



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Agenda
Community Advisory Committee
Wednesday, June 24, 2026, 3:00 PM

In-Person

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

Virtual: Microsoft Teams (Video and Audio)

Meeting ID: 264 520 942 743 874

Passcode: Jx9vG25S

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 139 646 00

1. Call to Order / Establish a Quorum / Introductions

2. Agenda Approval

3. Consent Items

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

A. Approval of the minutes (May 27, 2026) ☒

4. Public Comments / Presentations

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

5. Action Items

A. Unified Planning Work Program Release for Public Comment: Danelle Miller, Transportation Associate Director ☒

6. Information Items

A. Title VI Plan and Limited English Proficiency Plan Adoption: Lisa Gagnon, Transit Planner, and Danelle Miller, Transportation Associate Director ☒

B. Regional Freight Plan: Josh Squires, Transportation Planner ☒

7. Member Entity Announcements

8. Meeting Schedule ☒

9. Adjournment

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

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



Pikes Peak Area
Council of Governments
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Meeting Minutes
Community Advisory Committee
Wednesday, May 27, 2026, 3:00 PM

In-Person

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

Virtual: Microsoft Teams (Video and Audio)

Meeting ID: 246 018 225 915 72

Passcode: QN2T7Eq6

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 364 216 60

1. Call to Order / Establish a Quorum / Introductions

The meeting was called to order at 2:59 pm.

2. Agenda Approval

Welling Clark motioned to approve the agenda; Gary Shugart seconded. The motion carried unanimously.

3. Consent Items

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

A. Approval of the minutes (May 27, 2026)

Chuck Theobald motioned to approve; Welling Clark seconded. The motion carried unanimously.

4. Public Comments / Presentations

None.

5. Action Items

A. Public Participation Plan Release for Comment: Lisa Gagnon discussed the document. Answered questions on the timeline for final approval.

Welling Clark motioned to recommend approval to the Board of Directors, Kathy Hisey seconded. The motion carried unanimously.

B. Title VI Plan and Limited English Proficiency Plan Adoption: Lisa Gagnon, Transit Planner discussed the document. A comment was made regarding the accuracy of the

Census from our military bases. Lisa Gagnon will provide an update to the committee at the June meeting.

Welling Clark motioned to recommend approval to the Board of Directors; Gary Shugart seconded. The motion carried unanimously.

6. Information Items

- A. Unified Planning Work Program Update: Josh Squires, Transportation Planner discussed the document. Answered questions in regard to if the plan covers the governmental areas or the metropolitan planning organization.

7. Member Entity Announcements

Welling Clark announced on the 4th of July, the World War II Aviation Museum at the Northwest section of the airport will be hosting some World War II aircrafts and various demonstrations. The Pikes Peak Regional Air Show will be held September 19-20, 2026. The Air Force Academy graduation is tomorrow, May 28, 2026.

Chuck Theobald announced Bike to Work Day will be on June 24, 2026.

Ed Dills announced that Tyler Peoples excused himself from today's meeting to prepare for World Hunger Day at the Springs Rescue Mission on May 28, 2026.

Roland Rainey announced he is currently interviewing candidates for the vacancies for the CAC. The second lady, Usha Vance will be having an event on May 28, 2026 to promote her summer reading challenge.

8. Meeting Schedule

9. Adjournment

The meeting was adjourned at 3:22 pm.

Attendees

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

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Date: June 24, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Unified Planning Work Program Update

Action Requested: Release for Public Comment

Summary

Staff has amended the Unified Planning Work Program to reflect changes in funding and work tasks for federal fiscal year 2027. The draft document was provided for the committee's review in May. In addition, staff received changes to Section 5, Other Regionally Significant Transportation-related Planning Activities from Mountain Metro Transit and the Town of Monument.

At this time, staff is requesting a recommendation to release the document for a 30-day public comment period. The Transportation Advisory Committee recommended release for public comment on June 18.

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 administratively to reflect that.

Background

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.

Proposed Motion

Recommend that Unified Planning Work Program Amendment 1 be released for public comment.

Attachments

- 1) Unified Planning Work Program

Strategic Plan Goals

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



Pikes Peak Area
Council of Governments

Communities Working Together

Unified Planning Work Program

Federal Fiscal Years 2026 and 2027 – Amendment 1



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

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1 Introduction

1.1 Pikes Peak Area Council of Governments

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

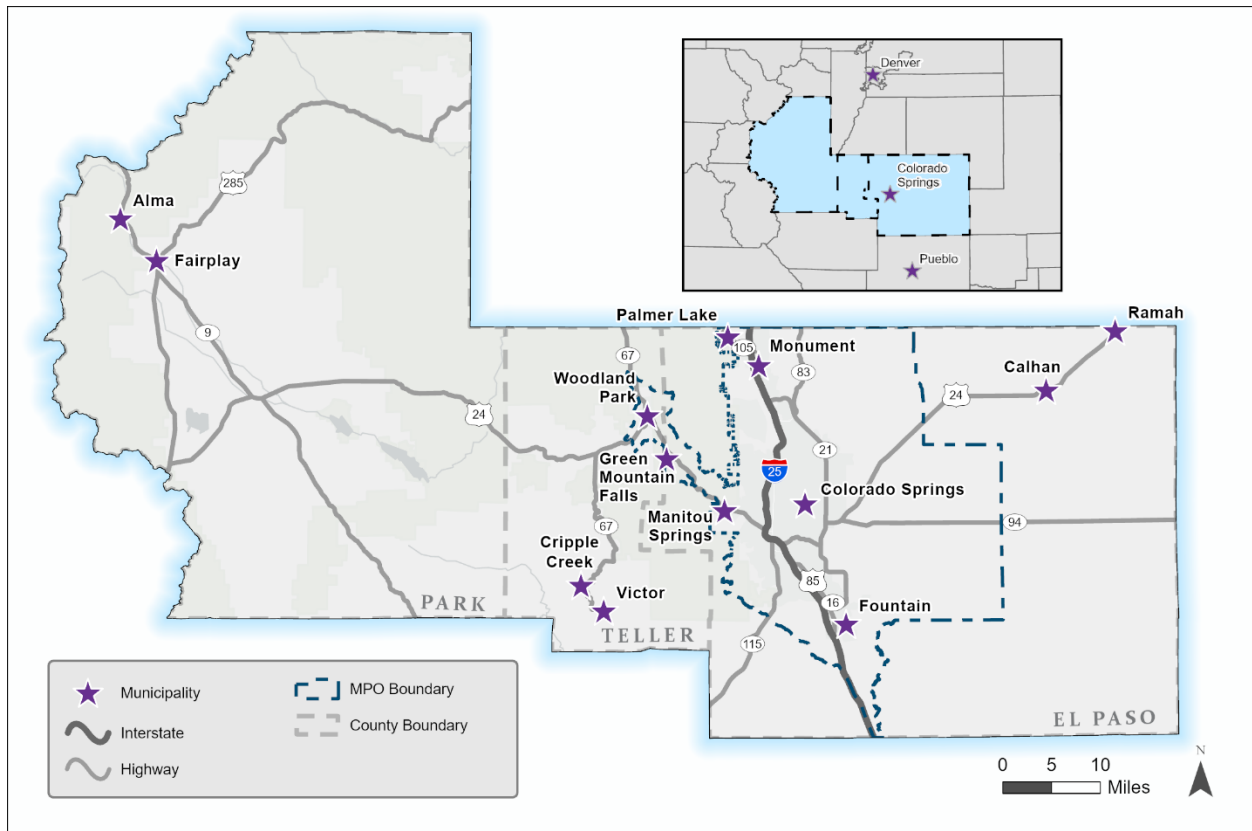


Figure 1: COG and MPO Boundaries

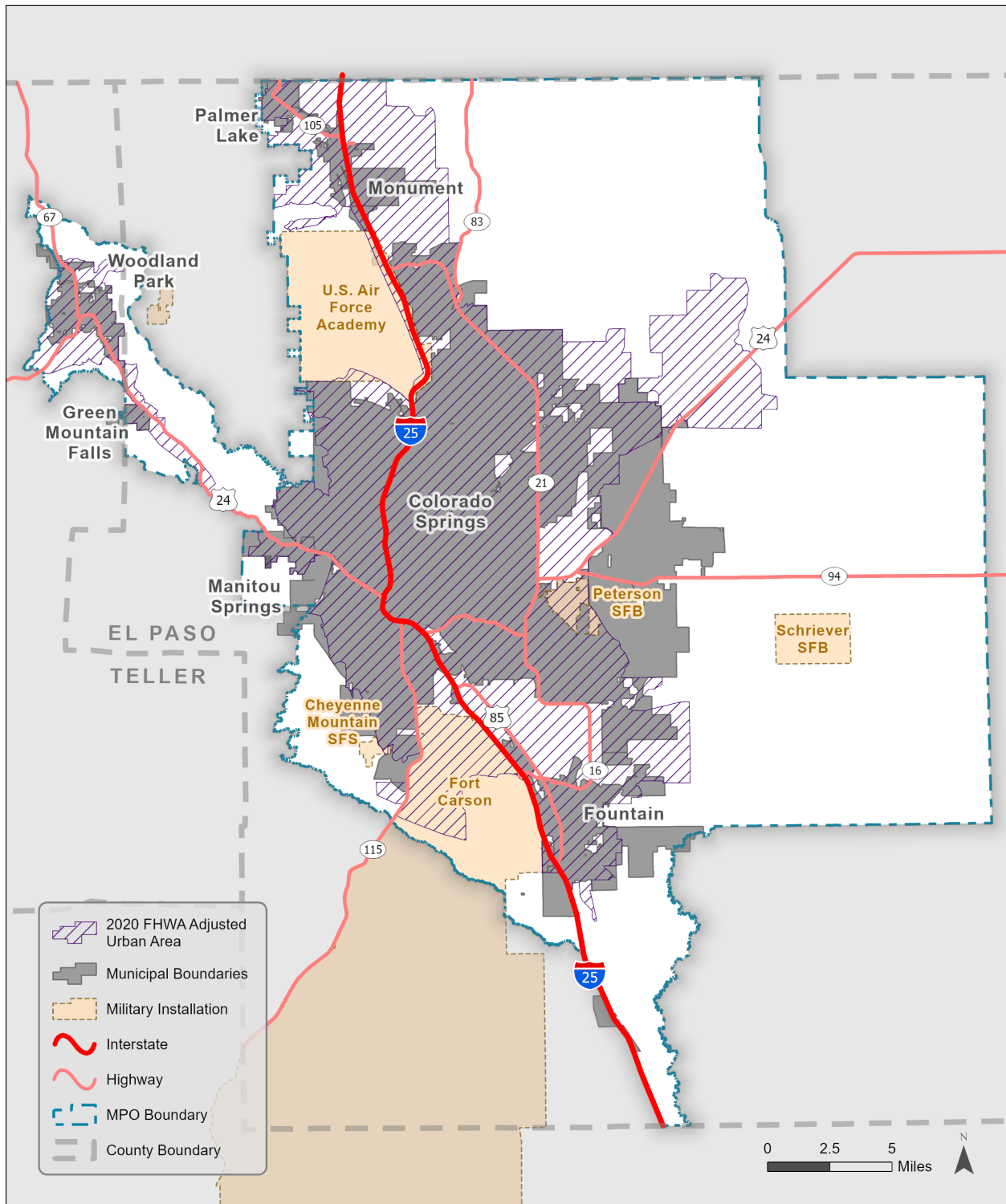


Figure 2: PPACG MPO Boundary

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

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

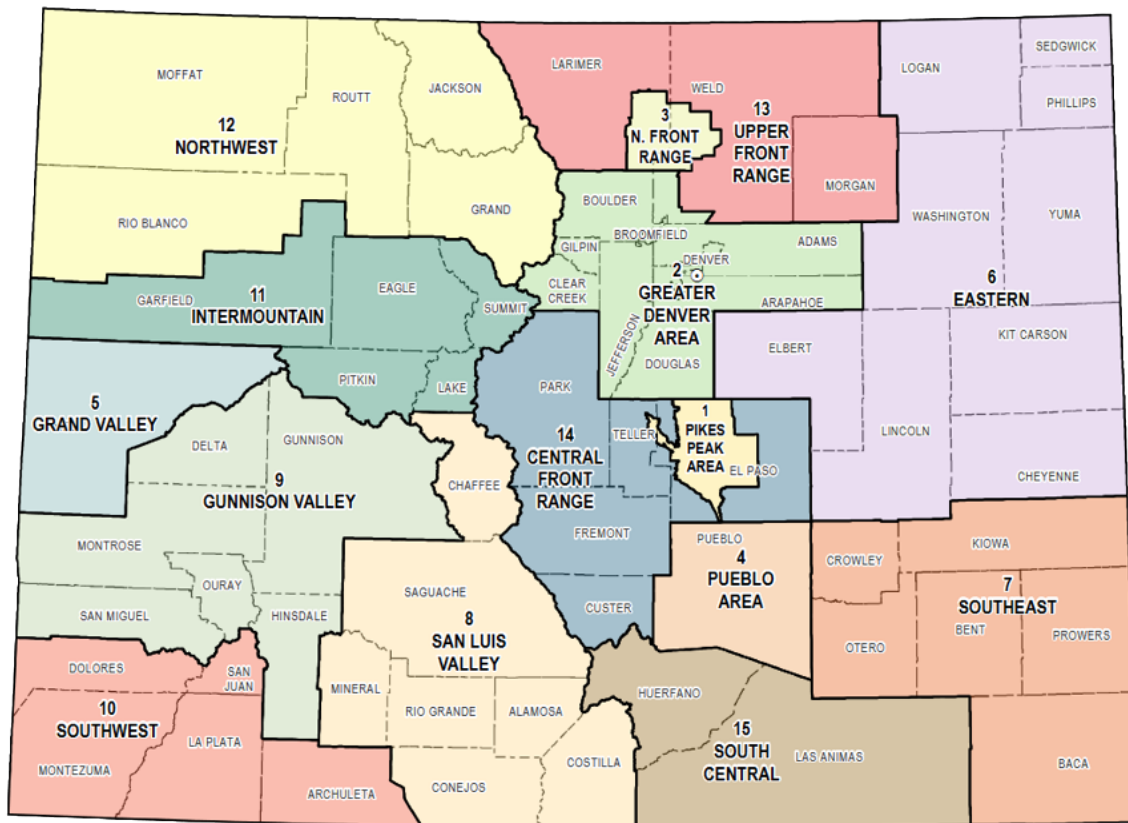


Figure 3: Colorado TPRs (source: CDOT)

1.2 The MPO and Planning Process

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

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

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

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

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

1.3 Unified Planning Work Program

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

This work program was developed to serve these specific objectives:

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

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

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

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

1.4 Governance and Organizational Structure

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

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

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

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



Figure 4: Organizational Structure

1.4.1 Public Participation and Outreach

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

2.2.2 Federal Planning Factors

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

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

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

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

	Work Elements						
	WE 610	WE 611	WE 612	WE 613	WE 614	WE 617	WE 619
Planning Framework							
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.

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

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

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

3 Planning Program Revenue and Expenditures

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

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

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

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

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

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

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 as needed 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.
- 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%

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

- Address recommendations from the FHWA/FTA 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.
- Develop amendments to the UPWP if needed.
- Prepare FY2028-FY2029 UPWP.
- Support and participation in PPACG technical committees, including the TAC, CAC, AQTC, and MCWG.
- Maintain, revise, and implement the strategies outlined in PPACG's Public Participation Plan.
- Maintain regular communications with member entities to provide value and satisfy requests for technical assistance.
- Improve the professional capabilities of staff by attending and participating in local, regional, state, and national workshops, conferences, and meetings.
- Participate in State and Federal legislation policy review.
- Coordinate, review and comply with new legislation and apprise member entities.
- Provide input on statewide, regional, and local planning issues as appropriate.
- Participation in local, regional, state, public transportation and federal transportation-related meetings, webinars, and workshops.
- Research and analyze MPO requirements to comply with Colorado Greenhouse Roadmap and Rules, 2 CCR 601-22, and other state regulations.
- Coordinate translation services.
- Research and assist jurisdictions in identifying potential discretionary grant funding. *

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

Deliverables and Schedule

- CPG contracts and budgets, 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
- 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)

Notes: All consultant effort is charged to Work Element 617, but efforts that are linked to the above Work Element are listed for transparency. PPACG uses CPG funding for updates to the PPACG travel model. However, we also have state-provided Multimodal Transportation and Mitigation Options Fund (MMOF) to support model improvements.

4.3 Work Element 612 – Transportation Improvement Program

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

Objectives and Tasks

- Monitor, maintain, and amend, as necessary, the FY2025-2029 TIP, including reconciliation for actual revenue.
- Develop, adopt, and monitor the FY2027-2031 TIP including a Call for Projects, stakeholder workshops, public comment period, and open houses. Programming in the TIP will include federal funding, as well as the State of Colorado funds created by Senate Bill (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 (PM1), January of each year
- Performance measures – Pavement and Bridge Target Setting (PM2), every 4 years unless amended in the second year
- Performance measures – System Performance Target Setting (PM3), every 4 years unless amended in the second year
- Performance measures – Transit Asset Management and Transit Safety Target Setting, February of each year as needed (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 (MCWG) will develop goals and objectives to address themes identified in the current 2050 Specialized Human Services Plan. Benchmarks will be established to ensure activities track toward meeting each goal.
- Identify funding opportunities for transit and specialized transportation providers 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 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 (anticipated to be completed in Fall 2026)
- Public Participation Plan, 2026 (anticipated to be completed in September 2026)
- Title VI Plan and Limited English Proficiency Plan, 2026 (anticipated to be completed in August 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 state implementation plan (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;
- 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.*

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

5.1 Colorado Department of Transportation/Woodland Park

Name of the project/study: US24 Reliever Route Study

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

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.

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

Cost: \$TBD (SS4A)

Purpose: Pending recommendations from the Safety Action Plan.

5.3 Monument

Name: Town of Monument Mount Herman Road Bridge Rehabilitation

Cost: \$TBD

Purpose: Rehabilitating or replacing the Mount Herman Road bridge would address the structural deterioration, remove debris from the channel that is causing localized scour, and restore safe vehicular crossing. The displaced steel beams currently in the creek are creating turbulence and redirecting flows into the banks, accelerating erosion that threatens the bridge abutments. Proactive rehabilitation before further structural failure would avoid the significantly higher cost of emergency replacement and prevent the closure of a key local road. - The Town of Monument Mount Herman Road Bridge Rehabilitation is an identified project in the Town's 2026 Stormwater Master Plan, adopted by Resolution 35-2026, on May 18, 2026.

5.4 Mountain Metropolitan Transit

Name: Long Range Transit Planning Studies

Cost: \$750,000 (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, Enhanced Transit Corridor Study, Planning, concept and engineering and design, Pre-National Environmental Policy Act (Pre-NEPA), and NEPA processes for any transit hub, station and corridor development .

Name: Short Range Transit Planning Activities

Cost: \$750,000 (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, Transit Asset Management Plan (TAM).

Name: Americans with Disabilities Act (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
COG	Council of Governments
CPG	consolidated planning grant
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
MCWG	mobility coordinating working group
M MOF	multimodal transportation and mitigation options fund
MMT	Mountain Metropolitan Transit
MOA	memorandum of agreement
MPO	metropolitan planning organization
NEPA	National Environmental Policy Act
PL	planning funds
PPACG	Pikes Peak Area Council of Governments

PPP	public participation plan
PTASP	public transportation agency safety plan
SB	Senate Bill
SIP	state implementation plan
STBG	surface transportation block grant
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
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
- PPACG Board of Directors Resolution of Approval
- State and Federal Approvals (to be included in final document pending approvals)

Figure 9: Table of Core Planning Documents

Document	DATE ADOPTED	TIME SPAN	UPDATE DUE
Unified Planning Work Program	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	July 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.



Date: June 18, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

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

Subject: Title VI and Limited English Proficiency Plans Adoption

Action Requested: Information Only

Summary

Federal regulations require the Pikes Peak Area Council of Governments to update the Title VI Plan and Limited English Proficiency Plan every three years. These were last formally adopted in 2023 and need adjustments to align with the Public Participation Plan and new federal guidance.

Staff presented drafts of the Title VI Plan and the Limited English Proficiency Plan in April, along with a summary of changes. These documents do not require a formal public comment period. In May, the committee recommended approval of these documents. However, there were some questions asked, specifically regarding income levels on military installations. To ensure transparency, staff decided to hold the documents' approval until these questions could be addressed further and members of the committee were comfortable with the data.

Staff has revisited the data and confirmed its accuracy according to the U.S. Census Bureau and will discuss the data.

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

Information only.

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

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Introduction

Serving the Pikes Peak region for more than 50 years, the Pikes Peak Area Council of Governments (PPACG) is the federally designated Metropolitan Planning Organization (MPO) for the area. An MPO is a federally required and funded transportation policy-making body composed of representatives from local governments and transportation agencies. MPOs were established to promote regional collaboration in transportation planning, with a focus on projects and initiatives that have regional significance rather than smaller, localized efforts.

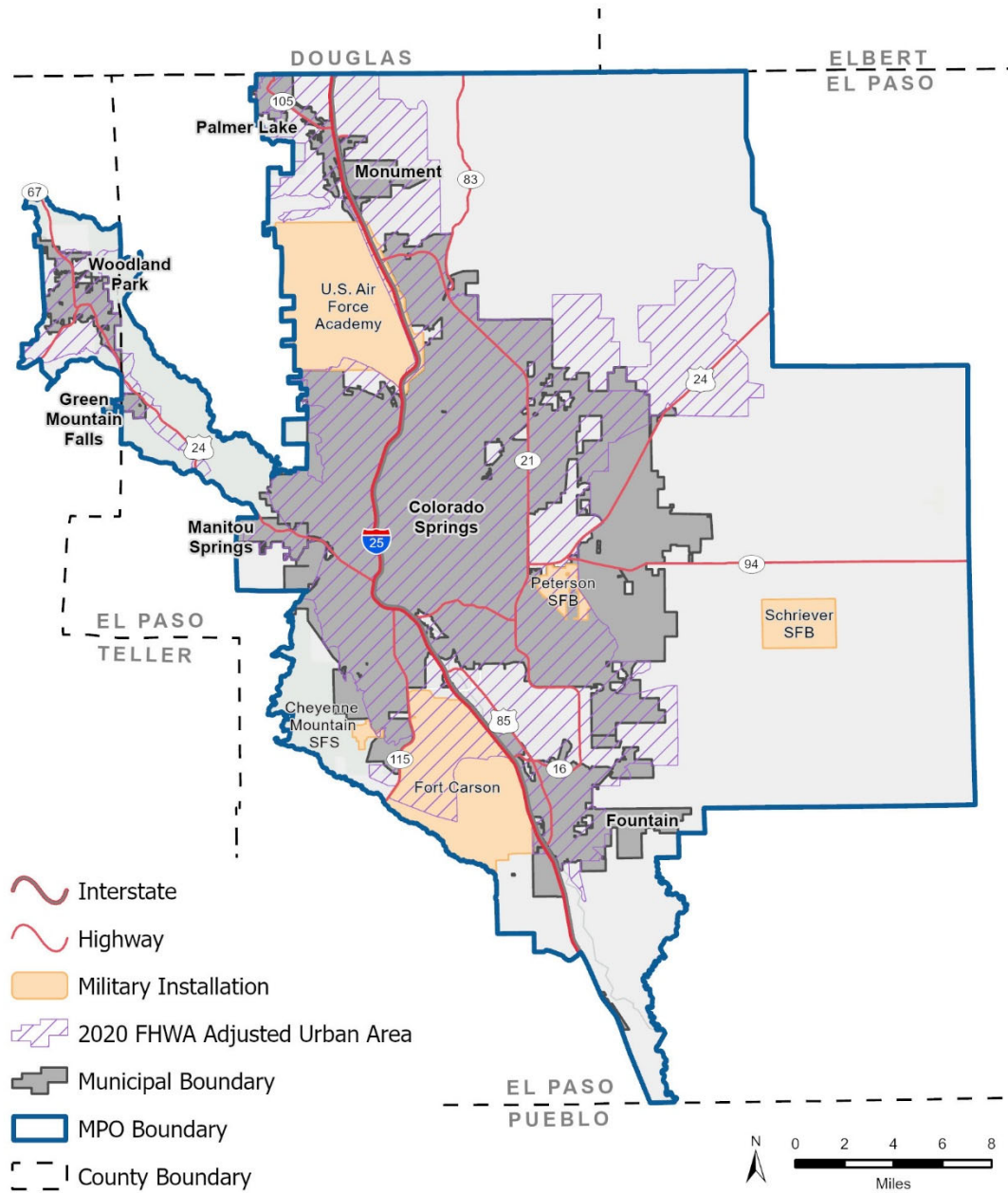
PPACG operates in accordance with federal Title VI requirements and is committed not only to meeting these standards, but also to fostering a transparent and inclusive planning process. To support a well-coordinated and inclusive region, MPOs regularly work with a wide range of regional partners, including federal and state agencies, nonprofit organizations, transit providers, freight carriers, economic development groups, public health organizations, and others. PPACG conducts multimodal planning, addressing all forms of transportation, including personal vehicles, public transit, rail, aviation, and bicycle and pedestrian travel. Additionally, the MPO ensures that stakeholders and the public have meaningful opportunities to participate in the planning process.

Membership

PPACG's Board of Directors provides policy guidance and direction for the regional planning process. This Board is comprised of elected officials from local member governments, representatives from state and federal agencies, and military installations. The MPO serves the following communities:

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

Figure 1: Metropolitan Planning Organization Boundary



Background

Title VI of the Civil Rights Act of 1964 states that

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Title VI compliance is an ongoing responsibility of PPACG staff. This work includes, but is not limited to, developing plans, completing required reporting, collecting and analyzing data, and providing technical assistance to subrecipients. Assistance may involve distributing informational materials such as posters, guidelines, and compliance requirements.

PPACG, in all of its plans and programs, will fully comply with the following:

- The Civil Rights Act of 1964, Title VI, which prohibits discrimination on the basis of race, color, or national origin.
- The Age Discrimination Act of 1975, which prohibits discrimination on the basis of age.
- The Americans with Disabilities Act of 1990, along with the Americans with Disabilities Act Amendments Act of 2008, which prohibit discrimination on the basis of disabilities.
- Federal Transit Administration (FTA) Circular 4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients

PPACG serves as the primary forum where the state department of transportation, transit operators, member jurisdictions, and the public work together to develop transportation plans and programs that address the region’s needs. To meet the requirements of Title VI, PPACG must:

- Ensure that the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) comply with Title VI;
- Address the needs of minority populations so the benefits and burdens of transportation are distributed fairly;
- Ensure the public involvement process has no barriers that would prevent successfully engaging minority populations in regional decision-making; and
- [Hold public meetings in facilities that are Americans with Disabilities Act \(ADA\) compliant and arrange for reasonable accessibility and accommodation for persons with disabilities.](#)

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

Jared Verner
Policy and Communications Manager
Pikes Peak Area Council of Governments
719-471-7080 ext.139
jverner@ppacg.org

Any person who believes they have been subjected to or denied an opportunity of participation by a discriminatory practice prohibited under Title VI has a right to file a formal complaint with PPACG or directly with FTA.

A completed complaint form must be submitted to PPACG's Title VI coordinator within 180 days following the alleged instance of discrimination.

PPACG will provide assistance, within reason, to any person who wishes to file a complaint but is unable to do so due to a disability. Assistance can extend to understanding and accessing materials and/or to completion of the complaint process. Contact information for the Title VI coordinator, the complaint procedure, and complaint form can be found on PPACG's website and in attachments to this document. To request assistance, contact the Title VI coordinator.

Definitions and Guiding Principles

No group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.

PPACG is committed to fostering a transparent, equitable, and inclusive planning process that meaningfully engages all members of the community. This commitment includes working to

- Minimize, or mitigate disproportionately high and adverse human health, environmental, social, and economic impacts on minority and low-income populations;
- Ensure full and fair participation in the transportation decision-making process by all potentially affected communities, particularly those that have been historically underserved; and
- Prevent the denial of, reduction in, or significant delay in the receipt of transportation benefits for minority and low-income populations, ensuring that investments and services are distributed equitably across the region.

"Minority" and "Low Income" Populations

A “minority population” means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans who will be similarly affected by a proposed DOT program, policy or activity.

“Minority” includes persons who are:

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

“Low-income” means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. A locally developed threshold is permitted and encouraged, provided that the threshold is at least as inclusive as the HHS poverty guidelines.

A “low-income population” means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy or activity.

Populations in the Pikes Peak Area

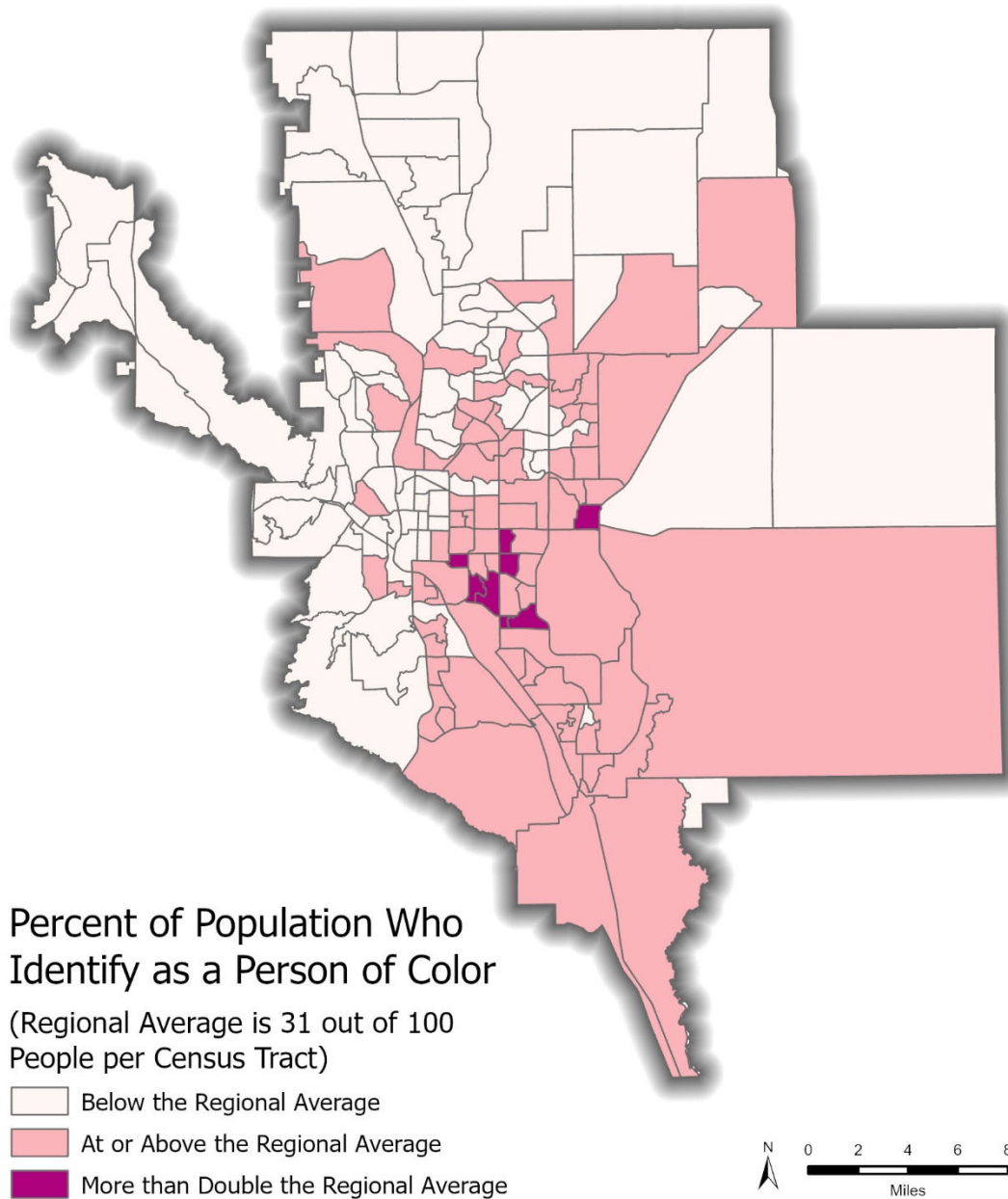
Impact analysis is a key part of the transportation planning process, which can be shown through mapping. Impact analysis, helps ensure that transportation investments, policies, and projects do not disproportionately burden historically underserved communities, including low-income populations, communities of color, individuals with limited English proficiency, older adults, and individuals with disabilities. Impact analysis through mapping evaluates whether certain groups may experience greater negative impacts, such as increased noise, air pollution, displacement, safety risks, or reduced access to services, while also ensuring they receive a fair share of transportation benefits.

