 1. Discover which existing methods are increasing or declining in usefulness, and 2. Try new methods and maintain good information about the success or failure of those methods. Without proper and ongoing evaluation, the public involvement process will either stagnate or

evolve randomly with irregular and unexplainable results. Appendix B provides the public participation evaluation for the fiscal year (FY) 2019-2025 planning cycle.

Evaluation of Public Process Tactics

This document is intended to be a living document, with additions and changes based on each evaluation that is performed. To determine effectiveness of the plan, the following set of evaluation metrics and outcomes was established for each tactic.

Table 2: Evaluation of Public Process Tactics in Future Planning Cycles

Tactic	Quantitative and Qualitative Evaluation	Desired Outcomes
Publications	Quantity of publications distributed Quality and readability of publications Accessibility of information (print and online)	- Publications support community interests and needs - Information is provided in multiple, accessible formats recognizing that both online and other formats allow for better engagement with various segments of the public - Content encourages ongoing, meaningful public involvement in planning process - Publications enhance understanding of plans, programs, and policies - Publications are written for the broad audience whenever possible, using plain language and explanations - Publications include meaningful executive summaries and/or other summarized information when possible
Website	Publications, tools, and other information posted online Website analytics (e.g., visits, visit length, geographic location of users)	- Prioritize and increase accessibility of information and input opportunities most important to the public - Publish high-quality documents and tools on the website to enhance public engagement and understanding, including interactive applications, visual summaries, etc. - Identify trends in web usage Include ways for the public to make comment, stay informed, and attend meetings/open houses
Social Media	Level and quality of engagement Audience diversity	- Widely distribute information and involvement opportunities via shareable content, interactions and engagement - Provide increased opportunities for feedback and public input - Link social media engagement to websites, surveys, and other tools
Standing Committees	Quality of guidance and engagement Geographic representation Diversity of participation	- Create “buy-in” among PPACG member communities and committees - Provide accurate, supportive products for use by

Tactic	Quantitative and Qualitative Evaluation	Desired Outcomes
		local planners, engineers, and decision-makers
Stakeholders and Community Partners	Geographic representation Diversity of participation	- Increased understanding of audiences and the region - Deeper understanding of community priorities - Enhanced understanding in the community of PPACG processes and products
Public Meetings	Event attendance Relevance of input received Accessibility to events (geographic/time/distance and ADA) How people learned about the event	- Provide meaningful opportunities for public to learn about and comment on plans, programs, and policies - Notify the public of events using a variety of strategies
Media Relations	Media coverage Media contact list diversity (number of reporters, types of news sources, inclusion of minority news sources)	Proactive media relations and communication of news, policies, programs, and opportunities for public involvement
Surveys	Response rate Completeness of responses Geographic representation	- Provide simple, accessible opportunities to gather input and feedback - Gather information about public understanding, awareness, priorities, and issues - Results inform future discussion and decisions - Grow survey completions for each successive plan or program
Visualization	Clear, well-designed products Use of visualization in presentations and publications and on website Demonstrated or stated understanding of ideas, concepts, plans, projects, or programs among intended audience	- Clean layout and design support ease of reading and entices engagement - Inclusion of clear images, infographics, graphs, and other visualization techniques leads to improved understanding of ideas, concepts, plans, projects, or programs among intended audience - Facilitates informed input
E-mail	Distribution list (e.g., number of contacts, number of unsubscribes) Newsletter development	Ensure that all interested stakeholders receive regular communication from PPACG
Advertising	Postings for required activities (e.g., open houses) Use of media campaigns	- Ensure notice of opportunities to provide public comment and other engagement - Leverage advertisements (e.g., safety media campaigns) to support other tactics such as website and survey engagement

Appendix A: Compliance with Federal Regulation

This document was developed in compliance with [23 CFR § 450.316](#) as indicated below.

Table 3: Compliance with Federal Regulation

Statute	Requirement	Fulfilled
§ 450.316 (a) 1	Develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.	This Public Participation Plan will be adopted in 2026. Specific requirements identified in the statute are addressed in the tactics section of this document and
§ 450.316 (a) 2	Significant written and oral comments received on the LRTP and TIP shall be reported in the final documents	Table 1 identifies this requirement.
§ 450.316 (a) 3	A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.	Table 1 identifies this requirement.
§ 450.316 (b)	The MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation or coordinate its planning process with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area.	This is discussed in the Stakeholders and Community Partners section under the Tactics subheading.
§ 450.316 (c)	Inclusion of Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.	This is not relevant for the PPACG Metropolitan Planning Area.

Statute	Requirement	Fulfilled
§ 450.316 (d)	When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.	This is discussed in the Stakeholders and Community Partners section under the Tactics subheading.
§ 450.316 (e)	MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.	This is included in the Importance of Public Involvement in Transportation Planning section.

Appendix B: Public Participation Plan Evaluation FY19-25

The purpose of this Public Participation Evaluation for FY19-25 is to evaluate the effectiveness of the procedures and strategies contained in the Public Participation Plan.

MPO Documents Published or Adopted

As the MPO, PPACG is responsible for carrying out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and Transportation Improvement Program. In addition, the MPO produces a variety of plans, studies, databases, and other materials to support the region. Its jurisdictions, and our planning efforts. The resulting materials are made available to the jurisdictions and public either online or by request.

The following is a list of products completed by the MPO in the past 5-year planning cycle that are subject to federal public participation requirements:

- 2050 Pikes Peak Region Long Range Transportation Plan, adopted in 2025
 - Regional Transit Plan
 - Specialized Human Services Transportation Plan
- Fiscal Year 2025-2029 Transportation Improvement Program, adopted in 2024
- Fiscal Year 2023-2027 Transportation Improvement Program, adopted in 2022
- Fiscal Year 2022-2023 Transportation Improvement Program, adopted in 2021
- Fiscal Year 2021-2025 Transportation Improvement Program, adopted in 2020
- Title VI Plan, adopted in 2023
- Limited English Proficiency Plan, adopted in 2023
- Unified Planning Work Programs and associated amendments for Fiscal Years 2020-2021, 2022-2023, 2024-2025, and 2026-2027
- Annual Listing of Obligated Projects for each fiscal year

PPACG has also completed several products not subject to federal participation requirements but for which various levels of public participation were included.

- Regional Certified Safety Action Plan, to be approved in 2026 (in coordination with Woodland Park)

- Regional Complete Streets Toolbox, approved in 2025
- Active Transportation Plan, approved in 2024
- Regional Freight Mobility Study, adopted in 2024
- Serious Crash Study, completed in 2024
- Community Traffic Safety Education Review, adopted in 2023
- Pikes Peak Region Congestion Management Process, adopted in 2022
- PPACG Tri-County Transportation Study, approved in 2022
- Transportation Infrastructure Electrification Study, approved in 2022

In addition to the above PPACG has published or developed additional materials to support local jurisdictions and the public.

- Regional Certified Safety Action Plan, to be approved in 2026 (in coordination with Woodland Park)
- Mobility Guide: Guide to Getting Around the Pikes Peak Region, in coordination with the Area Agency on Aging
- Transportation Planning in the Pikes Peak Area story map
- PPACG Traffic Crashes Map and Dashboard
- PPACG Roadway Network Map
- Pikes Peak Area Growth and Development Application
- PPACG Census 2010-2020 Population Growth interactive map
- PPACG Transportation Projects Explorer interactive map
- PPACG traffic safety media campaigns, in coordination with Drive Smart Colorado
- Various articles, social media posts, etc. related to safe driving and traffic law changes

Evaluation of Public Process Tactics in FY19-25 Planning Cycle

The following table provides actions and outcomes from public process tactics identified in the previous PPP and the effectiveness of the metrics identified.

Table 4: Evaluation of Public Process Tactics

Tactic	Previously Identified Evaluation Metrics	Actions and Outcomes
Publications	• Quantity of publications distributed • Accessibility of information (print and online) • Website analytics for digital publications (number of downloads) • Variety of publication formats	• Staff produced successful federally required documents and developed several additional products in response to needs identified by the community. These are provided in a range of formats depending on use and audience. • Website was redesigned to enhance navigability and accessibility. Print documents are available via contacting staff. • Because information is now embedded into the website pages, downloads are not a viable metric for tracking.

DRAFT FOR PUBLIC COMMENT

Tactic	Previously Identified Evaluation Metrics	Actions and Outcomes
Website	• Number of website visits • Source of web traffic • Time spent on web pages • Navigation on web pages • Search terms used • Geographic location of website users	• Data prior to the 2024 website reimagining was largely unavailable and/or inconclusive. • Redesign of website allows for easier navigation and more accessible content. Outdated and confusing information was also removed from the website. • Increasing the public's use of the PPACG website is dependent upon the inclusion of accurate, interesting, and user-friendly information and navigability. • Web pages devoted to individual projects were utilized when appropriate and financially supported. • Interactivity of the website was enhanced through the development of applications and mapping materials and other items.
Social Media	• Overall level and quality of engagement • Number of interactions (likes, comments, etc.) • Audience diversity • Click rates	• While social media proved effective for certain efforts, such as the safety media campaign, it was not effective in gathering quality or meaningful engagement on planning products. • PPACG's LinkedIn account has 377 followers, while the Facebook account has 1,500 followers. • In 2023 the safety media campaign resulted in 336,735 impressions and 2,316 clicks through Google and YouTube; and 630,946 impressions, 11,740 clicks through Facebook and Instagram. • PPACG experimented with paid content on Facebook, particularly for safety traffic related content. • Social media content is also shared as appropriate with partner agencies, including local counties, cities, and towns; Bike Colorado Springs; Pike Ride; Mountain Metropolitan Transit; and CDOT.
Stakeholder interviews	• Geographic representation • Diversity of stakeholders interviewed	• Staff and consultants took great care to reach out to a wide variety of stakeholders for various planning efforts. This includes consideration of geographic, diversity, and organization type and interest. More than 70 individuals and entities were engaged and consulted, when possible, to provide additional context and information for the LRTP. • Planning documents leveraged and coordinated with other efforts around the region. For example, the LRTP includes an appendix on federal lands access in the area. • Staff encountered challenges in reaching some demographics or engaging in meaningful dialogue. Because overlapping efforts sometimes draw focus away from PPACG efforts, it is important to engage various populations in multiple ways and to coordinate with other efforts in the community to avoid volunteer fatigue.

DRAFT FOR PUBLIC COMMENT

Tactic	Previously Identified Evaluation Metrics	Actions and Outcomes
Public Meetings	• Event attendance • Relevance of input received • Accessibility to events (geographic/time/distance and ADA) • How people learned about the event	• All committee and workshop meetings were noticed and open to the public. Many were live streamed and/or appear online for later viewing. • Additional open houses were added to the schedule for the LRTP and Specializes Transportation Plan to better accommodate a range of people and demographics. The LRTP held five open houses in varying locations and times, which caused an increase in overall attendance and comments.
Media Relations	• Media coverage • Media contact list diversity (number of reporters, types of news sources, inclusion of minority news sources)	• PPACG hired a dedicated public information officer to ensure press releases and other information were disseminated widely, including newspapers, television stations, and other media outlets.
Surveys	• Response rate • Completeness of responses • Geographic representation	• PPACG released a survey for the 2050 LRTP that generated more than 800 individual responses, which is an increase from that for the 2045 LRTP. Survey responses ranged 41 ZIP codes throughout the region.
Visualization	• Use of visualization in presentations and publications and on website • Demonstrated or stated understanding of ideas, concepts, plans, projects, or programs among intended audience	• Staff and consultants have integrated maps, charts, diagrams, and other illustrations in planning projects as much as possible. • PPACG works to make documents visually appealing and well organized, making them easier for members of the public to read. • In addition, PPACG has developed several interactive tools that are available to the public, including the following. • A story map that walks users through an overview of the PPACG transportation planning area and process • Interactive maps of PPACG's roadway network and administrative boundaries • A web application of transportation infrastructure projects, including LRTP and TIP projects • A dashboard of crashes in the region, which locates individual crashes on a map and can be filtered several ways • A web application exploring population growth and residential construction 2010-2020 • A dashboard that depicts forecasted growth throughout the region, including population, housing, employment, and traffic volume.

Tactic	Previously Identified Evaluation Metrics	Actions and Outcomes
E-mail	• Total number of contacts • Number of unsubscribes • Newsletter development	• The public information officer maintains the official distribution lists for PPACG. • PPACG products and other partner materials are shared with stakeholders, committee members, and Board members. These lists comprise approximately 3,000 individuals and organizations. • The public information officer also distributes a newsletter on a quarterly basis.

It should be noted that PPACG hired a consultant to assist with public outreach efforts to support the 2050 LRTP. Use of consultants dedicated to public outreach can be effective and should be considered for future efforts if funding allows.

Appendix C: Acronyms and Abbreviations

AAA	Area Agency on Aging
CAC	Community Advisory Committee
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
FHWA	Federal Highways Administration
FTA	Federal Transit Administration
FY	fiscal year
LEP	limited English proficiency
LRTP	Long-Range Transportation Plan
MCWG	Mobility Coordinating Working Group
MMT	Mountain Metropolitan Transit
MPO	Metropolitan Planning Organization
PPACG	Pikes Peak Area Council of Governments
PPP	Public Participation Plan
RTPAC	Regional Transportation Plan Advisory Committee
TAC	Transportation Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 21, 2026

To: Pikes Peak Area Council of Governments Transportation Advisory Committee

From: Josh Squires, Transportation Planner

Subject: Transportation Improvement Program Updates

Information Only

FY27 Reconciliation & Programming Strategy

As part of the Colorado Department of Transportation's annual reconciliation process, FY27 federal allocations were adjusted to reflect actual federal obligation limitation received for FY26. The reconciliation resulted in relatively minor reductions to several federal funding programs utilized by Pikes Peak Area Council of Governments, including STP Metro, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP). Staff noted that the reductions were generally less than 1% and were driven by actual federal obligation authority coming in slightly below The Colorado Department of Transportation's forecasted levels. Staff also discussed recent federal obligation limitation trends and noted that future adjustments may continue to occur annually through the reconciliation process. Additional adjustments related to the statewide MMOF process may still occur, and staff anticipate bringing forward any necessary funding adjustments later once statewide decisions are finalized.

FY26 Roll forward Coordination

Pikes Peak Area Council of Governments staff sent the Transportation Advisory Committee a spreadsheet identifying FY26 funding balances and project information was distributed via email last week. Agencies are requested to review the spreadsheet and notify Pikes Peak Area Council of Governments staff regarding which projects and funding will be obligated in FY26 and which funds will need to be rolled forward into the next Transportation Improvement Program cycle (FY27-31).

Administrative Modification #19 remains open for any necessary changes to the current TIP. Processing of amendments and modifications associated with the new FY27-31 TIP will begin on July 1, 2026.

Transportation Improvement Program Amendment Form Update

The revised amendment form was distributed to Transportation Advisory Committee members via email and has also been posted on the Pikes Peak Area Council of Governments website.

FY27-31 TIP Amendment Form:

[PPACG FY27-31 TIP Amendment Form](#)

Project Status Meetings

Staff is proposing transitioning from quarterly project status meetings to semiannual meetings, anticipated to occur during Q2 and Q4 each year. To support ongoing project tracking and coordination, staff will distribute a quarterly project status spreadsheet through a OneDrive link. Agencies will be asked to provide updates for each active project to assist with monitoring schedules, funding, and project delivery progress. More information to come at a future date.

Proposed Motion

Information Only.