Below are impact analysis maps displaying demographic information withing the MPO. It should be noted that the maps display the percentage values for each Census tract across the selected indicators. A Census tract is a small, relatively permanent statistical subdivision of a county defined by the [U.S. Census Bureau](#) to analyze population data. They typically have 1,200 to 8,000 residents (ideally 4,000), act as neighborhood-level units, and have stable boundaries that follow physical features like roads or rivers.

The percentages in the following maps represent the Census tracts compared with the regional average. The following maps, socioeconomic data from the U.S. Census Bureau,

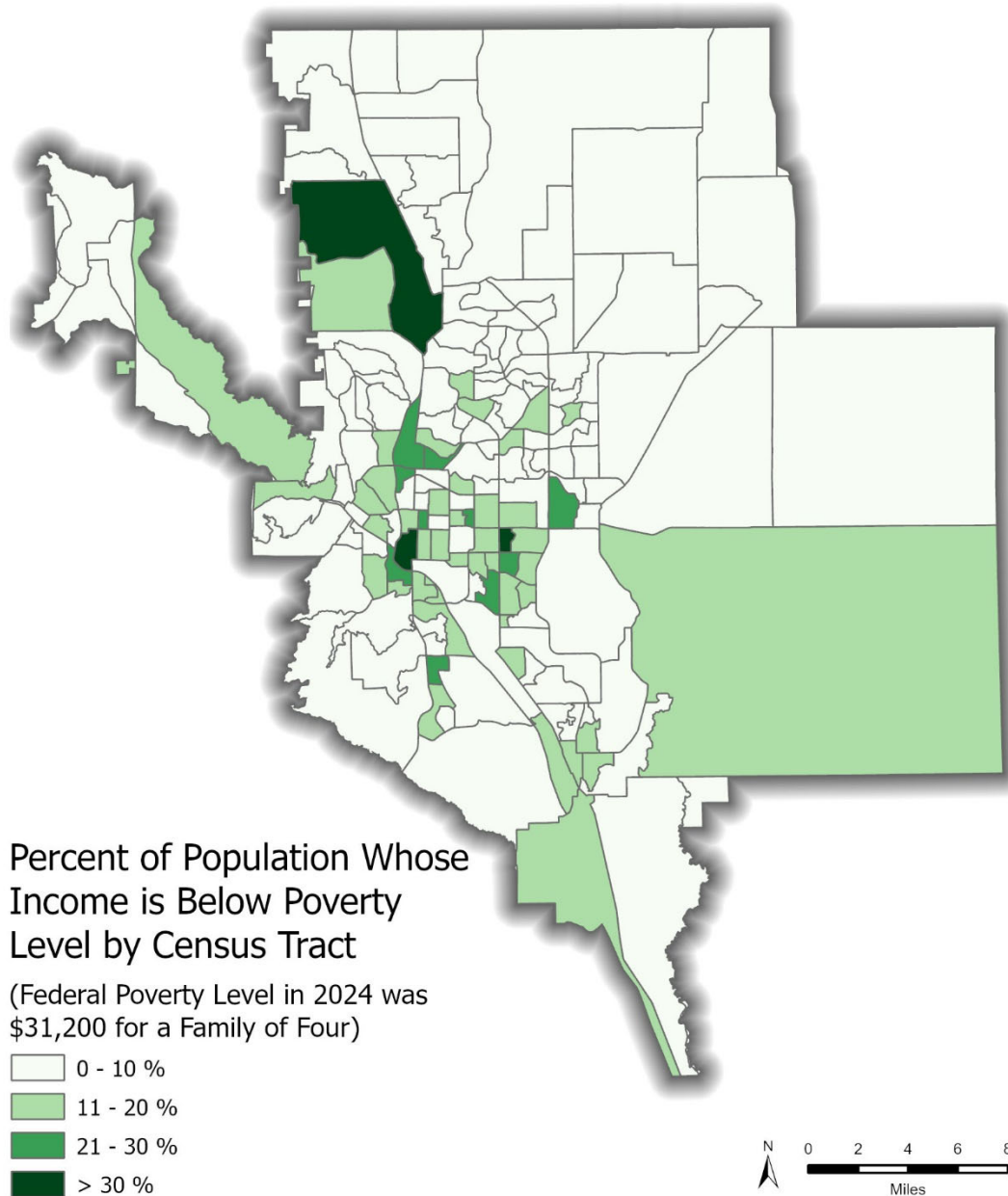
2024 American Community Survey 1 year estimates. Definitions of the population percentages illustrated in each map are included with the corresponding figure.

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



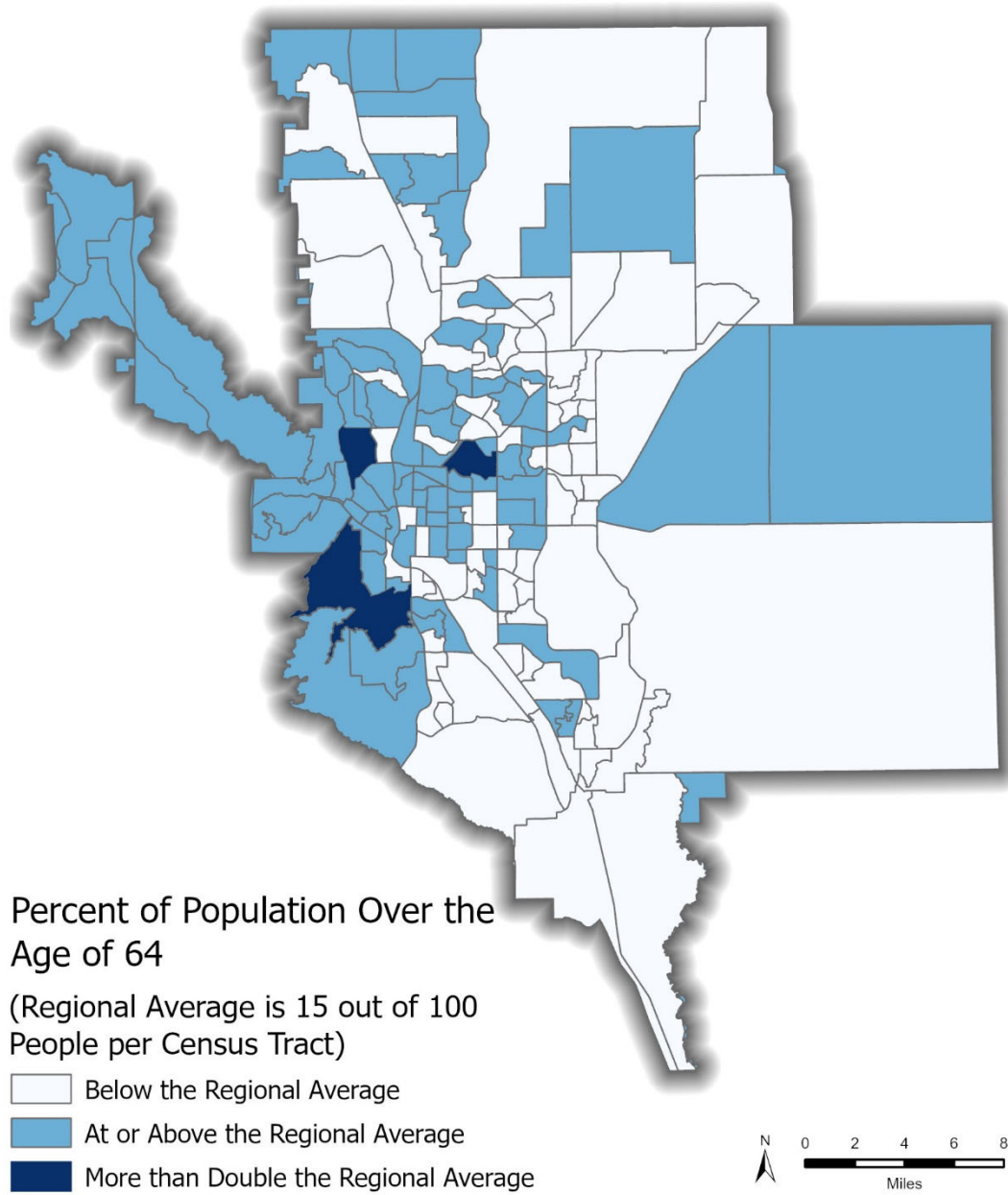
People of color: The percent of individuals in a tract who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a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

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



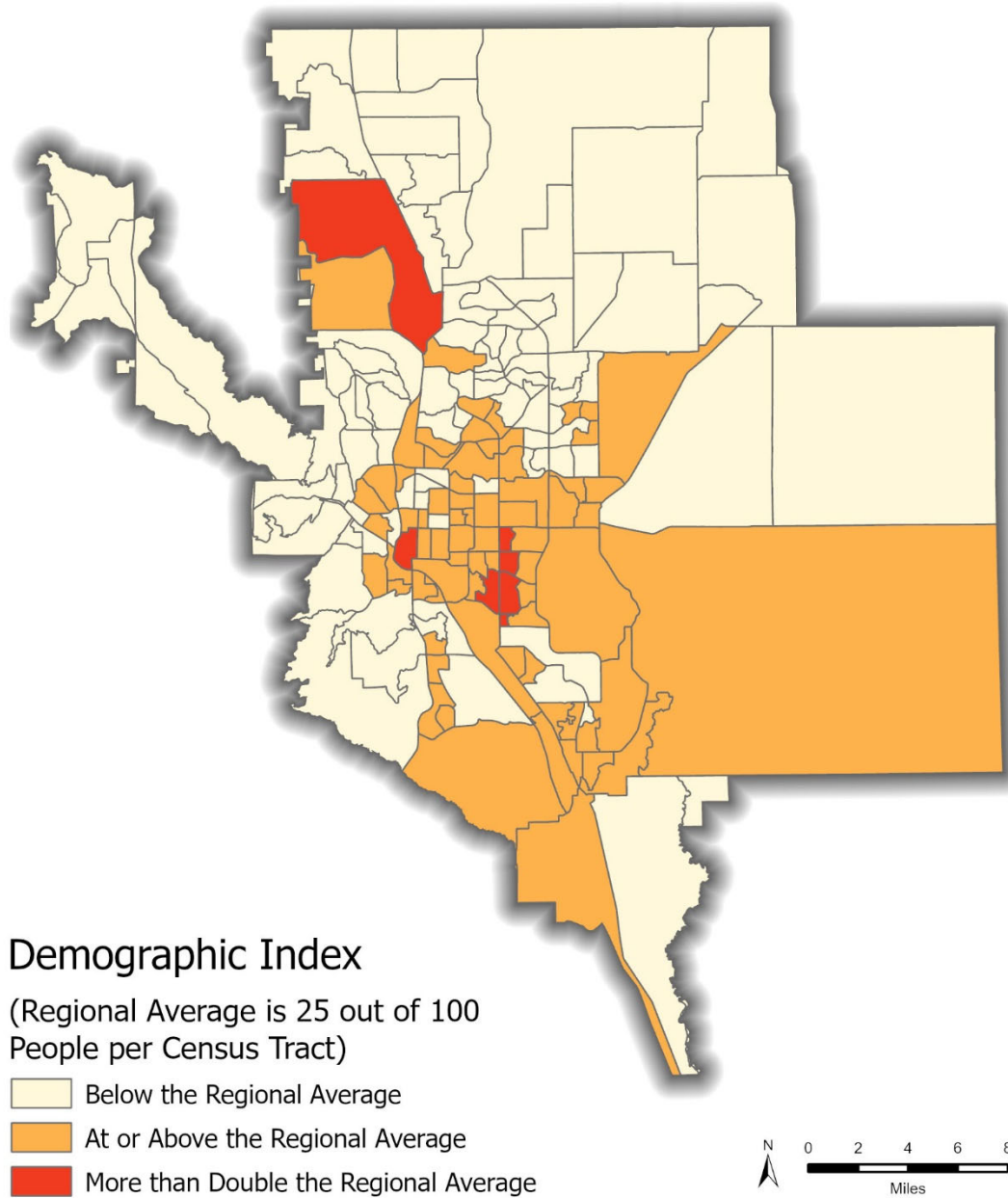
Low Income: The percent of a tract's population in households where the household income is below the federal "poverty level." The federal poverty level is \$31,200 per family of four.

Figure 4: Percent of Population over the Age of 64 within the PPACG MPO



Over age 64: Percent of people in a tract over the age of 64.

Figure 5: Demographic Index for the PPACG MPO



Demographic index is a combination of percent low-income and percent people of color. For each Census tract, these two numbers are averaged together.

The formula is as follows:

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

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

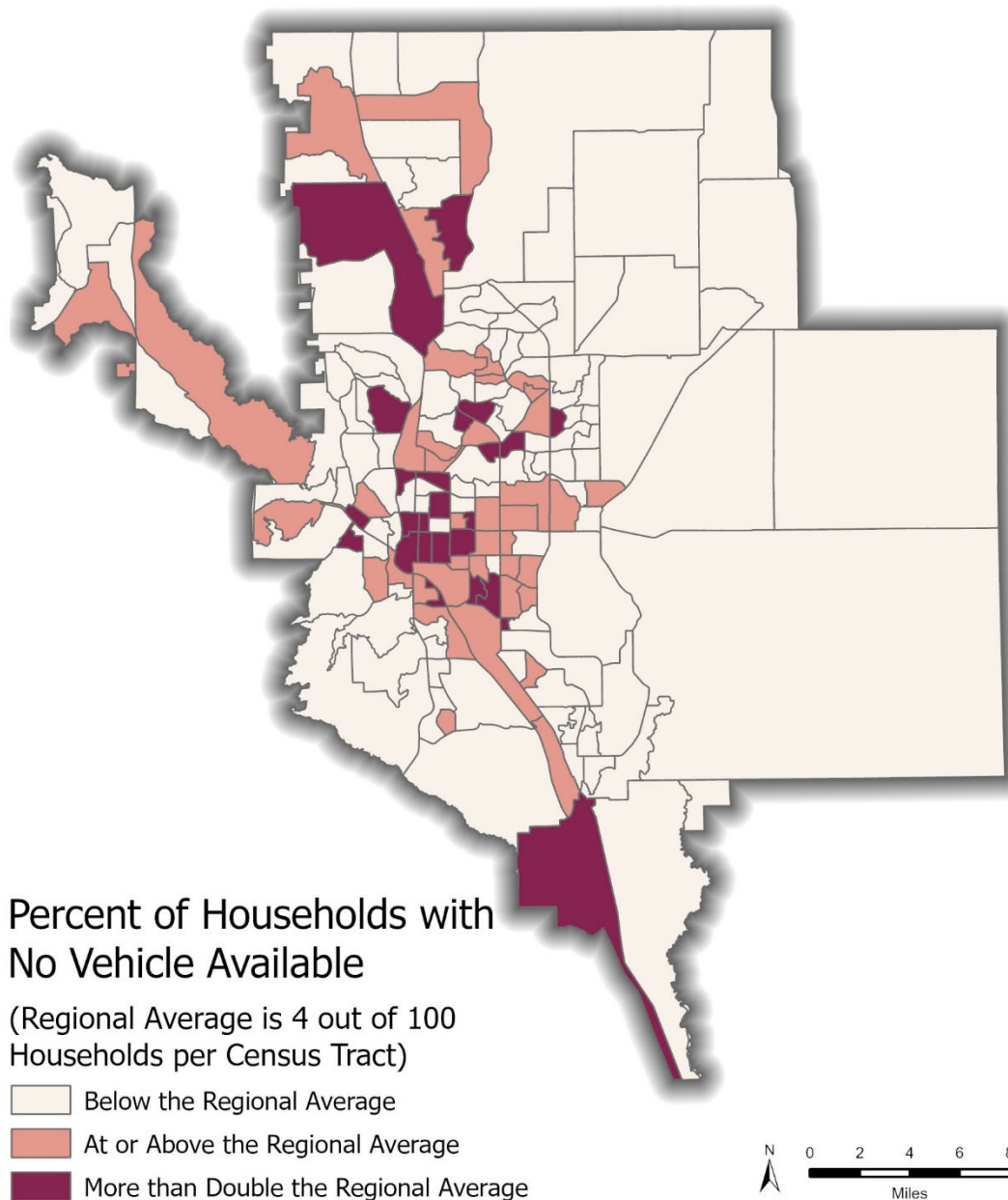
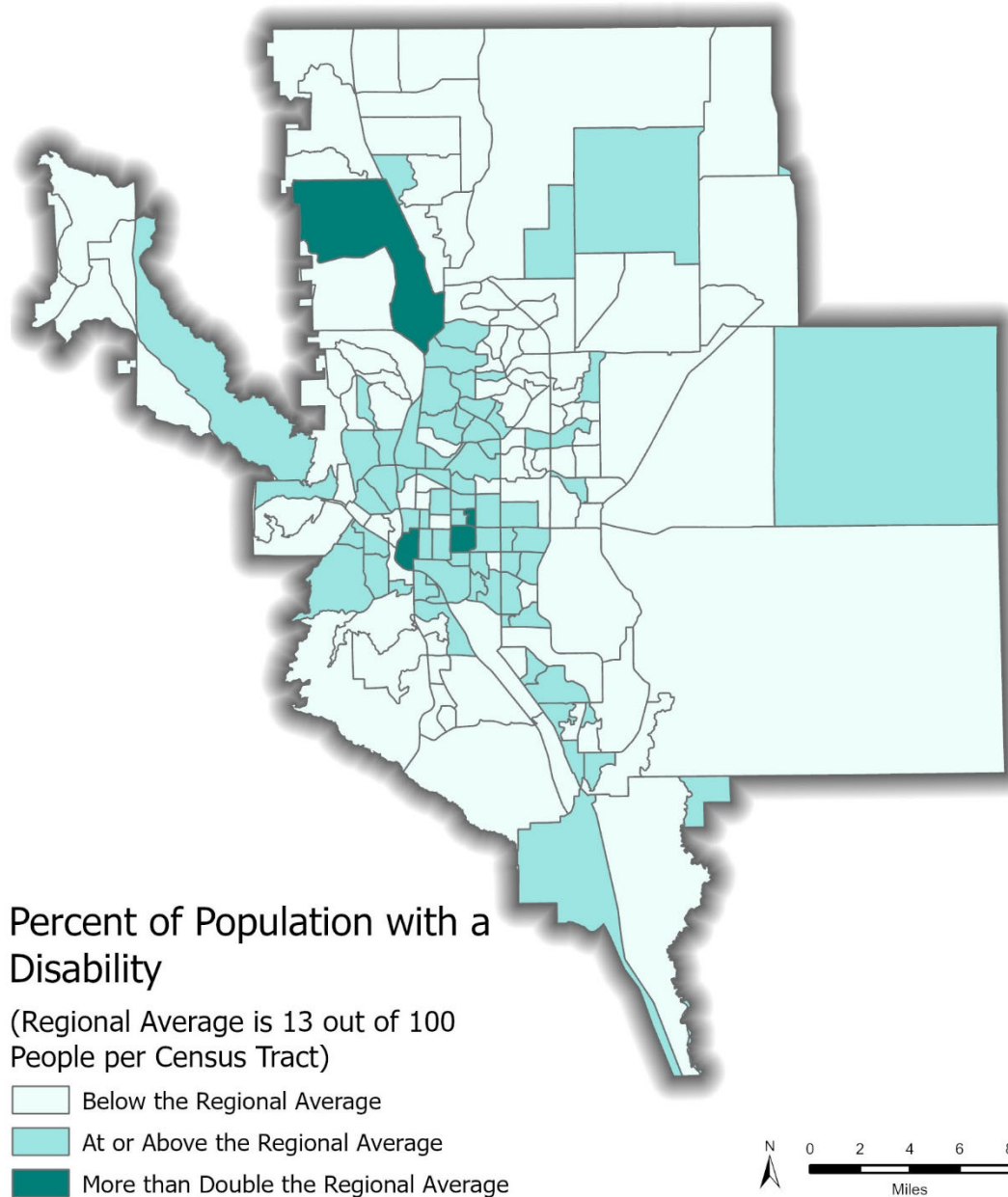


Figure 7: Percent of Population with a Disability within the PPACG MPO



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.

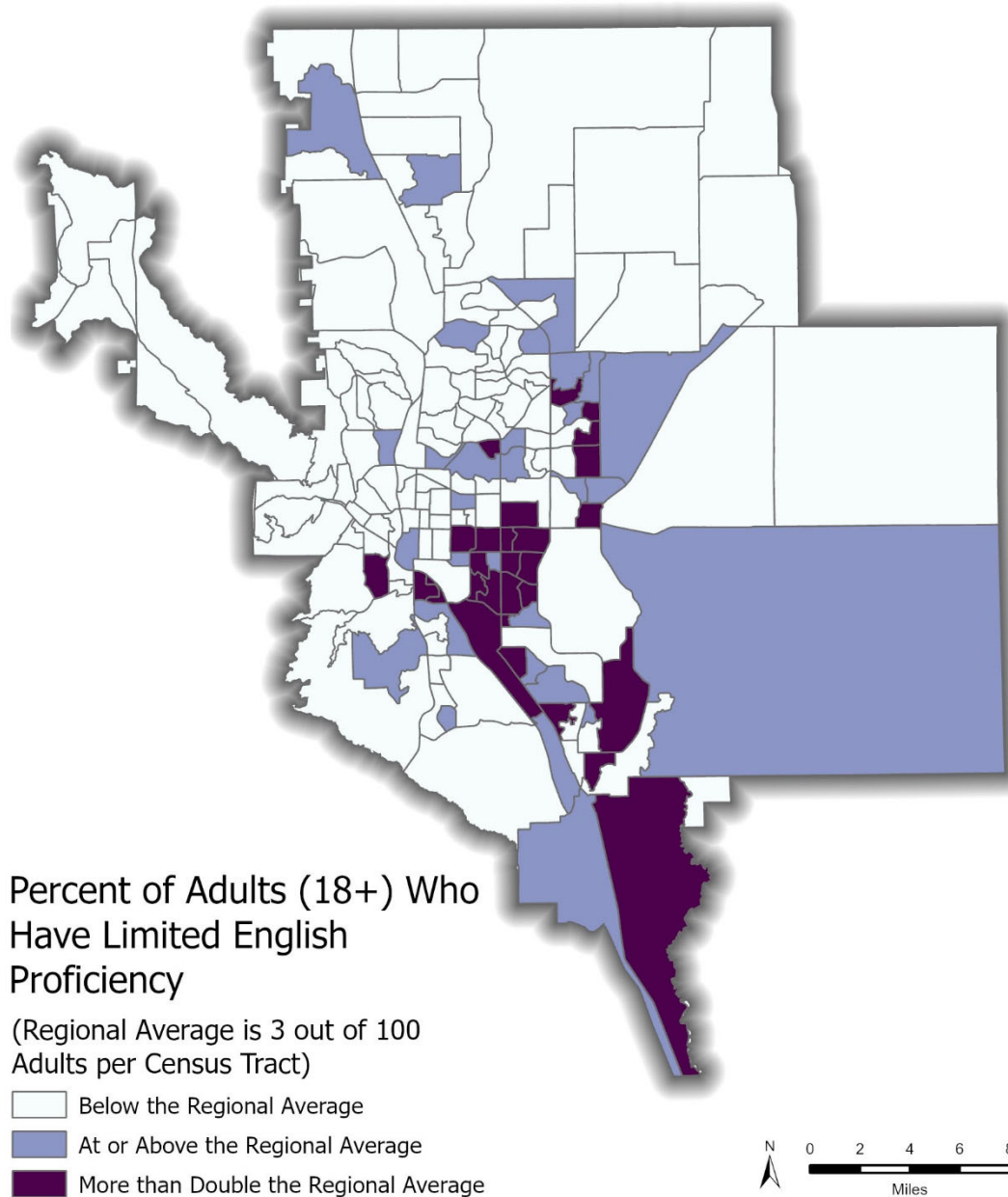
Limited English Proficiency

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



Pikes Peak Area
Council of Governments
Communities Working Together

General Assurance

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

Specific Assurances

Federal Highway Program Assurance

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

1. The Pikes Peak Area Council of Governments agrees that each “program” and each “facility” as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a “program”) conducted, or will be (with respect to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. The Pikes Peak Area Council of Governments requires that all contractors sign and agree to a professional services contract which explicitly outlines Title VI requirements and regulations.
3. That where the Pikes Peak Area Council of Governments receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
4. That where the Pikes Peak Area Council of Governments receives Federal financial assistance in form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights space on, over, or under such property.
5. That this assurance obligates the Pikes Peak Area Council of Governments for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Pikes Peak Area Council of Governments or any transferee for the longer of the following periods:

- a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. The period during which the Pikes Peak Area Council of Governments retains ownership or possession of the property.
6. The Pikes Peak Area Council of Governments shall provide for such methods of administration for the program as are found by the Secretary of Transportation, or the official to whom he or she delegates specific authority, to give reasonable guarantee that it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed by or pursuant to the Act, the Regulations and this assurance.
7. The Pikes Peak Area Council of Governments agrees that the United States has the right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

Federal Transit Administration Assurance

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

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Pikes Peak Area Council of Governments will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and, in compliance with the Department of Transportation Title VI regulation, 49 CFR Part 21.9.
3. The Pikes Peak Area Council of Governments will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

Certification

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

DATED _____

By _____

Andrew Gunning
Executive Director



Pikes Peak Area
Council of Governments

Communities Working Together

TITLE VI POLICY STATEMENT

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

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

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

Date

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



Pikes Peak Area
Council of Governments
Communities Working Together

DECLARACION DE POLITICA CONFORME AT TITULO VI

Es política de la Organización de Planificación Metropolitana del Pikes Peak Area Council of Governments (PPACG) que a ninguna persona, por razones de raza, color, u origen nacional, se le excluya de participación, se le nieguen beneficios, o de cualquier otra manera se le discrimine bajo cualquier programa o actividad conforme at 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
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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
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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 presentada 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



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

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1. Introduction

Serving the Pikes Peak region for nearly 60 years, the Pikes Peak Area Council of Governments (PPACG) is the federally designated Metropolitan Planning Organization (MPO) for the region. Established in 1967, PPACG provides comprehensive, coordinated transportation planning in two counties and seven municipalities.

The PPACG Board of Directors provides policy guidance and direction for the regional planning process. This Board is composed of elected officials from local member governments, representatives from state and federal agencies, and military installations. The MPO serves the following communities. The MPO boundary is illustrated in Figure 1.

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

PPACG uses a committee structure that provides subject matter knowledge, citizen and stakeholder participation, project guidance, and decision support.

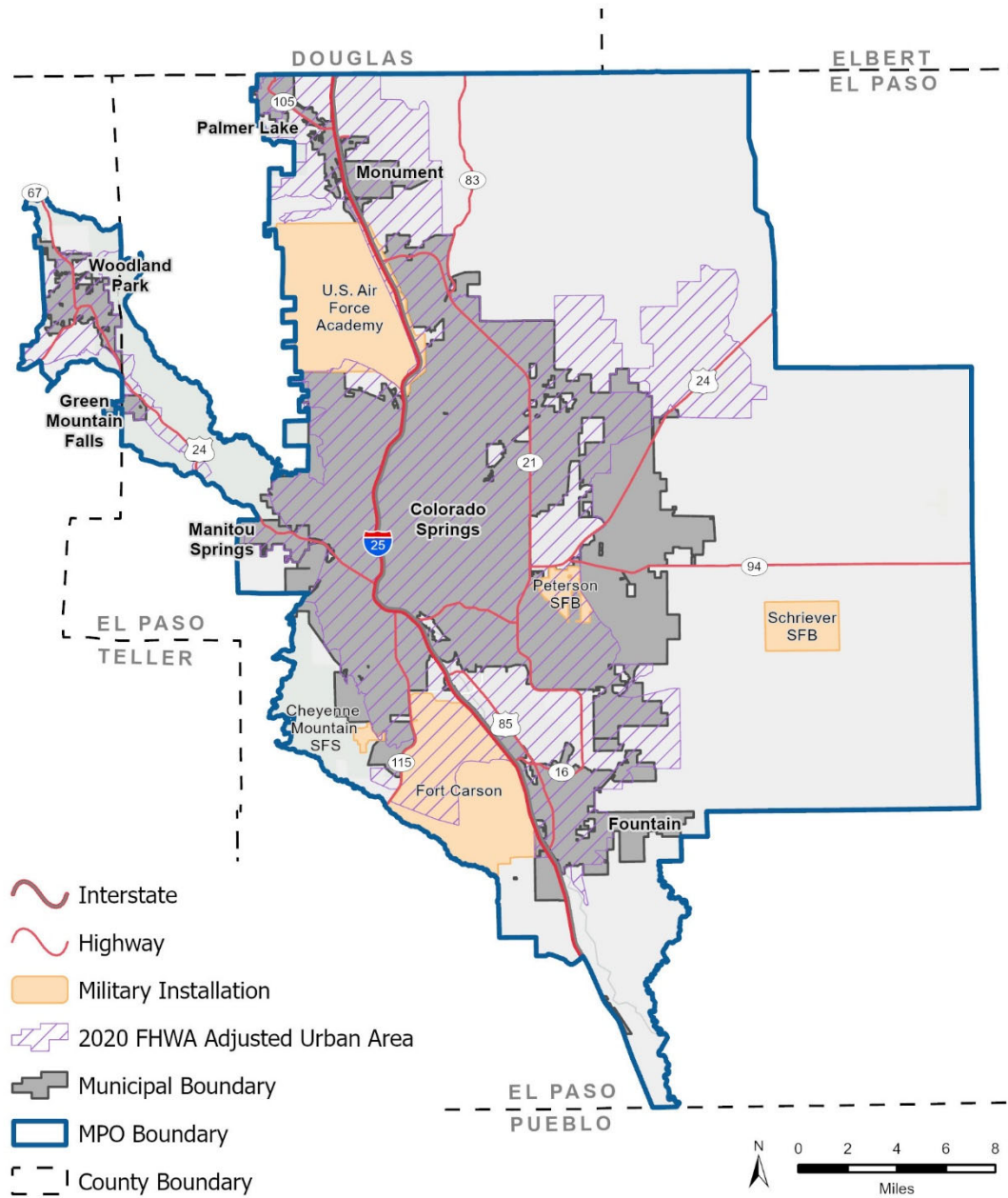
The **Transportation Advisory Committee** provides technical advice on transportation issues, goals, plans, and programs to the PPACG Board of Directors and staff.