Attachments

- 1) FY27 Reconciliation & Programming Strategies PowerPoint
- 2) FY27-31 TIP Amendment Form

Strategic Plan Goals

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

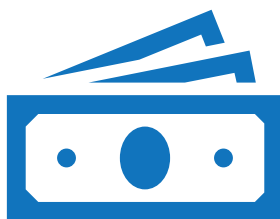


Pikes Peak Area
Council of Governments
Communities Working Together

FY27 Reconciliation & Programming Strategy

05.19.26

Takeaways



FY26 reconciliation shows a small shortfall (~0.8%)



Driven by federal obligation limitation (OL) coming in below CDOT's forecast



CDOT increased FY30 forecasts creating a surplus



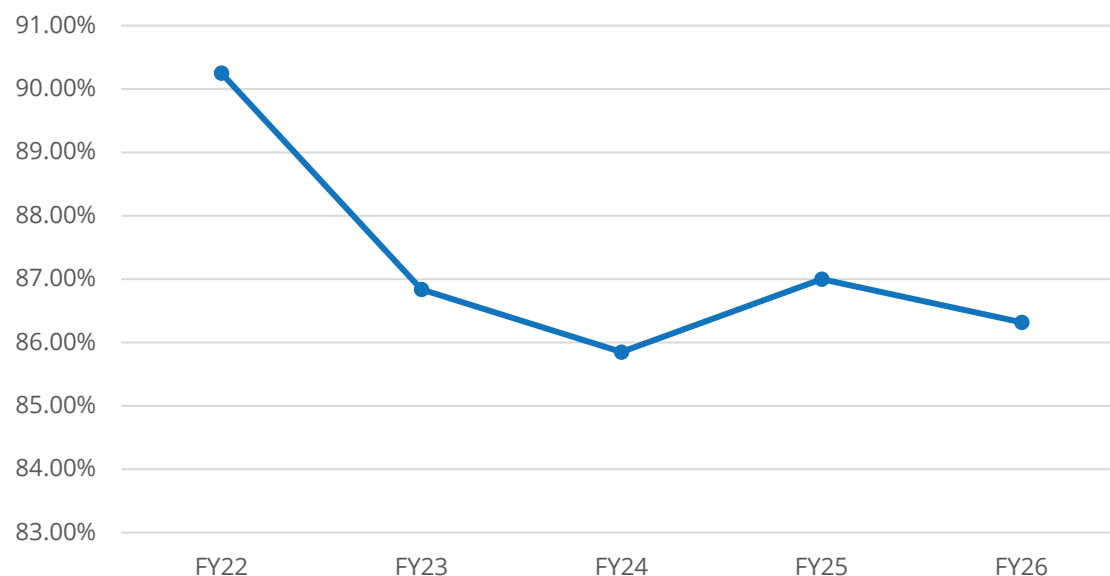
FY27 Programmed vs. Reconciled

Program	Programmed	Reconciled	Difference)	%
STP Metro	\$9,382,998	\$9,300,527	(\$82,471)	-0.88%
TAP	\$1,152,387	\$1,143,606	(\$8,781)	-0.76%
CRP	\$1,132,299	\$1,123,674	(\$8,625)	-0.76%
Average	-	-	-	-0.80%



Federal Obligation Limitation Trends

Federal Obligation Limitation Trend



- 5-year Average OL Rate is 87.25%
- Recent years consistently below 87% forecast
- FY26 actual is 86.32% (below forecast)
- Indicates a small but recurring gap of 0.5 to 1%



FY30 CDOT Forecast

CDOT increased FY30 forecasts



Results in a surplus

STP Metro: \$83,165

TAP: \$26,004

CRP: \$11,551



Future obligation limits may reduce this and programming a full amount could create future shortfalls



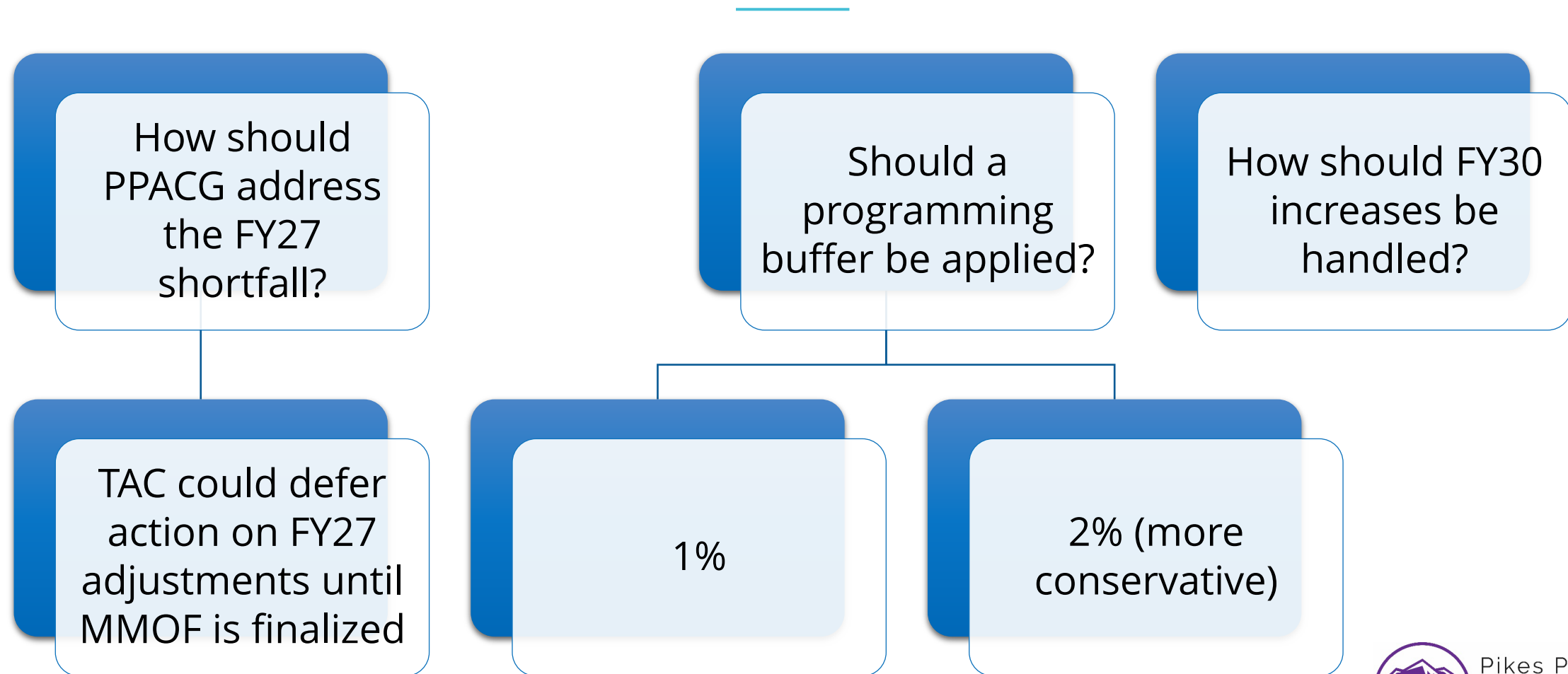
What IF Model 1% Reduction				
STP Metro				
	FY27	FY28	FY29	FY30
Programmed	9,382,998	~~9,453,961~~	9,536,575	9,536,575
Reconciliation	9,300,527	9,453,961	9,536,575	9,619,740
Difference	(82,471)	-	-	83,165
	-0.88%			
Extra 1%	9,207,522	9,359,421	9,441,209	9,523,543
TAP				
	FY27	FY28	FY29	FY30
Programmed	1,152,387	1,177,302	1,202,755	1,202,755
Reconciliation	1,143,606	1,177,302	1,202,755	1,228,759
Difference	(8,781)	-	-	26,004
	-0.76%			
Extra 1%	1,132,170	1,165,529	1,190,727	1,216,471
CRP				
	FY27	FY28	FY29	FY30
Programmed	1,132,299	1,143,622	1,155,058	1,155,058
Reconciliation	1,123,674	1,143,622	1,155,058	1,166,609
Difference	(8,625)	-	-	11,551
	-0.76%			
Extra 1%	1,112,437	1,132,186	1,143,507	1,154,943



What IF Model 2% Reduction				
STP Metro				
	FY27	FY28	FY29	FY30
Programmed	9,382,998	9,453,961	9,536,575	9,536,575
Reconciliation	9,300,527	9,453,961	9,536,575	9,619,740
Difference	(82,471)	-	-	83,165
	-0.88%			
Extra 2%	9,114,516	9,264,882	9,345,844	9,427,345
TAP				
	FY27	FY28	FY29	FY30
Programmed	1,152,387	1,177,302	1,202,755	1,202,755
Reconciliation	1,143,606	1,177,302	1,202,755	1,228,759
Difference	(8,781)	-	-	26,004
	-0.76%			
Extra 2%	1,120,734	1,153,756	1,178,700	1,204,184
CRP				
	FY27	FY28	FY29	FY30
Programmed	1,132,299	1,143,622	1,155,058	1,155,058
Reconciliation	1,123,674	1,143,622	1,155,058	1,166,609
Difference	(8,625)	-	-	11,551
	-0.76%			
Extra 2%	1,101,201	1,120,750	1,131,957	1,143,277



TAC Talking Points



2027-2031 Transportation Improvement Program									
Project Amending Submittal Form									
 Enter information in ENTRY cells (light gray with blue border). Required fields have an asterisk (*). Use dropdowns where provided.									
Project Basics									
TIP ID*					STIP ID				Total Cost Change
Project Name*									
Sponsor*						Amendment Date*			Submitted By
Amendment Reasons (set Selected = Yes for all that apply)									
Reason	Selected? (Yes/No)	Details / Notes							
Awarded new funding (type?)	No								
Adjusted funding between TIP years	No								
Cancel / drop project	No								
Remove funding	No								
Roll forward project and funds	No								
Increase project costs	No								
Reduce project costs	No								
Revise the scope	No								
Shift funding between phases within a project	No								
Other (describe)	No								
General Amendment Character									
Describe changes (scope, limits, funding by year, sources, performance measures. etc.)									
Existing Funding (current TIP)									
Funding Source	Type	Previously Programmed	FY 27	FY 28	FY 29	FY 30	FY 31	Future	
Federal source -		-	-	-	-	-	-	-	
Federal source -		-	-	-	-	-	-	-	
State source -		-	-	-	-	-	-	-	
State source -		-	-	-	-	-	-	-	
Local source -		-	-	-	-	-	-	-	
Grand Total		-	-	-	-	-	-	-	

2027-2031 Transportation Improvement Program								
New Project Submittal Form								
<i>🔗 Enter information in ENTRY cells (light gray with blue border). Required fields have an asterisk (*). Use dropdowns where provided.</i>								
Project Basics								
Project Name*								
Sponsor*						Open to Public?		
Project location(s) (summary)								
County(ies)					City			
Project Limits - Begin						End		
Improvement Scope*								
Federal Performance Measures Impacted								
Measure	Impacted? (Yes/No)	Notes (optional)						
Bridge condition	Yes							
Congestion	No							
Freight Reliability	No							
Pavement Condition	No							
Safety	No							
Transit	No							
Project Funding								
Funding Source	Type	Previously Programmed	FY 27	FY 28	FY 29	FY 30	FY 31	Future
Federal source -		-	-	-	-	-	-	-
Federal source -		-	-	-	-	-	-	-
State source -		-	-	-	-	-	-	-
State source -		-	-	-	-	-	-	-
Local source -		-	-	-	-	-	-	-
Grand Total		-	-	-	-	-	-	-



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 21, 2026

To: Pikes Peak Area Council of Governments Transportation Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Unified Planning Work Program Update

Action Requested: Information Only

Summary

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

Per federal regulations staff develops a new Unified Planning Work Program every two years, with an amendment to that document in the second year. The current Unified Planning Work Program was adopted in 2025 and documented planning work in federal fiscal years 2026 and 2027. Staff is now amending the document to reflect changes in funding and work tasks for federal fiscal year 2027. The draft document contains yellow highlights for areas with significant changes to aid ease of review. The majority of changes were for the following reasons.

- Adjustments due to funding changes
- Restructuring Work Elements to better align with staff and work tasks
- Addition of a Work Element to more easily show compliance with federal Complete Streets requirements

Please note that should the Pikes Peak Area Council of Governments receive additional funding, including State Planning and Research dollars, this document will be updated to reflect that.

In addition, staff asks that local jurisdictions review Section 5, Other Regionally Significant Transportation-related Planning Activities, and identify any changes that need to be made. Activities that were known to be complete, including Safety Action Plans, have been removed from the list.

Proposed Motion

For information only.

Attachments

- 1) Draft Unified Planning Work Program

Strategic Plan Goals

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

DRAFT



Pikes Peak Area
Council of Governments

Communities Working Together

Unified Planning Work Program

Federal Fiscal Years 2026 and 2027 – Amendment 1

DRAFT



Pikes Peak Area
Council of Governments
Communities Working Together

Pikes Peak Area Council of Governments

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

Approved by the
PPACG Board of Directors
August 13, 2025

Amendment 1 Approved
XXX, 2026

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

Contents

1	Introduction	4
1.1	Pikes Peak Area Council of Governments	4
1.2	The MPO and Planning Process	6
1.3	Unified Planning Work Program	7
1.4	Governance and Organizational Structure	8
1.4.1	Public Participation and Outreach	9
2	Planning Framework and Requirements	10
2.1	Planning Framework	10
2.2	Federal Planning Requirements.....	10
2.2.1	Infrastructure Investment and Jobs Act.....	10
2.2.2	Federal Planning Factors	11
2.2.3	PPACG Planning Priorities and Challenges	13
3	Planning Program Revenue and Expenditures.....	13
4	Work Elements and Planning Program Expenditures	17
4.1	Work Element 610 – Program Administration and Coordination.....	17
4.2	Work Element 611 – Data Development and Information Management	18
4.3	Work Element 612 – Transportation Improvement Program.....	19
4.4	Work Element 613 – Regional Transportation Planning.....	20
4.5	Work Element 614 – Regional Transportation Environmental Planning	23
4.6	Work Element 617 - Direct Expenditures	23
4.7	Work Element 619 – Complete Streets Compliance.....	25
5	Other Regionally Significant Transportation-Related Planning Activities.....	26
5.1	Colorado Department of Transportation/Woodland Park	27
5.2	Colorado Springs	27
5.3	Mountain Metropolitan Transit	28
6	Appendices.....	29
6.1	Acronyms and Abbreviations	29
6.2	Supporting Documents	30