The **Community Advisory Committee** is a nontechnical committee made up of volunteers who offer a citizen's perspective on issues such as transportation, the environment, economic development, and military impact planning in the Pikes Peak region.

The **Mobility Coordinating Working Group** coordinates transit grants and other resources and advises the PPACG Board on current emerging issues related to public human service and job-access transit services in the region.

The **Board of Directors** sets agency policy and serves as the decision-making body.

Figure 1: Metropolitan Planning Organization Boundary



Limited English Proficiency Plan

The Limited English Proficiency Plan is a federally required document designed to ensure people with limited ability to read, speak, write, or understand English have meaningful access to transportation planning processes. This Limited English Proficiency document is intended to meet the spirit and requirements of Title VI of the Civil Rights Act of 1964.

Federal regulations require agencies and others receiving federal funds to provide a fully coordinated process, which includes analysis of limited English proficiency within the community and public involvement that considers the needs of those with limited English proficiency.

This plan functions in coordination with the overarching Public Participation Plan and Title VI Plan. These three documents provide guidance to staff and transparency to the public regarding how PPACG will conduct public engagement to support its transportation planning processes.

2. Four-Factor Analysis

[United States Department of Transportation guidance](#) outlines four factors that funding recipients should apply to assess language needs and decide what reasonable steps they should take to ensure meaningful access for people with limited English proficiency.

1. The number or proportion of persons with limited English proficiency who are eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which individuals with limited English proficiency encounter the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

After completing four-factor analysis, the appropriate “mix” of services and outreach can be determined. Overall, PPACG’s approach will focus on translation services, accessible documents, our website, and working with community partners.

Factor 1 Analysis – The Number and Proportion of Persons with Limited English Proficiency in the Service Area

The U.S. Census Bureau’s 2024 American Community Survey (ACS) provides estimates of languages spoken at home in the Pikes Peak area. In the Colorado Springs Metropolitan Statistical Area, the ACS estimates 707,548 citizens 5 years and over. Of these, 622,917 speak only English. The following table illustrates the percentages of that population that identified as speaking only English or speaking a language other than English. It also identifies the percentages of the population that reported that they speak English “very

well” or “less than very well.” Although this is a subjective measurement, it can provide information that will help better support citizens.

Nearly 12% of the population speak a language other than English, with Spanish being the most spoken language at more than 7% of the population, with much smaller percentages of the population speaking other languages. However, considering proficiency is also important. Nearly 34% of those who speak Asian and Pacific Island languages identified themselves as speaking English “less than very well,” while nearly 27% of those who speak Spanish said they speak “less than very well.”

The ACS gathers information regarding 42 non-English language groups and reports data 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

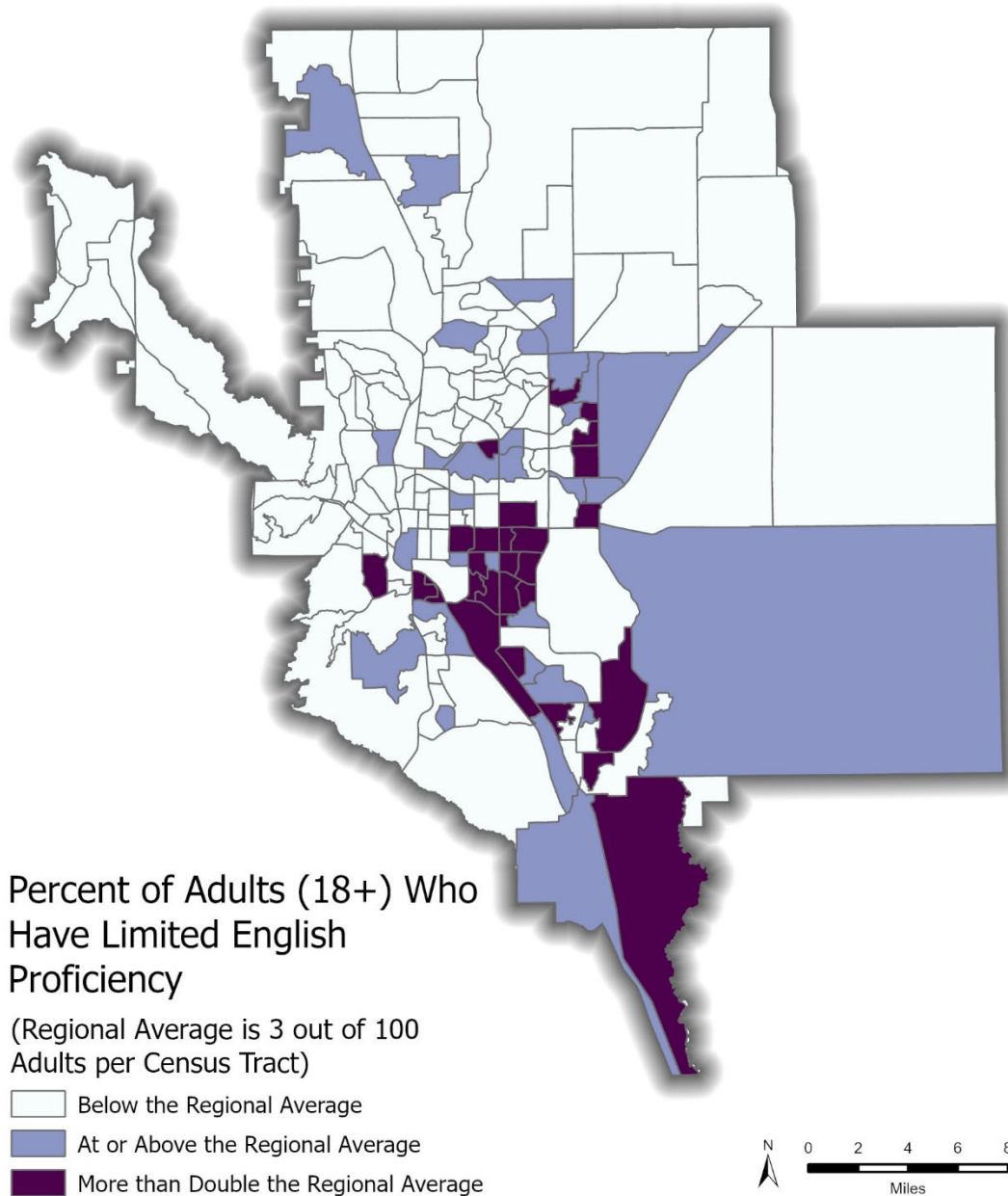
certain plans, therefore, translation services should be most available where there are elderly populations of people who speak a language other than English. Although these numbers have decreased from past ACS data, it is still important to ensure proper language services to ensure people have opportunity 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: June 24, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Josh Squires, Transportation Planner, and Cambridge Systematics

Subject: Regional Freight Plan Draft

Action Requested: Information Only

Summary

The Pikes Peak Area Council of Governments, with assistance from Cambridge Systematics, has developed a draft Regional Freight Plan. Building upon the Regional Freight Mobility Study completed in 2023, the Regional Freight Plan evaluates freight movement throughout the Pikes Peak region, identifies existing and future freight transportation needs, and establishes strategies to support the safe, reliable, and efficient movement of goods.

Development of the plan included stakeholder interviews, agency coordination, freight industry outreach, analysis of regional freight conditions, and identification of freight transportation challenges and opportunities. The plan documents existing freight conditions, regional freight trends, key freight corridors, and infrastructure needs throughout the region.

Several new sections have been added to the plan since previous committee updates. These include a Freight Project Prioritization Framework intended to assist decision-makers in evaluating and prioritizing future freight investments, a Projects and Corridors section identifying key freight corridors and potential improvement projects, and a Funding Opportunities section that outlines potential federal, state, and regional funding sources that may be available to advance freight-related improvements.

Representatives from Cambridge Systematics will present the draft Regional Freight Plan, provide an overview of the analysis and recommendations, and receive feedback from the Community Advisory Committee. Staff anticipates incorporating committee feedback into the draft document and returning to the Community Advisory Committee next month with a request for a recommendation to the Board of Directors to release the plan for public comment.

Proposed Motion

Information only

Attachments

1) Regional Freight Plan Draft

Strategic Plan Goals

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

REGIONAL FREIGHT MOBILITY PLAN

October 2026



Delivering Pikes Peak Regional Freight Plan

Regional Freight Mobility Plan



Pikes Peak Area
Council of Governments

Communities Working Together

prepared by



&

WILSON
& COMPANY

October 2026

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SECTION 1

INTRODUCTION



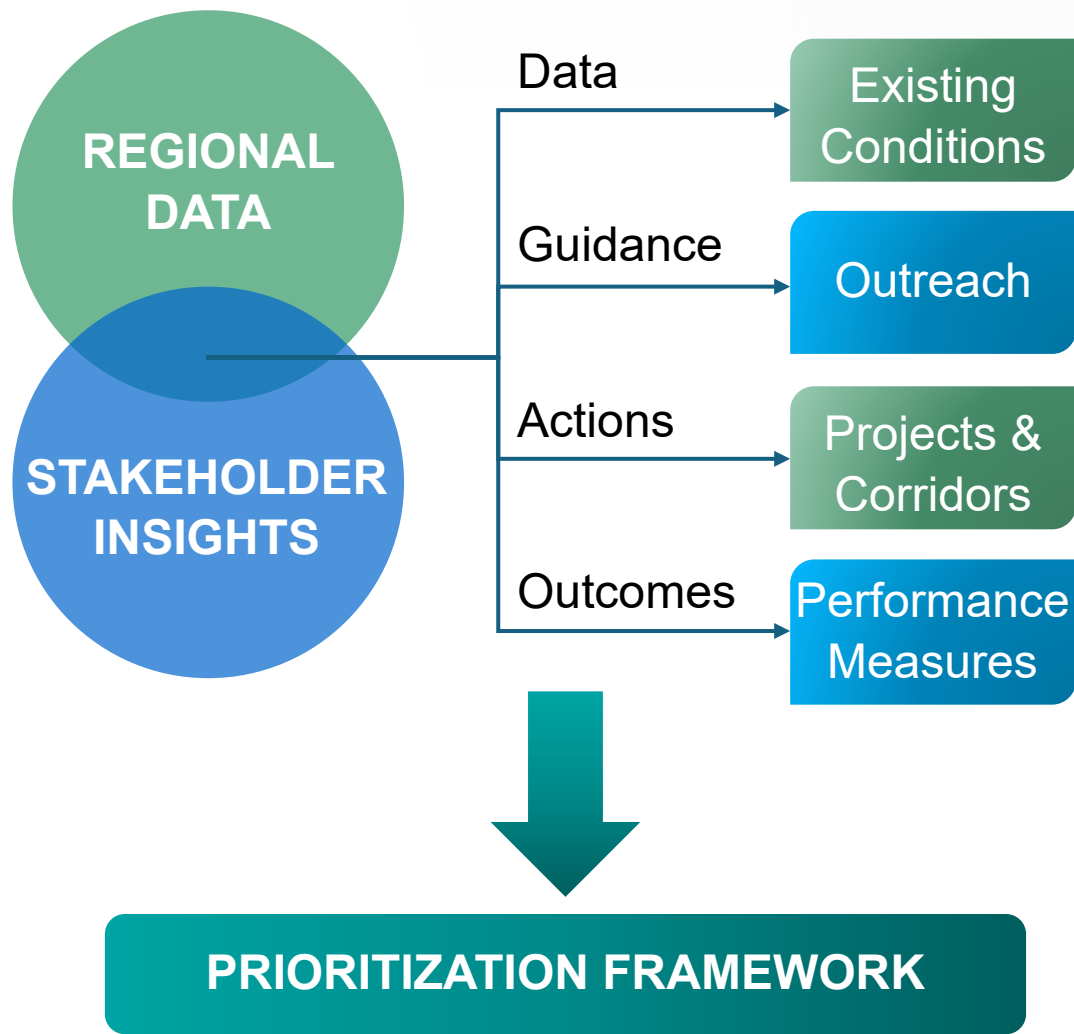
1.1 Freight Plan Objective

The Pikes Peak Area Council of Governments (PPACG) is a voluntary organization of municipal and county governments serving the PPACG region, which consists of El Paso, Teller, and Park Counties. Formed in 1967, PPACG's role has evolved over time to become the region's Metropolitan Planning Organization (MPO), as well as serving important functions related to air and water quality, land use, and rural transportation. Planning for current and future transportation needs is an important function of PPACG having recently adopted the 2050 Long Range Transportation Plan in February of 2025. In the Spring of 2023, PPACG began the development of its first Regional Freight Study, with the goal of gaining a deeper understanding of the regional freight system and to support future funding applications, both at the regional, statewide, and federal level, as well as planning initiatives. Today, this Regional Freight Plan builds on the accomplishments of the Regional Freight Study and establishes a data-driven decision-making framework to advance freight regional goals and objectives, informed by community input and engagement with freight stakeholders.

1.2 Approach and Outline

To provide a comprehensive decision-making framework that is both functional and implementable the Regional Freight Plan draws from both regional data on freight as well as stakeholder insights, creating an actionable plan that is informed by the region and supported through data. This decision-making framework, referred to in this plan as the Prioritization Framework, is the primary outcome of the plan and developed through the implementation of four main tasks:

1. **Existing System and Conditions:** A key outcome of the Freight Study, the existing conditions assessment provides the data to understand the freight system infrastructure and operational conditions that inform stakeholders and identify where key areas of opportunity and challenge exist for current and future freight performance. Building on this foundation, updated LOCUS data was incorporated to enhance the understanding of truck flows.
2. **Outreach:** This was a central element of this plan, with ongoing engagement shaping the understanding of regional priorities, strengths, concerns, and opportunities and directly informing the development of a responsive, needs-driven prioritization framework.
3. **Performance Measures:** Based on available data and stakeholder feedback performance measures were developed to guide decision-making to align with regional priorities.
4. **Projects & Corridors:** Understand where investments have been made, and where future projects and priority corridors exist supports decision-making for freight related planning and programming.



The Prioritization Framework is intended to be a resource for decision making with freight priorities in mind. This framework is built off of a Goal-Objective-Performance Measure approach that describes the focus areas for freight in the region, defines the outcomes that would advance these goals, and which metrics are representative of these outcomes. This Plan, through each of the four outlined tasks, works toward the development of this hierarchy using stakeholder insights supplemented by regional data to build a prioritization framework curated to the vision and needs of the community.

SECTION 2

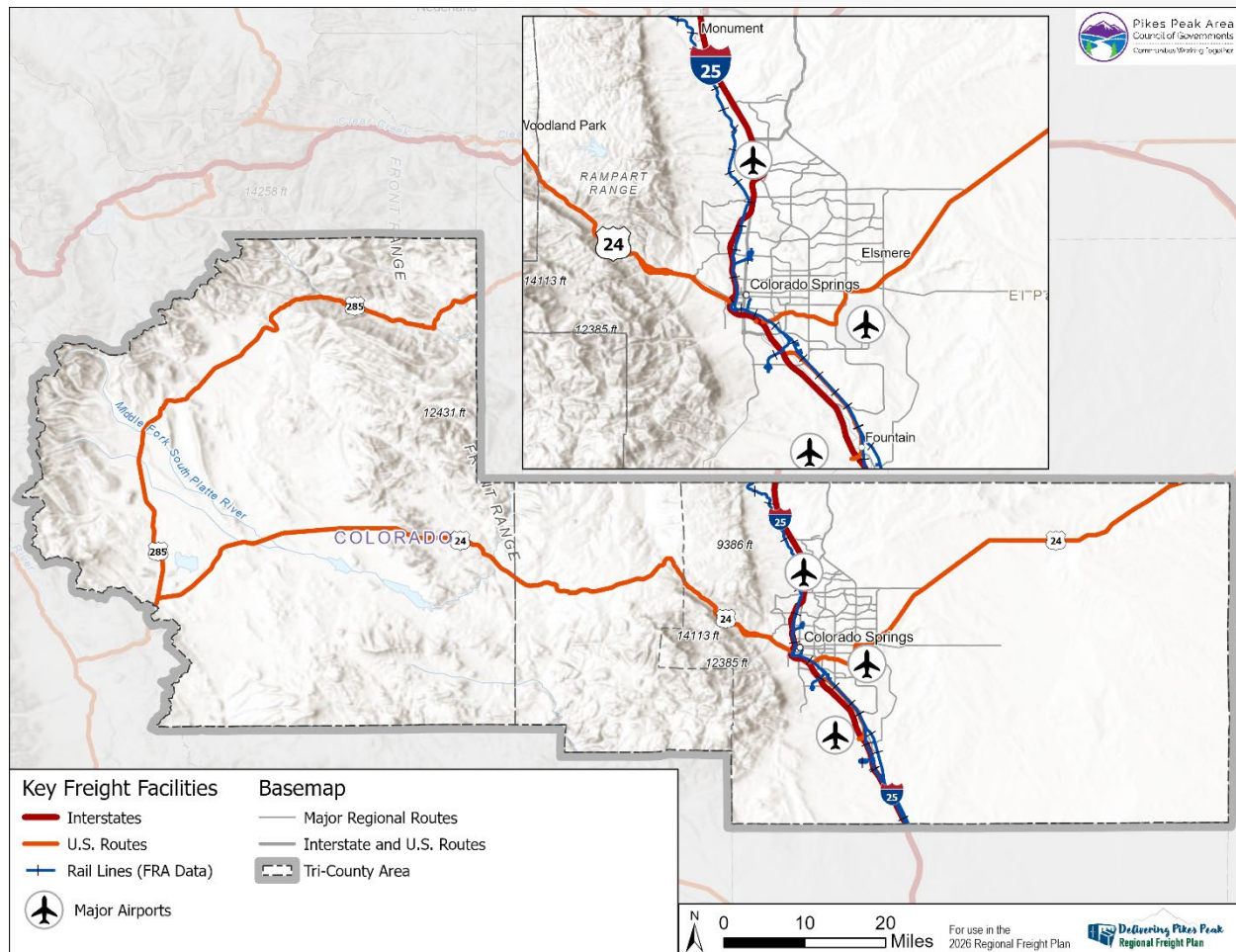
EXISTING SYSTEM AND CONDITIONS



2.1 PPACG Regional Freight Network

The PPACG region lies snugly along the eastern side of the Southern Rocky Mountains which outlines the major freight corridors in the region. This corridor is home to the region's major freight carrying railroad corridor operated jointly by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) Railroads as well as three airports- Colorado Springs Airport (COS), United States Air Force Academy Airfield (AFF) and Butts Army Airfield (AFF). US-285 provides north south connections for towns in Park county including Fairplay, the county seat. US-285 connects with US-24 in the former town of Antero Junction and further north connects with the city of Denver. I-70 the next closest interstate which runs through Denver connects with US-24 to the East of the PPACG region. US highway 24 serves as the east and west freight corridor across the region. Figure 2-1 outlines the region's freight network. The I-25 corridor is the main connection to larger trading hubs in the state and beyond as well as being the only location where certain modes such air and rail can access the region. This is where the major population center in the region is located as well as a large military base, Fort Carson.

FIGURE 2-1. PPACG REGIONAL FREIGHT NETWORK



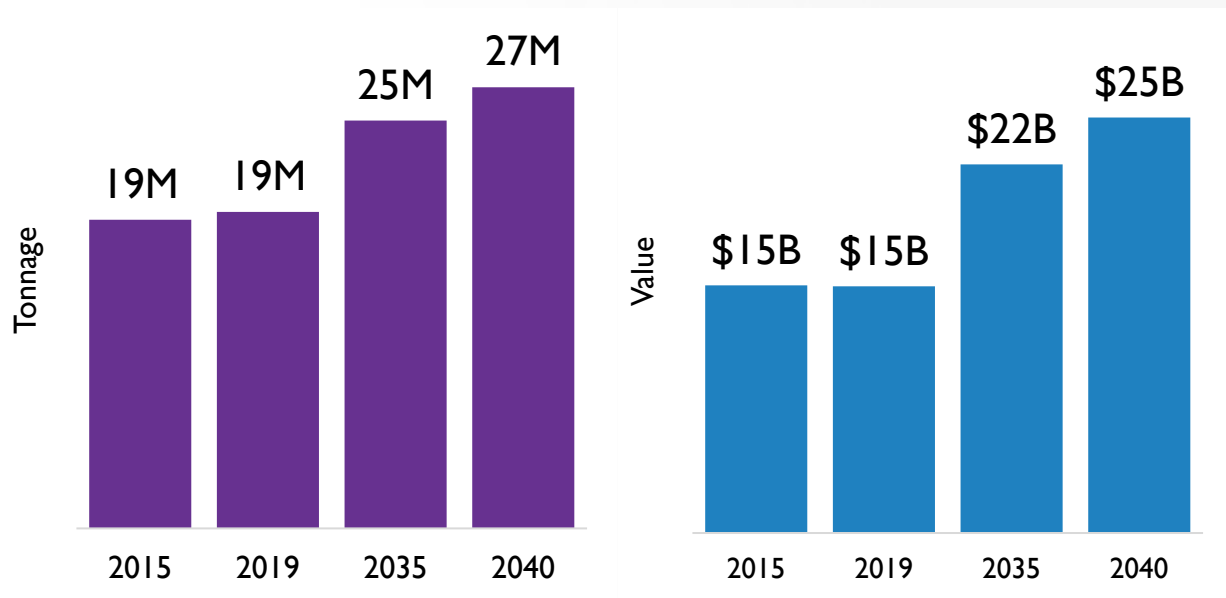
Source: PPACG

2.2 Economic Development

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

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

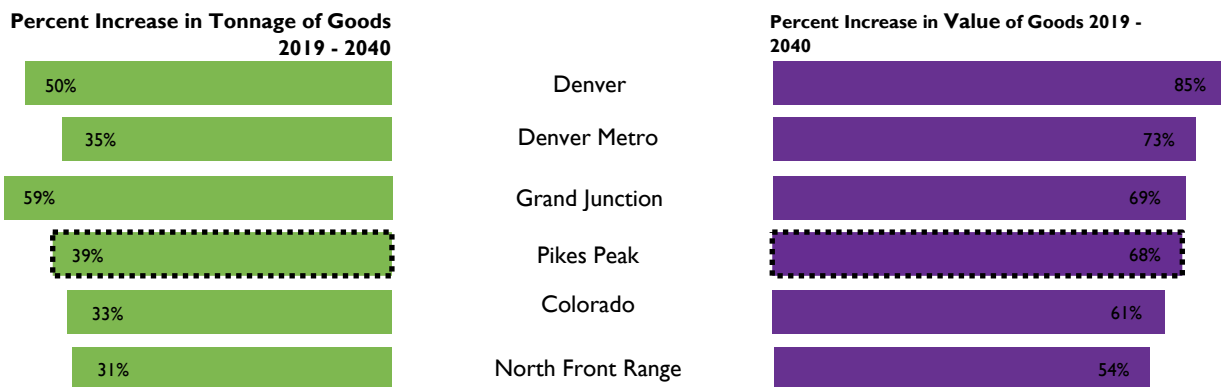
FIGURE 2-2 FREIGHT PROJECTIONS FOR FUTURE YEARS, TONNAGE AND VALUE



Source: Transearch 2019-2040

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

FIGURE 2-3 PROJECTED ECONOMIC GROWTH 2019-2040



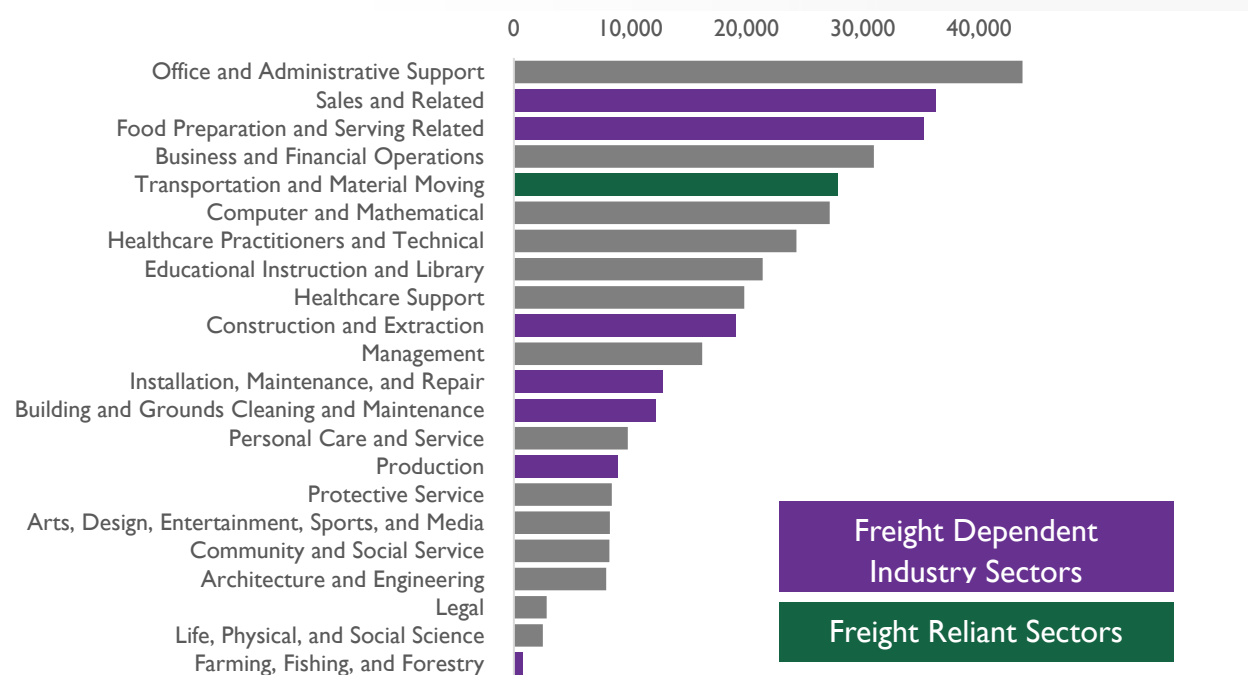
Source: Transearch 2019-2040

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

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

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

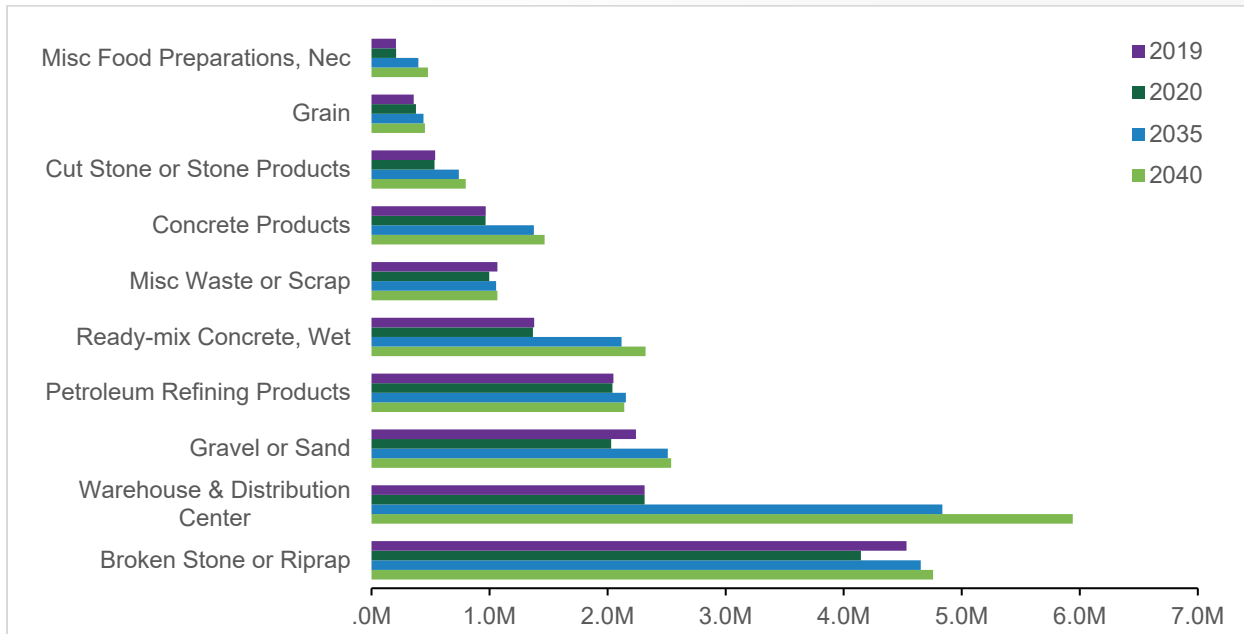
FIGURE 2-4 PROJECTED OCCUPATIONAL EMPLOYMENT IN COLORADO SPRINGS, 2031



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

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

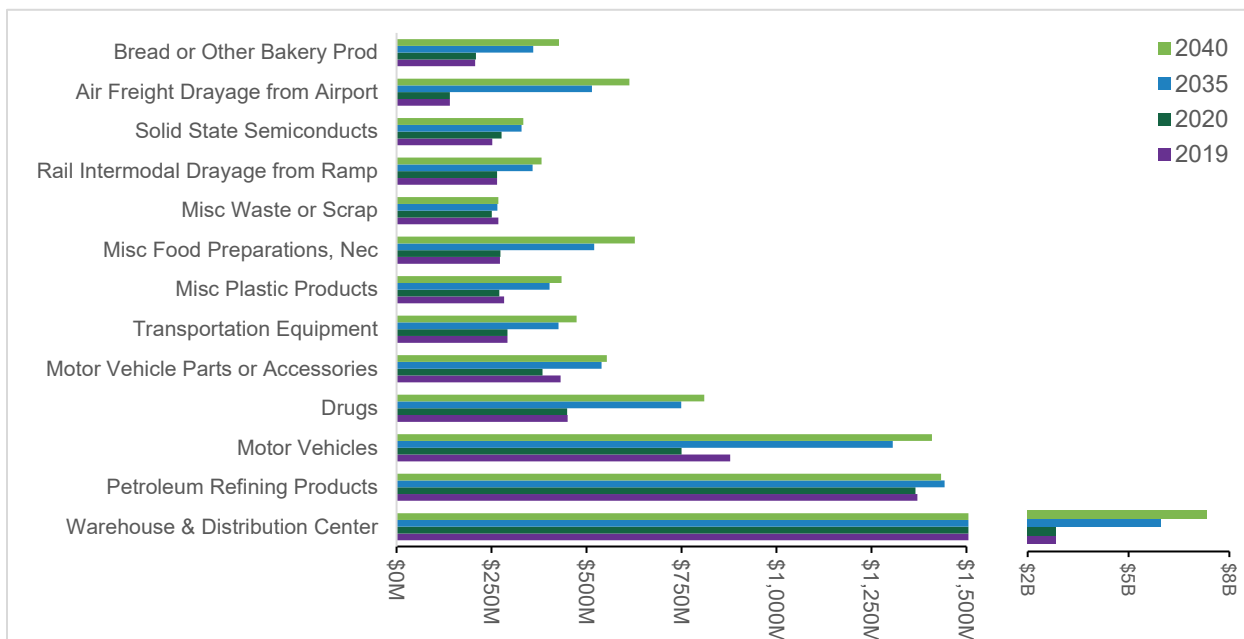
FIGURE 2-5: TOP COMMODITIES BY TONNAGE



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

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

FIGURE 2-6: TOP COMMODITIES BY VALUE



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

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

2.3 Summaries by Mode

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

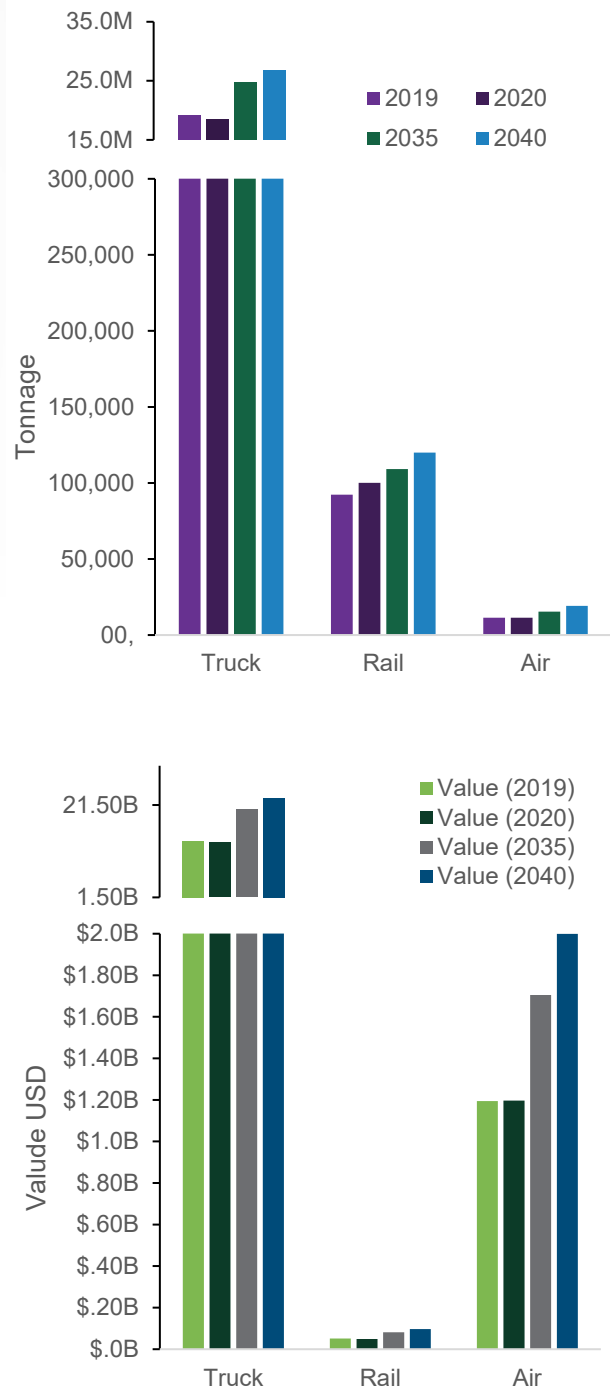
2.3.1 Truck

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

The following describes the highest AADTT segments for important roadways:

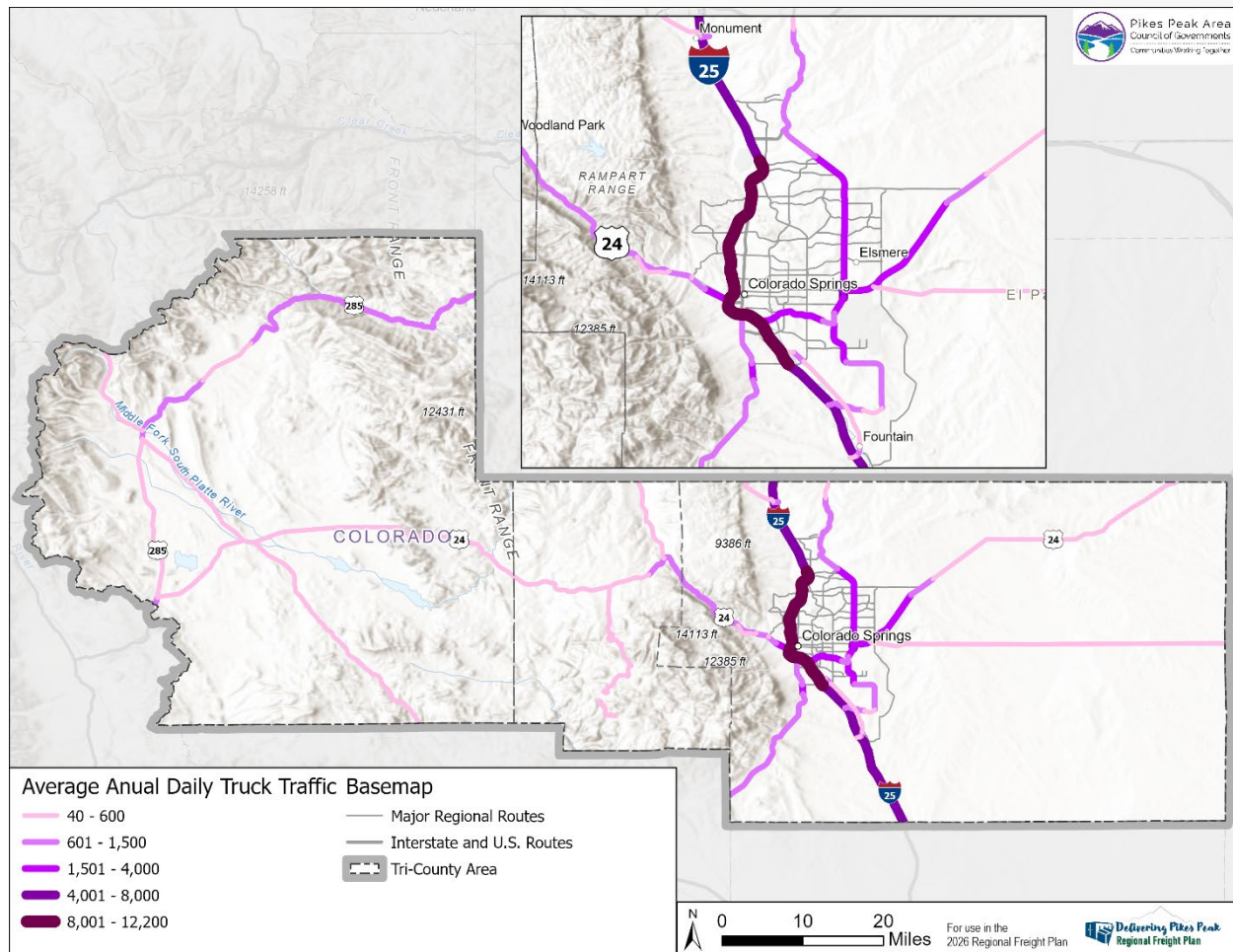
- Interstate 25 – running north south through Colorado Springs has the highest volume of trucks in the region from a low of 4,400 AADTT to 12,200. The highest scoring segment occurs between S Academy Blvd to Briargate Parkway.
- US 24 – running east west through the entire region the highest scoring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

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



Source: Transearch. 2019-2040

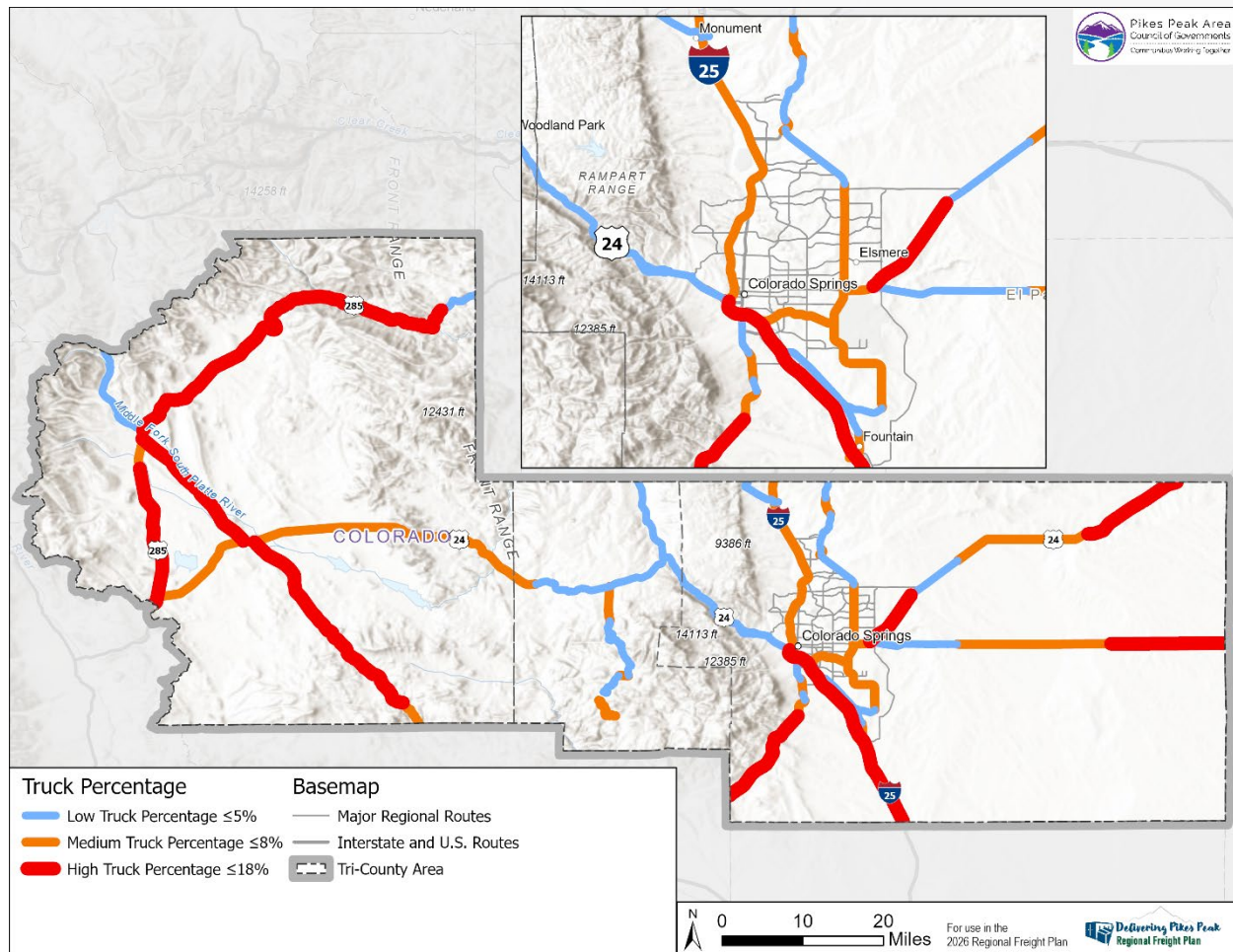
FIGURE 2-8: AVERAGE ANNUAL DAILY TRUCK TRAFFIC



Source: Source: CDOT Roadway Inventory, 2022.

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

FIGURE 2-9: TRUCK PERCENTAGE



Source: CDOT Roadway Inventory, 2022.

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

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

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

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

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

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

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

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

2.3.2 Rail

TABLE 2-3 MILEAGE BY RAILROAD OWNERSHIP

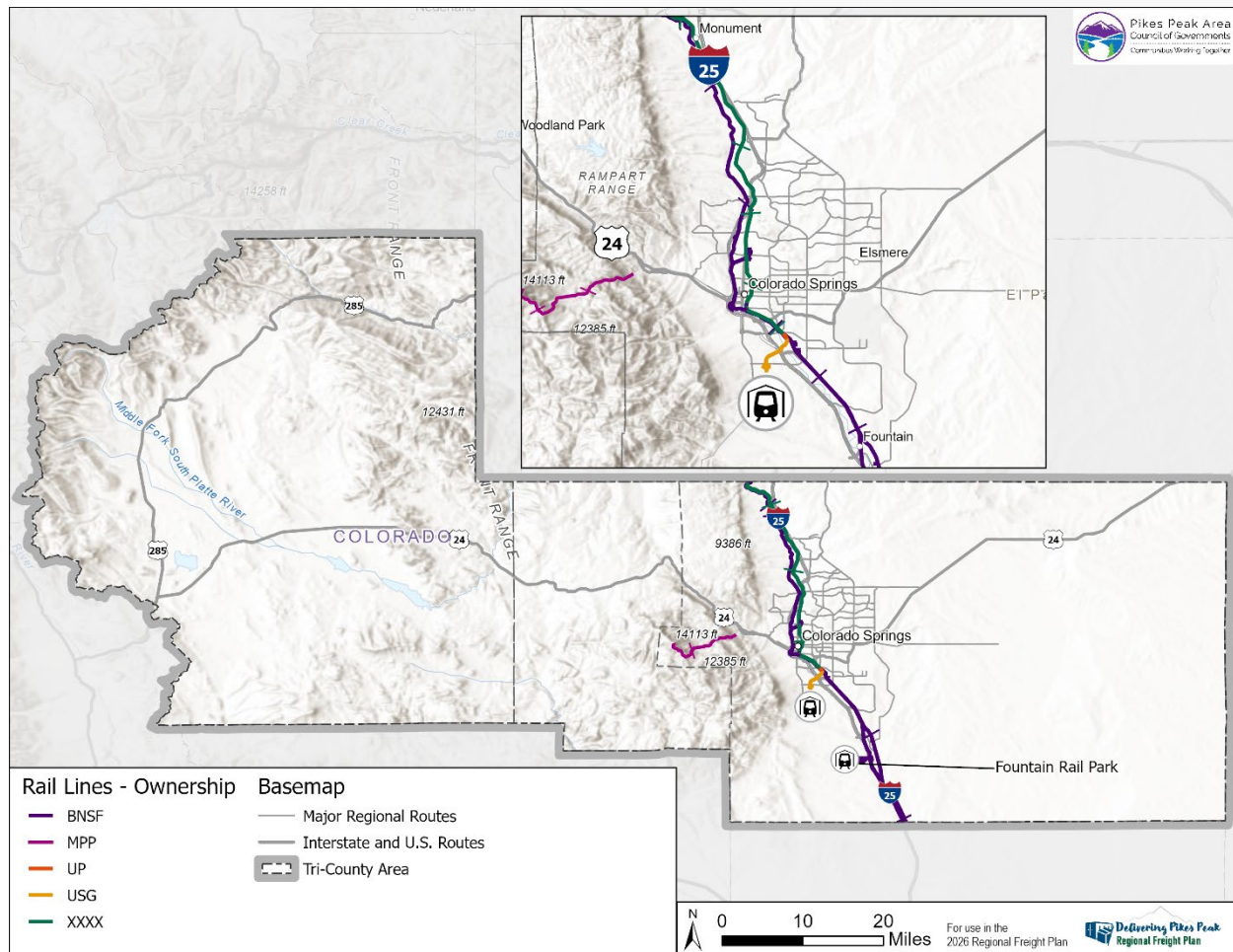
Railroad First Owner	Railroad Second Owner	Mileage
BNSF		12.5 (10%)
BNSF	UP	71.6 (56%)
MPP		8.8 (7%)
UP		0.4 (0.3%)
USG		7.0 (6%)
Other or XXXX		26.5 (21%)

Source: Federal Railroad administration (FRA)

which was approved by the project’s public-private partnership (P3) Oversight Committee in 2018 and by the City of Colorado Springs and Colorado Springs Utility in 2023, is a future dual service rail park that will provide enhanced facilities for both BNSF and UP trains in southern Colorado. USG is operated by the Department of Defense and connects to the Fort Carson Rail Center. MPP is a renovated railroad currently used for tourism.

Table 2-3 shows the total mileage by owner for all railroads and Figure 2-10 shows all existing rail corridors by the first owner. The major corridor which parallels I-25 is owned by BNSF with a similar railroad which is currently without ownership named “XXXX” per the Federal Railroad Administration’s designation for the track. The corridor operated by BNSF is jointly owned by UP for the majority of its track miles and both rail operators use these facilities in Colorado Springs. The Southern Colorado Rail Park,

FIGURE 2-10: RAILROAD FACILITIES IN PPACG REGION



Source: Federal Railroad Administration (FRA)

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

TABLE 2-4 TOP COMMODITIES BY RAIL TONNAGE, 2019

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

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

Source: Transearch, 2019

TABLE 2-5 TOP COMMODITIES BY RAIL VALUE, 2019

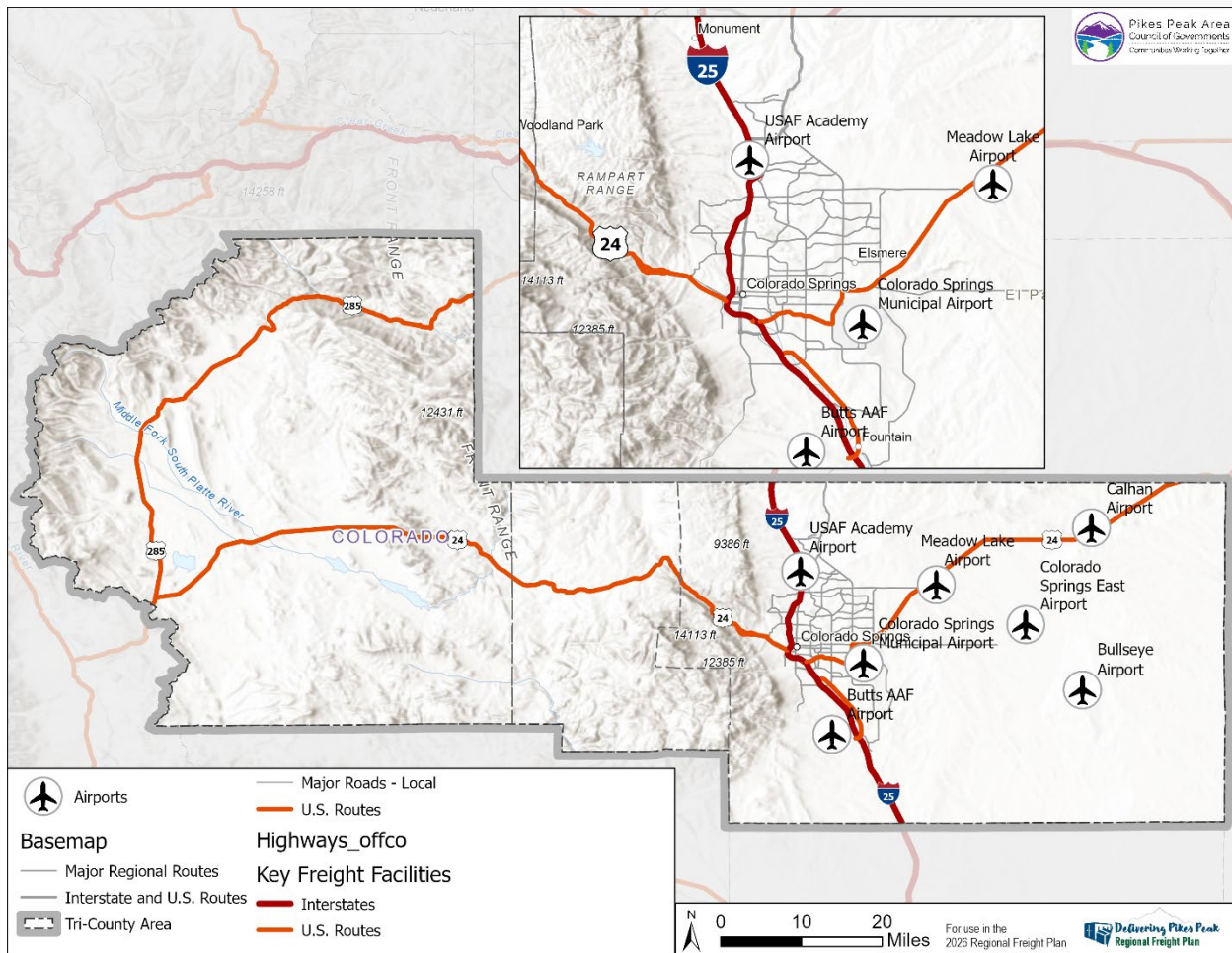
Top Rail Commodities by Value	Tonnage	Value
Motor Vehicles	1,722 (1.9%)	17,945,386 (34.8%)
Fertilizers	29,565 (32.0%)	8,912,842 (17.3%)
Misc. Wood Products	18,260 (19.8%)	7,088,347 (13.7%)
Lumber or Dimension Stock	19,397 (21.0%)	3,752,909 (7.3%)
Petroleum Refining Products	6,747 (7.3%)	3,034,757 (5.9%)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

Source: Transearch, 2019

2.3.3 Air

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

FIGURE 2-11 ALL AIRPORTS IN PPACG REGION



Source: Bureau of Transportation Statistics, 2023

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

TABLE 2-6 TOP COMMODITIES BY AIR TONNAGE, 2019

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

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

Source: Transearch, 2019

TABLE 2-7 TOP COMMODITIES BY AIR VALUE, 2019

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

Source: Transearch, 2019

2.3.4 Summary

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

Rail carries lower volume and value of goods and is an extremely efficient mode of transportation. The types of goods moved on rail lines are essential inputs to the economy, many are raw materials such as lumber. Regional projects such as the future Southern Colorado Rail Park (SCRIP) will likely increase the overall volume of goods being moved by rail. Rail investments are critical to strengthening the efficiency, reliability, and resilience of the freight transportation system. Improving rail infrastructure helps reduce congestion on both rail networks and parallel highways, enabling goods to move more efficiently and lower overall transportation costs. Strategic rail improvements such as capacity expansions, grade separations and operational enhancements can reduce delays, improve safety, and support long-term economic growth.

Air is essential for maintaining efficient, reliable connections for high-value and time-sensitive goods. Improvements to airports, air cargo facilities and supporting infrastructure helps reduce delays, increase capacity and ensure consistent operations especially as just in time delivery constitutes to grow, indicating the need for consistent coordination with CSO as freight continues to grow in the region.

2.4 PPACG Freight Operations and Safety

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

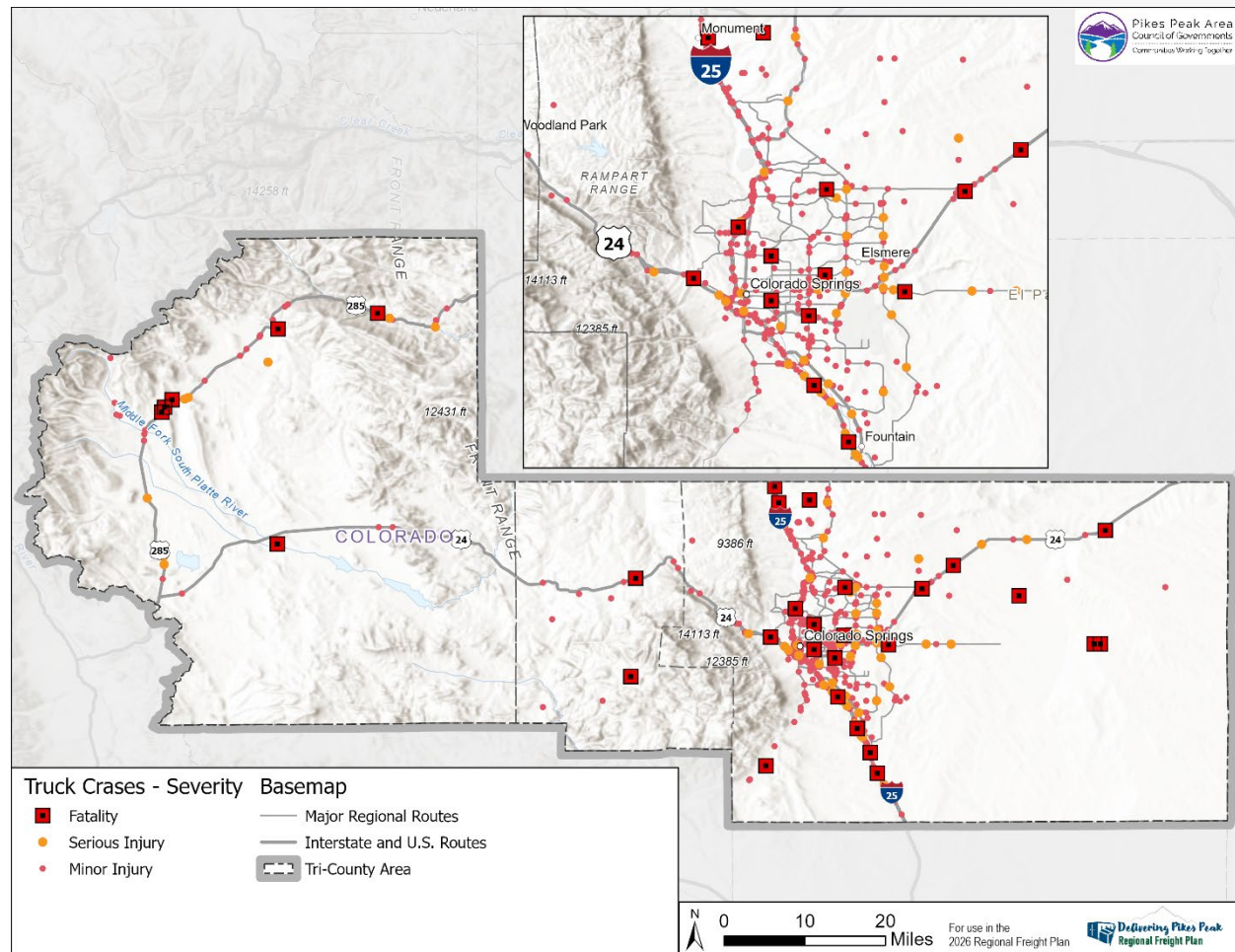
Safety is an important consideration for transportation and freight. Using crash and incident data is critical for identifying locations where safety is a concern, studying the causal factors of reduced safety and prioritizing and rectifying those issues. This section examines crash and incident data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

2.4.1 Truck Safety

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

- US 285 in Park County saw 7 fatalities in the 8-year span between 2015 and 2022, 5 of which happened on a short segment northeast of Fairplay, despite having a far lower truck AADT of 750 compared to many of the major routes in El Paso County which regularly exceed 3,000 truck AADT (4X of the US 285 segment).
- I-25, south of Colorado Springs and also near Monument, has a high share of fatal incidents. Nearly 60% of the fatal crashes on I-25 in El Paso County between 2015 and 2022 happened on the segments either north of Davis Airfield to the northern county border or south of Academy Blvd to the southern county border, though those segments have lower truck AADT (4,000-8,000 compared to 8,000-12,200 for the segment of I-25 between Davis Airfield and Academy Blvd).

FIGURE 2-12 LARGE VEHICLE INJURY CAUSING CRASHES (2015-2022)



Share of Crashes by Route

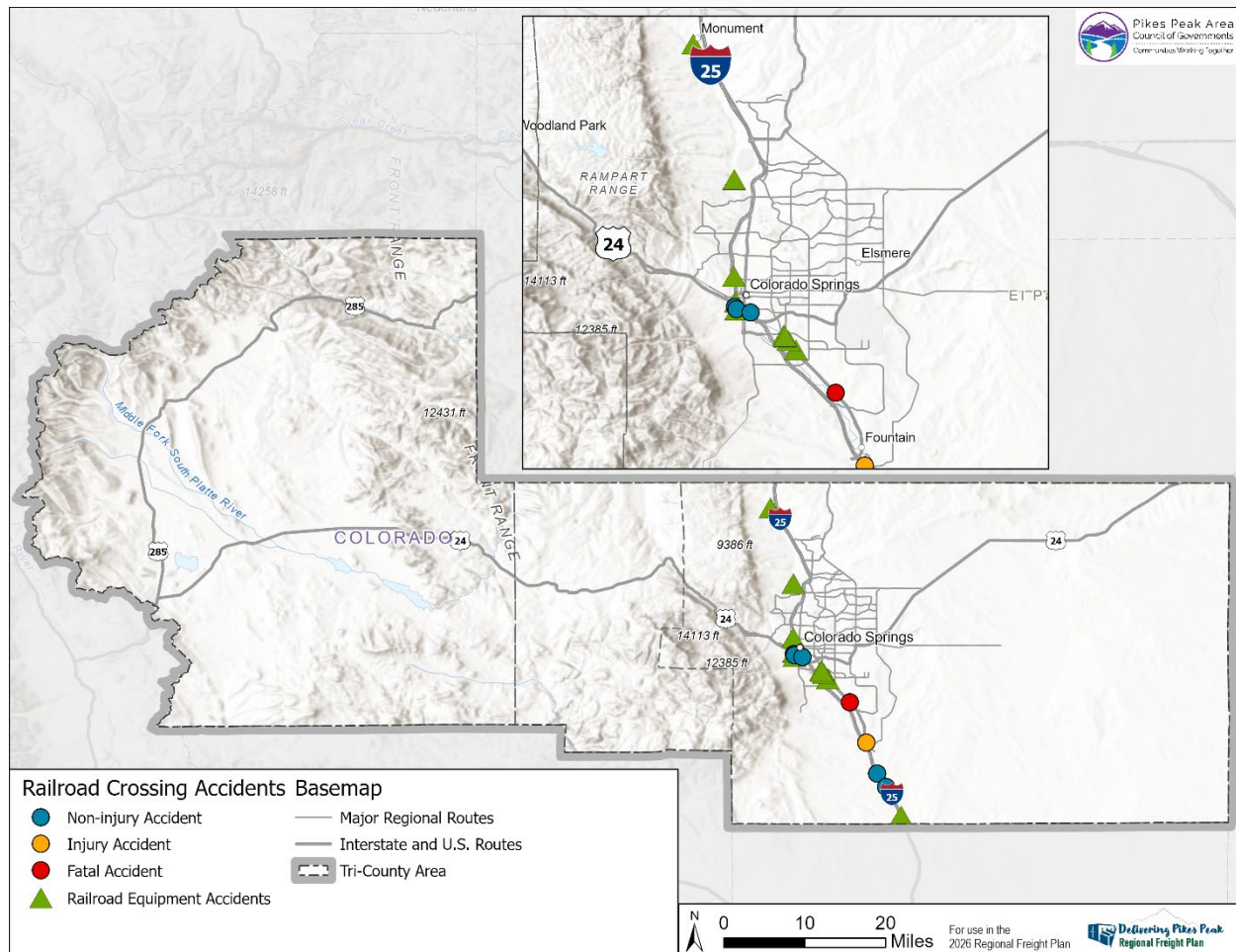
I-25	US-24	SH-21	US-285	Other
49%	19%	10%	7%	15%

Source: PPACG Traffic Crashes Dataset, CDOT Crash Database

2.4.2 Rail Safety

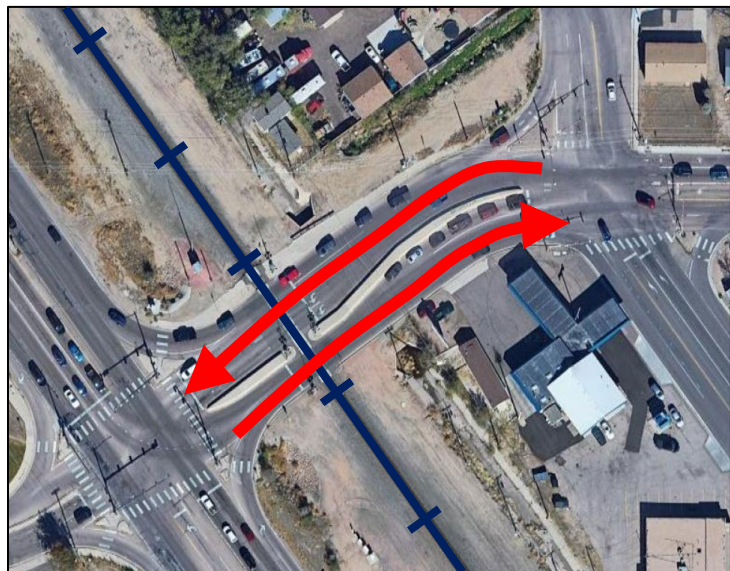
Rail incidents and accidents are rare but can be catastrophic and costly given the magnitude of rail freight. From 2000 to 2022, PPACG has seen fewer than 200 rail freight incidents, and only 2 resulted in either a fatality or serious injury. Figure 2-13 shows the locations of highway-rail crossing incidents and recorded equipment accidents in the region.