1 Introduction

1.1 Pikes Peak Area Council of Governments

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

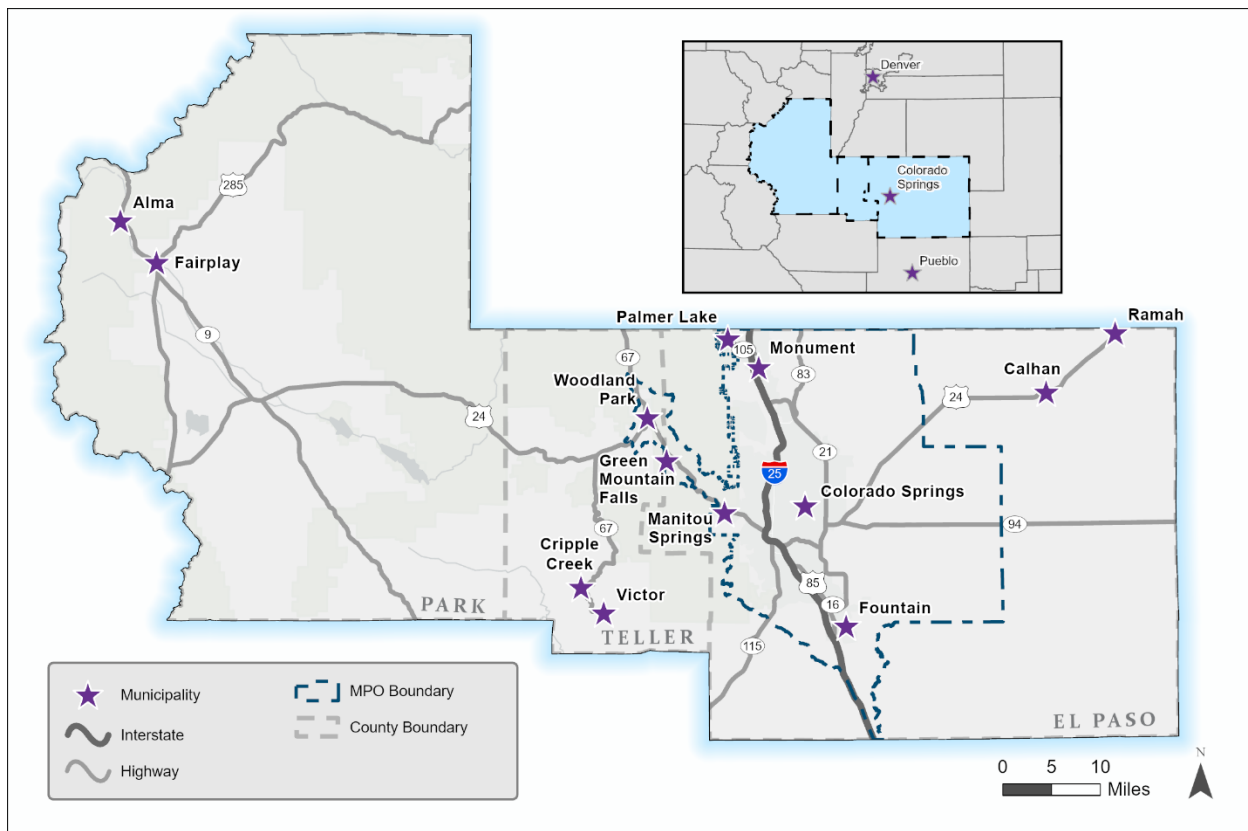


Figure 1: COG and MPO Boundaries

DRAFT

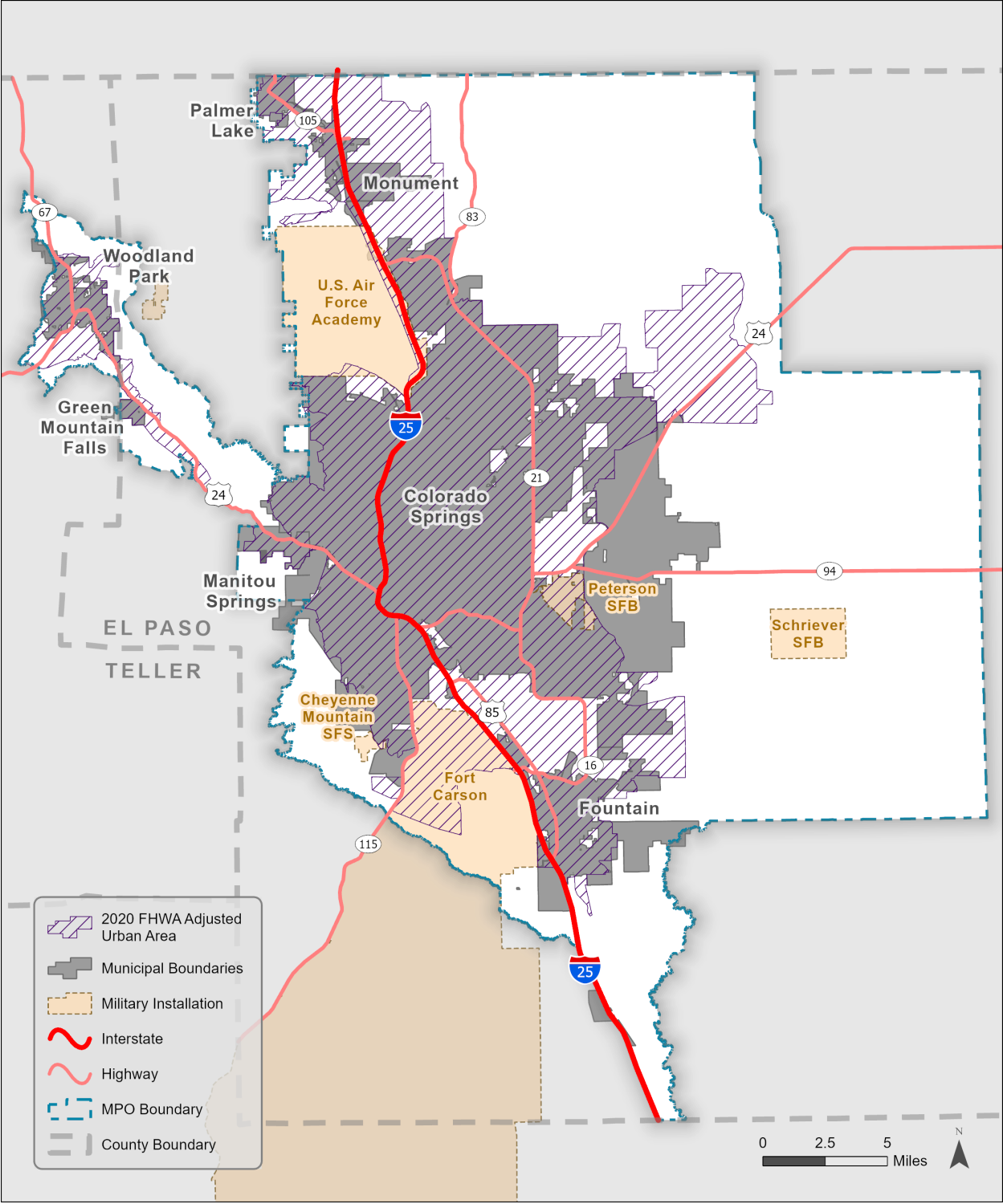


Figure 2: PPACG MPO Boundary

DRAFT

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

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

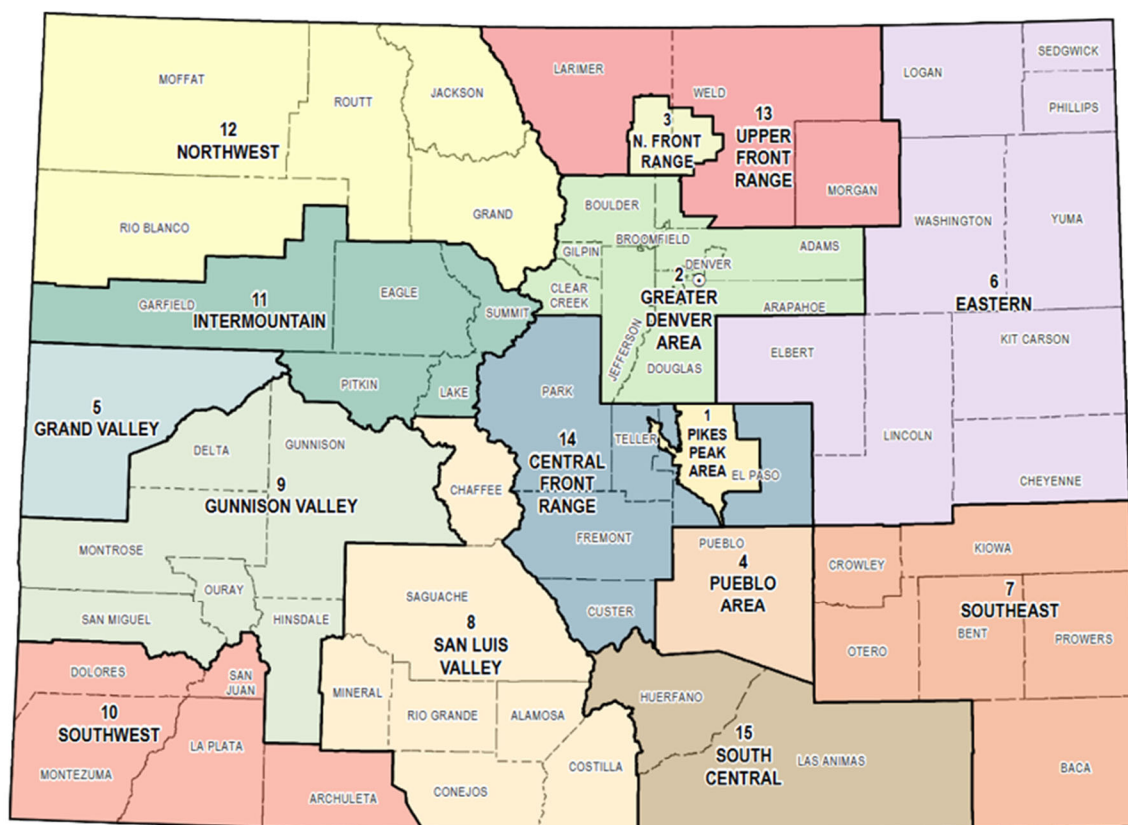


Figure 3: Colorado TPRs (source: CDOT)

1.2 The MPO and Planning Process

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

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

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

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

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

1.3 Unified Planning Work Program

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

This work program was developed to serve these specific objectives:

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

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

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

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

1.4 Governance and Organizational Structure

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

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

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

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

DRAFT



Figure 4: Organizational Structure

1.4.1 Public Participation and Outreach

Public involvement for individual planning activities such as the TIP and LRTP is sought in accordance with the PPACG Public Participation Plan (PPP) and the individual public involvement plans for those activities. The PPP was last adopted in 2019 and is currently being revised. The most recent PPP is available on the PPACG Transportation Planning website under the Resources menu (<https://ppacg.org/transportation/>).

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

applicable federal regulations. Outreach efforts will be undertaken as necessary in support of transportation planning activities as they occur.

2 Planning Framework and Requirements

2.1 Planning Framework

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

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

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

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

2.2 Federal Planning Requirements

2.2.1 Infrastructure Investment and Jobs Act

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

Metro Planning (Sec. 11201)

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

Increasing Safe and Accessible Transportation Options (Sec. 11206)

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

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

2.2.2 Federal Planning Factors

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve transportation system resiliency and reliability of the transportation system and reduce (or mitigate) the stormwater impacts of surface transportation.
10. Enhance travel and tourism.

DRAFT

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

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

Planning Framework	Work Elements						
	WE 610	WE 611	WE 612	WE 613	WE 614	WE 617	WE 619
Requirements of the Metropolitan Transportation Planning Process							
Develop and maintain the UPWP	✓						
Develop and maintain the LRTP	✓	✓		✓	✓	✓	
Develop and maintain the TIP	✓	✓	✓		✓	✓	
Federal Planning Factors							
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	✓	✓	✓	✓	✓	✓	✓
Increase the safety of the transportation system for motorized and non-motorized users	✓	✓	✓	✓	✓	✓	✓
Increase the security of the transportation system for motorized and non-motorized users	✓	✓	✓	✓	✓	✓	✓
Increase accessibility and mobility of people and freight	✓	✓	✓	✓	✓	✓	✓
Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	✓	✓	✓	✓	✓	✓	✓
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	✓	✓	✓	✓	✓	✓	✓
Promote efficient system management and operation	✓	✓	✓	✓	✓	✓	✓
Emphasize the preservation of the existing transportation system	✓	✓	✓	✓	✓	✓	✓
Improve transportation system resiliency and reliability	✓	✓	✓	✓	✓	✓	✓
Reduce (or mitigate) the stormwater impacts of surface transportation	✓	✓	✓	✓	✓	✓	
Enhance travel and tourism	✓	✓	✓	✓	✓	✓	✓

WE 610 – Program Administration and Coordination

WE 611 – Data Development and Information Management

WE 612 – Transportation Improvement Program

WE 613 – Regional Transportation Planning

WE 614 – Regional Transportation Related Environmental Planning

WE 617 – Direct Expenditures (including consultant services)

WE 619 – Complete Streets Compliance

Notes: For FY27, WE 615, Regional Specialized Mobility Services, and WE 616, Regional Safety Activities, have been removed from the UPWP and combined into WE 613, Regional Transportation Planning, to

streamline reporting and accounting as the activities overlap. WE 618 is not show here because it is utilized for non-CPG funded safety activities.

2.2.3 PPACG Planning Priorities and Challenges

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

“Strategic Plan Goals

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

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

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

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

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

3 Planning Program Revenue and Expenditures

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

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

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

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

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

The table below provides the financial information for the MPO in FFY27.

Figure 6: FFY27 Budget Summary (rounded to the nearest dollar)

Revenues and Expenditures	Federal Share	State Funds	Local Match*	Total Funds
FFY2027 Revenues				
FFY2027 CPG	\$1,448,663	\$0	\$301,142	\$1,749,805
Anticipated Carry-over from FFY2026	\$190,758	\$0	\$0	\$190,758
Total FFY2027 Revenues	\$1,639,421	\$0	\$301,142	\$1,940,563
FFY2027 Expenditures				
Salary, Fringe and Indirect Expenditures	\$1,396,679	\$0	\$250,681	\$1,647,360
Direct Expenses	\$240,652	\$0	\$50,025	\$290,677
Total FFY2027 Expenditures	\$1,637,331	\$0	\$300,706	\$1,938,037

* The federal share for MPO activities at PPACG cannot exceed 82.79%; the remaining 17.21% is generally matched by local funds. However, CDOT and PPACG used toll credits in lieu of local match to increase the federal reimbursement rate to 100% in FFY26. The use of toll credits will apply to carryover

funding from FY26. SPR or toll credit dollars from the state may be utilized in FY27 if they are made available.

Notes: The difference between actual funding and estimates in Table 6 will be addressed on an as needed basis using PPACG local funds, State of Colorado apportioned SPR funding and/or reduction in scope.

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

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

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

DRAFT

- 619 – Complete Streets Compliance – Time is charged for work related to compliance with the IIJA complete streets requirement. This allows for easier accounting and reporting. This WE will account for at least 2.5% of the FHWA portion of the CPG received in each year. Projects will be discussed with FHWA to ensure compliance with IIJA prior to time being charged. Projects will also be discussed with local jurisdictions to ensure alignment with regional needs.

Notes: WE 615, Regional Specialized Mobility Services, and WE 616, Regional Safety Activities, have been removed from the UPWP for FY27 and combined into WE 613, Regional Transportation Planning, to streamline reporting and accounting as the activities overlap. WE 618 is not shown here because it is utilized for non-CPG funded safety activities

Figure 7: FFY27 Salary, Fringe, and Indirect Expenditures by Work Element (rounded to the nearest dollar)

Work Element	Work Element Total	Percent
610 - Program Administration and Coordination	\$411,840	25.00%
611 - Data Development and Information Management	\$675,418	41.00%
612 - Transportation Improvements Program	\$148,262	9.00%
613 - Regional Transportation Planning	\$271,615	16.49%
614 - Regional Environmental Transportation Planning	\$115,315	7.00%
619 - Complete Streets Compliance*	\$24,910	1.51%
Total	\$1,647,360	100.00%

* Complete Streets Compliance will account for no less than 2.5% of the FHWA portion of PPACG's CPG contract, which amounts to \$996,409 in FFY27. This activity is anticipated to be completed using staff time but may also include direct expenses if needed.

Figure 8: FFY27 Direct Expenditures by Work Element (rounded to the nearest dollar)

Account Code	Direct Expense	Amount
WE-617 (76030)	Contract Services	\$239,352
WE-617 (76060)	Printing/Reproduction Services	\$2,000
WE-617 (77000)	Education/Training/Conference	\$13,300
WE-617 (77150)	Travel Out-of-State	\$6,500
WE-617 (77160)	Travel In-State	\$2,000
WE-617 (77200)	Supplies	\$2,360

WE-617 (77300)	Telephone	\$4,000
WE-617 (77350)	Support Services/Postage	\$360
WE-617 (77360)	Advertising/Public Notices	\$1,000
WE-617 (77400)	Memberships/Dues	\$9,730
WE-617 (77450)	Subscriptions/Publications	\$120
WE-617 (77500)	Maintenance – Software and Equipment	\$1,900
WE-617 (77660)	Capital – Software/Furniture/Equipment	\$8,055
	Total Direct Expenses	\$290,677

4 Work Elements and Planning Program Expenditures

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

4.1 Work Element 610 – Program Administration and Coordination

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

Objectives and Tasks

- Participation in FHWA/FTA's certification review.
- Maintain current planning agreements and execute annual contracts and amendments for planning funds.
- Prepare and monitor annual operating budgets and submit monthly financial reports on UPWP tasks.
- Participate in statewide planning and resource allocation activities.
- Prepare mid-year and annual status reports on UPWP and post to PPACG website.
- Participate in semi-annual UPWP monitoring meetings (MMT/CDOT/FTA/FHWA)
- Prepare FY2027 UPWP update and FY2028-FY2029 UPWP.
- Support and participation in PPACG technical committees, including the TAC, CAC, AQTC, and MCC.
- Maintain, revise, and implement the strategies outlined in PPACG's Public Participation Plan.
- Maintain regular communications with member entities to provide value and satisfy requests for technical assistance.

DRAFT

- Improve the professional capabilities of staff by attending and participating in local, regional, state, and national workshops, conferences, and meetings.
- Participate in State and Federal legislation policy review.
- Coordinate, review and comply with new legislation and apprise member entities.
- Provide input on statewide, regional, and local planning issues as appropriate.
- Participation in local, regional, state, public transportation and federal transportation-related meetings, webinars, and workshops.
- Research and analyze MPO requirements to comply with Colorado Greenhouse Roadmap and Rules, 2 CCR 601-22, and other state regulations.
- Coordinate translation services.
- Research and assist jurisdictions in identifying potential discretionary grant funding. *

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

Deliverables and Schedule

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

Consultant Support

- None at this time.

4.2 Work Element 611 – Data Development and Information Management

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

Objectives and Tasks

- Continue to curate a library of authoritative data that enhances and supports the multiple planning programs and products carried out by PPACG and partner agencies.
- Support the continued enhancement of the spatial data management system to best facilitate regional stakeholder data collaboration and public information sharing.
- Maintain a coordinated land use and socioeconomic forecast for the region.
- Advance the travel demand model capabilities to meet continuously developing state requirements and efficiency modeling considerations.
- Integrate PPACG's socioeconomic forecasting and travel demand modeling capabilities within the GIS framework so data can move as seamlessly as possible between these applications.
- Provide technical support and assistance to users of the PPACG regional travel demand and land use models.
- Continue support of the statewide travel demand model.
- Support data acquisition of imagery, traffic, and location data in support of regional planning needs.

Deliverables and Schedule

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

Consultant Support

- Travel model development and support (as needed)

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

4.3 Work Element 612 – Transportation Improvement Program

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

Objectives and Tasks

- Monitor, maintain, and amend, as necessary, the FY2025-2029 TIP, including reconciliation for actual revenue.

DRAFT

- Develop, adopt, and monitor the FY2027-2031 TIP including a Call for Projects, stakeholder workshops, public comment period, and open houses. Programming in the TIP will include federal funding, as well as the State of Colorado funds created by SB 21-260, as available.
- Coordinate with MMT and jurisdictions to incorporate other funding sources into the TIP as necessary. MMT is the direct recipient of FTA 5307 funding in the region and performs the planning functions for those funds. PPACG must coordinate closely with MMT to ensure that TIP adoptions and amendments reflect 5307 funding.
- Coordinate with CDOT and MMT to develop allocations and project lists for the TIP.
- Monitor progress of TIP project obligations.
- Develop, approve, and monitor FHWA required performance measures and targets as necessary. Monitor the Public Transportation Agency Safety Plan targets as needed.
- Provide for the coordinated implementation of federally funded and other regionally significant transportation improvements in the Colorado Springs MPA.
- Monitor the Public Transportation Agency Safety Plan (PTASP) targets and Transit Asset Management (TAM) targets as needed in coordination with MMT.

Deliverables and Schedule

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

Consultant Support

- None at this time

4.4 Work Element 613 – Regional Transportation Planning

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

Objectives and Tasks

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

- Technical support and coordinating transportation plan development with ongoing local transportation planning activities.
- Pursuing innovative funding strategies to accelerate needed improvements.
- Participation in statewide and Front Range Rail long-range transportation planning activities.
- Providing transit planning assistance to member entities.
- Coordination for implementation of the recommendations from the Specialized Human Services Plan and Transit Plan.
- Coordination with TSMO/ITS tasks.
- Prepare and process amendments to the 2050 LRTP, if necessary.
- Develop, approve, and monitor federal performance measures and targets as necessary.
- Research and analyze MPO requirements to comply with state and federal regulations.
- Develop mobility elements and conduct other regional planning activities, including studies, which will be incorporated into the 2055 LRTP.
- Support development of the Regional Safety Action Plan (This project is sponsored by the City of Woodland Park and funded through a Safe Streets and Roads for All grant and a Colorado Department of Local Affairs grant. However, it covers the PPACG region and jurisdictions.)
- Initiate implementation of the Active Transportation Plan through a Wayfinding Plan and/or other activities as supported by the TAC.
- Develop fact sheets to support the planning process and public participation.
- Initiate implementation of recommendations from the Regional Freight Plan.
- Initiate development of the 2055 Long Range Transportation Plan, which may include developing educational materials for the public, conducting public outreach tasks, holding a transportation fair or other public or stakeholder events, conducting a peer review of other MPO plans and best practices, and/or conducting a public survey.
- Continued analysis and planning related to the Congestion Management Process (CMP). An update to the CMP document is contingent upon obtaining additional funding.
- Initiate development of the 2055 Specialized Human Services Plan and Transit Plan. Completing these plans may be contingent upon receiving additional funds.
- Update the PPACG Public Participation Plan, with updates to the Title VI Plan and Limited English Proficiency Plan as needed to fulfill federal and state requirements.
- PPACG staff and the Mobility Coordinating Work Group will develop goals and objectives to address themes identified in the current Specialized Human Services Plan. Benchmarks will be established to ensure activities track toward meeting each goal.
- Identify funding opportunities to expand and enhance services in the Pikes Peak region.
- PPACG staff will work with the Mobility Coordinating Work Group and individuals who depend on specialized transportation to identify gaps in services, opportunities for coordination, and strategies to increase access across the Pikes Peak Region. These

DRAFT

strategies, opportunities, and identified gaps will be used to develop the 2055 Specialized Human Services Plan.

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

Deliverables and Schedule

- Regional Freight Plan, 2025-2026
- Public Participation Plan, 2026
- Title VI Plan and Limited English Proficiency Plan, 2026
- Transportation Planning and Project Fact Sheets, 2026-2027
- Transportation Plan Public Outreach, 2027
- Identification of additional funding for specialized transportation, ongoing
- Safety briefings and reports, ongoing
- Non-profit bylaws and articles of incorporation, ongoing
- Grant proposals, ongoing
- Public messaging campaign debriefs and reports, ongoing

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

Consultant Support

- Regional Freight Plan development
- Transportation Fact Sheets
- Specialized Human Services Transportation Plan
- Transit Plan
- LRTP Public Engagement
- Public messaging campaign development

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

4.5 Work Element 614 – Regional Transportation Environmental Planning

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

Objectives and Tasks

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

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

Deliverables and Schedule

- None at this time

Consultant Support

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

4.6 Work Element 617 - Direct Expenditures

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

WE-617 (76030) Contract Services & Software

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

- ArcGIS and other data acquisition;
- Azure – interactive GIS data;
- Crash analysis software and data;
- Accessibility data and analysis;
- Public participation/information;
- Traffic counts and other transportation-related data acquisition;
- eTIP and eLRTP online database and support;
- Acquisition of data and expertise, including economic and demographic data analysis;
- Other future enhancements to the Regional Modeling System;

DRAFT

- Additional consultant support efforts that may include air quality, housing, land use, public participation/limited English proficiency, and safety campaign, utilizing funding from CDOT (to be defined as discussion with CDOT and scoping is developed);
- Planning and programming consultant support;
- Spanish Translation Services;
- Colorado HiTech – technical support;
- Travel demand model software, support, and maintenance, which may include PTV and modeling support;
- Regional traffic data (This may be purchased for the region using STBG, with the local match coming from PPACG jurisdictions in the form of an additional donation to the region beyond their local dues*);
- Safety media campaign; and
- Complete Streets efforts to comply with federal IIJA requirements.**

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

**** PPACG used a consultant to develop a Regional Complete Street toolbox of model policies, standards, and practices for voluntary use by the PPACG jurisdictions as they deem appropriate. PPACG feels that the development of these voluntary model standards and policies is the best context-sensitive solution for compliance with this federal requirement. Consultant efforts will be billed to Work Element 617. This effort, which will constitute 2.5% of the FHWA metropolitan planning funds allocated to PPACG in accordance with the IIJA, began in FY25 and is ongoing. Following the toolbox is complete, PPACG will engage in other Complete Streets activities deemed. This may be completed by a consultant or performed in house. See Work Element 619 for additional information.**

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

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

WE 617 (76060) Printing/Reproduction Services

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

WE 617 (77000) Education/Training/Conference

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

WE 617 (77150) Travel Out-of-State

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

WE 617 (77160) Travel In-State

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

WE 617 (77200) Supplies

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

WE 617 (77350) Support Services

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

WE 617 (77450) Memberships/Subscriptions/Publications

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

WE 617 (77500) Maintenance - Equipment

Expenses include general computer maintenance costs, as needed.

WE 617 (77660) Capital – Furniture/Equipment

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

4.7 Work Element 619 – Complete Streets Compliance

Work Element 619 reflects efforts in support of Section 11206 of IJJA. This section of the law requires that states and metropolitan planning organizations use not less than 2.5 percent of their planning and

research funds for Complete Streets activities that will increase safe and accessible transportation options. IIJA defines Complete Streets standards or policies as those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” Activities undertaken by PPACG to adhere to the IIJA will be developed in coordination with members of the TAC to determine regional need and will be discussed with FHWA to ensure compliance prior to beginning any Complete Streets effort.

Objectives and Tasks

These activities may include planning related to the following:

- Complete Streets Toolbox development or updates.
- Complete Streets project lists and prioritization planning.
- Updates to and development of PPACG mobility guides to support mode choice.
- Policy development for implementation by individual jurisdictions.
- Other planning activities related to Complete Streets.

Deliverables and Schedule

- Complete Streets Toolbox, 2025-2026 (completed)
- Mobility Guide: “Guide to Getting Around the Pikes Peak Region,” 2026-2027

Consultant Support

- Complete Streets Toolbox development (funded by 2.5% of the FHWA portion of CPG, no less than \$31,091) (completed)
- Complete Streets efforts (funded by 2.5% of the FHWA portion of CPG, no less than \$24,129 in FY26 and \$24,910 in FY27; these services may be completed in house or via a consultant as needed.)

5 Other Regionally Significant Transportation-Related Planning Activities

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

5.1 Colorado Department of Transportation/Woodland Park

Name of the project/study: US24 Reliever Route Study

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

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

5.2 Colorado Springs

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

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

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

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

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

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

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

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

Purpose: Development and implementation of a multi-dimensional Perception-Based Adaptive Traffic Management and Data Sharing system to address critical real-world challenges in traffic management, including improving safety, reducing congestion, and enhancing the efficiency of transportation systems across urban, suburban, and rural contexts.

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

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

Purpose: Five types of demonstration projects will be temporarily installed and before and after data will be evaluated to determine effectiveness. Demonstration projects include rubberized pinned down raised crosswalks, dynamic speed feedback signs, neighborhood pop-up traffic circles, speed activated flashing school zone signs, and projected bike lanes.

DRAFT

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

Cost: \$TBD (SS4A)

Purpose: Pending recommendations from the Safety Action Plan.

5.3 Mountain Metropolitan Transit

Name: Long Range Transit Planning Studies

Cost: \$550,000 (per year)

Grant: 5307, STBG, FASTER, 5304, other

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

Name: Short Range Transit Planning Activities

Cost: \$550,000 (per year)

Grant: 5307, 5304, other

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

Name: Academy Boulevard Enhanced Transit Corridor Improvement Study

Cost: \$50,000

Grant: 5307, 5304, other

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

DRAFT

Name: ADA Paratransit Planning Activities

Cost: \$125,000

Grant: 5307, other

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

Name: APC Certification

Cost: \$75,000

Grant: 5307, other

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

Name: Title VI and DBE Program Updates, Rider Survey

Cost: \$220,000

Grant: 5307, other

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

6 Appendices

6.1 Acronyms and Abbreviations

ADA	Americans with Disabilities Act of 1990
AQTC	air quality technical committee
CAC	community advisory committee
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
CMP	congestion management process
CO	carbon monoxide
COG	Council of Governments
CPG	consolidated planning grant
BRT	Bus Rapid Transit
DOD	Department of Defense

DRAFT

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

6.2 Supporting Documents

The following pages contain supporting documents:

- Table of Core Planning Documents
- Public Comments Received (There were no public comments received).
- Approved Agency Indirect Cost Rate
- Certifications and Assurances

DRAFT

- PPACG Board of Directors Resolution of Approval
- State and Federal Approvals (to be included in final document pending approvals)

DRAFT

Figure 9: Table of Core Planning Documents

Document	DATE ADOPTED	TIME SPAN	UPDATE DUE
Unified Planning Work Program	September 2026	2 years	September 2028
Transportation Improvement Program and Self Certification	March 2026	2 years*	March 2028
Transportation Management Area Certification Review	January 2026	4 years	January 2030
Public Participation Plan**	August 2026	N/A	August 2031
LRTP Public Involvement Plan	April 2023	5 years	April 2028
Title VI and Limited English Proficiency (LEP) Plan	June 2026	3 years	June 2030
Congestion Management Process	December 2022	5 years	December 2027
Long Range Regional Transportation Plan	February 2025	5 years	February 2030
Transit Plan	February 2025	5 years	February 2030
Specialized Human Services Plan	February 2025	5 years	February 2030

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

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



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 21, 2026

To: Pikes Peak Area Council of Governments Transportation Advisory Committee

From: Jared Verner, Public Policy and Communications Manager

Subject: Legislative Update

Action Requested: Information Only

Summary

The Pikes Peak Area Council of Governments Board of Directors adopts legislative positions on state and federal legislation, and works with contract lobbyists and legislators to advocate for those positions. The Board of Directors has a Legislative Committee that can take positions in between Board meetings, and the Board adopts a themes and priorities document to provide direction to staff and lobbyists when the Legislative Committee can't meet to adopt a position.

For transportation-related legislation, the Pikes Peak Area Council of Governments has adopted the following positions on state bills:

- Amending four bills:
 - HB26-1269: Transit Access – Awaiting Governor's Signature
 - HB26-1289: Modification of Certain Tax Expenditures – Awaiting Governor's Signature
 - HB26-1398: Retail Delivery Fee Revenue Allocation – Awaiting Governor's Signature
 - HB26-1399: Eliminate General Fund Transfer to Multimodal Transportation Fund – Awaiting Governor's Signature
- Opposing four bills
 - HB26-1037: Ban Government Purchase of Personal Data from Third Party – Postponed Indefinitely
 - HB26-1102: Funding for Colorado DRIVES Account – Awaiting Governor's Signature
 - HB26-1272: Extreme Temperatures Worker Protections – Awaiting Governor's Signature
 - HB26-1430: Transportation Funding Adjustments – Awaiting Governor's Signature

The Colorado General Assembly will adjourned on Wednesday, May 13, 2026.

The Pikes Peak Area Council of Governments has adopted the following positions on federal bills:

- Supporting four bills:
 - H.R. 3030: Highway Formula Fairness Act – Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit
 - H.R. 502: Protecting Infrastructure Investments for Rural America Act – Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit
 - H.R. 4585: Agricultural and Rural Road Improvement Program Act – Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit
 - H.R. 7437: BASICS Act – Assigned to House committee on Transportation & Infrastructure
- Opposing one bill:
 - H.R. 5465: GREEN Streets Act – Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit

As of May 15, Pikes Peak Area Council of Governments staff is awaiting draft text of the upcoming surface transportation reauthorization bill and an accompanying markup session by the House Transportation and Infrastructure Committee.

Background

The Pikes Peak Area Council of Governments' Legislative Committee is a subcommittee of the Board of Directors. The purpose of the committee is to review and discuss proposed legislation and determine whether the Board of Directors would like to monitor, amend, support or oppose any bills. The scope of this committee is limited to Pikes Peak Area Council of Governments issues as identified in the Board's legislative themes and priorities documents.

Attachments

- 1) State bill status report
- 2) Federal bill status report

Strategic Plan Goals

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



Bowditch & Cassell

PUBLIC AFFAIRS

The information contained herein is current as of today's date.

Pikes Peak Area Council of Governments

[HB26-1001](#)

Housing Developments on Qualifying Properties

Comment:

Position: Oppose

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Housing Developments on Qualifying Properties

Sponsors: A. Boesenecker (D) | J. Mabrey (D) / T. Exum (D) | J. Gonzales (D)

Summary:

The bill requires a subject jurisdiction, on or after December 31, 2027, to allow a residential development to be constructed on a qualifying property that does not contain an exempt parcel, subject to an administrative approval process. A qualifying property is real property that contains no more than 5 acres of land and is owned by:

A nonprofit organization with a demonstrated history of providing affordable housing;

A nonprofit organization that provides public transit;

A nonprofit organization that has entered into an agreement with another nonprofit organization with a demonstrated history of providing affordable housing, provided that the agreement requires the nonprofit organization with a

A school district;

A state college or university;

A housing authority; or

A local or regional transit district or a regional transportation authority serving one or more counties.

If a subject jurisdiction requests, as part of an initial development application, that a nonprofit organization with a demonstrated history of providing affordable housing provide documentation that it meets required criteria, the nonprofit organization shall provide the documentation. *Each housing unit in a residential development constructed on a qualifying property that meets certain affordable housing criteria is equivalent to 1.1 newly constructed affordable housing units for the purposes of the statewide affordable housing fund.*

A subject jurisdiction shall not:

Disallow construction of a residential development on a qualifying property on the basis of height if the tallest structure in the residential development is no more than 3 stories or 45 feet tall;

Disallow construction of a residential development on a qualifying property on the basis of height if the tallest structure in the residential development complies with the height-related standards for the zoning district in which the residential development will be built or any zoning district that is contiguous to the qualifying property on which the residential development will be built;

Disallow construction of a residential development on a qualifying property based on the number of dwelling units that the residential development will contain, except in accordance with standards listed in the bill; or

Apply standards to a residential development on a qualifying property that are more restrictive than the standards the subject jurisdiction applies to similar housing constructed within the subject jurisdiction, including standards related to structure setbacks from property lines; lot coverage or open space; on-site parking requirements; numbers of bedrooms in a multifamily residential development; on-site landscaping, screening, and buffering requirements; or minimum dwelling units per acre.

Provided that the uses are allowed conditionally or by right within the zoning district in which a qualifying property is located, a subject jurisdiction shall allow the following uses in a residential development on a qualifying property:

The provision of recreational, social, or educational services provided by community organizations for use by the residents of the residential development and the surrounding community.

The bill requires the owner of a qualifying property to notify the county assessor that a subject jurisdiction has allowed the construction of a residential development on a qualifying property within the county.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 3/25/2026 Governor Signed

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1010](#)

Older Adult Support & Representation in Workforce

Comment:

Position: Support

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Older Adult Support & Representation in Workforce

Sponsors: J. Willford (D) | J. Jackson (D) / J. Danielson (D)

Summary: The bill increases participation, representation, and support for individuals 60 55 years old or older in the Colorado workforce and in organizations related to employment and the workforce by:

Requiring the state work force development council (council), the Colorado commission on the aging, and other entities to meet twice a year, collect data, and work collaboratively on issues related to individuals in the workforce who are 60 55 years old or older;

Requiring the department of labor and employment and the department of human services to jointly submit a report compiling the data collected by the council, the Colorado commission on the aging, and other entities to the general assembly and requiring the department of labor and employment, during the department's annual "SMART Act" hearings, to summarize the report to certain legislative committees; and

Requiring that the council, ~~the commission on higher education~~, the state apprenticeship council, *the commission on higher education* , and the ~~state board for community colleges and occupational education advisory committee to the commission on higher education~~ , or their successor entities, each have at least one member serving on their governing entity that is at least 60 55 years old and either is actively involved in or has interest, knowledge, or experience in advocating for the interests of individuals who are 60 55 years old or older as related to the functions of each entity.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/7/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1018](#) **Long-term Care Services for Nursing Home Residents**

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Long-term Care Services for Nursing Home Residents

Sponsors: J. Jackson (D) | J. Joseph (D) / J. Amabile (D)

Summary:

The bill requires an individual being discharged from a nursing facility to be presumptively eligible for long-term services and supports under medicaid. Agency to be

The bill requires the department of health care policy and financing (state department) to determine presumptive eligibility and requires county departments of human or social services (county departments) to set up the long-term services and supports for an individual being discharged from a nursing facility prior to the individual's discharge date.

The state department is required to submit an annual report to the state auditor and post the report on the state department's website detailing information about the individuals discharged from a nursing facility and the associated presumptive eligibility determinations.

The bill establishes remedial measures against a county department if the county department fails to set up long-term services and supports for the individual. The bill establishes remedial measures against a nursing facility that fails to discharge an individual on the discharge date due to a failure within the nursing facility's control or fails to cooperate in good faith with the state department to ensure long-term care services and supports are in place for the individual.

(Note: This summary applies to this bill as introduced.)

Status:

5/14/2026 House Committee on Appropriations Lay Over Unamended - Amendment(s) Failed

Status History:

[Status History](#)

Amendments Link:

[All Amendments](#)

Fiscal Notes:

[Fiscal Note](#)

[HB26-1022](#)

Jury Duty Opt-Out for People 72 Years or Older

Comment:**Position:****Calendar
Notification:**

NOT ON CALENDAR

News:**Short Title:**

Jury Duty Opt-Out for People 72 Years or Older

Sponsors:

C. Barron (R)

Summary: The bill allows a person who is 72 years old or older to choose to temporarily or permanently opt out of jury service. The judge or jury commissioner may require documentation in support of the opt-out.

Agenda Item 7D

(Note: This summary applies to this bill as introduced.)

Status: 5/14/2026 House Committee on Appropriations Lay Over Unamended - Amendment(s) Failed

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1037](#)

Ban Government Purchase of Personal Data from Third Party

Comment:

Position: Oppose

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Ban Government Purchase of Personal Data from Third Party

Sponsors: J. Bacon (D) | K. DeGraaf (R) / L. Cutter (D)

Summary: The bill prohibits law enforcement and other government entities from purchasing, or otherwise obtaining for anything of value, certain personal data from third parties. Law enforcement agencies and other government entities are also prohibited from sharing individuals' personal data between themselves.

Exceptions are created for obtaining personal data, including after obtaining a judicial warrant, subpoena, or court order, when an individual consents to sharing their data and, in the case of an emergency, involving a threat to a person's life or physical safety.

The bill creates a private cause of action for an individual who has their personal data obtained or shared in violation of the prohibitions in the bill. Personal data obtained or shared is excluded from trial and other court proceedings, subject to certain exceptions.

Status: 4/22/2026 House Committee on Judiciary Postpone Indefinitely

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1043](#)

Transportation Network Company Discriminatory Practices

Comment:

Position: Support

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Transportation Network Company Discriminatory Practices

Sponsors: G. Rydin (D) | A. Paschal (D) / C. Kipp (D)

Summary: Under current law, the public utilities commission (commission) may assess a civil penalty in an amount up to \$550 against a transportation network company (TNC) if the TNC had written notice of a TNC driver's violation of certain prohibitions against discriminating against riders and the TNC failed to reasonably address the violation. Additionally, a driver is required to report to the TNC any refusal by the driver to provide services to a rider, and the TNC is required to annually report all such refusals to the commission.