FIGURE 2-13 RAIL CROSSING INCIDENTS AND EQUIPMENT ACCIDENTS (2000-2022)



Source: *Safety Data and Reporting, Federal Railroad Administration*

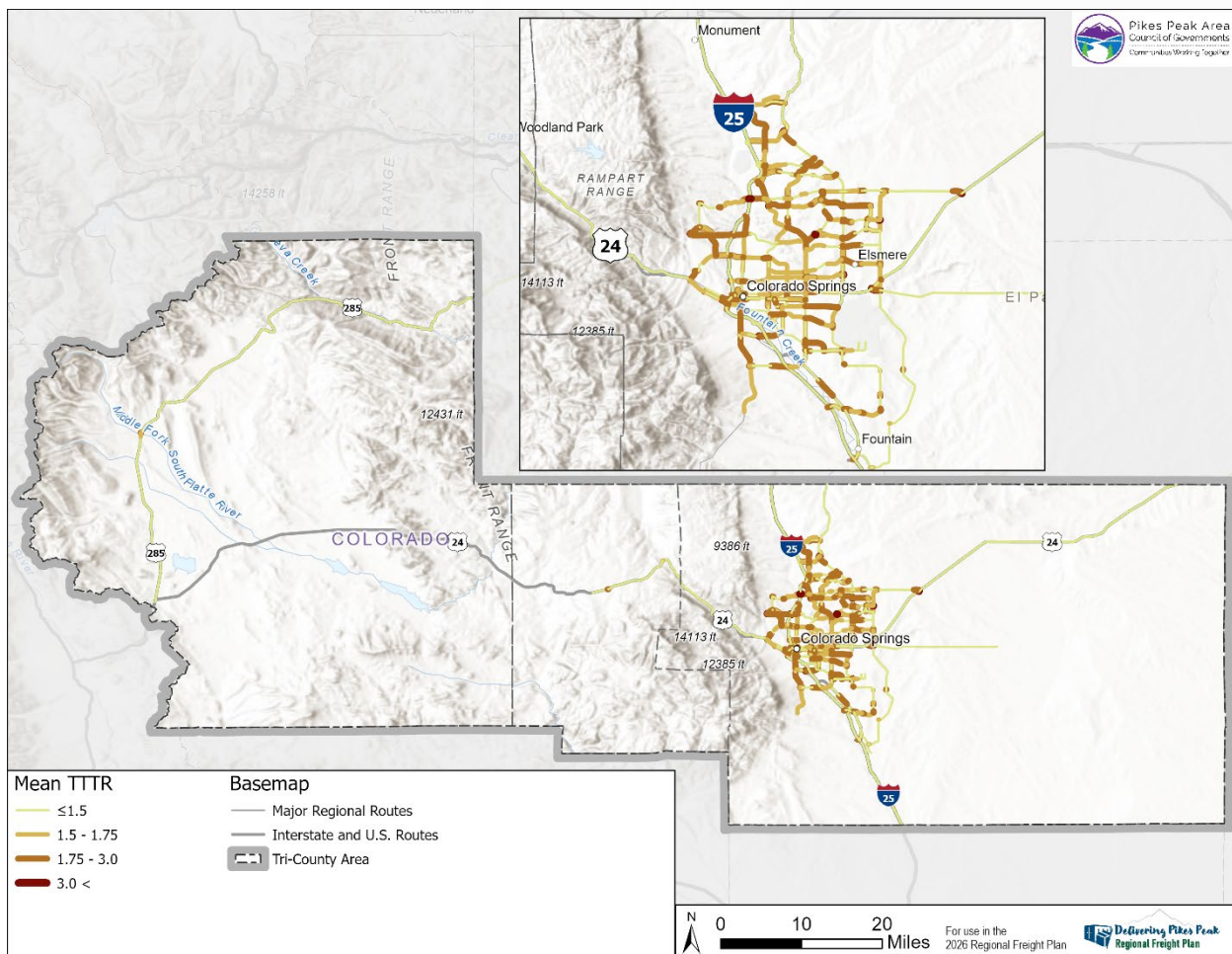
The singular fatality in the region was on the BNSF Fontaine Boulevard crossing, pictured right. The crossing where the fatality occurred corresponds with two roadway intersections, CanAm Highway (US-85) at Fontaine Boulevard, and Security Boulevard/Widefield Boulevard at Fontaine Boulevard.



2.5 Truck Travel Time Reliability Index (TTTR) & Truck Parking

Truck Travel Time Reliability Index (TTTR) is the ratio of the 95th percentile truck travel time to the “average” (50th percentile) travel time. Every unit increase indicates an additional 50th Percentile increase. The regional objective is to keep TTTR at 1.42 or lower, which many of the north-south oriented routes, including most segments of I-25, meet. Figure 2-14 shows TTTR for routes across the region. Notably, most of the worst TTTR is in the west-east direction, and only US-24 has TTTR under 1.5 among the west-east corridors. This indicates that there isn’t a well-defined west-east uninterrupted flow freight corridor. The routes most closely reflecting a freight corridor are US-24 and Milton E. Proby Parkway.

FIGURE 2-14 TRUCK TRAVEL TIME RELIABILITY, 2025

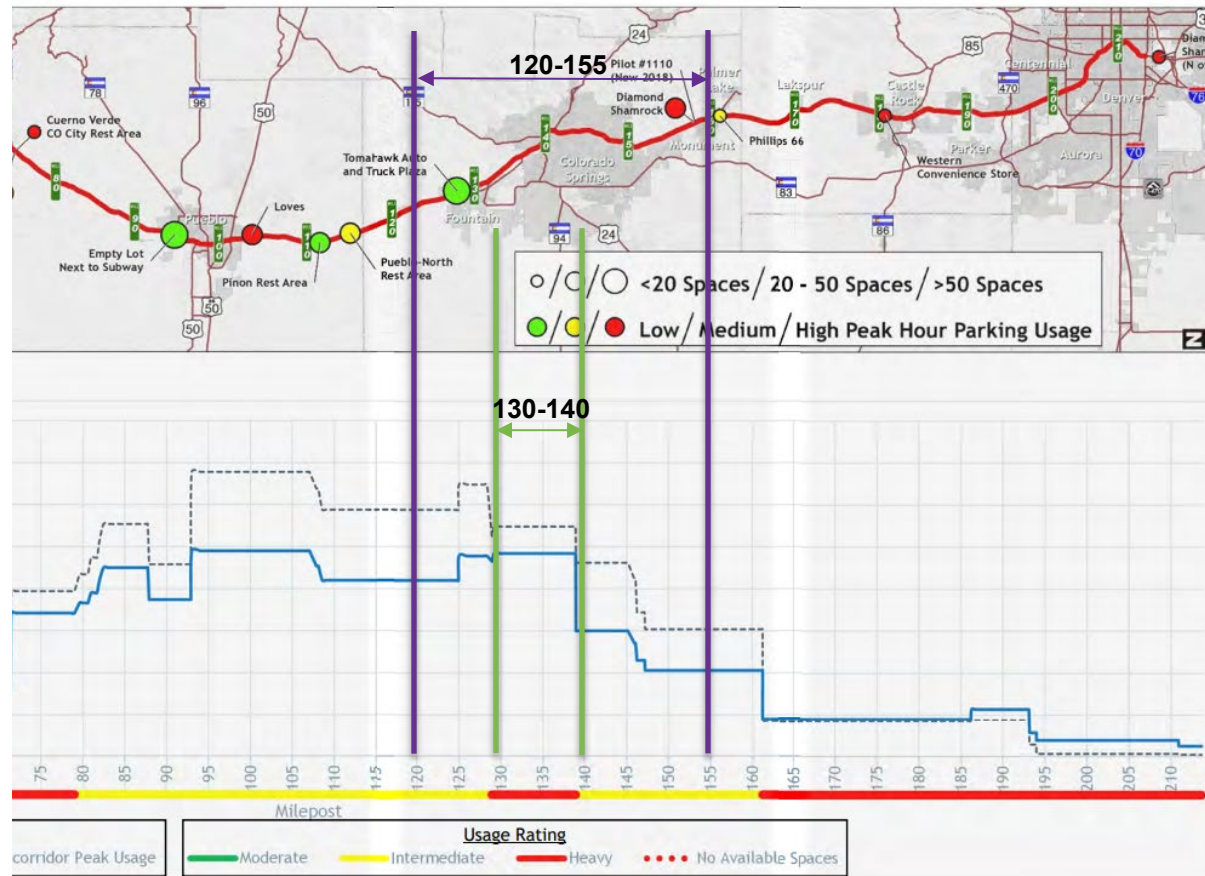


Source: National Performance Management Research Data Set, Federal Highway Administration

Additionally, truck parking is critical strategic infrastructure for drivers. Identifying parking shortages is important for both the safety of drivers and for the ability to navigate peak hour traffic and inclement weather. Figure 2-15 shows the map of the parking usage for the southern half of I-25 from CDOT’s 2019 Truck Parking Assessment. The PPACG region is approximately between mile markers 120 and 155 (blue), with none of that length supporting “moderate” usage (the lowest usage). Heavy usage was noted specifically between mile markers 130 and 140 (green), between Fountain and Colorado Springs.

Identifying opportunities for parking infrastructure supports safe and functional freight transportation infrastructure. In order to further understand truck parking demand and trends, a regional truck parking study could be developed in the future to further identify specific locations for truck parking.

FIGURE 2-15 EXHIBIT FROM 2019 CDOT TRUCK PARKING ASSESSMENT

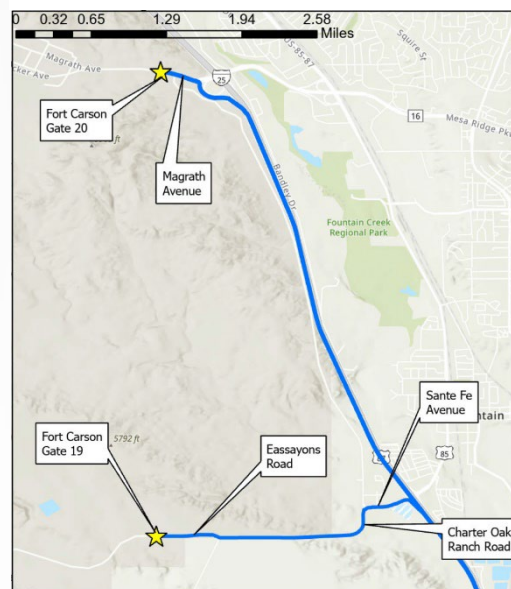


Source: 2019 Truck Parking Assessment, CDOT

2.6 Military

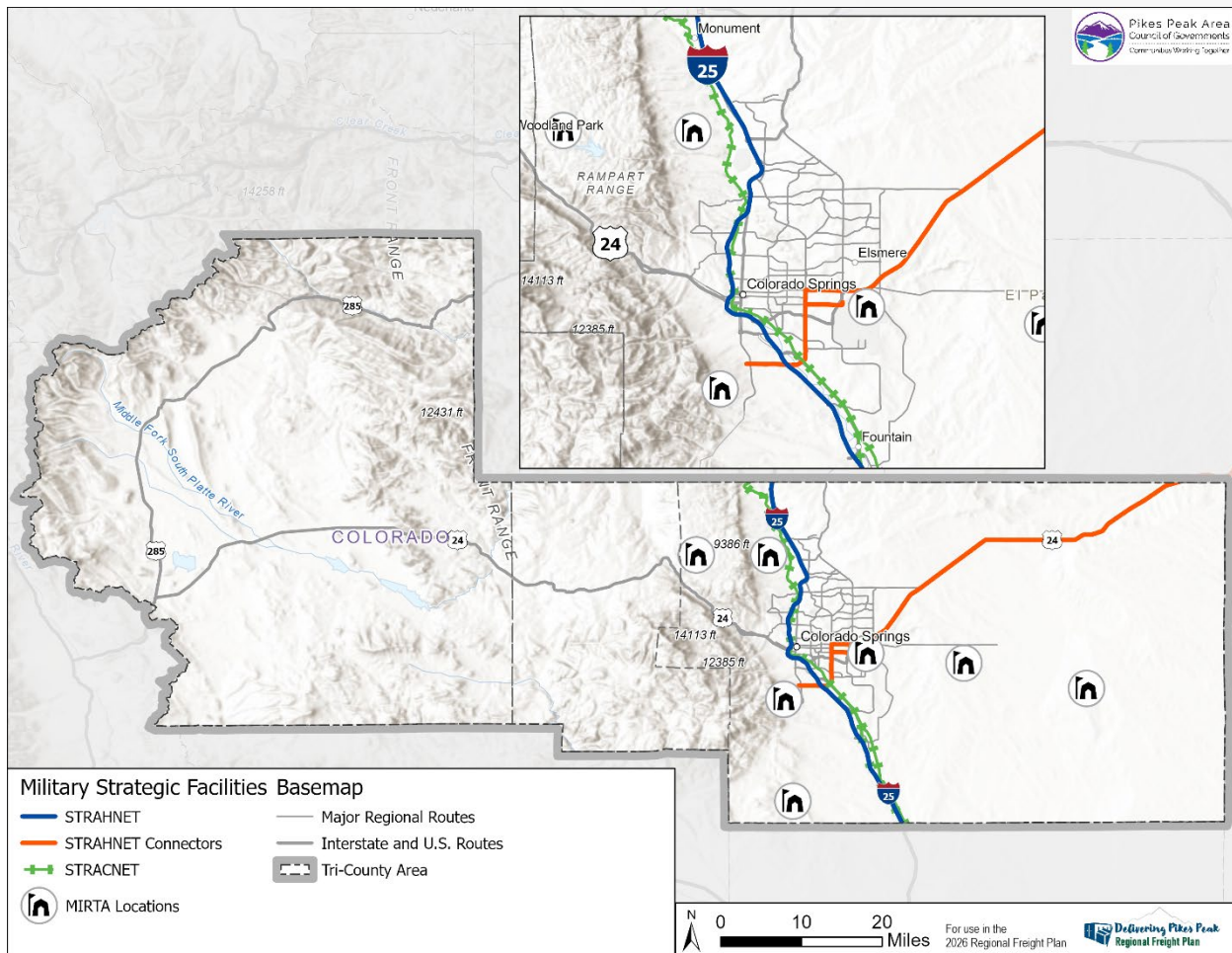
The region has a substantive federal military presence that is woven into the culture and economy of the region. The installations support the mass movement of both personnel and equipment, along with the necessary resources to support operations. For this reason, it is critical to identify those highway routes designated for military deployment. Figure 2-17 shows the strategic highway (STRAHNET), railway (STRACNET), and installations in the Pikes Peak Area. Additionally, the state is host to one of the nation's 17 Power Projection Platforms (PPPs) in Fort Carson. PPPs are strategic army installations that mobilize and deploy army assets and personnel for rapid national response. Fort Carson is the only PPP in the state, making the region's interstate assets among the most critical response-related infrastructure. The Department of Defense (DOD) is currently in the process of assessing a new PPP route for Fort Carson, which designates Fort Carson's Gate 19 and Gate 20 as the starting points, with the Colorado portion of the route continuing south along I-25 until the New Mexico border. The final destinations of the route are Port Beaumont and Port of Port Arthur in Texas. The PPP route enters I-25 at Exits 132 and 128 for Gates 20 and 19, respectively.

FIGURE 2-16 COLORADO PPP ROUTES



Source: SDDCTEA, Department of Defense

FIGURE 2-17 STRATEGIC MILITARY INSTALLATIONS, STRAHNET, AND STRACNET

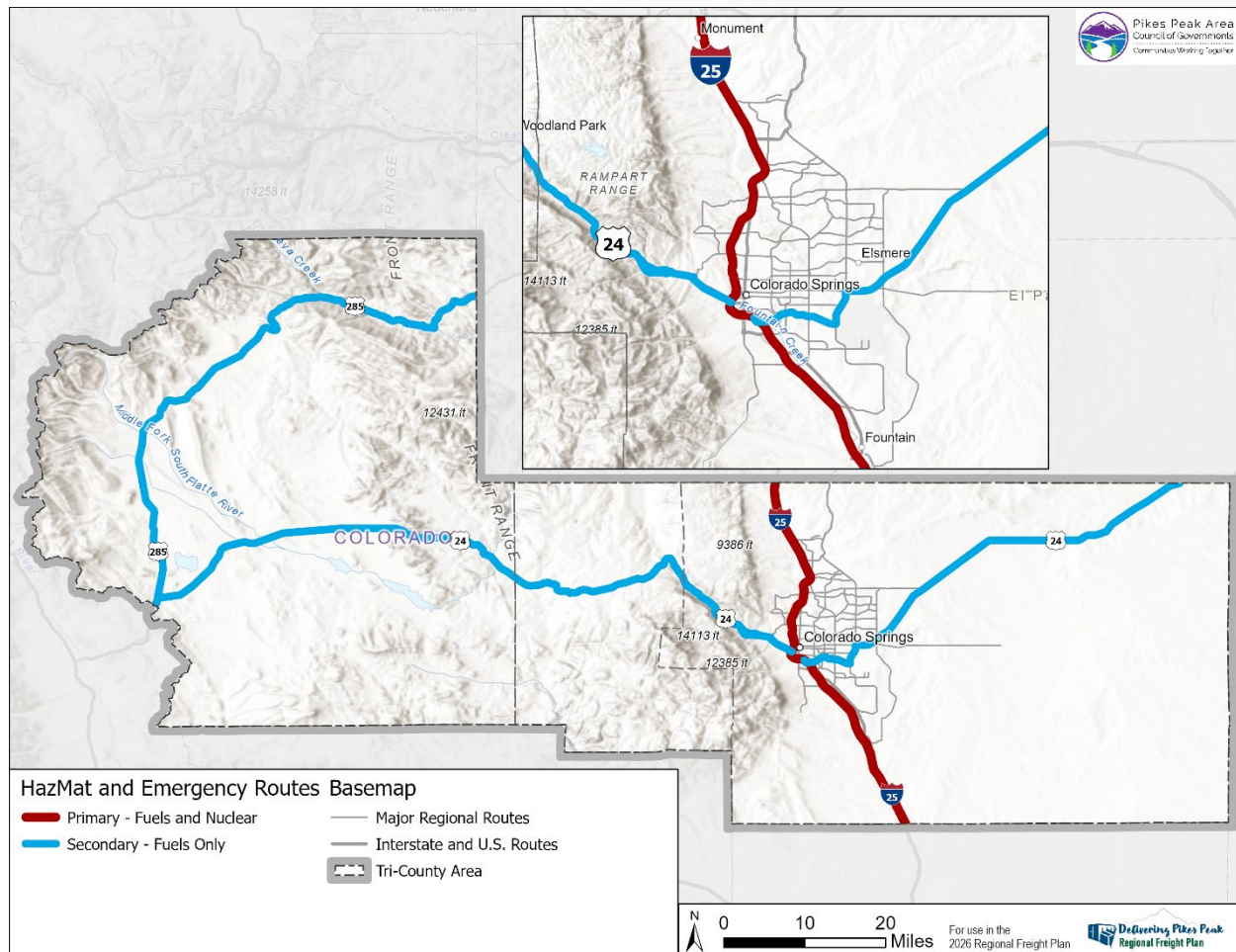


Source: SDDCTEA, Department of Defense

2.7 HazMat/Emergency Routes

The transportation of hazardous materials (HazMat) in the region is largely defined by the movement of fuels and nuclear products, though other HazMat products are transported in the region. These routes also coincide with the emergency response, with I-25 being the primary emergency route, and US-24 and US-285 as a secondary route. I-25 is the only route in the region, and one of only three in the state, that is designated for both the transport of nuclear products and other HazMat. The only other HazMat routes in the region are US-24 and US-285, both of which are designated for the transport of non-nuclear HazMat. Figure 2-18 shows the routes designated for the transport of HazMat products.

FIGURE 2-18 HAZMAT AND EMERGENCY ROUTES



Source: Colorado Information Marketplace, CDOT

The fact that HazMat routes leverage the highly developed infrastructure of the interstates and US routes means they are highly correlated with some of the major cities, communities, and ecosystems of the region. These major routes tend to have continuity with water resources including Monument and Fountain Creeks in El Paso County and the North Fork of the South Platte River headwaters in Park County, among the many other tributaries across all three counties in the PPACG region. [CDOT](#) is responsible for the permitting of hazardous materials transport in the state, with the [Colorado State Patrol](#) as the response agency. HazMat routing in the region is monitored through the permitting process, so understanding the needs of HazMat freight with from the local perspective is largely in the context of determining hazardous materials producing industries and identifying high risk communities and ecosystems. These are largely will defined as those locations immediately adjected to these HazMat corridors, therefore proactively determining the response strategy to potential incidents will strengthen the regions HazMat policy despite being largely hands-off for transport permits.

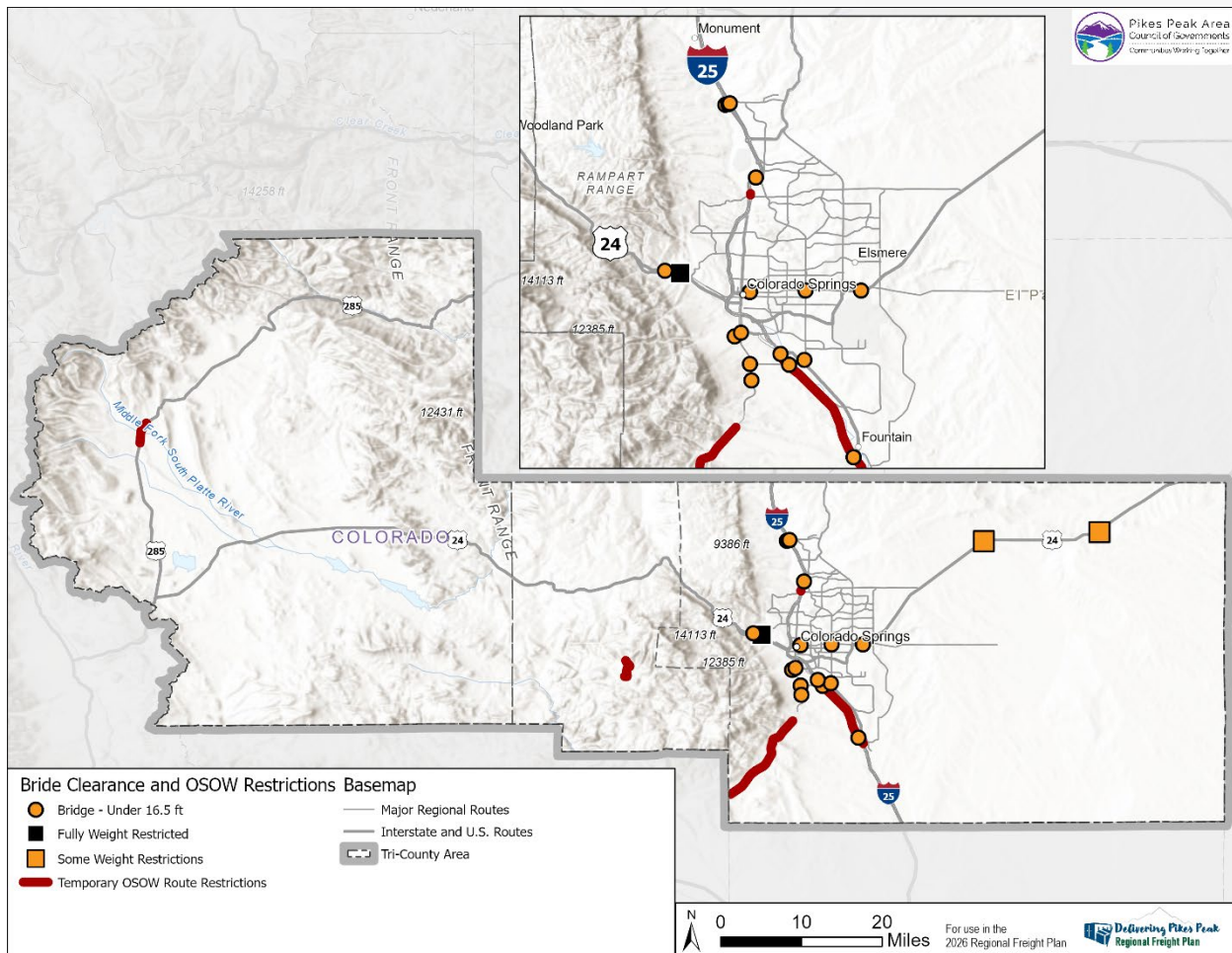
2.8 Truck Restrictions

Truck restrictions, in the form of dimensional and weight limitations, are critical for identifying locations where freight may be required to divert from traditional truck routes. In the PPACG region there are 8 active Oversize-Overweight (OSOW) restrictions, all of which are width restrictions. I-25 accounts for 5 of

the restrictions and represents an important consideration for the most heavily trafficked freight corridor. Additionally, there are 17 under 16.5 ft height limitations on bridges, two of which are located on US-24, a primary freight route, in Manitou Springs and north of Peterson Air Force Base. Only one bridge in the region fully excludes overweight trucks and is located on the US-24 Business Route east of Manitou Springs over Fountain Creek, while two other bridges on the eastern portion of US-24 in Peyton and Calhan have notable weight restrictions. Figure 2-19 shows the OSOW routes, vertical clearance and weight restricted bridges in the region.

OSOW and bridge restriction considerations are important because they impose truck limitations and require permits to supersede. The roadways at the locations shown in Figure 2-19 represent approximately one out of every six truck miles driven. Not all trucks are necessarily concerned with these limitations, so this mileage is lower when eliminating trucks with standard cargo and dimension, but is substantive particularly along the major freight corridors like I-25 and US-24. Truck limitations, particularly on major freight routes, are a barriers to entry for businesses that rely on large truck units for economies of scale. Grocery stores, warehouses, and distribution centers are then required to take extra steps, and incur additional costs, to ensure compliance with OSOW regulations. Additionally, detours could be required to circumvent the restriction resulting in higher travel costs and possible truck movements through communities. The military presence in the region could experience interruptions in everyday operations, though this would not impact emergency military response. It is generally important to understand these locations when planning for future development and identifying possible infrastructure improvements.

FIGURE 2-19 TRUCK RESTRICTIONS AND LIMITATIONS



Source: Colorado Information Marketplace, CDOT

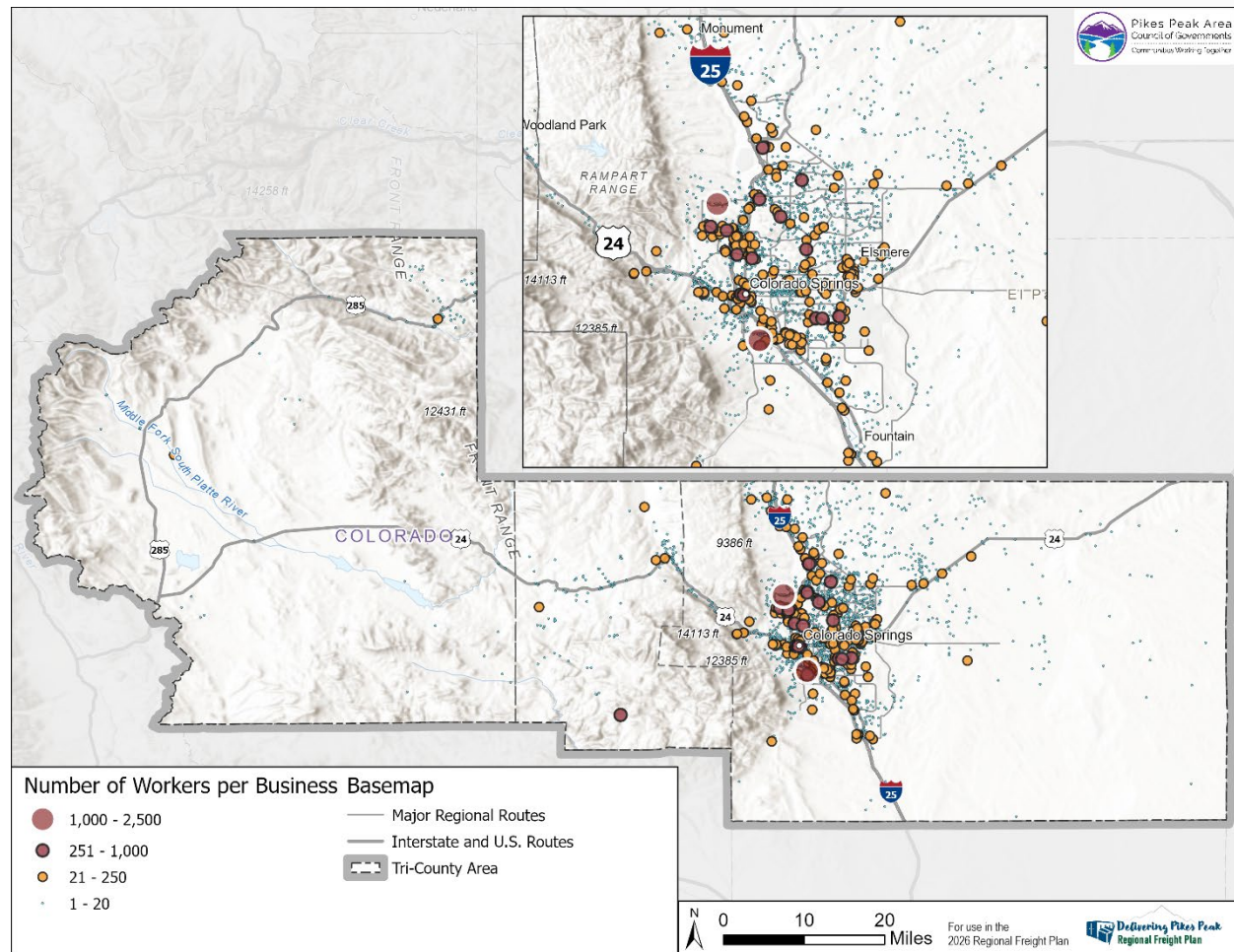
2.9 Last-Mile Considerations

The region's consumer goods are largely supplied by truck via I-25 in the Colorado Springs area, bringing commodities to various retailers and distribution centers. Figure 2-20 shows the freight industry employment and the routes associated with the clusters. Notably, and expectedly, downtown Colorado Springs has the highest freight employment density considering the retail presence, with E Platte Ave also supporting heavy freight employment for similar reasons. The advent of online retailing has also brought big box retailers, warehouses and distribution centers to the region. The "from warehouse-to consumer" leg of goods transportation, known as the last-mile, is an increasingly important consideration. The region, and specifically Colorado Springs, has recently seen growth in online retail distribution as evidenced by the introduction of an Amazon warehouse, and the growth of other big box retailer footprints, including Walmart, Target, Home Depot, Lowe's, and others. It is therefore critical to monitor the freight corridors identified in Figure 2-20 for non-traditional freight transport in the form of delivery vehicles.