The bill removes the condition that a TNC first have written notice of a driver's violation of the discriminatory prohibitions before a civil penalty may be assessed against the TNC and increases the maximum civil penalty to \$5,000. The bill also requires:

A TNC to provide monthly, rather than annual, reporting to the commission regarding drivers' refusal to provide services;

A TNC to provide a mechanism to allow a consumer to report a driver's refusal to provide transport to the consumer directly on the TNC's digital platform, which information must be included in the TNC's monthly report; and

The commission may assess a civil penalty in an amount up to \$5,000 for a TNC's failure to comply with the reporting requirements.

(Note: This summary applies to this bill as introduced.)

Status: 5/11/2026 Senate Third Reading Passed - No Amendments

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1062](#)

Expand Deduction for Retirement Benefits

Comment:

Position:

**Calendar
Notification:** NOT ON CALENDAR

News:

Short Title: Expand Deduction for Retirement Benefits

Sponsors: R. Weinberg (R)

Summary: Current law allows any individual to deduct amounts, up to certain caps based on the individual's age, received as pensions or annuities from any source, to the extent included in federal adjusted gross income.

Notwithstanding the caps on the deduction for amounts received as pensions or annuities from other sources, current law allows any individual who is 65 years old or older at the close of a taxable year to subtract the total amount of social security benefits that the individual received from the individual's federal taxable income, to the extent those benefits were included in federal taxable income, when determining the individual's state taxable income. This subtraction is also allowed to any individual who is 55 years old or older and has an adjusted gross income for the applicable tax year that is less than or equal to \$75,000 if filing individually or \$95,000 if filing jointly.

For income tax years commencing on or after January 1, 2027, the bill removes all caps on the deduction for amounts received as pensions and annuities and allows any individual who is 55 years old or older, regardless of income, to subtract the total amount that the individual received as pension or annuity income from the individual's federal taxable income, to the extent that income was included in federal taxable income, when determining the individual's state taxable income.

Agenda Item 7D

(Note: This summary applies to this bill as introduced.)

Status: 2/9/2026 House Committee on Finance Postpone Indefinitely

Status History: [Status History](#)

Amendments Link: No amendments found for this bill

Fiscal Notes: [Fiscal Note](#)

[HB26-1065](#)

Transit and Housing Investment Zones

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Transit and Housing Investment Zones

Sponsors: J. McCluskie (D) | S. Woodrow (D) / D. Roberts (D) | T. Exum (D)

Summary: **Section 2** of the bill creates the 'Transit Investment Area Act' and:

Creates a mechanism for a local government and transit agency, subject to state approval, to undertake a transit investment project (project), to designate a transit investment area (area) in which the project will be built, and to create a transit investment authority (authority) or to designate other financing entities with the power to receive and use the increment of revenue derived from the state sales tax collected in the area that is equal to the amount of state sales tax revenue collected in an area above a designated base amount plus 20% of that same revenue (state sales tax increment revenue) to be used to finance eligible improvements related to the project;

Allows a local government to apply to the office of economic development and the Colorado economic development commission (commission) to undertake a

project, and, in connection with the project, to form an authority or to designate a county revitalization authority, metropolitan district, or urban renewal authority as the approved financing entity; ^{Agenda Item 7D}

Specifies the information that a local government is required to include in the application for a project and the criteria that the project is required to satisfy to be approved;

Requires the director of the office of economic development (director) to review each application for a project and to make an initial determination regarding whether the application meets the specified criteria;

Requires the director to forward each application to the commission with a recommendation regarding whether the project should be approved;

Directs the commission to review each application and to approve or reject the project and, as part of the approval of a project, allows the commission to authorize the collection and use of the state sales tax increment revenue for a designated number of years not to exceed 30 years;

Allows the commission to approve no more than 3 transit investment projects in any calendar year and no more than 6 in total;

Allows the commission to dedicate no more than \$75 million in a fiscal year to the transit investment projects it approves;

If requested by the local government, allows the commission to authorize the creation of an authority to receive and spend state sales tax increment revenue;

Specifies that an authority is governed by a board consisting of a certain number of members appointed by the commission , ~~and~~ a certain number of members appointed by the local government , *and a member appointed by the transit agency* ;

Specifies the powers of the authority and the manner in which the state sales tax increment revenue is divided and used;

Requires the financing entity for a project to submit a report containing specified information to the commission; and

Authorizes a county revitalization authority, an urban renewal authority, or a metropolitan district to receive and disburse the state sales tax increment revenue generated within an area and to act as the financing entity for the area.

Section 4 requires the Colorado office of economic development, in consultation with the department of local affairs and the department of transportation, to publish a transit and housing investment zone map on or before October 30, 2026.

Section 9 10 creates the Colorado affordable housing in transit *and housing* investment zones tax credit (tax credit). The tax credit is administered in the same manner as the Colorado affordable housing in transit-oriented communities *income* tax credit; except that the tax credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones. The bill allows ~~\$50 million~~ \$8,333,333 of credits to be awarded each calendar year beginning in the 2027 calendar year through the 2033 calendar year.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status:

5/13/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Agenda Item 7D

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1066](#) **Tax Exemptions Low Income Rental Property Development**

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Tax Exemptions Low Income Rental Property Development

Sponsors: R. Stewart (D) | K. Stewart (D) / M. Ball (D)

Summary: Current law provides an exemption for taxation on property acquired and developed for low-income housing by nonprofit housing providers, community land trusts, and nonprofit affordable homeownership developers. The bill expands the exemption to also include property intended for low-income residential rental property.

(Note: This summary applies to this bill as introduced.)

Status: 5/14/2026 House Committee on Appropriations Lay Over Unamended - Amendment(s) Failed

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1100](#) **Guardianship for Incapacitated Adults**

Position:

Calendar
Notification:

NOT ON CALENDAR

News:

Short Title:

Guardianship for Incapacitated Adults

Sponsors:

R. Stewart (D) | C. Espenosa (D) / M. Snyder (D)

Summary:

~~The bill repeals provisions related to the guardianship of an incapacitated person and enacts provisions related to the guardianship of an incapacitated person drafted by the uniform law commission as part of the 'Uniform Guardianship and Protective Proceedings Act'.~~

~~The bill provides guidance for guardians and clarifies how appointees must make decisions on behalf of a person under guardianship.~~

~~The bill encourages the use of protective arrangements and less restrictive alternatives instead of guardianship if a person's needs can be met with support services and technology.~~

~~The bill establishes a bill of rights for adults subject to guardianship (*ward*) and details what decisions a court may authorize a guardian or conservator for a ward to make on behalf of a ward. and expands the procedural rights for respondents in guardianship proceedings.~~

~~The bill provides for visitation and communication rights for individuals subject to guardianship or conservatorship. This includes a limitation on a guardian's ability to prevent communication, visitation, or interactions between a person subject to guardianship and a third party.~~

~~The bill prohibits courts from establishing full guardianship if a limited guardianship would meet the respondent's needs, requires a petitioner seeking full guardianship to provide support to justify full guardianship, and requires courts to provide findings to support the imposition of full guardianship.~~

The bill updates that duties of a guardian to include a duty to notify the court and the ward at least 30 days before the ward is permanently moved to a nursing home, mental health institution, or other facility that restricts the ward's ability to leave the facility or have visitors.

On or before November 1, 2027 and November 1, 2028, the bill requires the state court administrator's office to submit a report detailing the fiscal impact of this bill on the judicial department to the joint budget committee, the senate judiciary committee, and the house of representatives judiciary committee, or their successor committees, and requires the state court administrator's office to create the report using existing data sources.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

Agenda Item 7D

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/12/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1102](#)

Funding for Colorado DRIVES Account

Comment:

Position: Oppose

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Funding for Colorado DRIVES Account

Sponsors: M. Lindsay (D) / M. Snyder (D)

Summary: The bill makes the following changes to increase the amount of revenue that is directed to the Colorado DRIVES vehicle services account (DRIVES account) created in the highway users tax fund (HUTF):

Beginning on July 1, 2027, increases revenue to the DRIVES account by redirecting \$2 of each late vehicle registration fee from the HUTF to the DRIVES account and, consistent with current law, crediting the remainder of the fees to the HUTF (**sections 1, 2, and 4** of the bill);

Increases revenue to the DRIVES account by authorizing the department of revenue, beginning on ~~August 12, 2026~~ *July 1, 2027* , to charge a fee , *under certain circumstances*, for an individual who fails to appear at a scheduled appointment for a driver's license, identification card, or related service or who cancels a scheduled appointment within the 24-hour period preceding the appointment time, and crediting this fee to the DRIVES account (**section 3**); and

Beginning on July 1, 2026, increases revenue to the DRIVES account by redirecting fees for special vehicle registrations for personalized license plates

from the HUTF to the DRIVES account, except that, consistent with current law, \$2 of each fee is remitted to the county general fund (**sections 1, 2, and 3**). Agenda Item 7D

The provisions of the bill that redirect revenue to the DRIVES account from the HUTF take effect only if the section of House Bill 26-1289 concerning gasoline and special fuel taxes becomes law.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/13/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1107](#)

Health Care in Regulated Facilities

Comment:

Position: Monitor

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Health Care in Regulated Facilities

Sponsors: L. Feret (D) | A. Paschal (D) / L. Cutter (D)

Summary: The act establishes information disclosure requirements for a licensed facility that offers on-site and residential services for individuals with dementia and dementia-related conditions, including Alzheimer's disease ('dementia care facility' or 'facility').

The act requires the department of public health and environment (department), in consultation with the state long-term care ombudsman or the ombudsman's designee, to create a dementia care services information form (form) by July 1, 2027. The form must include certain specified fields for the disclosure of information regarding a dementia care facility's dementia care services, including the facility's:

Dementia training requirements for staff that are in addition to statutory training requirements;
Guidelines for using restraints;
Security features and procedures for addressing the needs of residents with dementia; and
Criteria and processes to determine placement, transfer, or discharge of residents living with dementia.

Agenda Item 7D

The department may review and update the form to ensure that it facilitates the disclosure of the required information. After creating or updating the form, the department must provide the form to every dementia care facility in the state.

A dementia care facility must complete the form with responsive, accurate, and complete information regarding the facility's dementia care services. Beginning October 1, 2027, every dementia care facility shall:

Provide its completed form to every individual who contacts the facility seeking dementia care services;
Review and update the form when the facility's information changes to ensure the information on the form is current, complete, and correct;
Publish the facility's current completed form on the facility's website; and
Maintain on the facility's premises and have available for inspection a copy of the facility's current completed form, and produce the form upon request by the department during a survey or inspection of the facility.

The act requires the department to issue a citation to a facility that fails to maintain on its premises and have available for inspection its completed form or that fails to produce the form upon request by the department during a survey or inspection.

The department may adopt rules, as necessary, to implement the act's requirements concerning the form; except that the rules adopted by the department must not exceed applicable national standards. The department may use money from the assisted living residence improvement cash fund for the purposes of creating the form and adopting related rules.

(Note: This summary applies to this bill as enacted.)

Status: 5/4/2026 Governor Signed

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

Position: Support

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Vulnerable Adult Financial Exploitation Banking

Sponsors: S. Camacho (D) | J. Jackson (D) / M. Catlin (R) | J. Danielson (D)

Summary: The bill creates the 'Adults' Security and Safeguards from Exploitation in Transactions Act' or the 'ASSET Act'. The bill requires or authorizes a qualified individual at a bank or credit union (financial institution) to do the following when the individual reasonably suspects that a vulnerable adult (eligible adult) is the victim of financial exploitation:

The individual or institution must notify appropriate local law enforcement or the county agency handling adult protective services; and

The individual or institution may notify a third party previously designated by or reasonably associated with the eligible adult.

A financial institution or qualified individual may delay a disbursement from an account if the financial institution or qualified individual:

Reasonably believes that the requested disbursement may result in financial exploitation of an eligible adult;

Provides written notification of the delay and the reason for the delay to all parties authorized to transact business on the account within 2 business days after the requested disbursement; except that a party who is reasonably believed to have engaged in financial exploitation of the eligible adult need not be so notified; and

Continues its internal review of the suspected or attempted financial exploitation.

The delay may continue until:

The financial institution or qualified individual reasonably believes that the eligible adult is not subject to financial exploitation;

Local law enforcement or the county agency handling adult protective services concludes its investigation; or

A court orders that the delay be removed.

A financial institution or qualified individual must make a determination within 90 days after beginning the delay of a disbursement or, if waiting on the investigation of local law enforcement or a county agency handling adult protective services, within 180 days. The disbursement must be made or refused based on the conclusions of the investigation or the expiration of the time.

Agenda Item 7D
A financial institution and qualified individual are immune from liability arising from the actions or from failing to take the actions authorized in the bill if the act or failure to act was made in good faith.

A financial institution must provide access to or copies of records that are relevant to the suspected or attempted financial exploitation of an eligible adult to agencies charged with administering state adult protective services laws and to local law enforcement. The records made available to agencies are not public records, as defined in the 'Colorado Open Records Act'.

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 4/21/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1114](#)

Allowed Minimum Lot Size for Subject Jurisdictions

Comment:

Position: Oppose

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Allowed Minimum Lot Size for Subject Jurisdictions

Sponsors: R. Stewart (D) | S. Woodrow (D) / M. Ball (D)

Summary: The bill requires that, on or after October 1, 2031, a subject jurisdiction shall not require:

That a ~~parcel~~ lot have an area larger than 2,000 square feet if the ~~parcel's~~ lot's residential use is limited to a single family home; *or*

Minimum lot frontage, setbacks, open space, or maximum lot coverage dimensions that have the practical effect of preventing the construction of a single family home on a lot that has an area of 2,000 square feet and that has a residential use limited to a single family home.

The bill exempts certain types of ~~parcels~~ lots from this requirement.

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 4/23/2026 Senate Committee on Local Government & Housing Postpone Indefinitely

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1140](#)

Local Government Impact Hearings

Comment:

Position: Support

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Local Government Impact Hearings

Sponsors: T. Winter (R) / R. Pelton (R)

Summary:

The bill allows the speaker of the house of representatives, the minority leader of the house of representatives, the president of the senate, and the minority leader of the senate (legislative leadership) to each select up to 5 legislative measures to have a local government impact hearing during a regular legislative session. A local government impact hearing is a dedicated time that is at least one hour and not more than 2 hours at the beginning of a scheduled committee hearing for a legislative measure during which one or more local governments or organizations that represent local governments may present testimony to the committee regarding the potential effects of the legislative measure on local governments within the state.

If a member of legislative leadership selects a legislative measure to have a local government impact hearing, the member must:

Determine which committee of reference will hold the local government impact hearing if the legislative measure is assigned to more than one committee of reference; and

Notify the chair of the applicable committee of reference and the staff of the legislative council that the legislative measure will have a local government impact hearing.

If a member of the legislative leadership selects a legislative measure to have a local government impact hearing, the staff of the legislative council is required to include the local government impact hearing on the calendar as part of the regularly scheduled legislative hearing for the legislative measure in the applicable committee of reference.

During the local government impact hearing, one or more local governments or statewide organizations that represents local governments may provide testimony regarding the impact of the legislative measure on local governments for the duration of the local government impact hearing without other limitations on the length of testimony.

The bill requires the director of research of the legislative council to develop procedures for the implementation of local government impact hearings.

(Note: This summary applies to this bill as introduced.)

Status: 4/29/2026 House Second Reading Special Order - Laid Over to 05/14/2026 - No Amendments

Status History: [Status History](#)

Amendments Link: No amendments found for this bill

Fiscal Notes: [Fiscal Note](#)

[HB26-1226](#)

Manage Emissions from Electric Generating Units

Comment:

Position: **Oppose**

Calendar Notification: NOT ON CALENDAR

Short Title: Manage Emissions from Electric Generating Units

Sponsors: J. Willford (D) | M. Froelich (D) / M. Weissman (D) | L. Cutter (D)

Summary: ~~Section 2 of the bill requires the air quality control commission, no later than December 31, 2029, to adopt a final rule~~ *division of administration in the department of public health and environment (division), no later than July 2029, to propose a final rule (rule) establishing certain limits on the emission of nitrogen oxides and sulfur dioxide (emission limits) from an electric generating unit (unit) that is owned or operated by an electric utility, is located in the state, and emitted 200 tons or more of nitrogen oxides, sulfur dioxide, or both in calendar year 2024 (covered electric generating unit). The rule must require compliance with the emission limits as soon as practicable after December 31, 2030, 2034, and must not cover units that have ceased operations, burn natural gas or fuel oil natural gas, fuel oil, or both only, or have certain systems installed before December 31, 2029. A unit that operates after December 31, 2034, must install certain pollution controls and comply with the emission limits on or before December 31, 2034.*

Section 2 also requires the owner or operator of a covered electric generating unit is required to provide quarterly emission reports showing compliance with the rule to the division. of administration in the department of public health and environment (division). On August 1, 2029, the air quality control commission in the department of public health and environment (AQCC) must submit to the general assembly a list of any units that are subject to a federal order. If there are any units subject to a federal order, the AQCC must also submit to the general assembly recommendations on whether to amend the requirements for units subject to federal order.

Section 3 requires an investor-owned utility or wholesale electric cooperative that is the owner or operator of a unit, beginning 150 days after the issuance of a federal order requiring the unit to remain operating after the unit was scheduled to retire (order) and continuing every 90 days until the order is no longer in effect, to file a report with the public utilities commission (commission) that contains certain information about the costs to operate the unit and the amount of electricity generated by the unit. The commission must make these reports publicly available.

Section 3 also allows an investor-owned utility to submit an application for a financing order to recover the costs of complying with an order.