The key corridors identified in Figure 2-20 are generally consistent with existing major freight corridors. Notably, however, lower functional classification routes in the downtown Colorado Springs area and around Garden of the Gods Road may not functionally serve as major truck routes, so considerations

around the industries that exist and are developing there, and what kinds of truck will be operating through there, is important to establishing regulation as to what vehicle can and should operate in those areas. Additionally, those vehicles operating in these areas must consider loading and parking needs, which can result in complications if not properly addressed. Businesses should be responsible for providing adequate facilities based on expected truck volumes. Furthermore, the last mile associated with residential deliveries has changed with the advent of e-commerce, so while businesses engaging in these operations should be responsible for considering the availability of parking and loading space, recognizing these types of freight as an economic reality for the region is important for freight planning.

FIGURE 2-20 FREIGHT EMPLOYMENT CLUSTERS



Source: InfoUSA, 2020

The operations and safety piece of this plan supports the identification of key corridors in the region and narrows the scope for proposing improvements to the system as they relate to freight. The information presented provides a framework for targeting safety projects, enhancing the freight transportation infrastructure, and identifying/improving truck policy. There are several safety takeaways regarding mountain travel and at-grade rail crossings, and planning considerations regarding truck routing and W-E travel in the region. There should be an emphasis on ensuring rural areas have the appropriate resources for safe design and freight supporting infrastructure, and ensuring urban areas continue purposeful planning for sustainable and equitable growth.

2.10 Truck Flows

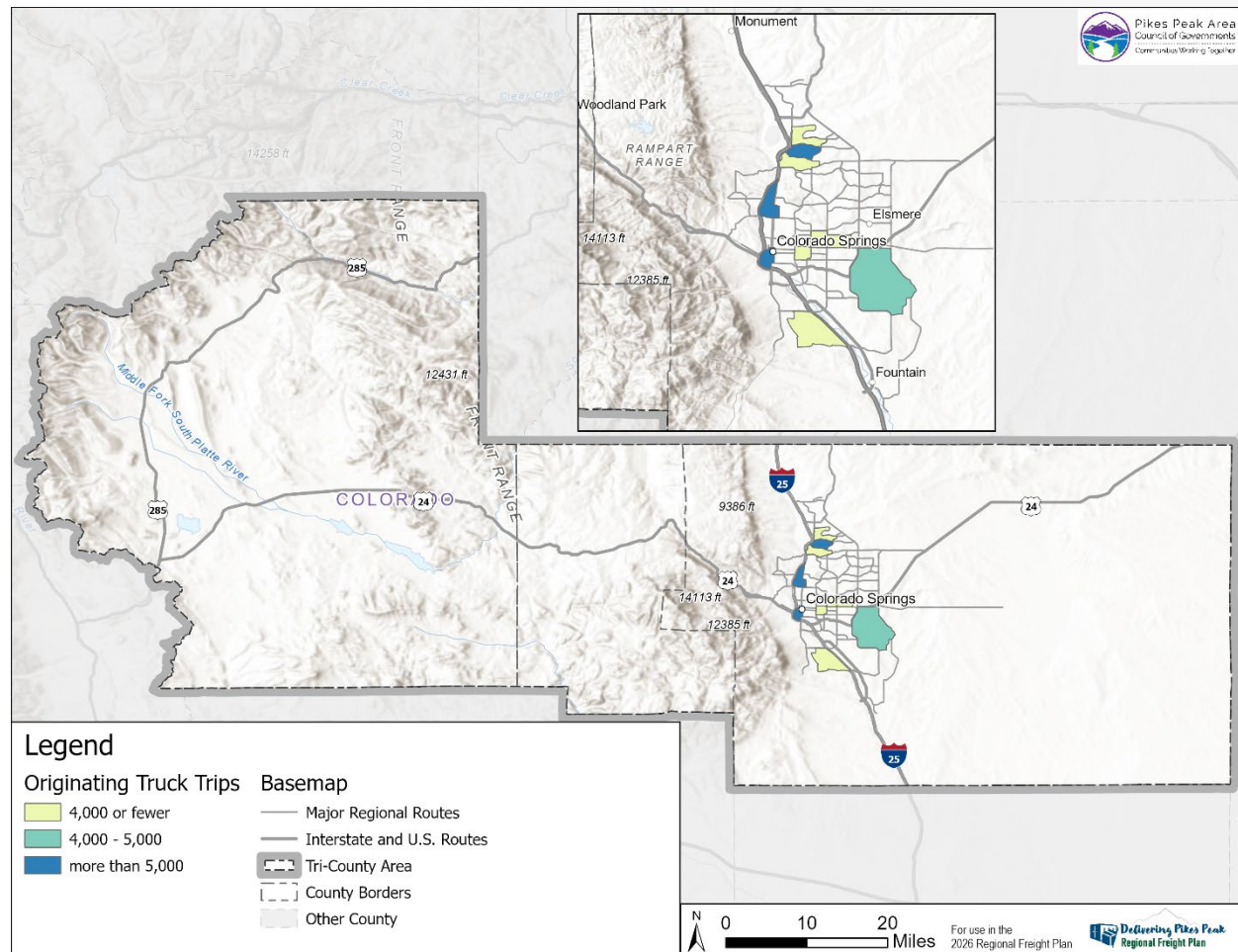
The region's top truck trip generators and attractors provide deeper insight into how freight vehicles are currently moving through the PPACG roadway network and where growth can be expected. Figure 2-21 and The top three destination tracts for truck trips are the same as the top three origin tracts in the region, which speaks to the importance of the interstate in the region's freight-related operations. The northern most destination tract is unique from the origin tracts, and corresponds to several big-box department stores serving a large proportion of the residential areas of the northern Colorado Springs area. The airport tract is in the top 5 for origin and destination tracts in the region. This indicates that despite being removed from direct interstate access the attractiveness of collocating large freight businesses with airports is strong enough to elevate the truck traffic. Additionally, this tract is among the more open in terms of growth opportunities. There are fewer total developments and a large existing truck traffic base, so infrastructure coordination may lead to growth in freight related industries in this area.

Figure 2-23 shows the location of wholesale trade and manufacturing businesses in the PPACG region, and in comparison to the top truck trip tracts there is a strong relationship between the location of these two kinds of businesses and where trucks are traveling. High density of both business types in the Garden of the Gods Road and US-24 interchange areas describe two of the top three tracts for truck trip origination and destination. The airport tract also has a high density of these businesses, though not as numerous in count.

Figure 2-22 show the top 10 truck trip generators and trip attractors in the PPACG Region, respectively. The data for these figures were derived from the LOCUS Truck trip tool which uses location-based services and big data to estimate tract-level origin-destination daily truck trips within a study area.

There are two high level takeaways from both the trip generators (originating) and trip attractors (destination) figures. First, the top 10 tracts for both are very similar, though not identical, due in part to the fact that vehicles entering a tract will at some point also exit the tract; but is also indicative of possible intermingling truck trips between tracts and large-scale manufacturing, shipping, or commercial/industrial activity. The second, more notably, is that many of these tracts are immediately adjacent to I-25 which means the interstate is not simply important, but a foundational element of freight in the region. Looking more specifically at the top 10 originating tracts, all of the highest trip generators are at or north of the I-25/US-24 interchange; this despite a number of commercial and industrial land uses in and around the airport. The density of businesses in these high origin tracts heavily outweighs volume associated with large-scale shippers and warehousing in the region.

FIGURE 2-21 TOP 10 ORIGINATING TRACTS FOR TRUCK TRIPS

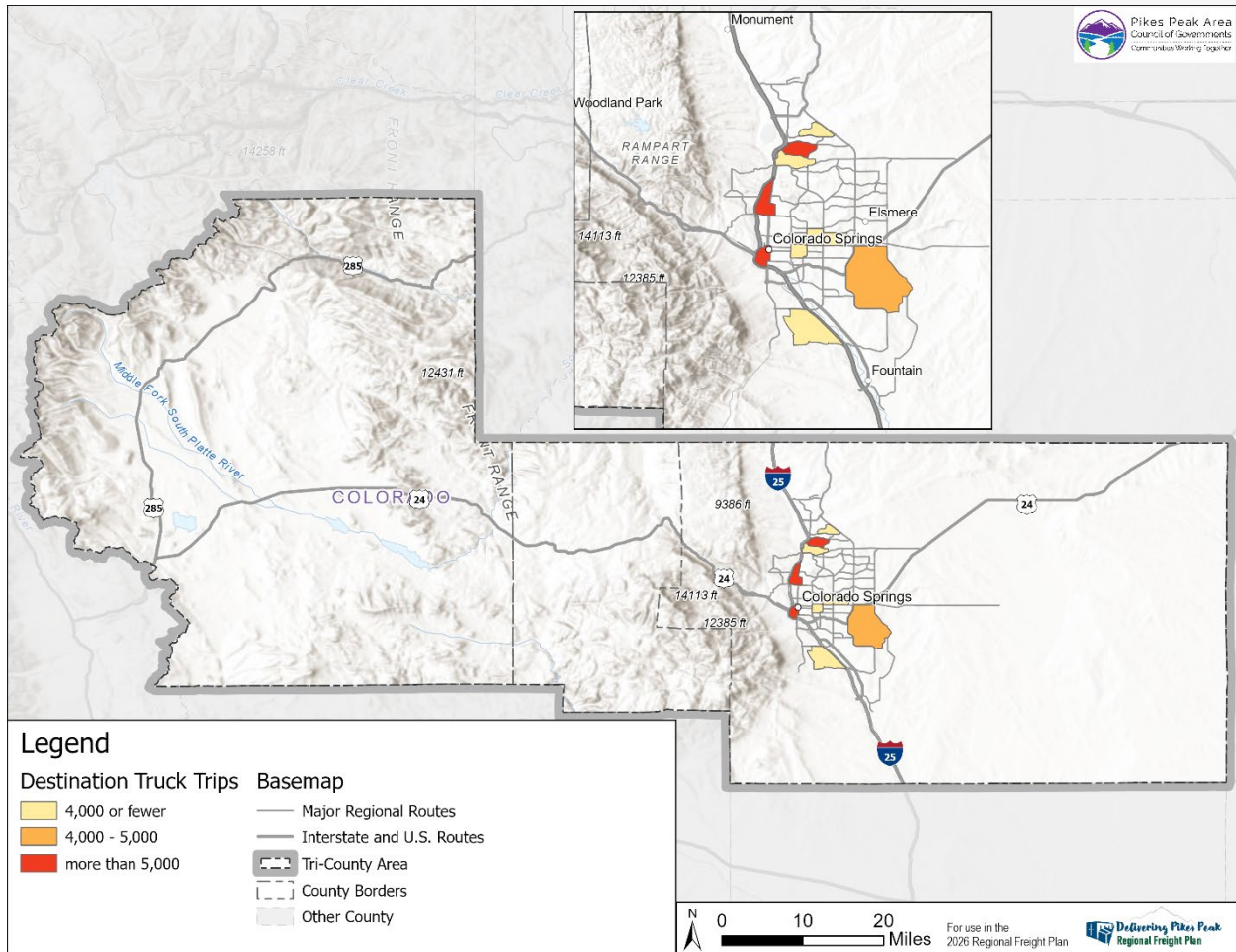


Source: LOCUS Truck, 2024

The top three destination tracts for truck trips are the same as the top three origin tracts in the region, which speaks to the importance of the interstate in the region's freight-related operations. The northern most destination tract is unique from the origin tracts, and corresponds to several big-box department stores serving a large proportion of the residential areas of the northern Colorado Springs area. The airport tract is in the top 5 for origin and destination tracts in the region. This indicates that despite being removed from direct interstate access the attractiveness of collocating large freight businesses with airports is strong enough to elevate the truck traffic. Additionally, this tract is among the more open in terms of growth opportunities. There are fewer total developments and a large existing truck traffic base, so infrastructure coordination may lead to growth in freight related industries in this area.

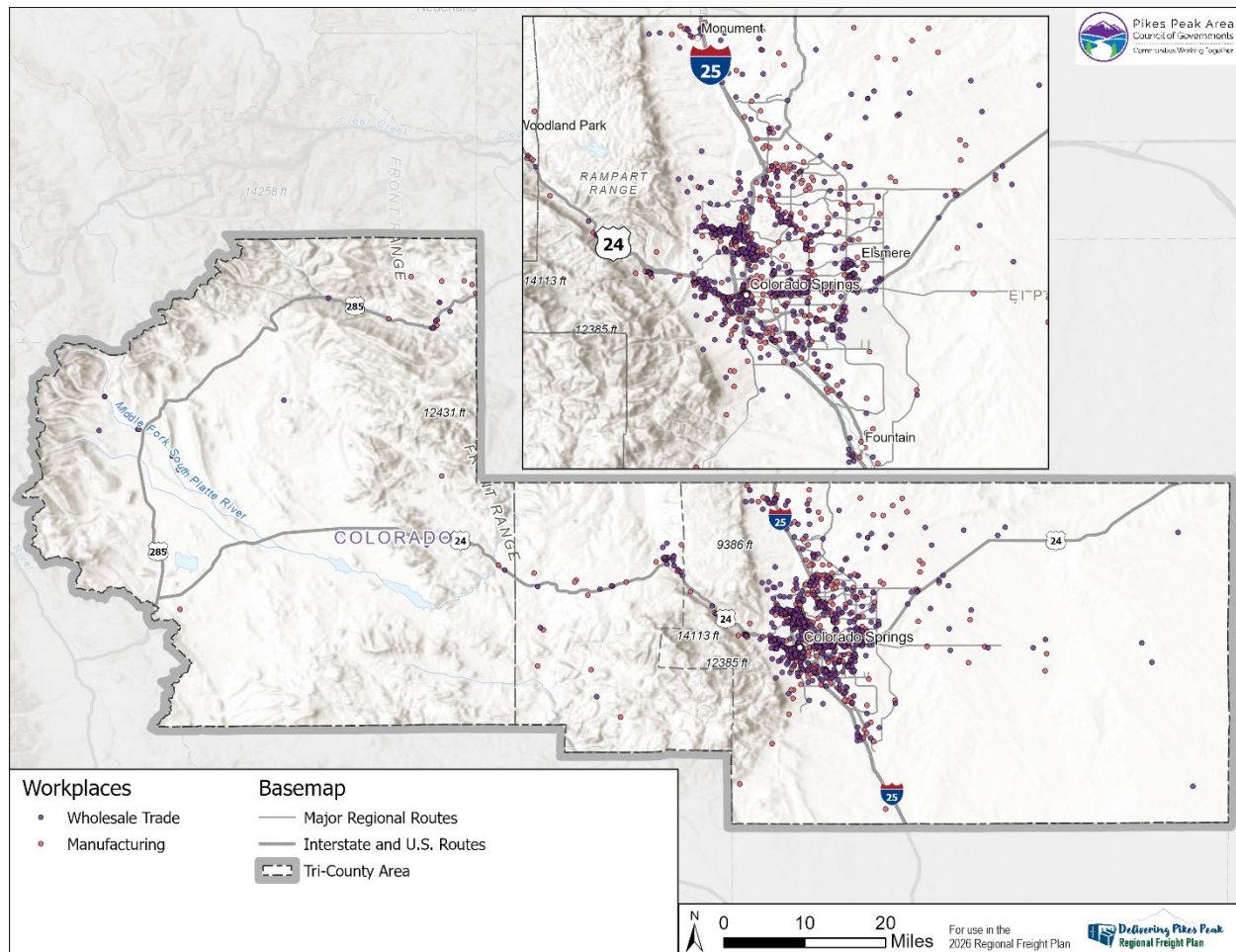
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FIGURE 2-22 TOP 10 DESTINATION TRACTS FOR TRUCK TRIPS



Source: LOCUS Truck, 2024

FIGURE 2-23 MANUFACTURING AND WHOLESALE TRADE WORKPLACES



These findings show that the region has predictable truck travel patterns, but also many major investment opportunities that play to the strengths of the region, both rural and urban. While many of the top truck trips are located in El Paso county, and more specifically the Colorado Springs area, both Teller and Park support key corridors for transportation through and within the region and are full of opportunities for strategic growth.

SECTION 3

OUTREACH

3.1 Introduction

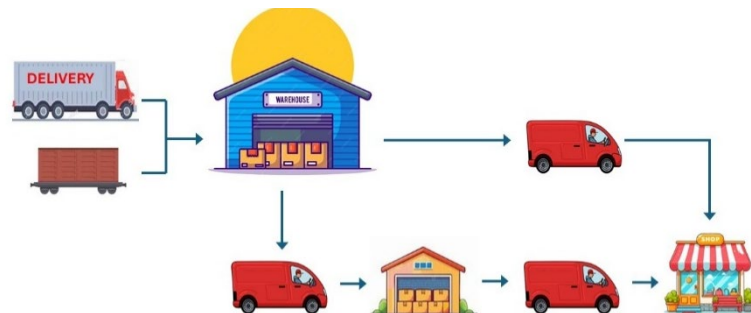
This stakeholder chapter summarizes the approach that was used to reach public and private-sector freight stakeholders during the development of the PPACG Freight Plan. The document describes how stakeholders were involved to provide input on the transport of freight-in regards to planning, investment, and operations. Stakeholder outreach objectives were to:

- Establish a broad public and private stakeholder base to guide the development of the plan.
- Provide meaningful opportunities for early and continued participation throughout the stakeholder outreach period.
- Gather stakeholder input to identify current freight needs, issues and potential opportunities.

The stakeholder engagement was to implicitly engage a broad array of industry representatives to guide the development of the plan - to gather personal perspectives on the regional freight system.

An effective regional freight plan is essential for optimizing transport efficiency and economic growth for the Pikes Peak Region. The Pikes Peak Local Freight Operation is somewhat standard with most shipping starting from regional distribution centers, where goods are then delivered to retailers and consumers, or they may pass through an additional local

FIGURE 3-1 PIKES PEAK FREIGHT OPERATION



distribution center before delivery. Final deliveries are predominantly made by truck to retail outlets or increasingly to the consumer's front door. However, stakeholder input has suggested emerging technologies in freight delivery may change how the last mile transportation is accomplished, particularly in urban areas.

This section discusses the strategies used to identify freight movement enhancements to optimize the efficiencies across the region from the users perspective. It also identifies the participants key challenges such as congestion, infrastructure needs, and a review of freight transport policies. By integrating stakeholder input and leveraging data-driven insights, the plan aims to create a sustainable and resilient freight network that supports local businesses and improves overall logistics performance. Emphasizing collaboration among public and private sectors, the regional freight plan serves as a roadmap for future investments and policy decisions, ensuring that the region remains competitive in a rapidly evolving global marketplace.

Freight planning directly influences local employment, business competitiveness, and infrastructure investment—creating opportunities across urban and regional economies. Connecting people and goods through freight movement is essential to keep the economy growing and provides a better quality of life for all. An optimized freight system reduces delivery costs and addresses congestion, enabling carriers and shippers to operate efficiently while generating warehouse and transportation jobs.

3.1.1 Stakeholder Participation

A successful freight plan begins with clearly defined objectives that align transportation activities with broader business priorities. The broader business priorities identified by stakeholders involved with the freight industry were key in developing strategies and projects for the freight plan.

The areas around Pikes Peak is home to a vibrant economy built in part on the effective movement of goods both for consumers and businesses as well as the mining and aggregate industries. The transport of freight is organized into supply chains that connect corridors, including highways and rail, and transfer and distribution centers. These corridors are used to link modes and consolidate goods and first and last mile connectors to facilitate pick-up and deliveries of goods. The reliability of the freight transportation network is critical when planning the transport of raw material and the distribution of finished products. Unexpected delays can result in slowing or halted manufacturing processes and decreasing productivity, which increases manufacturing costs and prices for the end consumer. To enhance future economic growth, the Pikes Peak region and State of Colorado must invest and implement strategies to support the increasing demand for a safe and reliable freight transportation network.

Three key stakeholders for the development of the plan include the Colorado Motor Carriers Association (CMCA), the Peak Innovation Center located on the Colorado Springs Airport, and the Southern Colorado Rail Park (SCRPP). The CMCA and Peak Innovation Center are currently in place and have a major role with transporting freight in the region. The SCRPP is a major initiative to establish a regional rail transport

Regional Benefits

- Build upon previous planning efforts intended to improve, enhance, and grow the transport of freight in the Pikes Peak region
- Identify projects that optimize safety and the movement of freight
- Identify roadway conditions that are substandard for trucking operations
- Identify locations for truck parking to provide safer operations
- Organize data to pursue freight related grants to improve infrastructure
- Identify locations for grade separated RR Crossings to remove train/vehicle conflicts
- Support economic growth by developing relationships with area businesses and attracting new businesses

hub in El Paso County, located west of I-25 and adjacent to Fort Carson and the Colorado Springs Ray Nixon Power Plant. All three provided valuable input for economic growth and identification of barriers for transporting freight in the region.

Colorado Motor Carriers Association – “The Voice of Colorado’s Trucking Industry” Is a 501(C)6 organization established in 1939 to unite the trucking industry and its business strength throughout the State of Colorado. The association is the sounding board for trucking issues in the state, with a long-standing, substantial relationship with private trucking companies. The CMCA has the ability to speak for numerous trucking issues within the tri-county region.

Peak Innovation Center – Includes the Amazon Fulfillment, Sorting, and Distribution Centers, Northrup Grumman, and Aerospace Corporation, Arrival/Departure Airfield Control Group (A/DACG), with 1600 acres available for air freight industry companies. It is the largest private trucking freight distributor in the region.

Southern Colorado Rail Park – The planned Dual-Service Class I Industrial Rail Park is situated along the front range on over 3,000 acres of rural land situated between the Colorado Springs Nixon Power Plant (CSU) and Fort Carson Military Reservation west of I-25. The foundational premise of the project is to extend an existing CSU dual service rail spur (UP and BNSF) that will provide a catalyst for commercial development and job creation under a public-private partnership while also strengthening the military resiliency of Fort Carson.

Rail is a key component of freight movement in El Paso County which, according to stakeholder input, has a demand for increased transload facilities for freight distribution in the region. The Freight Network includes the BNSF and UP Class I railroads. The rail network that is served by these Class I railroads, will include the planned Southern Colorado Rail Park, the major railyard in downtown Colorado Springs, and various minor transload facilities throughout the City of Colorado Springs, City of Fountain, and El Paso County. The rail freight network for the region consists of approximately 90 miles of Class I rail routes.

The military is a critical economic driver for the region, especially El Paso County, City of Fountain, and the City of Colorado Springs. It is also a major driver of freight and cargo movements, especially for the Fort Carson Army Post. This includes the movement of military personnel, supplies and equipment for training and deployment, both within Colorado and nationally, and ultimately throughout the world. In the Pikes Peak Region, there are five military installations including the Fort Carson Army Post, Peterson Space Force Base, Schriever Space Force Base, United States Air Force Academy, and the North American Aerospace Defense Command (NORAD). Freight needs differ immensely for each of these installations. It should be noted existing military facilities are often reviewed for freight transportation assets as a contributing factor in base expansion and realignments.

3.1.2 Value of Stakeholder Input

Stakeholder input ensured that diverse perspectives were considered, which can lead to more effective and sustainable recommendations. An effectively run stakeholder process will establish more commitment towards decision-making, accountability, and trust with all involved.

Enhanced Decision-Making - Stakeholder engagement provides valuable insights that can improve decision-making processes. By understanding the needs and concerns of various groups, organizations can tailor solutions more effectively and garner more support for implementation.

Accountability - Engaging stakeholders fosters a sense of accountability and responsibility. This is essential for creating systems that are not only innovative but also sustainable and aligned with industry needs.

Improved Adoption and Trust - When stakeholders are involved in the process, it can lead to greater trust and acceptance of proposed recommendations. This is vital for successful implementation and long-term sustainability of projects and policies.

The input received should ensure the regional freight plan will reflect real world operations and safety priorities by capturing perspectives from those directly delivering goods and services, and managing freight logistics for the region. For the PPACG Regional Freight Plan, it was necessary for stakeholders to help support goals and objectives development; understand freight needs and safety concerns from the those who rely on local and regional the freight system; and build consensus and support for the effort.

3.2 Process

Meaningful stakeholder engagement started with participation from a broad range of public and private sector stakeholders. Their input is important to guide the development of the plan and to gather perspectives on the freight system, how freight-dependent industries use the system, current needs and issues and potential opportunities. The stakeholder process was focused on listening and documenting the feedback from those who rely on and use the Pikes Peak freight system daily. Four approaches to provide input on regional freight transportation were used to obtain feedback:

- Listening/Input Sessions (Dec 4, 2025, TAC, CAC, PPACG Board).
- One-on-One Interviews (Schriever/USAFA, Fort Carson, Amazon/Peak Innovation Park, BNSF, SCRP, City of Fountain).
- Regional Freight Plan Steering Committee.
- Online survey and an interactive map to pinpoint issues and concerns.

A pointed list of 38 public/private stakeholders was developed as a comprehensive, yet manageable, number of businesses to contact for participating in the development of the plan. From this list, the consultant team was able to make direct contact with 22 entities. For those not reached by the consultant team, the Colorado Springs EDC and CMCA were able to either represent those businesses or were able to reach the stakeholders to inform them of the plan and forward the invitation to attend the December 4, 2025 listening session and share the link to the online survey and mapping tool. They also shared study information and the meeting notice with other freight companies who may have interest in participating.

TABLE 3-1 LIST OF PUBLIC/PRIVATE STAKEHOLDERS

Regional Planning Entities	Carriers, Shippers & Logistics Providers
Pikes Peak Area Council of Governments (PPACG)	Old Dominion Freight Line
Denver Regional Council of Governments (DRCOG)	JB Hunt
Pueblo Council of Governments	Amazon Fulfillment Center
	United Parcel Service (UPS)
County & Local Government	FedEx
El Paso County	XPO Logistics
Teller County	Swift Transportation
Park County	Saia LTL Freight
City of Colorado Springs	Titan Worldwide Logistics
City of Woodland Park	Triple E Trucking
Town of Fairplay	ABF Freight
City of Fountain	Entegris
Town of Monument	RMB Products
Military Installations	Industrial Commerce
Fort Carson	Colorado Springs Utilities
	Aggregate & Mining Operations
Peterson Space Force Base	Martin Marietta Materials
Schriever Space Force Base	Acorn Petroleum
	Waste Connections of Colorado
US Air Force Academy	Southern Colorado Rail Park
Air Freight	Chamber of Commerce/EDC
Colorado Springs Airport	Colorado Springs Chamber of Commerce
Railroads	Associations
BNSF Railway	Colorado Motor Carriers Association
	Peak Innovation Park

3.2.1 Listening Session

On December 4, 2025, a listening session was held as a hybrid meeting to extend as large of a net as possible for stakeholders to participate while making it convenient for those who could not attend in person. The stakeholders were able to provide detailed feedback focusing on barriers to transportation. A summary of the listening session feedback may be found in Section 3.0. A link to the online survey and interactive map was shared with participants who were encouraged to provide it to other stakeholders who may not have attended the meeting.

3.2.2 Targeted Interviews

Several stakeholders were identified for follow-up one-on-one meetings to collect additional information from participants and for some key stakeholders who did not attend, such as Amazon and the Southern

Colorado Rail Park. It was also decided to meet with the regions' military installations for follow-up questions. Feedback from these meetings is incorporated into the summary found in Appendix A. Specifically, these meetings were held with representatives from:

- Peterson Space Force Base (12/15/2026)
- Schriever Space Force Base (12/15/2026)
- United States Air Force Academy (12/15/2026)
- Fort Carson Army Post (01/15/2026)
- Colorado Motor Carriers Association (01/27/2026)
- BNSF Railroad (02/06/2026)
- Peak Innovation Park/Amazon (02/11/2026)
- City of Fountain URA-Kimberly Bailey (02/11/2026)
- Southern Colorado Rail Park (02/16/2026)

3.2.3 Committees

A Steering Committee was established to provide oversight with the development of the regional freight plan. This committee included PPACG staff, Todd Frisbie from the City of Colorado Springs, Kimberly Bailey from the City of Fountain, Dan Ungerling from the Town of Monument, the consultant team, and Tracy Sakaguchi from the CMCA in an advisory role.

Although members of the PPACG Technical Advisory Committee were part of the Public/Private Stakeholders participants for the listening session, the committee was also provided opportunity for input at their February 19, 2026, meeting.

Steering Committee

The Steering Committee was tasked with providing direction and guidance for the development of the Regional Freight Plan. The committee provided strategic oversight - providing significant guidance for the development of the Goals and Objectives. The committee, fostered collaboration for various elements and played a significant role with recommending strategies and projects for the region.

Technical Advisory Committee (TAC)

The role of the TAC 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. As a committee of technical experts and advisors to the Council of Governments for transportation related activities, the TAC has the best representation to provide technical input with the development of the Regional Freight Plan.

3.2.4 Online Input

To gather targeted stakeholder input, a survey and interactive map with the ability to pin online comments was created on a Social Pinpoint webpage. This provided an easy to use platform for participants to provide their business framework, identify common barriers, unique business needs, and potential growth opportunities. The interactive map allowed participants to identify specific locations for the consultant team to review to address barriers and areas of concern in the freight system. The identified locations

helped determine where specific projects could be located for project and strategy implementation, such as chaining stations, truck parking, and railroad siding extensions.