Section 3 also requires that, if the commission issues a written decision approving ~~a portfolio that consists of~~ *or modifying a portfolio in an electric resource plan in which the commission evaluates the acquisition of supply-side resources for* an investor-owned utility serving more than 500,000 customers, the commission must approve ~~a total~~ *an* amount of accredited capacity for the investor-owned utility to reliably implement certain retirement dates or operational restrictions applicable to the investor-owned utility's covered electric generating unit and comply with any applicable carbon dioxide emission reduction requirements. This accredited capacity requirement applies to an investor-owned utility serving more than 500,000 customers until the division determines that the investor-owned utility has achieved certain carbon dioxide emission reductions or until the investor-owned utility has retired all covered electric generating units, whichever is later.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/7/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

HB26-1268

Renewable Energy Development on Disturbed Lands

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Renewable Energy Development on Disturbed Lands

Sponsors: K. McCormick (D) | L. Smith (D) / W. Lindstedt (D)

Summary: ~~Section 1 of~~ The bill authorizes a local government with permitting authority over land uses (local government) to designate one or more areas within the jurisdiction of the local government as renewable energy reinvestment areas for the siting of renewable energy and energy storage system projects (eligible projects). In designating an area as a renewable energy reinvestment area, the local government must hold at least one public hearing, ~~engage in~~ *ensure that any outreach to and engagement of disproportionately impacted communities is consistent with statutory requirements*, and ensure that an eligible project may be permitted and constructed pursuant to an administrative approval process based solely on the eligible project's compliance with objective standards. *A local government cannot designate an eligible site within tribal lands without first consulting with the tribe with jurisdiction over the lands.*

If an eligible project is sited in a renewable energy reinvestment area, an urban renewal authority or county revitalization authority ~~(tax increment financing authority)~~ may distribute tax *increment* revenue to finance ~~any public infrastructure needed for~~ *or reimburse costs associated with* the eligible project ~~in a manner consistent with the tax increment financing~~ *if the renewable energy reinvestment*

~~Section 1~~ requires a utility to respond *In response to a request made by a local government or an eligible project developer for interconnection information regarding the proposed site of an eligible project a designated renewable energy reinvestment area, a utility is required to acknowledge the request and provide the requestor readily available information* within 30 days after the request is made.

~~Section 2~~ requires The Colorado energy office is required to consolidate, publish on its website, and periodically update ~~information and technical and informational~~ resources concerning the process for siting, permitting, and developing eligible projects in renewable energy reinvestment areas.

~~Sections 3 and 4~~ make conforming amendments.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)
(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status:	4/14/2026 House Considered Senate Amendments - Result was to Concur - Repass
Status History:	Status History
Amendments Link:	All Amendments
Fiscal Notes:	Fiscal Note

[HB26-1269](#)

Transit Access

Comment:	
Position:	Amend
Calendar Notification:	NOT ON CALENDAR
News:	
Short Title:	Transit Access
Sponsors:	N. Ricks (D) J. Joseph (D) / J. Marchman (D) A. Benavidez
Summary:	The bill requires certain transit agencies <i>that have at least one million unlinked passenger trips in the most recent year, and that are not the Colorado department of transportation or a regional transportation authority that provides funding for but</i>

~~Low-income fare discount programs;~~

~~Programs for individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency (partner pass programs);~~

~~Information for transit riders;~~

~~Language access initiatives;~~

~~Access to restroom amenities; and~~

~~Reporting requirements.~~

~~**Low-income fare discount programs.** Beginning on June 30, 2027, covered transit agencies that have at least 10 million unlinked passenger trips in the most recent year (large covered transit agencies) must offer a low-income fare discount program. Through this program, a large covered transit agency must offer, to individuals who meet income-based eligibility requirements, free or discounted fares, transit passes, or other equivalent fare benefits for the use of the large covered transit agency's transit services, including paratransit services and any supplemental accessible transportation program. This discount is available to each eligible individual as the option to receive either:~~

~~A discount that provides at least a 50% reduction from the standard fare; or~~

~~At least 20 single-ride benefits per month, which may be provided as single-ride transit passes or, for paratransit services or a supplemental accessible transportation program, one-way trips at no fare cost.~~

~~**Partner pass programs.** Beginning on June 30, 2027, all covered transit agencies, regardless of size, must operate a partner pass program. A partner pass program is operated by a covered transit agency in partnership with public housing agencies and organizations that primarily serve individuals experiencing homelessness or who are at risk of homelessness. Through this program, a covered transit agency must offer passes for unlimited use of the covered transit agency's standard fixed-route transit services throughout the covered transit agency's service area, excluding airport fare service, for a period of at least 6 months, at no cost to the transit rider, to individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency.~~

~~**Information for transit riders.** Beginning on June 30, 2027, a large covered transit agency must ensure that clear, up-to-date transit system maps are displayed at all rail stations, bus stations, and bus rapid transit stops. A covered transit agency of any size must ensure that information on fare rates and structures and eligibility requirements and application instructions for fare discount programs is available online and displayed in all transit vehicles and at all rail stations, bus stations, and transit stops with a covered shelter. A covered transit agency may meet these requirements by displaying summary information and a link or quick response (QR) code to a website with detailed information. A covered transit agency is not required to replace its fixed signage, displays, or maps solely to comply with these new~~

requirements and, instead, is only required to update the required information upon the regularly scheduled replacement of any signage, displays, or maps. Agenda Item 7D

Language access initiatives. Beginning on June 30, 2027, a covered transit agency ~~of any size~~ must ensure that all publicly available information that it disseminates related to accessing its transit services, including fare structures, transit maps, service schedules, and the rights and responsibilities of transit riders, is translated into languages that are widely spoken in any county in which the covered transit agency operates or that are required by a covered transit agency's existing language access plan. *A covered transit agency may use an existing language access plan to satisfy these language access requirements.*

Access to restroom amenities. Beginning on January 1, 2028, for all long-haul transit routes for which the average scheduled end-to-end run time is at least 3 hours, a covered transit agency ~~of any size~~ must provide transit riders an alternate opportunity to access restroom facilities if an onboard restroom is out of service.

Reporting requirements. Covered transit agencies are required to annually report their progress on the action areas required by the bill, and other required information, to the governor and a joint meeting of the transportation committees of the general assembly beginning on or before January 31, 2028, and on or before each January 31 thereafter. Covered transit agencies must post this annual report on a publicly accessible website. Covered transit agencies are only required to report information that they already collect.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/12/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1272](#)

Extreme Temperatures Worker Protections

Comment:

Position: Oppose

Calendar Notification: Wednesday, May 13 2026
THIRD READING OF BILLS - FINAL PASSAGE
(5) in senate calendar.

Short Title: Extreme Temperatures Worker Protections

Sponsors: M. Froelich (D) | E. Velasco (D) / L. Cutter (D) | M. Weissman (D)

Summary: The bill requires the department of labor and employment (CDLE), on or before January 15, 2027, to begin collecting data concerning temperature-related injury or illness or temperature-related emergencies at worksites in the state, including by requiring the division of labor standards and statistics (division) to:

Develop a platform on CDLE's website where users can provide information about occurrences of temperature-related injury or illness or temperature-related emergencies;

Obtain from the department of public health and environment (CDPHE) data that CDPHE has collected through its syndromic surveillance program regarding occurrences of heat-related injury or illness or heat-related emergencies; and

Collect similar data from the division of workers' compensation and the Center for Improving Value in Health Care.

On or before ~~January~~ *July* 1, 2028, the bill requires the division to develop a model temperature-related injury and illness prevention plan (TRIIPP) that thereafter must be made available on CDLE's website. *Additionally, the bill requires the division to review and update the model TRIIPP at least every 5 years and grants the division authority to adopt rules necessary to implement the bill's provisions.*

~~Employers of workers who are exposed to extreme hot or cold temperatures at worksites are required to develop and submit a TRIIPP to the division on or before September 1, 2028, and the division is required to develop procedures regarding how often employers will be required to submit an updated TRIIPP and how the division will handle review of TRIIPPs.~~

~~Lastly, the bill requires CDLE to develop training standards related to temperature safety and ensure that employers are providing proper training to workers who are affected by extreme temperatures.~~

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/13/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1289](#)**Modification of Certain Tax Expenditures****Comment:****Position:****Amend****Calendar**

Wednesday, May 13 2026

Notification:THIRD READING OF BILLS - FINAL PASSAGE - CONT'D
(11) in senate calendar.**News:****Short Title:**

Modification of Certain Tax Expenditures

Sponsors:

L. Garcia (D) | K. Brown (D) / M. Weissman (D)

Summary:

The bill adjusts several state tax expenditures as follows:

Section 2 of the bill prohibits certain local use tax ordinances, resolutions, or proposals from applying to construction and building materials used by a common rail carrier pursuant to a contract with the state, a political subdivision of the state, or a special district allows the contracting government to use the carrier's property or tracks for the provision of public passenger rail service;

Section 3 , for income tax years commencing on and after January 1, 2027, requires a taxpayer to add to the taxpayer's federal taxable income the excess of any gain excluded from federal gross income pursuant to section 1400Z-2 (a)(1) (A) of the internal revenue code over the gain invested by the taxpayer in a Colorado-qualified opportunity fund in a manner that qualifies for exclusion from federal gross income pursuant to the same section of the internal revenue code;

Section 4 , for income tax years commencing on and after January 1, 2027, creates an income tax credit for certain individuals who are 65 years old or older in the income tax year, or who are a surviving spouse of that individual, and who were previously eligible to receive a grant for real property tax assistance and heat or fuel expenses assistance;

Section 5 , for income tax years commencing on or after January 1, 2027, allows a combined group to elect to make a water's-edge filing election and describes what should be taken into account in such a filing;

Section 6 , for income tax years commencing on or after January 1, 2027, repeals the state corporate income tax deduction for wages or salaries paid that are not allowed to be deducted at the federal level pursuant to section 280C of the internal revenue code;

Section 6 , for income tax years commencing on or after January 1, 2027, also eliminates the ability of corporations to deduct from their income tax liability any amount included in federal taxable income pursuant to sections 951 (a) or 951A (a) of the internal revenue code with respect to a controlled foreign corporation incorporated in a foreign jurisdiction for the purpose of tax avoidance;

Sections 7, 12, and 13 eliminate a potential reduction in the amount available for the innovative motor vehicle tax credit, the heat pump technology and thermal energy network tax credit, and the electric bicycle tax credit, respectively, based on an economic forecast by the office of state planning and budgeting or legislative council staff;

Section 7 also increases the innovative motor vehicle tax credit from \$1,000 to \$2,000 for certain vehicles sold or leased during the 2027 income tax year, and from \$500 to \$1,000 for certain vehicles sold or leased during the 2028 income tax year. Currently, an additional \$2,500 in tax credit is allowed for certain vehicles sold or leased on or after January 1, 2024, but prior to January 1, 2029, that have a manufacturer's suggested retail price (MSRP) below \$35,000.

Section 7 provides that certain vehicles with an MSRP below \$40,000 that are sold or leased on or after January 1, 2027, but before January 1, 2029, are eligible for the additional tax credit.

Section 8, for income tax years commencing on or after January 1, 2027, modifies the income tax credit for wildfire hazard mitigation expenses by adding the thinning of woody vegetation that is at risk of mountain pine beetle or spruce beetle infestation or that has been killed by mountain pine beetles or spruce beetles to the definition of "wildfire mitigation measures", modifying the amount of the credit available, and allowing the credit to be carried forward for 5 years;

Section 9, for income tax years commencing on or after January 1, 2027, expands the income tax credit for the purchase of small food business recovery grant program equipment to be available for additional food distributors and producers, adjusts the amount of the tax credit that may be offered and claimed for the purchase of small food business recovery grant program equipment or participation in the supplemental food assistance benefit program, and dictates the order in which the department of agriculture shall award these tax credits;

Sections 10 and 16 extend the electric powered lawn equipment tax credit until January 1, 2030, and allow a retailer to receive quarterly advance payments of the credit;

Section 11, for income tax years commencing on or after January 1, 2027, allows an entity not subject to income tax to be eligible for an income tax credit for developing a qualified industrial facility, allows a taxpayer to claim the credit for installing equipment used for utilization of biomethane, and requires the Colorado energy office (CEO) to review applications for the credit within 120, rather than 90, days;

Section 11 also creates a new tax credit for geothermal energy projects for income tax years commencing on or after January 1, 2027. The amount of the credit cannot exceed \$5 million per taxpayer aggregated across all income tax years for which the credit may be claimed. The total amount of credits cannot exceed \$35 million across all income tax years commencing on or after January 1, 2027, but before January 1, 2033.

Section 14 repeals the sustainable aviation fuel (SAF) production facility tax credit, effective January 1, 2027;

Section 15 establishes the sustainable aviation fuel purchase income tax credit for income tax years beginning on or after January 1, 2027, and before December 31, 2032. The amount of the credit is initially \$1.50, increased by \$.01 for each whole percentage of carbon intensity reduction in excess of 50%, per gallon of SAF purchased in the state by the taxpayer, and the CEO may adjust that amount annually. The total amount of credits issued cannot exceed \$3 million per tax year. Taxpayers must apply to the CEO for a tax credit certificate

and CEO verifies eligibility and reports approved credits to the department of revenue. The credit is refundable but may not be carried forward. Agenda Item 7D

Section 17 repeals the precious metal and bullion coins sales and use tax exemption, effective January 1, 2027;

Section 18, for tax periods commencing on or after July 1, 2027, exempts from tax the storage, use, or consumption of construction and building materials by or on behalf of a common carrier by rail operating in interstate or foreign commerce when the storage, use, or consumption of the construction and building materials is pursuant to a contract with the state, a political subdivision of the state, or a special district that allows the contracting government to use the railroad's property or tracks for public passenger rail service;

Section 19 reinstates the sales and use tax exemption for wood from salvaged trees killed or infested in Colorado by mountain pine beetles or spruce beetles, which would otherwise expire on June 30, 2026, for a period beginning on July 1, 2027, and ending June 30, 2032;

Section 20 repeals the sales and use tax exemption for property used in space flight, effective January 1, 2027;

Sections 21 and 22 change from 2% to 1% the allowance to cover losses in transit and in unloading gasoline or special fuel and repeals the 0.5% allowance for the costs of collecting the gasoline or special fuel excise tax and for uncollectible bad debts for tax periods beginning on or after January 1, 2027;

Section 23 repeals the 3% deduction for collecting and remitting the tax on the inventory of cigarette wholesalers for tax periods beginning on or after January 1, 2027;

Section 24 repeals the 0.4% discount on the face value of tax stamps affixed to packages containing cigarettes for tax periods beginning on or after January 1, 2027;

Section 26 repeals the 1.6% discount for expenses in the collection and remittance of the tax on the sale, use, consumption, handling, and distribution of tobacco for tax periods beginning on or after January 1, 2027;

Section 27 repeals the 1.1% discount for expenses in the collection and remittance of the nicotine product distributors tax for tax periods beginning on or after January 1, 2027;

Section 28 allows an income tax credit to a taxpayer who places a new renewable energy investment in service on or after January 1, 2027, and provides a 14-year carryover of any amount of the credit not used to offset the income taxes otherwise due;

Section 28 also eliminates the enterprise zone commercial vehicle tax credit for tax periods beginning on or after January 1, 2027;

Section 29 provides that on or after January 1, 2027, a taxpayer with more than 50 employees during an income tax year is ineligible for the new enterprise zone business employee tax credit in that same income tax year;

Section 30 requires, beginning January 1, 2027, a taxpayer to make at least \$150,000 in expenditures in research and experimental activities to be eligible for the enterprise zone research and experimental activities tax credit;

Section 31 modifies the enterprise zone vacant building rehabilitation income tax credit so that the credit only applies to buildings that have been unoccupied for 183 days preceding when the rehabilitation is placed in service and is available in an amount equal to 25% of the aggregate qualified expenditures per building or \$200,000 per building, whichever is less;

Section 32, beginning January 1, 2027, ends the availability of grants for real property tax assistance and heat or fuel expenses assistance; and

Sections 33 through 39 make conforming amendments for the changes made in **sections 4 and 32.***(Note: This summary applies to this bill as introduced.)*

Status: 5/13/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1308](#)

Lot Splitting Approval by Subject Jurisdictions

Comment:

Position: Oppose

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Lot Splitting Approval by Subject Jurisdictions

Sponsors: A. Boesenecker (D) | S. Woodrow (D) / J. Amabile (D) | M. Ball (D)

Summary: The bill provides that, on or after December 31, 2027, subject to an administrative approval process, a subject jurisdiction shall approve ~~the~~ a lot split of an original lot into 2 new lots if the following conditions are met:

~~The area of the original lot is 2,000 square feet or greater before the split;~~

The lot split does not create a new lot that is smaller than 1,200 square feet in area;

If the 2 new lots are not equal in area, the area of the smaller of the 2 new lots is equal to or greater than ~~40%~~ 30% of the area of the original lot;

~~The original lot is not subject to any previously recorded~~ *was never subject to another lot split;*

Residential use is allowed on the original lot;

It is feasible for both of the new lots to be accessed; for utility easements to serve both new lots; and for both new lots to meet land survey plat and monument records requirements;

The original lot is not an ¹⁹³exempt lot; and

A subject jurisdiction may establish procedures to review and accept information related to a proposed lot split, including lot information related to:

Property ownership;

Physical characteristics of the lot, including geology and soils;

Proposed new lot lines and new lot areas;

Adequacy of water supply, sewer service, and drainage systems to serve the new lots;

Adequacy of electric power and natural gas service to serve the new lots;

Dedication for schools, parks, streets, and other public areas, or payment of money in lieu of such dedication; and

Guarantees of necessary public improvements.

A subject jurisdiction:

Shall not apply a setback standard that requires a setback from the lot line adjoining 2 new lots created through a lot split if no structure existed on the original lot immediately preceding the lot split; and

May apply a setback standard that requires a setback from the lot line adjoining 2 new lots created through a lot split if a structure existed on the original lot immediately preceding the lot split and if the setback is equal to or less than 5 feet.

If an original lot or any structure built on the original lot is subject to an evidence of debt constituting a ~~residential mortgage loan~~ *lien*, then prior to approving the split of an original lot split, a subject jurisdiction shall verify that the ~~holder of the evidence of debt constituting a residential mortgage loan (holder)~~ *lienholder* has received notice of the proposed lot split and has consented to the lot split in writing. The ~~holder~~ *lienholder* may condition consent to the lot split on the satisfaction of specified conditions.

The written consent of the holder must *be executed in a form that is eligible for recording in the real property records of the county in which the original lot is located and must include:*

The notarized signature of the ~~holder~~ *lienholder* or the agent of the ~~holder~~ *lienholder* ;

The name of the record owner or ground lessee of the original lot;

The legal description of the original lot; and

The identities of all parties with an interest in the original lot, as reflected in the real property ~~records~~ *records, including any easements and encumbrances.*

The written consent of the ~~holder~~ *lienholder* must be recorded in the office of the county recorder of the county in which the original lot is located. If the ~~holder~~ *lienholder* does not provide written consent to the lot split, the subject jurisdiction shall not approve the lot split. *A lot split that is approved before the written consent of the lienholder has been obtained and recorded is void.*

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

Status: 4/30/2026 Senate Committee on Local Government & Housing Postpone Indefinitely

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1398](#)

Retail Delivery Fee Revenue Allocation

Comment:

Position: Amend

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Retail Delivery Fee Revenue Allocation

Sponsors: K. Brown (D) | E. Sirota (D) / J. Amabile (D) | B. Kirkmeyer (R)

Summary: **Joint Budget Committee.** Under existing law, 28.9% of the revenue the state collects from the retail delivery fee is credited to the multimodal transportation and mitigation options fund (fund). Of the money from the retail delivery fee that is credited to the fund, currently 85% is allocated to the commission for local multimodal projects and 15% is allocated to the commission for state multimodal projects. Beginning on July 1, 2026, the bill adjusts the allocation to 70% to the commission for local multimodal projects and 30% to the commission for state multimodal projects.

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 4/16/2026 Senate Third Reading Passed - No Amendments

Status History: [Status History](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1399](#)**Eliminate General Fund Transfer to Multimodal Transportation Fund**

Comment:

Position: **Amend**Calendar
Notification: NOT ON CALENDAR

News:

Short Title: Eliminate General Fund Transfer to Multimodal Transportation Fund

Sponsors: K. Brown (D) | R. Taggart (R) / J. Amabile (D) | B. Kirkmeyer (R)

Summary: **Joint Budget Committee.** Under current law, the state treasurer is required to transfer \$10.5 million from the general fund to the multimodal transportation and mitigation options fund every July 1 beginning on July 1, 2024, and ending on July 1, 2031. The bill eliminates ~~future transfers after the July 1, 2025, transfer.~~ *this annual transfer for July 1, 2026, only.*

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 4/28/2026 House Consideration of First Conference Committee Report result was to Adopt Committee Report - Repass

Status History: [Status History](#)Amendments Link: [All Amendments](#)Fiscal Notes: [Fiscal Note](#)

[HB26-1424](#)**Transportation Network Company Consumer Protection****Comment:****Position:****Calendar
Notification:**

Wednesday, May 13 2026
THIRD READING OF BILLS - FINAL PASSAGE
(7) in senate calendar.

News:**Short Title:**

Transportation Network Company Consumer Protection

Sponsors:

J. Willford (D) | M. Froelich (D) / L. Cutter (D) | K. Wallace (D)

Summary:

Current law requires that, before an individual is permitted to act as a transportation network company (TNC) driver through the use of a TNC's digital network, the individual shall obtain a criminal history record check. The bill requires that the TNC:

If the TNC has ~~1,500 or more drivers operating~~ *at least 20,000 rides occurring monthly (large-scale TNC)* on its digital network, pay for the required criminal history record check for an individual before the individual is permitted to act as a driver;

Procure a privately administered criminal history record check for a driver at least once every 6 months after the initial criminal history record check; ~~and~~ *Share the results of each criminal history record check with the driver who is the subject of the record check; and*

Procure a privately administered criminal history record check if a person files a complaint against a driver with the TNC or the public utilities commission (commission) regarding specified allegations. The TNC shall pay the costs of the privately administered criminal history record checks.

A TNC shall *create a deactivation and suspension policy* to initiate a review of a driver for deactivation *within 7 business days* if the TNC is notified through a complaint filed with the TNC or the commission or is contacted by the commission, the attorney general's office, a district attorney's office, or a law enforcement agency regarding certain allegations against the driver. A driver who has been deactivated may challenge the deactivation through the TNC's deactivation and suspension policy. The bill requires the commission to create a process by rule for sharing information between TNCs regarding the deactivation of drivers. *A TNC's deactivation and suspension policy must include meaningful human review of the permanent deactivation of a driver.*

The bill requires a TNC to provide regular safety training to each driver and rider in accordance with rules adopted by the commission.

If a person files a complaint against a TNC or a driver, the TNC shall respond to a subpoena or search warrant ¹⁹⁹for information related to the complaint from a court, the

The bill requires the commission to adopt rules on or before June 1, 2028, establishing requirements for a TNC shall to ensure that a driver or rider may opt in to audio and video recording of each prearranged ride and integrate audio and video recording into the TNC's digital platform. in accordance with rules adopted by the commission A large-scale TNC shall not charge a fee or increase the cost of a prearranged ride solely on the basis of a rider opting in to audio and video recording of the prearranged ride . On or before June 1, 2028; The commission shall also adopt rules regarding the audio and video recording requirements, including rules regarding access to, ownership of, storage of, notification about, and education on and deadlines for the implementation of the audio and video recordings, including different requirements for large-scale and small-scale TNCs .

A provision in a contract between a TNC and a driver or rider is declared void as against public policy if the provision attempts or purports to waive specified rights.

The bill requires that, on or before February 1, 2027, and on or before February 1 each year thereafter, a TNC shall submit specified data related to incidents involving safety and discrimination to the commission, the attorney general, and each member of the general assembly.

The bill requires a TNC to develop policies to:

- Prevent imposter drivers, account sharing, and account renting;
- Prevent sexual assault, physical assault, and homicide against or committed by the TNC's drivers;
- Prohibit the transportation of an unaccompanied youth who is under 15 years old unless the youth is part of a duly authorized family account;
- Allow a driver to refuse a prearranged ride to an individual who is not authorized to use the account requesting the prearranged ride;
- Notify and train drivers and riders of any updates to TNC safety policies;
- Prohibit drivers from offering, selling, or providing food or beverages that are not factory-sealed to riders;
- Require drivers to report information regarding a conviction of or a plea of guilty or nolo contendere to specified offenses; and
- Prevent crimes committed against drivers by riders.

A TNC is prohibited from:

- Altering the rating a rider assigned to a driver or the rating a driver assigned to a rider on a TNC's digital platform;
- Assigning an automatic or default driver rating that the rider did not assign; or
- Assigning an automatic or default rider rating that the driver did not assign.

A TNC may delete ratings or reviews that are *plausibly* motivated by fraud or bias. A TNC shall not consider negative ratings or reviews that are motivated by fraud or bias in a review of a driver for deactivation or an internal deactivation reconsideration.

A TNC is prohibited from collecting biometric data or biometric identifiers from a driver or rider without first obtaining the consent of the driver or rider. If a TNC collects biometric data or biometric identifiers from a driver or rider, the TNC shall comply with specified provisions of the 'Colorado Privacy Act' regarding biometric data and biometric identifiers.

A TNC that violates the bill may be assessed a civil penalty of not more than \$1,500 per violation.

Agenda Item 7D

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/13/2026 House Considered Senate Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[HB26-1430](#)

Transportation Funding Adjustments

Comment:

Position: Oppose

Calendar Notification: Wednesday, May 13 2026
THIRD READING OF BILLS - FINAL PASSAGE - CONT'D
(9) in senate calendar.

News:

Short Title: Transportation Funding Adjustments

Sponsors: A. Boesenecker (D) | E. Sirota (D) / W. Lindstedt (D) | J. Amabile (D)

Summary: Contingent upon voter approval of a proposed initiative to amend the state constitution to change existing law on transportation funding and to increase the amount of state revenue dedicated to road transportation (proposed initiative), from January 1, 2027, through July 1, 2030, the bill reduces:

The excise tax on gasoline from \$0.22 per gallon to \$0.14 per gallon;
The excise tax on special fuel from \$0.215 to \$0.13 per gallon;
Certain vehicle registration fees, including late fees; and

The road usage fees initially from \$0.06 to \$0.04 per gallon, and then as necessary to offset the amount of state revenue diverted to transportation uses as the result of a proposed initiative. Agenda Item 7D

The bill also creates the support road transportation fund (fund) contingent upon voter approval of the proposed initiative. The fund consists of state revenue dedicated to road transportation by the proposed initiative. Money in the fund is used to replace certain transportation-related general fund transfers for payments for the financed purchase of assets or certificate of participation agreements, and to replace certain general fund transfers to the state highway fund. The money remaining in the fund after making these transfers is allocated as follows:

60% is paid to the state highway fund;
23% is paid to counties for certain transportation expenses; and
17% is paid to cities and incorporated towns for certain transportation expenses.

Lastly, the bill clarifies that state revenue collected to support road transportation, as defined in the proposed initiative, does not include enterprise fee revenue.

(Note: This summary applies to this bill as introduced.)

Status:	5/13/2026 House Considered Senate Amendments - Result was to Concur - Repass
Status History:	Status History
Amendments Link:	All Amendments
Fiscal Notes:	Fiscal Note

[SB26-022](#)

Challenges Meeting 2030 Emissions Reduction Goals

Comment:

Position: Support

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Challenges Meeting 2030 Emissions Reduction Goals

Sponsors: M. Snyder (D) | C. Simpson (R) / J. Caldwell (R) | A. Paschal (D)

Summary:

Current law requires certain entities to file a clean energy plan (plan) to achieve an 80% decrease of greenhouse gas emissions caused by the entity's electricity sales in Colorado by 2030 relative to 2005 levels. Other entities may voluntarily choose to file a plan.

Under current law, no later than March 31, 2026, an entity required to submit a plan may inform the division of administration (division) in the department of public health and environment in writing of challenges the entity is encountering or expects to encounter in achieving the 80% reduction of greenhouse gas emissions by 2030. The bill clarifies that an entity that has voluntarily submitted a plan may also inform the division of challenges the entity is encountering or expects to encounter in achieving the 80% reduction of greenhouse gas emissions by 2030. The bill also extends the deadline by which an entity must inform the division of challenges from March 31, 2026, to May 31, 2026.

A cooperative electric association (association) exempted from regulation by the public utilities commission or a municipal utility (utility) that informs the division of challenges the association or utility is encountering or expects to encounter has until December 31, 2026, to submit to the division an updated plan with the earliest year, not later than 2040, that the association or utility expects to be able to achieve the 80% decrease of greenhouse gas emissions, relative to 2005 levels, without impairing the association's or utility's ability to maintain applicable electric reliability standards and without increasing the association's or utility's average annual electric rates greater than 1.5%.

The bill prohibits the air quality control commission and the division from undertaking any action that impairs the association's or utility's ability to maintain applicable electric reliability standards or that increases the association's or utility's average annual electric rates greater than 1.5%.

(Note: This summary applies to this bill as introduced.)

Status:

4/29/2026 Senate Committee on Transportation & Energy Postpone Indefinitely

Status History:

[Status History](#)

Amendments Link:

No amendments found for this bill

Fiscal Notes:

[Fiscal Note](#)

[SB26-024](#)**State & Local Unmanned Aircraft Regulation**

Comment:**Position:**

Monitor

**Calendar
Notification:**

NOT ON CALENDAR

Short Title: State & Local Unmanned Aircraft Regulation

Sponsors: L. Liston (R) | D. Michaelson Jenet (D) / M. Soper (R)

Summary: The bill creates the "Unmanned Aircraft Systems Rights and Authorities Act". The bill does the following:

Authorizes an individual to operate an unmanned aircraft system (drone system) for recreational purposes in this state;

Authorizes a person to operate a drone system for commercial purposes within this state if the business is lawful and the operation is in compliance with state and federal law;

Prohibits the state or a political subdivision of the state (local government) from requiring the registration of an unmanned aircraft or a drone system beyond what may be required by state and federal law;

Clarifies that the operation of a drone system in compliance with federal law does not, standing alone, give rise to legal liability;

Establishes and limits the regulatory authority of the state; and

Establishes and limits the regulatory authority of a local government.

In connection with establishing and limiting the regulatory authority of the state, the bill authorizes the state to regulate the use of drone systems owned by or used by the state or launching from or landing on state property. Exceptions to the state's regulatory authority are made for emergencies, maintenance, technical malfunctions, and law enforcement.

In connection with establishing and limiting the regulatory authority of local governments, the bill prohibits a local government from regulating ownership, operation, design, manufacture, testing, maintenance, licensing, registration, certification, or equipment requirements or qualifications, training, or certification of a pilot, operator, or observer. A local government may regulate the use of drone systems owned by or used by the local government or launching from or landing on local government property. A local government's resolution or ordinance that is general in nature, such as a nuisance regulation, applies to a drone system.

(Note: This summary applies to this bill as introduced.)

Status: 2/25/2026 Senate Committee on Local Government & Housing Postpone Indefinitely

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

Comment:**Position:** Support**Calendar Notification:** NOT ON CALENDAR**News:****Short Title:** Local Access State Parks Grant Program**Sponsors:** M. Baisley (R)

Summary: In accordance with the "Keep Colorado Wild Pass Act", a person registering their motor vehicle in Colorado may, at the time of registration, elect to purchase a keep Colorado wild pass as an annual state parks and public lands pass for their motor vehicle. The keep Colorado wild pass provides the person access by car, bike, or foot to any Colorado state park or other participating public land for the duration of the vehicle's registration period. The option to purchase a keep Colorado wild pass is offered at the time of registration of any passenger motor vehicle, light-weight truck, motorcycle, or recreational vehicle. Currently, the cost for a keep Colorado wild pass is \$29.

All money collected from the purchase and sale of the keep Colorado wild pass is remitted to the department of revenue, which in turn transmits the money, minus administrative costs, to the state treasurer.

By statute, the first \$36 million collected from the keep Colorado wild pass is allocated to the following 3 funds:

\$32.5 million to the parks and outdoor recreation cash fund for state parks maintenance, staffing, and resources;

\$2.5 million to the backcountry search and rescue fund, in furtherance of the goal of supporting Colorado's search and rescue volunteers who respond to backcountry emergencies and who develop educational programs and campaigns to promote backcountry safety; and

\$1 million to the Colorado avalanche information center fund, in furtherance of the goal of protecting winter recreationists by supporting backcountry avalanche safety and awareness.

The amounts allocated to these 3 funds are adjusted annually based on changes to the United States department of labor's bureau of labor statistics consumer price index for Denver-Aurora-Lakewood for all items and all urban consumers.

After allocating the first \$36 million to the 3 funds, as specified above, statute currently directs the state treasurer to credit any remaining money collected from the purchase and sale of the keep Colorado wild pass as follows:

One-half of any remaining money is credited to the wildlife cash fund; and

One-half of any remaining money is credited to the parks and outdoor recreation cash fund, in furtherance of the goals of: Agenda Item 7D

Building and maintaining new state parks on a regular basis in partnership with local governments, conservationists, recreationists, and other land management agencies; and

Funding Colorado regional outdoor partnerships to support community-driven conservation and recreation planning and projects.

The bill modifies how, after the allocation of the first \$36 million, any remaining money collected from the purchase and sale of the keep Colorado wild pass is allocated. The bill creates the state park and state wildlife area access cash fund (fund) for the purpose of supporting local governments in efforts to improve roads and other infrastructure that provide local access to state parks and state wildlife areas accessed from within a local government's boundary (local access). The bill directs the entirety of any remaining money to the fund, instead of dividing and allocating the remaining money between the wildlife cash fund and the parks and outdoor recreation cash fund.

The bill also creates the state park and state wildlife area access grant program (grant program). The bill requires the division of local government (division) in the department of local affairs to administer the grant program and to award grants to local governments that apply for a grant to improve local access. Money in the fund is used to pay the grant awards.

The bill preserves the current allocation of the first \$36 million, adjusted annually, to the parks and outdoor recreation cash fund, the backcountry search and rescue fund, and the Colorado avalanche information center fund. The bill also specifies that, if no applications for local access grants are received by the division by December 31, 2029, and by December 31 for each year thereafter, half of the remaining money collected from the purchase and sale of the keep Colorado wild pass is transferred to the wildlife cash fund and half is transferred to the parks and outdoor recreation cash fund in furtherance of specific goals.

(Note: This summary applies to this bill as introduced.)

Status: 2/10/2026 Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[SB26-033](#)

Clean Energy Permitting Processes

Comment:

**Calendar
Notification:**

NOT ON CALENDAR

News:**Short Title:**

Clean Energy Permitting Processes

Sponsors:

L. Liston (R) / T. Winter (R)

Summary:

The bill creates the Colorado clean energy permitting coordination office (office) in the Colorado energy office to provide coordination and technical assistance to owners or operators, local governments, and state permitting authorities regarding permitting for the construction, expansion, repowering, or material modification of a clean energy resource facility project (covered clean energy project).

At the request of the owner or operator of a covered clean energy project (owner or operator) or a local government with jurisdiction over the covered clean energy project or that the owner or operator determines is likely to experience direct and significant impacts from the covered clean energy project (host community), the office must convene a meeting (application coordination meeting) to coordinate the filing of permit applications for the covered clean energy project that includes certain interested parties. Following an application coordination meeting, the office must prepare a coordinated permitting schedule for the covered clean energy project that identifies the permits and approvals likely to be required for the covered clean energy project and certain other information (coordinated permitting schedule).