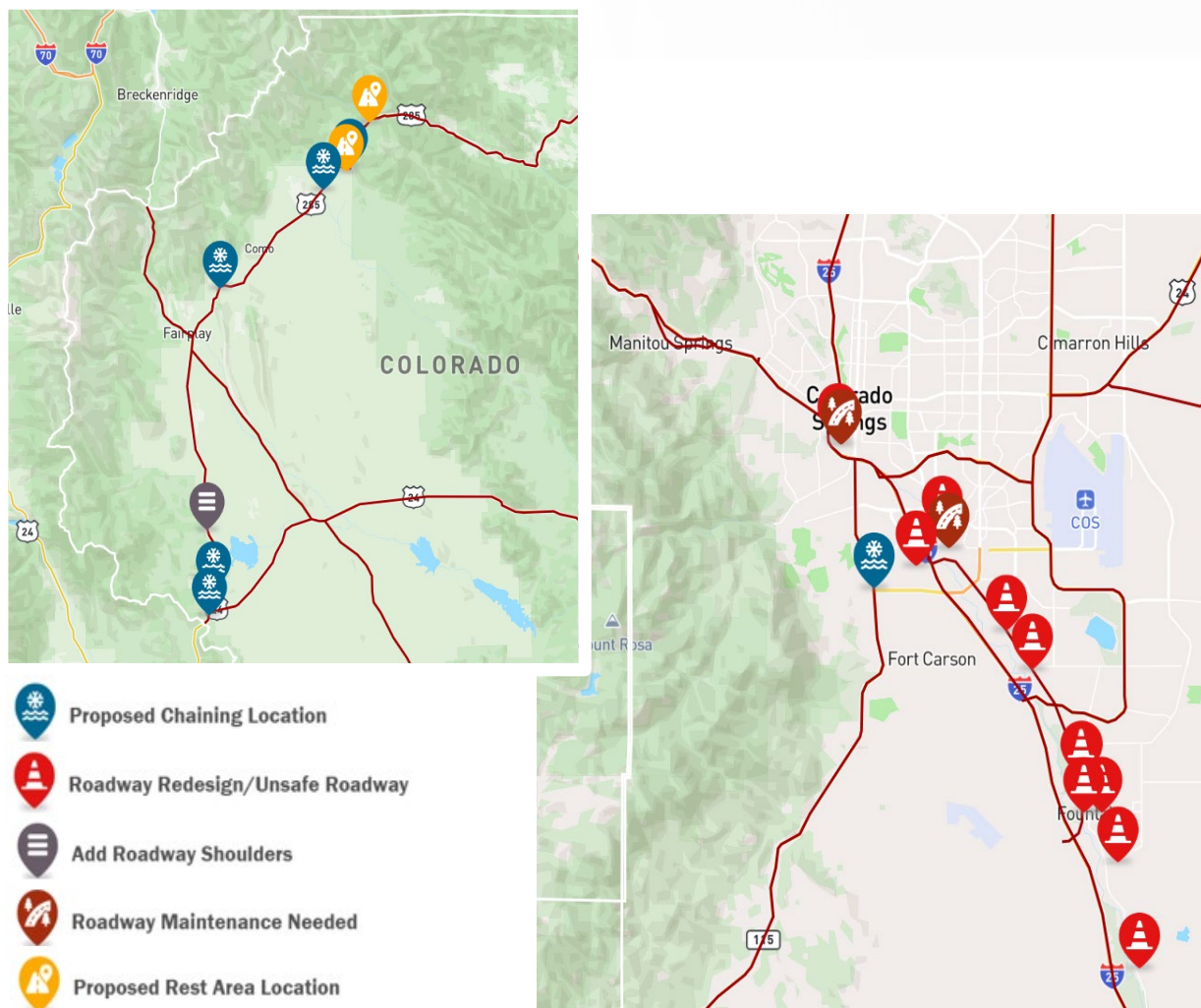
The Social Pinpoint survey allowed the consultant team to collect feedback from the freight industry and public sector about freight safety, operations, resiliency/maintenance, effective corridors/routes, technology (tracking, communications, and automation) and economic needs/opportunities. Direct interaction with the BNSF Railroad and the CMCA was invaluable as both interact with their colleagues with the CMCA being direct representatives for the trucking industry in Colorado.

The interactive map comments focused on five areas of concern - chaining stations, roadway geometric concerns, the need for shoulders/wider shoulders, roadway maintenance, and locations for rest areas.

Survey Priorities

- Road condition monitors
- Warning/advisory signs
- Additional shoulder parking
- Wider shoulders (in general)
- Chain-up/chain down infrastructure
- Additional rest stops
- Prioritization of truck routes for snow removal

FIGURE 3-2 STAKEHOLDER INTERACTIVE MAP COMMENTS



3.3 Findings

In-person feedback was the most successful approach in receiving stakeholder input. This feedback focused on the four topical areas of Safety, Economic Development, Resiliency, and the Military. It should be noted the findings from this effort do not supplant the findings of the 2024 PPACG Regional Freight Study but affirm and build upon the stakeholder input from that previous effort. One of the main outputs of the stakeholder engagement process from the prior study was a comprehensive Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for the PPACG region.

Figure 3-3 depicts the SWOT analysis from the 2024 Regional Freight Study which also included extensive stakeholder input. Throughout previous stakeholder interviews and partner listening sessions, participants were asked about strengths or operational challenges within the region. The 2024 Regional Freight Mobility Study SWOT findings can be found in Appendix B.

FIGURE 3-3 2024 PPACG REGIONAL FREIGHT MOBILITY STUDY SWOT SUMMARY



3.3.1 3.1 Safety

Stakeholder feedback on safety had several commonalities with the most being issues with existing railroad crossings and the safety concerns with their proximity to intersections. Another railroad concern is the length of the railroad sidings being short as today's train sidings need to be approximately 10,000 feet. Most sidings in El Paso County are about 7,000 feet. Truck parking, roadway surface conditions, chaining stations and communications combined with variable message signs were other areas of concern.

Safety Notes

1. South Sierra Madre St. in Colorado Springs is a Top 10 crossing in the state for railroad safety incidents-can be a source of a lot of backups (safety incidents at this location impact all road users).
2. The City of Colorado Springs completed a study that included the replacement of the Tejon and Nevada bridges (both low-bridge crossings) is worth consideration. It also includes addressing the low-speed railroad curve near Las Animas Street, a high incident location.
 - SODO Colorado Springs Railroad Realignment Study
3. In northern El Paso County the Countyline Rd in Palmer Lake; Icelake Rd; and 2nd St in Monument have intersections close to the railroad crossings.

4. In southern El Paso County the US 85/Main Street intersection is close to the railroad crossing.
5. All City of Fountain railroad crossings are an issue and are Top 10 potential incident locations in El Paso County.
6. The Fountain Downtown Master Plan notes there are several rail crossings impeding Downtown District revitalization.
7. The landfill along Blaney Road, which has a gravel surface, has high truck traffic. The impact on the roadway surface is significant and needs to be upgraded.
8. Truck parking in neighborhoods and along roadways is a recurring problem.
9. US 285 is a prominent freight corridor – there are minimal safe locations for commercial drivers to pull off and/or park. It is worth bringing this up for the State Freight Plan since it is such an important corridor for freight travel through the mountains.
10. US 285 is a significant concern for chain-up/chain down stations, particularly since there are state regulations drivers are required to follow (infrastructure is non-existent to properly support compliance).
 - Hot brake issues can arise, and downhill grade speeding is double fined, new stations can support brake cooling and other truck needs.
 - Not just 285, but the mountain corridors generally.
11. US-24 is a significant concern for chain-up/chain down stations particularly since there are state regulations drivers are required to follow (insufficient infrastructure to properly support compliance).
 - Hot brake issues can arise especially with heavy use as downhill speeding is a double fine. Stations can support break cooling and other truck service needs.
12. Communication and variable message signage for inclement weather including station wayfinding is important for mountain weather events.
13. Plan development should investigate Front Range Passenger Rail (FRPR) impacts with freight trains.
 - District report (3-10 round trips, whatever the necessary frequency is) has information. The Freight Plan will want to note impacts to freight rail traffic from FRPR.
14. All three railroad sidings in El Paso County are sub-standard length – 7,100' is the longest siding – industry standard is 10,000'.
15. South of Fountain on I-25 to Pueblo is a high incident corridor for trucks.
16. Access to the Peak Innovation Park on HazMat routes is very important.
17. Hazmat routes at rail crossings are a concern.
18. Southern Colorado Rail park will need to consider grade separated crossings and truck parking with its implementation.

3.3.2 Economic Development

Stakeholder input highlighted opportunities to enhance the movement of freight within the region. Both urban and rural areas are experiencing increased demand for the movement of goods in the region. The

SCRIP and Peak Innovation Park were both identified as areas of high freight movement for both over the road and rail freight. The SCRIP will be a key transload facility for Southern Colorado integrating both. Increasing the use of existing railroad spurs was also suggested as an area to focus economic growth.

Economic Development Notes

1. There are opportunities on the west side of the City of Fountain in the Gateway District near I-25 and Fort Carson. The east side of I-25 is getting an industrial “face lift” to attract industrial businesses in an area focused to promote their growth. Signage, infrastructure, etc. is being installed that will complement this growth is a critical consideration for freight focused businesses.
2. Bandle Drive in the City of Fountain is an important road for freight as it provides access to existing and planned warehousing and industrial development.
3. In 2023 Fountain implemented a truck route with adoption of its Master Transportation Plan and should be a consideration of the study.
4. El Paso county is experiencing a lot of warehousing and distribution centers, most of which are supportive of e-commerce.
5. Regional waste sites are mostly located in El Paso County and will continue to be an important service for the region.
6. The eastern roadways in El Paso County are important for the transport of local agriculture and other industries located in the rural area increasing the need for hardened infrastructure to ensure their longevity, safety, and continued growth.
7. Existing railroad spurs are underutilized in the region.
8. The Southern Colorado Rail Park, from the perspective as a multimodal transload facility, is invaluable to the region.
9. From Denver to Pueblo there are no public transload facilities - having something in the region for connecting truck to rail is important.
10. The Peak Innovation Park is experiencing rapid office and commercial warehouse development and needs to have safe and efficient freight access. Powers Blvd is a corridor that can provide access to the airport development along with other commercial development along its corridor. Its value as a truck route will likely increase with its connection north to I-25.
11. The demand on Milton Proby Parkway from the Colorado Springs Airport to I-25 is increasing as freight traffic chooses to use the interstate as the major transportation corridor in the region. On the East side of the airport more growth is anticipated and needs to have appropriate freight infrastructure.
12. Amazon Distribution Centers are located in Aurora, Thornton, Colorado Springs (2)
 - Intermodal distribution site is in Adams county for stocking Amazon fulfillment centers.
 - Prioritizes getting trucks off the public ROW and onto Amazon property.
 - Contracts 3rd party operators over the road, but amazon stays on top of them.
 - Considered Air freight delivery for COS, but not enough demand yet.
 - Acquiring land in Buena Vista and will transport freight via US-24.

13. Drone delivery not necessarily consideration for Peak Innovation Park because of airspace restrictions.
14. I-25 is the primary N-S corridor for truck movements in the region.

3.3.3 Resilience

Resiliency of the freight system was identified as a critical factor, particularly in maintaining operations when disruptions occur within the system. There is only one main line rail corridor in the region which travels through El Paso County. The regional highways of Interstate 25, US 24, and US 285 are key for the delivery of freight and include mission critical military routes. Communication is important when one of these corridors is closed and real time information of detours will save time and money.

Resilience Notes

1. In 2024 there was a military resiliency study on how Fort Carson, along with other garrisons, connect to the Port of Galveston (Power Projection Platform). This study should be reviewed for recommendations to be included in the Regional Freight Plan.
2. Train scheduling can see significant impacts if its main lines are closed to the BNSF and UP Railroads. Alternate routes have to take a large detour through Kansas affecting other ancillary freight operations.
3. Communication is an important element of rerouting trucks from closed routes and is a critical priority for the industry. An example is when the Town of Fairplay was overwhelmed with traffic when I-70 was unexpectedly shut down and traffic was rerouted to US 285 as the detour route.
4. Redundancy goes hand in hand with resiliency. The Powers Blvd South PEL study shows how improving and providing an appropriate alternative supports I-25 in the event of closure. Enhancing the infrastructure can also support incident management and evacuation.
5. The impacts on communities when I-25 (and US 24) are shut down are significant on their local roadways. HazMat freight can experience long detours since they are not allowed to operate on certain routes.

3.3.4 3.4 Military

The collaboration between PPACG, its member agencies, and the military installations is important to the stakeholders. The general sentiment with the military stakeholders was traffic congestion at the entrance to their installations was the largest concern. There is appreciation for the ongoing efforts to improve access to Peterson Space Force Base with the construction of the Powers Boulevard interchange. SH 94 access to Schriever Space Force Base is congested for its personnel but the freight delivery access from Irwin Drive operates fine. The United States Air Force Academy (USAFA) freight access is from its South Gate and generally operates fine.

3.3.5 Military Notes

1. Priority for the Fort Carson Army Post are the access points - to ensure the flow of traffic into and out of the installation is maintained. Most delays occur where the access points meet local infrastructure.

2. Anything going to/from Fort Carson to the A/DACG facility would already be moving through a designated route, so an appropriate freight route is already established. A contingency plan is in place.
3. Railroad bridging across I-25 to Fort Carson needs to be replaced and is being coordinated with CDOT. The project will need to maintain rail operations to the army post.
4. Freight must go through gate 3 with some exceptions to postal or other minor related movements
5. Buses are not limited to gate 3 for the 5 on-base schools.
6. Some freight deliveries will accidentally exit prematurely to Gate 4 where the delivery trucks go under the South Academy Blvd underpass and get locked into the traffic. For trucks to turn around, the gate needs to be closed for inbound and outbound traffic which can be time consuming. Installing wayfinding signage saying "Commercial Vehicles Gate 3, Use Exit #123" would go a long way in reducing this reoccurring problem.
7. The traffic in the morning between gates 3 and 4 (and in the early evening with low daylight in the winter) poses safety and congestion problems.
8. Mission oriented rail improvements are in the planning phase for the south entrance. This planning is a long-term item.
9. On the east side of Las Vegas Street, an old Fort Carson siding connects to the railroad mainline. The siding was at one time leased to Fort Carson and has now fallen into disrepair. Fort Carson is currently working with the UPRR to renew this lease but there is no estimated timeline for its reactivation. This would be used for staging and enhancing the Post's rail operations efficiency.
10. Freight access is being improved for Peterson Space Force Base with the improvements at the North Gate at US 24 and the West Gate at Airport Road/Powers Boulevard. The Florida "T" signal at the East Gate and Marksheffel Road has improved safety.
11. Schriever Space Force Base has no rail or air freight service so access is highway dependent. The base footprint is a little smaller than some of the other installations so while the volume of freight is less than other installations it is still critical. Irwin Road, connected to Bradly Road and Curtis Road, is the key entry point. It is approximately 0.5 miles from the entry gate to Curtis/Bradley Rd, so backups aren't as much of an issue. Deliveries are restricted to an access point for scanning prior to being allowed into the base.
12. Key regional roadways that connect Schriever to the broader network are SH-94, US-24, Bradley Road and Powers Boulevard to a lesser extent.
13. There are no major freight transport issues for US Air Force Academy to report - generally just regular traffic congestion at the south gate activity. Regular and Hazmat cargo must go through South Gate (outside of select considerations as necessary).
14. USAFA has only two access points, North Gate and South Gate, so if the base needs to evacuate it is limited to these two exits. There is a potential for evacuation delays because they offload to other regionally significant evacuation routes with the rest of the community.
15. There is a railroad running through the academy, but there are no logistic points on the base.
16. There is no intention of ever creating a rail stop within the USAFA Base.

17. The military installation personnel wanted to explicitly state that collaboration with PPACG has been excellent and wanted it to be conveyed in the comments. PPACG continues to prioritize military needs and projects, and the military stakeholders look forward to this partnership continuing

3.4 Plan Development

3.4.1 Integration into Goals and Objectives

Early stakeholder involvement established focus areas to consider while developing the Goals and Objectives of the Plan. Since the 2024 Freight Mobility Study was still valid being completed only two years prior, it made sense to combine the findings for the two efforts. Ultimately, the stakeholder information from the 2024 Freight Mobility Study and current findings were used to provide the most comprehensive stakeholder input possible.

With the blending of the two efforts, the consultant team was able to develop draft Goals and Objectives to present to the advisory committees of the study. As mentioned prior, the stakeholder input for this effort focused on Safety, Economic Development, Resilience, and Military aspects of the regional freight transportation system. Following are highlights of the findings for each focus area:

Safety- The safety impacts of Colorado snow is particularly burdensome on the private freight industry with the need for chaining stations, safe truck parking, priority snow removal, immediate reporting of roadway closures and detour routes. One of the benefits of moving freight by railroad is the low impact poor weather conditions have on delivery schedules although the length of railroad sidings being too short does present other safety and train scheduling issues. Substandard safety concerns such as height limitations, weight restrictions, turning radius, and steep roadway grades were identified as safety concerns in the previous plan and are still valid.

Economic Development- According to Transearch and as reported in the 2024 Freight Mobility Study, between the years 2015 and 2040 the region is expected to see a 39% increase in the tonnage and a 68% increase in the value of goods traded in the region. In 2015, 19 million tons of freight passed through the region which is projected to increase to 27 million in 2040. The value of freight is expected to increase from \$15 billion to \$25 billion over the same time period. These figures are in year 2020 dollars and do not reflect the potential rise in the price of goods but rather the higher value of goods being traded in the region.

Stakeholder input identified the need to continue to support freight dependent companies with safe, efficient freight infrastructure along with development of freight hub/transload facilities in the region. It is important for the Pikes Peak Region to continue its attractive business environment to support job growth and investment in the freight industries.

Resilience- Resilience of the freight transportation system refers to its ability to adapt, respond, and recover from disruptions in operations. This includes the availability and reliability of alternative routes, as well as clear communication of those options to drivers. Redundancies such as parallel facilities or adequately sized railroad sidings that support efficient train scheduling are critical to maintaining system performance when disruptions occur.

For all areas of the region the weather can be a major factor, and it has the ability to change roadway conditions very fast. It is important to have a freight system that can adapt to quickly changing roadway conditions be it with chain stations for trucks to chain-up/chain down, truck parking, rest areas, or real-time communications to changing conditions and notification of road closures. It is here where technology

and other roadway innovations to improve operations can make a difference with both safety and on-time delivery.

Military- Military collaboration and cooperation between the regions' military installations and the PPACG is a valuable partnership that stakeholders wanted to emphasize. It is important to maintain this relationship and collaboration.

The Strategic Highway Network (STRAHNET) and Strategic Rail Corridor Network (STRACNET) extend to and through the Pikes Peak Region connecting local priority military transportation corridors to the national network. Access from local military installations is improving with projects such as Charter Oak Ranch Road to Fort Carson and the interchange construction to the Peterson Space Force Base West Gate. The widening of US 94 to Schriever Space Force Base is still needed to address traffic congestion and the reliability of this primary access route to the base. Wayfinding can also be enhanced for the installations. Fort Carson identified the need to properly route trucks to Gate 3 as they are often mistakenly taking the exit to Gate 4 which creates delays at that gate to turn freight traffic around.

3.5 Outreach Summary

Stakeholder engagement—primarily through in-person outreach—identified key priorities for the regional freight system across four focus areas: **safety, economic development, resilience, and military coordination**. These findings reinforce and build upon the 2024 PPACG Regional Freight Mobility Study, including its SWOT analysis.

Safety:

The most consistent concern was rail crossing safety, particularly at locations where crossings are in close proximity to intersections, causing delays and incidents. Additional issues include substandard rail siding lengths, insufficient truck parking, poor roadway conditions (e.g., at high truck volume sites), and lack of infrastructure to support chain-up/chain-down requirements in mountain corridors. Improved communication, variable message signage, and consideration of passenger rail impacts on freight were also identified as priorities.

Economic Development:

Stakeholders emphasized growing freight demand across both urban and rural areas and the importance of supporting freight-intensive development. Key opportunities include expanding multimodal facilities such as the Southern Colorado Rail Park and Peak Innovation Park, improving access to industrial areas, leveraging underutilized rail spurs, and enhancing infrastructure along critical freight corridors (e.g., I-25, Powers Boulevard, Proby Parkway). Continued growth in warehousing, distribution, and e-commerce is increasing pressure on the freight network.

Resilience:

The freight system's ability to adapt to disruptions—particularly given reliance on key corridors such as I-25, US 24, US 285, and a single primary rail line—is a significant concern. Stakeholders highlighted the need for reliable alternate routes, real-time communication, and system redundancies (e.g., parallel corridors, longer rail sidings). Weather-related disruptions and limited detour capacity can significantly impact operations and surrounding communities.

Military Coordination:

Strong collaboration between PPACG and regional military installations was emphasized. Key concerns include congestion at base access points, the need for improved wayfinding (e.g., directing trucks to correct gates at Fort Carson), and maintaining reliable access via STRAHNET/STRACNET corridors.

Ongoing and planned infrastructure improvements are enhancing access, but continued coordination is critical to support military operations and freight mobility.

3.6 Additional Themes

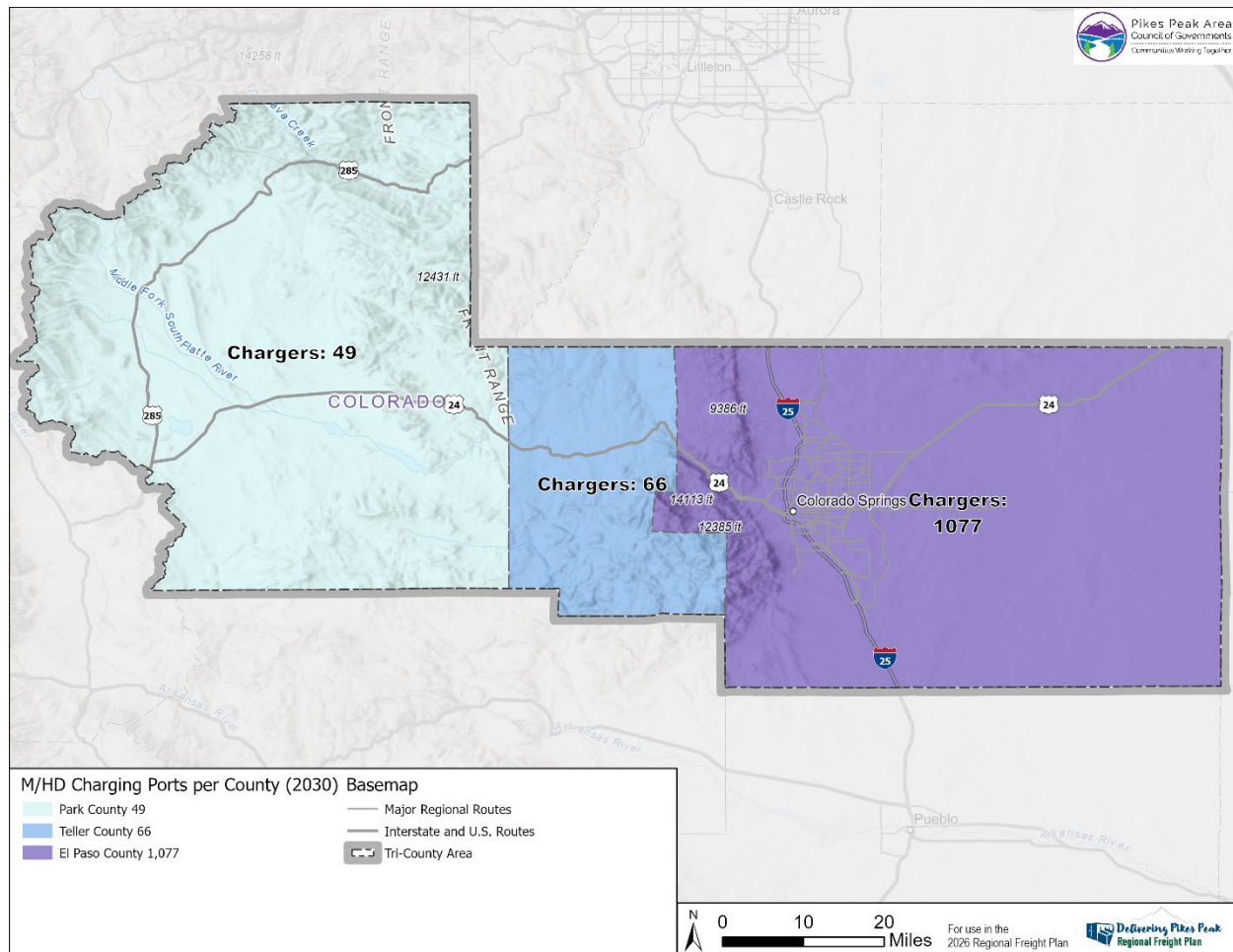
This section reviews some of the additional questions, concerns, ideas, and opportunities identified in the outreach process for the PPACG Regional Multimodal Freight Plan that are otherwise not directly responded to in the existing conditions, outreach, and projects and corridors sections of this plan. Additionally, this section provides best practices and planning considerations to PPACG Region stakeholders as planning and programming decisions are discussed, evaluated and enacted.

3.6.1 Electrification

Electrification of medium and heavy duty vehicles (M/HD) is a major trend in Colorado, among neighboring regions, and trade-partner states. In Colorado specifically, preliminary medium- and heavy-duty charging priority areas have been identified through Colorado's Medium/Heavy Duty Charging Infrastructure in the State of Colorado. The DRCOG Region is also pursuing electric vehicles initiatives, including among M/HD vehicles with a high level of focus on inter-regional and medium-distance inter-regional shipping where electrification is most immediately implementable. The PPACG Region, in recognition of these regionally relevant initiatives, supports private sector investment in these initiatives to align with industry trends and implementation to ensure sustainable and resilient supply chains in the rapidly changing electrification and automation landscapes.

The [Colorado M/HD Corridors map](#) identifies anticipated charging needs across and defines long-haul corridors and charging areas across the state. The PPACG region's only long-haul corridor is I-25 and the key long-haul charging areas coincide with DRCOG and Pueblo Area COG, reducing the need for PPACG to plan for long-haul level charging. The map also provides an anticipated 2030 charging port needs by county for conservative M/HD electric vehicles adoption, the results of which are presented in Figure 3-4. Based on the adoption rate, key utilities include Colorado Springs Utilities, Fountain Municipal, Black Hills Energy, Mount View Electric Association, and CORE Electric Cooperative.

FIGURE 3-4 M/HD CHARGING PORTS ANTICIPATED BY 2030



3.6.2 Curb Management

Curb management, while more of a local strategy, is an important element of urban freight distribution. As urban corridors densify curb space has become a constrained and highly competitive asset used by freight, passenger vehicles, transit, and micromobility. Effective strategies must balance these demands while improving safety, reducing congestion, and supporting local economic activity. Hearing from several City representatives, primarily in El Paso county, identifying strategies for curb management is increasingly more important and the Region's municipalities have a variety of policy and technology management practices that can be implemented.

Policy

Best practices from Colorado and peer regions emphasize transitioning from static regulations to dynamic, performance-based management.

- Curbside Access Plans (CAPs): Neighboring cities, such as Denver, use neighborhood-level curbside plans to align loading zones with land use, freight demand, and business needs.¹
- Flexible, Time-Based Regulations: Policies that designate peak-hour loading zones or off-peak delivery windows improve freight efficiency while reducing conflicts with other users.
- Modernized Municipal Codes: Consider updating local ordinances to allow dynamic pricing, reservation systems, and adaptable curb uses where appropriate.²

Technology

Emerging technologies allow agencies to better understand and actively manage curb activity in real time.

- Smart Loading Zones (SLZs): Digital reservation systems allow freight vehicles to book curb space in advance, improving reliability and reducing illegal parking.³
- Curb Data Platforms: Tools such as the Curb Data Specification (CDS) enable agencies to map, manage, and communicate curb regulations digitally.⁴
- Sensors and Video Analytics: Pilot projects use camera and sensor data to monitor dwell times, violations, and curb utilization patterns.⁵
- Dynamic Pricing Systems: Demand-based pricing encourages turnover and reduces cruising for parking, which can account for significant delivery inefficiencies.⁶

Immediate next steps for regional partners considering implementing curb management strategies included: Inventorying and mapping concerns that currently exist or may exist in the near future based on utilization rates, zoning/land uses, and growth; Understanding what policies or technologies already exist in these areas to manage freight delivery and pick-up; Consider implementation of the above listed or other best practices strategies based on efficacy (actual impact on curb management) and efficiency (timeliness and costliness of implementation).

3.6.3 Rail Siding

One of the key concerns identified in outreach with rail stakeholders was the identification of the three rail sidings in the PPACG Region are sub-standard length. This presents logistical challenges that impact movement of freight rail in and through the region. Train operators must consider more deeply the number of train cars that can be included on a corridor that could face potential conflicting train movements, and my need to forego trip efficiency (number of train cars per trip) for safety and operational purposes This can reduce overall corridor capacity and reliability, potentially discouraging rail use for regional shippers. Documenting this concern is an important element of this plan because demonstration of coordination with private stakeholders in the region builds confidence in the prioritization and reliability

¹ [Curbside & Parking Toolkit - City and County of Denver](#)

² [Curb Policy Guidance](#)

³ [Curb-management innovations: Lessons from smart and zero-emission loading zone pilots | Smart Cities Dive](#)

⁴ [SMART Curb Collaborative | Open Mobility Foundation](#)

⁵ [Curb-Management Pilots Smooth the Flow of Traffic, Deliveries](#)

⁶ [Parking & Curb Management Insights | Curb Institute](#)

of freight in the region. Possible future solutions include working with rail operators to understand land use needs for expanding existing siding, supporting visibility of this concern as other uses for rail lines (such as regular passenger and military rail) emerge, and contextualized the need in conjunction with other rail-intermodal initiatives such as the Southern Colorado Rail Park.

3.6.4 Front Range Passenger Rail

The Colorado Front Range Passenger Rail (FRPR), branded as the Colorado Connector (“CoCo”), is a proposed intercity passenger rail service that will connect major population centers along the I-25 corridor from Fort Collins through Denver to Colorado Springs and Pueblo. The system is being advanced by the Front Range Passenger Rail District in partnership with CDOT and federal agencies, with an initial “starter service” anticipated by 2029 and full corridor buildout in the early 2030s.

For the PPACG region, which includes Colorado Springs and surrounding communities, the introduction of passenger rail service on freight-owned corridors presents both opportunities and challenges. As a benefit to the region the project improve regional mobility and support economic development near and around stations. On the other hand, shared corridor operations can create capacity constraints and operational conflicts with freight rail, especially on segments that are already single track or constrained by short sidings and limited passing opportunities. Freight trains—often longer and slower—may experience reduced scheduling flexibility, while passenger trains typically require higher reliability and priority dispatching.

Implementation of FRPR will, therefore, require targeted infrastructure and operational strategies to maintain freight efficiency. Key considerations include expanding passing sidings and, where feasible, adding double-track segments to increase corridor capacity (elements discussed for the rail sidings concerns raised by rail stakeholders); implementing advanced dispatching and scheduling agreements to balance passenger and freight movements; and negotiating long-term access agreements that protect freight rail performance. In some cases, peer regions have moved toward partial separation of passenger and freight operations through dedicated tracks or right-of-way acquisition to ensure reliability for both services. Additionally, early coordination with freight railroads and regional stakeholders will be essential to identify bottlenecks within the PPACG Region and prioritize improvements that benefit both passenger and freight mobility. Thoughtful integration with freight rail infrastructure and operations is critical to ensure that expanded passenger service does not adversely impact freight movement, reliability, or economic competitiveness.