The office is required to develop and maintain a public dashboard (public dashboard) on the office's website for an owner or operator that receives a coordinated permitting schedule or that receives state technical assistance from the office.

Effective July 1, 2027, at least 90 days before the owner or operator submits the first state permit application for a covered clean energy project, the owner or operator must submit a community engagement plan to the office and relevant state permitting authorities. A community engagement plan must identify host communities for the project and describe certain other community engagement efforts regarding the project.

Effective July 1, 2027, an owner or operator must prepare a community benefit agreement and submit the community benefit agreement to the office and the parties participating in the covered clean energy project's application coordination meeting. The office is required to develop model community benefit agreement terms for a covered clean energy project and post the terms on the covered clean energy project's public dashboard or the office's website.

The office is required to prioritize technical assistance and permitting readiness support for covered clean energy projects that repower or reuse retired or retiring fossil fuel generation sites, are located in coal transition communities, or are located on brownfield sites. On or before December 1, 2027, the office shall publish and update annually an inventory identifying coal plant and industrial sites and brownfield sites suitable for redevelopment for clean energy resource facilities and other key infrastructure considerations.

Effective July 1, 2027, an owner or operator must develop and submit to the office a safety and emergency preparedness plan and coordinate with relevant local

emergency management agencies and the Colorado division of homeland security and emergency management in implementing the safety and emergency preparedness plan. The office shall post a safety and emergency preparedness plan on the covered clean energy project's public dashboard or the office's website.

Agenda Item 7D

Effective November 1, 2027, an owner or operator of a covered clean energy project must submit to the office a grid reliability and security statement. The office must coordinate with the public utilities commission and utilities as appropriate to align permitting readiness with grid reliability needs.

On or before December 1, 2027, and on or before each December 1 thereafter, the office must submit a report to certain committees of the general assembly summarizing certain information about the functions of the office.

(Note: This summary applies to this bill as introduced.)

Status: 2/17/2026 Senate Committee on State, Veterans, & Military Affairs Postpone Indefinitely

Status History: [Status History](#)

Amendments Link: No amendments found for this bill

Fiscal Notes: [Fiscal Note](#)

[SB26-035](#) **Increase of Traffic Violation Penalties**

Comment:

Position:

Calendar Notification: Wednesday, May 13 2026
CONSIDERATION OF HOUSE AMENDMENTS TO SENATE BILLS - CONT'D
(3) in senate calendar.

News:

Short Title: Increase of Traffic Violation Penalties

Sponsors: D. Roberts (D) / C. Clifford (D)

Summary: The bill increases the penalties for illegally overtaking a vehicle on the left in a no-passing zone and clarifies that no-passing zones are indicated by a solid yellow line or line pavement markings. The bill requires the Colorado department of transportation to prioritize installing signage on roadways with increased incidents of crashes resulting from illegal overtaking on the left.

The bill increases the penalties for multiple speeding violations within a one-year, 2-year, or 5-year period *and increases the penalty for drivers driving a vehicle 100 miles per hour or greater.* The bill requires that drivers who have multiple speeding violations within a one-year, 2-year, or 5-year period receive a summons and complaint upon committing their violation instead of a penalty assessment notice.

The bill increases the penalty for violating regulations regarding transporting hazardous materials by motor vehicle, including increasing the penalty for a second or subsequent violation.

The bill appropriates \$30,943 to the Colorado department of revenue from the Colorado DRIVES vehicle services account.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/13/2026 Senate Considered House Amendments - Result was to Concur - Repass

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[SB26-116](#) Property Tax Modifications

Comment:

Position:

Calendar Notification: NOT ON CALENDAR

News:

Short Title: Property Tax Modifications

Sponsors: M. Weissman (D) / Y. Zokaie (D)

Summary: ~~Sections 1, 2, and 3 of the bill give municipalities the authority, upon voter approval, to levy a lodging tax up to the same rate and for the same purposes allowed to counties to be collected, administered, and enforced by the state. The bill prohibits, commencing on and after January 1, 2027, any municipal tax on lodging or on the business of providing lodging that is not a municipal lodging tax adopted in~~

accordance with the requirements of **section 3**. An existing municipal tax on lodging or on the business of providing lodging adopted on or before December 31, 2026, is allowed to continue under the bill. However, there can be no tax rate increase, expansion of tax base, or material change in uses of the tax revenue absent adoption of a municipal lodging tax that is in accordance with the requirements of **section 3**.

Section 4 clarifies that, notwithstanding any provision of law to the contrary, in any case in which the income approach is used to determine the actual value of any lodging property, the assessor shall include 'net rental income' and 'resort fee income', each income amount capitalized to value at a rate typical within the relevant market in the actual value of the lodging property. 'Net rental income' means the net operating income generated from payments made in connection with the rental of the lodging property, including any unit within or connected to the lodging property, whether or not the unit is individually and separately owned, after the deduction of expenses typical in the relevant market and excluding any rents remitted to a unit owner for use of the owner's unit. 'Resort fee income' means the net income generated from the collection of any fee or charge, however denominated, by the property, that is retained by the property but does not include any fee or charge amounts that the property remits to any county, city, city and county, special district, or other local government.

Sections 5 and 6 extend *Under current law, the portable qualified-senior primary residence benefit created (benefit) exists for property tax years 2025 and 2026. to future property tax years.* **Section 1** of the bill makes conforming changes to statutory requirements associated with this benefit so that related requirements for county assessors, county treasurers, and the property tax administrator have end dates that align with the end of the benefit.

Section 7 2 changes the state property tax exemption for business personal property, commencing on and after January 1, 2027, by setting the exemption threshold for such property at ~~\$60,000~~ \$58,000 , without an adjustment for inflation . ~~and by eliminating~~ *The bill also sets the reimbursement provision for property tax losses due to the exemption , for property tax years beginning on and after January 1, 2027, at the reimbursement amount for the 2026 property tax year .*

Sections 8 and 9 subject the municipal lodging tax authorized by **section 3** to the department of revenue's administrative scope and mandatory electronic filing and payment requirements.

(Note: Italicized words indicate new material added to the original summary; dashes through words indicate deletions from the original summary.)

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/11/2026 House Third Reading Passed - No Amendments

Status History: [Status History](#)

Amendments Link: [All Amendments](#)

Fiscal Notes: [Fiscal Note](#)

[SB26-172](#)

Front Range Passenger Rail District

Comment:**Position:** Monitor

Calendar Notification: Wednesday, May 13 2026
CONSIDERATION OF HOUSE AMENDMENTS TO SENATE BILLS
(2) in senate calendar.

News:**Short Title:** Front Range Passenger Rail District**Sponsors:** N. Hinrichsen (D) | C. Kipp (D) / A. Boesenecker (D) | A. Paschal (D)

Summary: The bill makes a number of changes to the boundaries and operation of the front range passenger rail district (district).

Section 1 of the bill changes the boundaries of the district to include certain listed municipalities, any municipality whose governing board and, if necessary, electors, consent for the municipality to be included in the district, certain listed metropolitan districts, and any metropolitan district whose governing board consents for the metropolitan district to be included in the district and that is identified for inclusion in the district by a board resolution.

Section 2 requires that directors of the board appointed on or after July 1, 2026, reside within the district, unless that director is already serving on the board.

Section 3 allows the board to create subdistricts within the district.

Section 4 changes the method for determining the distribution of the costs of a district or subdistrict election. Under the new method, the costs of such an election are distributed in the same method and manner as state primary, coordinated, general, congressional vacancy, special legislative, or recall elections conducted after July 1, 2024. **Section 4** also requires that any constitutionally required notice for a district or subdistrict election be included in the ballot information booklet.

(Note: This summary applies to the reengrossed version of this bill as introduced in the second house.)

Status: 5/13/2026 Senate Considered House Amendments - Result was to Concur - Repass**Status History:** [Status History](#)**Amendments Link:** [All Amendments](#)

[SB26-176](#)**State Remedies for Constitutional Rights Violation**

Comment:**Position:****Oppose****Calendar
Notification:**

NOT ON CALENDAR

News:**Short Title:**

State Remedies for Constitutional Rights Violation

Sponsors:

M. Weissman (D) | J. Gonzales (D) / J. Mabrey (D) | Y. Zokaie (D)

Summary:

A person who, under color of any law, subjects, or causes to be subjected, another person to the deprivation of any rights, privileges, or immunities secured by the United States constitution is liable to the injured party for legal or equitable relief. A defendant may assert a defense of absolute or qualified immunity to the same extent as in certain federal actions alleging a deprivation of rights. An action alleging a deprivation of constitutional rights must be commenced within 2 years after the cause of action accrues.

*(Note: This summary applies to this bill as introduced.)***Status:**

5/4/2026 Senate Committee on Judiciary Postpone Indefinitely

Status History:[Status History](#)**Amendments Link:**

No amendments found for this bill

Fiscal Notes:[Fiscal Note](#)



Pikes Peak Area
Council of Governments
Communities Working Together

Current as of May 1, 2026

Jump to:

- [Bills PPACG is supporting](#)
- [Bills PPACG is opposing](#)
- [Bills PPACG is monitoring](#)

Bills PPACG is supporting

Bill #	Title	Bill Summary	Sponsors	Status
H.R. 3030	Highway Formula Fairness Act PPACG Legislative Theme: Transportation	To amend title 23, United States Code, to provide for a discretionary increase in certain highway funding to take into account population growth of a State, and for other purposes.	House: Stanton (D-AZ) Gonzales (R-TX) Neguse (D-CO)	House: Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit
H.R. 1733 S. 784	Rural Veterans Transportation to Care Act PPACG Legislative Theme: Transportation, Aging	To expand and modify the grant program of the Department of Veterans Affairs to provide innovative transportation options to veterans in highly rural areas, and for other purposes.	House: Marie Gluesenkamp (D-WA) Ciscomani (R-AZ) Vasquez (D-NM) Davis (D-NC) Johnson (R-SD) Joyce (R-OH) Golden (D-ME) Pettersen (D-CO) Fitzpatrick (R-PA) Harder (D-CA) Nunn (R-IA) Vindman (D-VA) Strickland (D-WA) Lofgren (D-CA) Schrier (D-WA) Barr (R-KY) Horsford (D-NV)	House: Assigned to Committee on Veterans' Affairs, Subcommittee on Health Senate: Committee on Veterans' Affairs Hearing on May 21

			Whitesides (D-CA) Bresnahan (R-PA) Senate: Ossoff (D-GA) Collins (R-ME) Padilla (D-CA) Rosen (D-NV)	
H.R. 502	Protecting Infrastructure Investments for Rural America Act PPACG Legislative Theme: Transportation	To ensure the rural surface transportation grant program is accessible to rural areas, and for other purposes.	House: Finstad (R-MN) Golden (D-ME) Stauber (R-MN) Mann (R-KS) Fischbach (R-MN) Van Orden (R-WI) Moolenaar (R-MI) Flood (R-NE) Tiffany (R-WI)	House: Assigned to House Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit
S. 2120	Older Americans Act Reauthorization Act of 2025 PPACG Legislative Theme: Aging	To amend the Older Americans Act of 1965 to authorize appropriations for fiscal years 2026 through 2030, and for other purposes.	Senate: Cassidy (R-LA) Sanders (I-VT) Scott (R-FL) Gillibrand (D-NY) Collins (R-ME) Kaine (D-VA) Mullin (R-OK) Markey (D-MA) Murkowski (R-AK) Luján (D-NM) Justice (R-WV) Moody (R-FL) Bennet (D-CO) Warnock (D-GA)	Senate: Assigned to Senate Committee on Health, Education, Labor and, Pensions
H.R. 4585	Agricultural and Rural Road Improvement Program Act PPACG Legislative Theme: Transportation	To amend title 23, United States Code, to establish an agricultural and rural road improvement program, and for other purposes.	House: Bost (R-IL) Riley (D-NY) Mann (R-KS) Nehls (R-TX) Hurd (R-CO)	House: Assigned to Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit

			Onder (R-MO) Miller (R-IL) Feenstra (R-IA) Van Orden (R-WI) Desjarlais (R-TN) Finstad (R-MN) McClain (D-MD) Gray (D-CA) Wied (R-WI) Taylor (R-OH) Lucas (R-OK) Vasquez (D-NM) Hageman (R-WY)	
H.R. 6387	FIRE Act PPACG Legislative Theme: Air Quality	To amend the Clean Air Act to require revisions to regulations governing the review and handling of air quality monitoring data influenced by exceptional events or actions to mitigate wildfire risk.	House: Evans (R-CO) Gray (D-CA) Gosar (R-AZ) Crank (R-CO)	Assigned to Senate Environment & Public Works
H.R. 7437	BASICS Act PPACG Legislative Theme: Transportation	To improve Federal transportation programs, and for other purposes.	House: McDonald-Rivet (D-MI) Bresnahan (R-PA) Vasquez (D-NM) Baird (R-IN) Mrvan (D-IN)	House: Assigned to Transportation & Infrastructure

Bills PPACG is opposing

Bill #	Title	Bill Summary	Sponsors	Status
H.R. 5465	GREEN Streets Act PPACG Legislative Theme: Transportation	To amend title 23, United States Code, to require transportation planners to consider projects and strategies to reduce greenhouse gas emissions, and for other purposes..	House: Huffman (D-CA) Lieu (D-CA)	House: Assigned to Committee on Transportation & Infrastructure, Subcommittee on Highways and Transit

Bills PPACG is monitoring

Bill #	Title	Bill Summary	Sponsors	Status
H.R. 4218	CLEAR Act PPACG Legislative Theme: Air Quality	To amend the Clean Air Act to facilitate State implementation of national ambient air quality standards, and for other purposes.	House: Carter (R-GA)	House: Passed by Energy & Commerce on Jan. 21,

			Griffith (R-VA) Allen (R-GA) Balderson (R-OH) Latta (R-OH) Newhouse (R-WA) Weber (R-TX) Pfluger (R-TX) Obernolte (R-CA)	27-23, awaiting House floor vote
--	--	--	--	----------------------------------



Pikes Peak Area
Council of Governments
Communities Working Together

Date: May 21, 2026

To: Pikes Peak Area Council of Governments Transportation Advisory Committee

From: Danelle Miller, Associate Transportation Director

Subject: Infrastructure Investment and Jobs Act and Grants Update

Action Requested: Information Only

Summary

The following information is being shared regarding funding programs and changes related to the Infrastructure Investment and Jobs Act and other grant programs.

Federal Notices of Funding Opportunity

The U.S. Department of Transportation provide information regarding grants on its Competitive Grants Dashboard (<https://www.transportation.gov/grants/dashboard>). The following opportunities may be of interest to agencies in the Pikes Peak Region.

- Safe Streets and Roads for All (SS4A): Funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries.
 - Per the Safe Routes Partnership, this grant cycle will focus more heavily on public safety infrastructure and stakeholder support. Implementation grants may need letters of support, including letters from public safety agencies.
 - \$993 million available; 500 awards expected
 - Award minimum: \$100,000, award maximum: \$25 million
 - Due May 26, 2026, 5 p.m. EDT
 - Department of Transportation website: <https://www.transportation.gov/grants/SS4A>
 - Application information: <https://simpler.grants.gov/opportunity/c4465027-52de-40b5-889f-d2686880628a>
 - Safe Routes Partnership resources: <https://saferoutespartnership.org/ss4a-60-days-to-apply-for-safety-plans-projects-child-friendly-elements-prioritized/>
- FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program: Provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
 - Due June 22, 2026
 - <https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program>

- Crossing Safety Program / Railroad Crossing Elimination (RCE) Grant Program: Provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.
 - Due June 8, 2026
 - <https://railroads.dot.gov/crossing-safety-program>
- FY 2026 Pilot Program for Transit-Oriented Development (TOD) Planning: Helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning around a new fixed guideway or core capacity improvement project.
 - Due July 10, 2026
 - <https://www.transit.dot.gov/notices-funding/fy-2026-notice-funding-opportunity-pilot-program-transit-oriented-development>
- Bridge Investment Program
 - Not currently open
 - New application templates posted in March 2026: <https://www.fhwa.dot.gov/bridge/bip/>

State Notices of Funding Opportunity

The following opportunities may be of interest to agencies in the Pikes Peak Region.

- Community Accelerated Mobility Project (CAMP): Grant funding for community-led e-mobility projects.
 - Due June 2, 2026.
 - <https://energyoffice.colorado.gov/camp>
- Direct Current Fast-Charging (DCFC) Plazas Grant: Funding to increase community access to high-speed electric vehicle charging.
 - Due July 10, 2026
 - <https://energyoffice.colorado.gov/transportation/grants-incentives/dcfc-plazas>
- Colorado Safe Routes to School: Uses a comprehensive approach to make school routes safe for children when walking and bicycling to school.
 - <https://www.codot.gov/programs/bikeped/saferoutes/about>
 - Expected to open August 2026
- Region 2 Transportation Alternatives Program: A competitive grant program with funds managed and monitored through the Colorado Department of Transportation.
 - <https://www.codot.gov/programs/planning/grants/tap>
 - Expected to open in 2026, timeline TBD
- Off-System Bridge Program: Provides dedicated oversight and funding to ensure the safety and longevity of off-system structures – bridges, culverts, and tunnels owned by Colorado's counties and municipalities.
 - <https://www.codot.gov/programs/bridge/off-system-bridge-program>
 - Expected to open in 2026, timeline TBD
- Highway Safety Improvement Program: Aimed at significant reduction in fatalities and serious injuries on all public roadways
 - <https://www.codot.gov/safety/traffic-safety/data-analysis/hsip>
 - Expected to open in December 2026 for fiscal year 2030 funding.

Proposed Motion

Information only.

Attachments

None.

Strategic Plan Goals

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