3.6.5 Interregional Freight Network Connectivity

The 2026 PPACG Regional Freight Mobility Plan coincides with the 2026 DRCOG Regional Freight Mobility Plan, and as such presents to opportunity to ensure continuity between freight transportation networks across the regions. Close partnership with the DRCOG Region is an important part of the economic foundation of the PPACG Region, and alignment between the two regions present opportunities for mutually beneficial growth and specialization.

Both the PPACG Region and the DRCOG Region have independently identified three key corridors connecting the two regions.

- The first, and most important from the standpoint of truck volumes, is I-25. The interstate is the most important freight transportation network in the country, and particularly along Colorado’s Front Range where only a few alternatives exist for North-South aligned freight transportation. I-25 is a key element of intra-regional, inter-regional, and interstate travel for both regions.

Additionally, I-25 is the lone freight-priority corridor connecting the PPACG Region with the Pueblo Area COG Region further reinforcing it's importance.

- The second route is SR-83, connecting the southern portion of the DRCOG Region with the northern portion of the PPACG Region, similar to I-25. The route is the only other route connecting the two region along Colorado's Front Range, and provides important access to local agricultural areas between the regions.
- The last route is US-285 connecting Jefferson County in DRCOG to Park County in PPACG. This is the only mountain corridor connecting these two regions, but represents a critical route for connecting DRCOG with freight industries in Central Colorado. Additionally, it is a key corridor for connecting DRCOG industries and commodities with residents of not only Park County but also other communities in Central, South-Central and South West Colorado (and vice versa).

3.6.6 Drones and UAVs

A unique concern for the PPACG Region is drone and unmanned arial vehicles (UAVs) for last-mile delivery services, particularly as they relate to e-commerce. because the commercial air and military installations in the region, specifically in El Paso County where this technology would most imminently implemented, have strict air space controls and restrictions. Through the discussions with industry stakeholders in the engagement and outreach elements of this plan, due to broad restrictions around airspace control drones and UAVs are not being explored in the PPACG Region at this time. However, as this form of last-mile delivery continues to be explored and adopted the region should consider working with commercial and military airspace partners to explore incorporation of air-shipping corridors where e-commerce and other drone shipping businesses can freely use the airspace at designated altitudes for shipping purposes. This technology, though is likely several years to decades away from moves towards major adoption in the region

FIGURE 3-5 UAV DELIVERY VEHICLE



3.6.7 Other Last-Mile Considerations

While this plan does not deeply explore the to-home delivery there are notable relationships between last-mile delivery needs in the PPACG Region. The last-mile challenges for large shippers and distributors typically orient around delivery scheduling and reliability. Truck parking for warehousers and distributors is limited on the pick-up end of heavy duty trucking transportation. This corresponds to understanding how existing an new developments use technology or municipal guidance for providing adequate truck staging and parking to ensure congestion does not spill onto the pubic right of way and shipping is reliable and timely. On the receiver end of this transaction delivery windows for large businesses, retail stores, and shopping centers can be limited, particularly for circumstances where business collocated with other businesses in denser urban areas. The strategies for addressing these needs include exploring urban micro-hubs to consolidate goods before final delivery, off-peak delivery policies ensuring delivery vehicles avoid impacting peak-hour traffic, and curb management policies and technologies (several of which are discussed in the curb management subsection above) to reduce conflict, enhance navigation flexibility for drivers, and avoid congestion. These are important considerations for freight related policy making at the municipal level.

SECTION 4

PROJECTS AND CORRIDORS



4.1 Upcoming & Current PPACG Projects

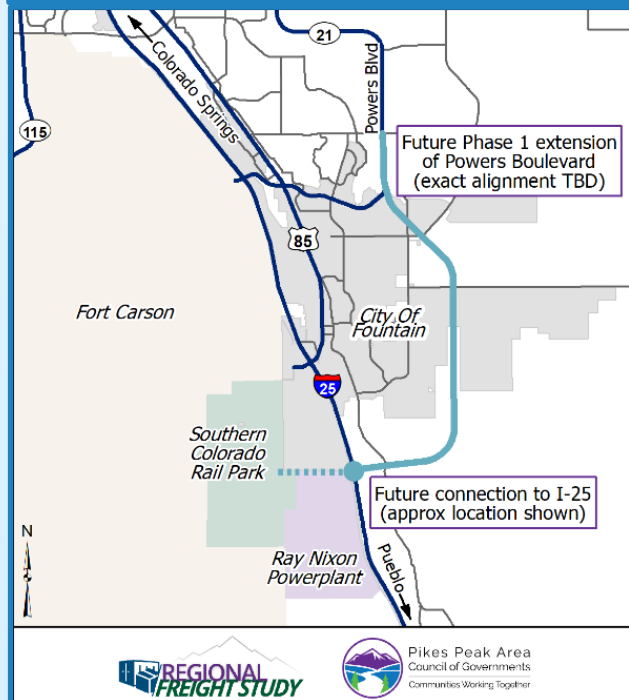
I-25 serves as a backbone of commercial freight movement for the Pikes Peak region, the state of Colorado and the extended CanAm Corridor (from Mexico to Canada). Additional freight corridors, including US 24, CO 94, CO16/CO 21, and CO 115, are key elements of the overall freight network, providing interregional freight movement connectivity to the broader national freight network and supporting mobility of residents of the Pikes Peak Region. Within the Pikes Peak region and beyond, all these corridors are essential to commercial freight movement, military access/deployment, and regional mobility.

Recognizing the importance of these critical corridors to economic stability, military access and mobility, the PPACG region has prioritized long range planning and strategic improvements targeted at improving and enhancing each of these corridors as well as strengthening the essential connections among these freight and military access routes. Recently completed, ongoing and programed projects include the multi-corridor Military Access, Mobility & Safety Improvement Project (MAMSIP), CO 115 safety improvements, I-25 ramp metering, the Southern Colorado Rail Park, I-25 Safety Improvements (Circle Drive to Academy Boulevard), and completion of a CO 21/Powers Boulevard I-25 bypass/loop freeway.

SOUTHERN COLORADO RAIL PARK

The Southern Colorado Rail Park (SCRP) is a significant upcoming freight project within the PPACG region. Shown in Figure 4-1, SCRCP is a proposed industrial park and freight hub project that is currently progressing through the development review process. The SCRCP industrial park site is currently located within El Paso County, Colorado, and a trackage agreement with the City of Colorado Springs was recorded May 30, 2023. The site is bordered by Fort Carson to the north, south, and west, City of Fountain property to the east, and the Ray Nixon powerplant to the southeast. The site is planned to be developed over four phases, with the first phase including only the exiting rail line into Fort Carson. The planned land use mix for the site will be primarily light and heavy industrial, with some retail and storage/warehousing uses also expected. The buildout of the site is expected to progress over a period of about 20 years.

FIGURE 4-1. SOUTHERN COLORADO RAIL PARK



Background

The planning, funding, and implementation process for the Southern Colorado Rail Park rail-served industrial complex began in 2014. The initiative by El Paso County and the City of Fountain was fueled by findings from a local Economic Development Assessment Team (EDAT) Report (October 2014) that was undertaken in response to a series of natural disasters in El Paso County in 2012 and 2013. Prominent among the findings cited by the report were: that while population was increasing, job creation was not, that while El Paso County was gaining jobs, the region was losing total jobs, and that El Paso County was losing manufacturing jobs at a rate that was well beyond the national trend. El Paso County funded a Proof of Concept Report (2015) for the El Paso County Office of Economic Development and gained transition with the U.S. Economic Development Agency (EDA) offices in Denver. The 2015 report validated the concept, lauded multijurisdictional collaboration and potential for regional multiplier effects, and identified a site for the proposed rail park adjacent to Colorado Springs Utilities Ray Nixon coal-fired power generation plant and immediately east of Fort Carson.

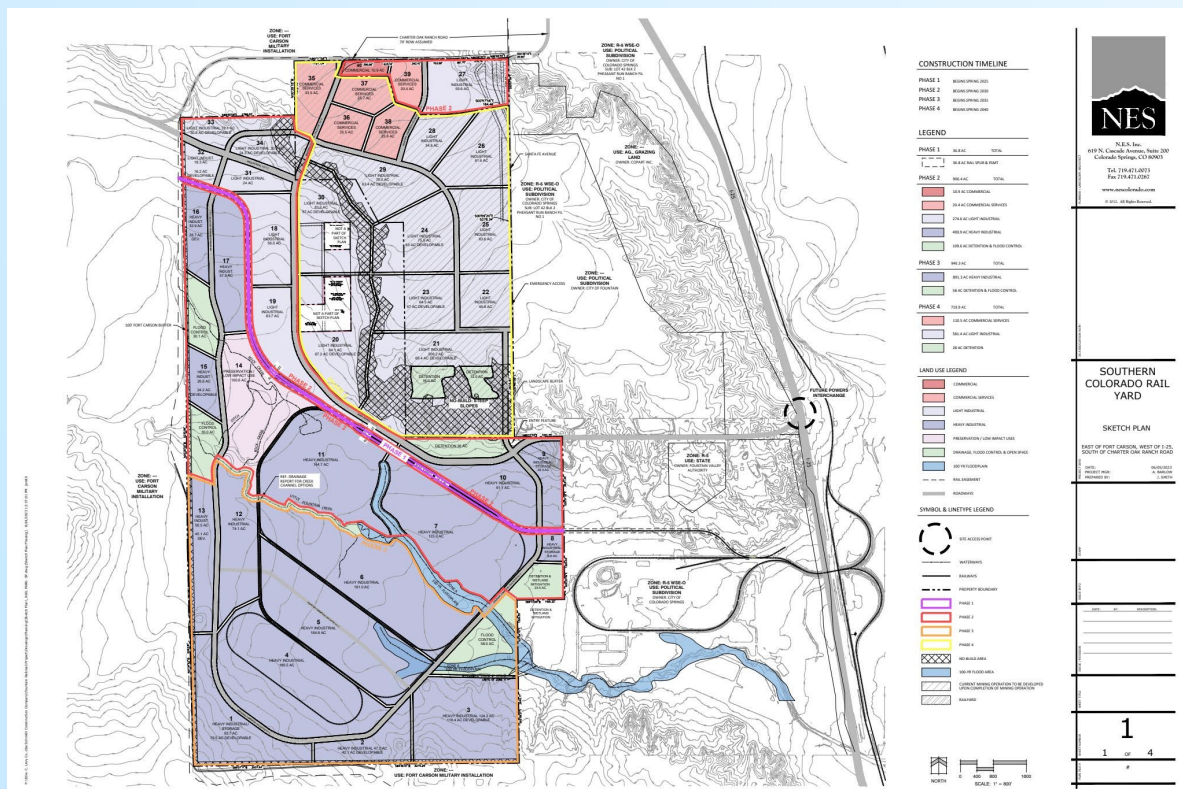
SOUTHERN COLORADO RAIL PARK (CONTINUED)

Background (Continued)

Over the next seven years, El Paso County and Fountain were joined by new partners, including Colorado Springs Chamber and Economic Development Corporation, the City of Colorado Springs, and the Edward C. Levy Corporation (owner of the vacant tract of land). The partners entered an MOU advance the rail park and collaboratively further supporting study the produced the Front Range Dual-Service Rail Park of Southern Colorado Project Feasibility Study in May (May 2022) prepared for the U.S. EDA and supported a public/private partnership to make the rail park a reality.

As shown in Figure 4-2, initially, access to the site will be to Charter Oak Ranch Road only. A planned future connection to Interstate 25 (I-25) near mile post (MP) 125.7 (or approximately 2.25 miles south of the US 85 interchange) will improve access to the site and provide the connectivity to adequately serve full buildout of the development. The planned connection to I-25 would align with the proposed extension of Powers Boulevard, which will connect with I-25 from the east.

FIGURE 4-2. SOUTHERN COLORADO RAIL PARK SKETCH PLAN



Military Access, Mobility & Safety Improvement Project (MAMSIP)

Improvements to CO 94, South Academy Boulevard, I-25, and Charter Oak Ranch Road comprise the MAMSIP project, as discussed below and labeled in Figure 4-3. The \$161 million project, funded by contributions from CDOT, El Paso County, Pikes Peak Rural Transportation Authority (PPRTA), and a federal BUILD grant, will improve safety, operational efficiency, and economic vitality of primary commercial freight routes, while reinforcing strategic mobility throughout west and south Colorado Springs.

- **MAMSIP CO 94 Improvements Component (1)**

This \$11 million project was completed in June 2023. Improvements to CO 94 included the addition of a westbound passing lane (between North Franceville Coal Mine Road and US 24), installation of fiber (from US 24 to Enoch Road), construction of a “jug handle” intersection at Blaney Road. Together these three project components, completed in summer 2023, will increase operational efficiency of westbound traffic and improve safety between North Franceville Coal Mine Road and US 24, enable future installation of ITS along the corridor as well as high speed communications for future development, and remove slow moving traffic from the passing lane at Blaney Road, thereby increase the operational efficiency of eastbound traffic.

- **MAMSIP South Academy Boulevard Widening and Resiliency Component (2)**

Academy Boulevard is a key arterial roadway that runs north to south for approximately 15 miles through Colorado Springs and was formerly CO 85. Prior to expansion of the City far to the east of the historic urban core, Academy Boulevard was envisioned as a loop/beltway alternative route to I-25. The South Academy Boulevard project segment includes only the southern mile and a half of from the I-25 interchange, crossing US 85/ 87, and continuing to the road’s approach to Milton Proby Parkway which connects to CO 21. The project segment is a key corridor for commuters and inter-regional travel, as well as critical defense access and haul route for military personnel and equipment travelling between Peterson Space Force Base and Fort Carson providing access to six of Fort Carson’s entrances (Gates 1-6), including the primary freight access to the Post. Carrying an Annual Average Daily Traffic (AADT) traffic flow of approximately 57,500, this segment of I-25 is characterized by recurring congestion during peak hours.

Improvements to the South Academy Boulevard project segment include widening to provide three dedicated travel lanes in each direction, scour protection to improve the resilience of bridges crossing Fountain Creek, widening of bridges crossing over Bradley Road and other corridor infrastructure to accommodate three travel lanes in each direction, noise abatement treatments, drainage improvements, and lighting improvements.

Together, the South Academy Boulevard project segment improvements, to be completed in 2026, will provide enhanced safety and mobility for motorist, provide a smoother surface and safer driving while extending life of the asphalt pavement, reduce the impact of highway noise on the surrounding environment, and improve bridge resiliency, ensuring no movement or settlement during major storm events thereby mitigating the need for bridge closure and delays for inspections.

- **MAMSIP I-25 Safety Improvements Component (3)**

I-25 is the spine of Colorado’s vehicular mobility and freight movement as well as the major north to south transportation corridor in Colorado Springs. The 7.5-mile project segment extends from South Academy Boulevard to Santa Fe Avenue (US 85/87), the exit for Fort Carson Gate 19. Improvements to the project segment include replacement of two bridge crossings over South Academy Boulevard, widening of both inside and outside shoulders and installing safety improvements, a concrete surface treatment overlay, installation of median barriers for the entire length of the corridor, maintenance work of four bridges, and installation of a (SB) deceleration lane at the CO16 interchange.

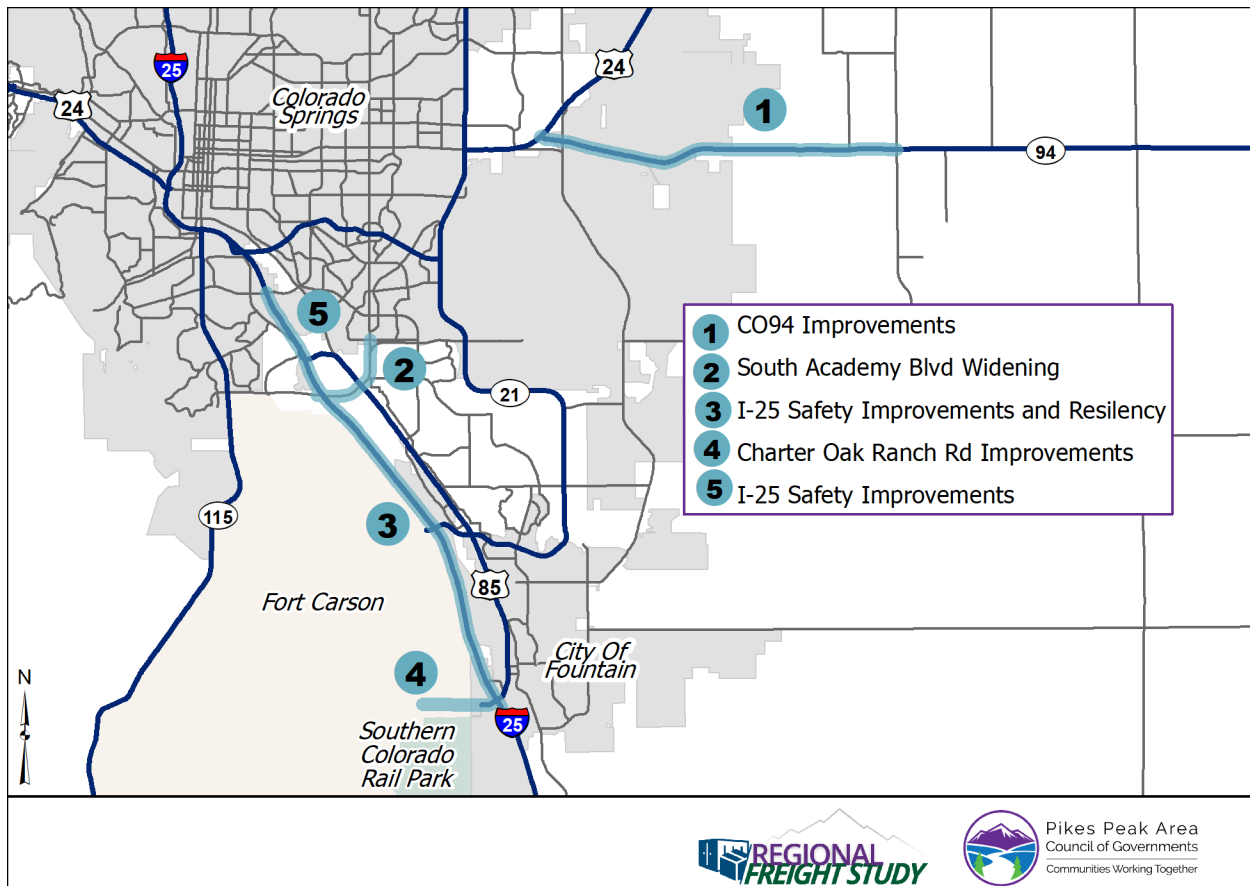
Collectively, the work on the I-25 project segment will improve safety, resulting in reduction of accidents, injuries, and fatalities; and will improve mobility along one of the state's busiest instates while maintaining the economic vitality provided by this critical north to south route.

- **Charter Oak Ranch Road Improvements Component (4)**
Charter Oak Ranch Road is accessible off I-25 via Santa Fe Avenue (US 85) and is the only access to Gate 19 of Fort Carson, the region's largest employer. In 2009, Charter Oak Ranch Road was designated by the U.S. Department of the Army as important to national defense. More than 40 percent of the traffic using Charter Oak Ranch Road is heavy vehicles, and the road is characterized by crumbling pavement, poor drainage, steep grade, narrow lanes, and no facilities for cyclists or pedestrians.

I-25 Safety Improvements (Circle Drive to South Academy Boulevard) (5)

CDOT recently awarded a contract to develop conceptual design for the I-25 segment located immediately to the north of the MAMSIP project segment. Improvements to the new segment will include the types of improvements underway for the MAMSIP segment and will also focus on key connections to this segment including operational improvements to the southbound weaving section between the southbound Circle Drive on-ramp and South Academy Boulevard off-ramp.

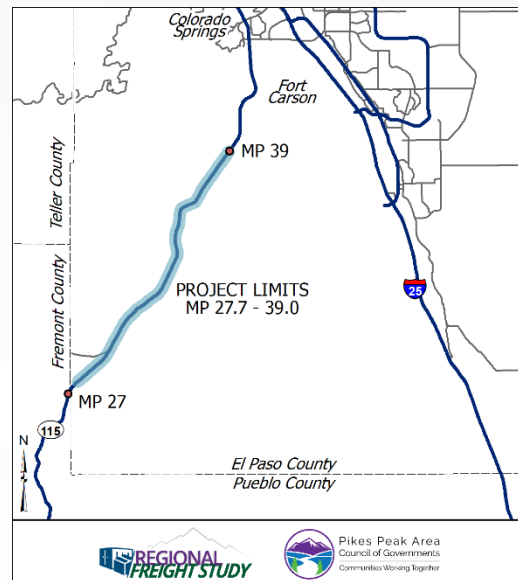
FIGURE 4-3. MILITARY ACCESS, MOBILITY & SAFETY IMPROVEMENT PROJECT (MAMSIP) PROJECTS



CO 115 Safety Improvements (MP 27.7 to MP 39)

Shown in Figure 4-4, this \$40 million project includes addition of passing lanes and right turn lanes to the CO 115 project segment as well as rehabilitation or reconstruction of cracked and distressed pavement between and Rock Creek Canyon Road and one mile south of Barrett Road. These improvements, completed in late 2024, improve roadway and bridge safety, and enhance corridor mobility by adding turning lanes and passing lanes. Reconstruction of this CO 155 project segment also provides a smoother driving surface and increased the longevity of the highway.

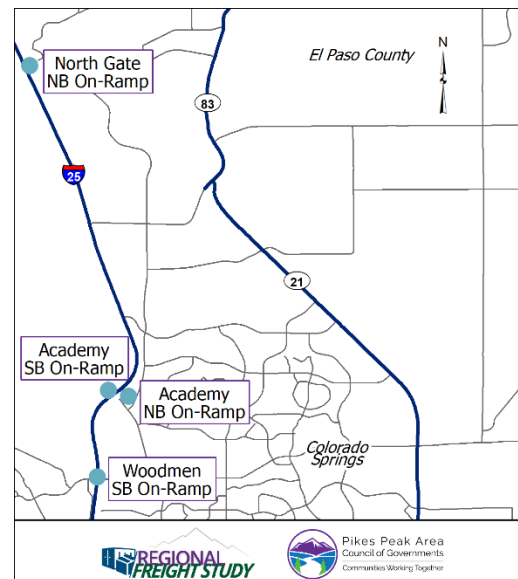
FIGURE 4-4. CO 115 SAFETY IMPROVEMENTS (MP 27.7 TO MP 39)



I-25 Ramp Metering in Southeast Colorado

Shown in Figure 4-5, I-25 on-ramp widening and ramp metering improvements at Woodmen Road (SB on-ramp), North Academy Boulevard (NB and SB on-ramps) and North Gate Boulevard (NB on-ramp) has been completed since 2023. Intelligent Transportation Systems (ITS) will use automated vehicle/queue detection to monitor, trigger and time vehicle release to adjust meter timing and mitigate any traffic backups. Ramp metering at these locations will enhance roadway safety and improve I-25 congestion through spacing and pacing vehicle entry onto the interstate.

FIGURE 4-5. I-25 RAMP METERING IN SOUTHEAST COLORADO



CO 21/Powers Boulevard

- There are three planned projects along CO 21 and Powers Boulevard, listed below and shown in Figure 4-6. These projects will enhance the regional freight network by providing an additional north to south route parallel to I-25. This improved route will also serve as a connection between east to west routes, such as US 24 and CO 94. CO 21 currently ends at a signalized T-intersection at CO 83/Interquest Parkway. With planned extension of CO 21 to a connection with I-25 at the Voyager Parkway interchange, this intersection will be upgraded to a full interchange.
- **North Powers Connection to I-25 (2)**
This project will extend CO 21 north from the current terminus at CO 83 to a north connection to I-25. Design for the extension is underway and rough grading of dedicated right-of-way has been completed.
- **South Powers Extension (3)**
An ongoing Planning and Environmental Linkage (PEL) Study for extension of Powers Boulevard/CO 21 south from CO16 has identified recommended alignments for phased extension of Powers Boulevard to the south. The recommended alignment for the initial phase of the project would connect to I-25 at a new interchange located approximately 1.7 miles south of the existing Santa Fe Avenue/CO 85/87 interchange. A future phase of the project would take off from the initial alignment to extend further south to connect to I-25 at an upgraded PPIR interchange (located approximately 6.2 miles south of the existing Santa Fe Avenue/CO 85/87 interchange).

FIGURE 4-6. CO21/POWERS BOULEVARD



4.2 Potential Future Freight Projects

Through PPACG's comprehensive, continuing, and collaborative planning process potential future projects for support commercial freight movement within the region were identified and prioritized. Projects are described below and are labeled to correspond with Figure 4-7, following this section, and only corresponds to the locations of the projects and does not imply any level of prioritization among them. Potential future projects include improvements to primary commercial freight movement corridors as well as to key network connectors as well as the addition of new connectors and freight hubs.

Primary Freight Corridor Improvements

1. **US 24 W Operational & Safety Improvements (I-25 to Manitou Avenue)**
Recommended improvements from the Environmental Assessment (May 2012) include both capacity/operational improvements and safety improvements. While selected improvements have been completed, implementation of the remaining recommended improvements is needed to serve the commercial freight movement and mobility needs of the "pinch point" corridor segment.
2. **US 24 W Operational & Safety Improvements (Manitou Avenue to Green Mountain Falls Road)**
The steep grades and sharp curves that characterize this segment of the corridor cause differential travel speeds and backups. Where feasible, the addition of climbing lanes and wider lanes or shoulders would be beneficial from both safety and operational perspectives. speeds, congestion. The feasibility of implementing widening though the Ute Pass segment of this corridor is limited due to the proximity to the travel lanes of the Fountain Creek and steep rock cropping.
3. **US 24 E Operational & Safety Improvements – CO 21 to Ramah Road**
A Planning and Environmental Linkage (PEL) Study for US 24 E, from Powers Boulevard/CO 21 to the Town of Ramah was completed in 2018. The recommended alternative includes widening and addition of passing lanes as well as intersection and access improvements.
4. **CO-94 E Operational & Safety Improvements – Mile Post 0 to US287**
The MAMSIP project included improvement to CO94 west of North Franceville Coal Mine Road. Similar improvements continuing east are needed, including passing lanes, safety improvements and selected intersection improvements. This extended upgrade of CO 94 will result in a connection to the Ports to Plain Corridor (US287/US40 at Kit Carson).
5. **CO 16/CO 21 at Mesa Ridge Parkway Interchange Improvements**
Fort Carson Gate 20, that processes the highest level of entries/departure from the Post, is accessed from Mesa Ridge Parkway (CO 16/CO 21). Mesa Ridge Parkway is the final leg of CO 21 that provides connectivity to I-25. CO 16 operates at capacity, providing poor levels of service. Improvements to the interchange could optimize ramp and cross street processing of high volumes.

Network Connector Improvements

6. **Bradley Road to CO 21 Connector**
Bradley Road currently ends to the east of Grinnell Boulevard. To improve freight network connectivity, Bradley Road should be extended to Powers Boulevard/CO 21.
7. **Bradley Road Improvements (CO 21 to Drennan Road)**
East of CO 21, Bradley Road exists between CO 21 and Drennan Road. Safety and operational improvements to this segment of Bradley Road would enhance its function as a freight network connector to Marksheffel Road and the future Briargate Stapleton Loop Road/Beltway.
8. **Curtis Road (US 24 to Drennan Rd)**
Supporting the Briargate/Stapleton Loop Road/Beltway, this project would bring this section of Curtis

Road up to current freight standards, as the rural road has no shoulders and needs intersection safety improvements, as well as drainage improvements.

9. Blaney Road/Davis Road Improvements – CO94 to Curtis Road
This project supports the regional use of the landfill on Blaney Road. These connector roads are gravel and have too many truck trips to safely function for freight. The gravel roads need to be paved and brought up to current standards including shoulders, safety improvements, and drainage improvements.
10. Woodmen Rd (US 24 to Golden Sage)
Woodmen Road is a major east west connector from I25 to US24 East. While the Colorado Springs segment is currently 6 lanes, the El Paso County section needs to be widened to 6 lanes, along with intersection and drainage improvements and multimodal accommodations.
11. Eastonville Rd (Londonderry to Sweet Rd)
As the Falcon area has grown and is now a major population center, the important north-south connection is a redundant road connection to Meridian Road and handles not only freight, but also serves schools and new development is already being planned. There are currently too many trips on this gravel road, which would be converted to pavement
12. Elbert Road (US 24 to County Line Improvements)
Elbert Road makes an important connection from US24 East going to Douglas County and connects to SH86. This rural road needs to be brought up to current standards as the road has no shoulders, needs intersection safety improvements and drainage improvements.
13. South Powers Blvd Extension – I-25 to CO 21
This project will serve as a redundant road for I25 and will serve freight from Powers north, COS airport and the Freight distribution centers around the airport and Powers south will make the southern connection back to I25..
14. South Academy Blvd
The segment east I25 needs to be increased to 6 lanes and an interchange is potentially needed at the Pikes Peak State College (PPCC) /commercial area, which is important for military readiness, connection to rail, and the connection from Hancock Expressway, COS airport, and SH115.
15. US 285 Safety Improvement (Park County)
A sharp curve on US 285 northeast of Fairplay afford limited sight distance and poor operational performance, both of which could be improved by flattening the curve and or reducing vertical obstruction at this location.
16. Hoosier Pass/CO 9 Safety Improvements (Park County)
The Hoosier Pass segment of CO/9 is characterized by sweeping curves and deep drops. Safety improvements including wide shoulders and passing/climbing lanes are needed to support improved efficiency and safety performance.
17. CO 15/Elkhorn Road (Park County)
Elkhorn Road is a local collector roadway that parallels CO 9, east of Hartzel and provides redundant connection between US 24 and US 285. This project would upgrade Elkhorn Road so that it could be used as a detour route for CO 9, a high volume freight route, for closures/incidents.

Resiliency/Incident Management Improvements

18. Briargate Extension to Meridian Road– Stapleton Loop Road/Beltway
The Briargate-Stapleton Loop Road/Beltway, a redundant route for I-25, has been part of planning for El Paso County since 1987. Several segments have been constructed and planning to preserve the corridor and control access to the future loop road have been developed and adopted.

19. Hwy105 – I25 to CO83 Improvements

This project is a northern connection from I25 to US83. It serves as an important redundancy project for incident management on both state highways.

Bridge Improvements

Identifying and improving low height bridges, as well as those with oversize/overweight restrictions is a vital step in improving regional freight mobility. These restrictions pose a challenge for oversize/overweight vehicles, leading to detours and increased travel times, in turn resulting in additional costs. Improvements such as raised bridge clearances or structural reinforcements can mitigate these challenges, improving the economic competitiveness of the regional freight network by ensuring that the infrastructure can handle a range of freight vehicle. The list below provides the locations of bridges with load and height restrictions. There are currently 3 load restricted bridges in the region and 11 height restricted bridges.

Load Restriction Bridges

20. US-24 East of Manitou Springs

21. US-24 West of Peyton

22. US-24 East of Calhan

Height Restriction Bridges

23. I-25 at Interquest Pkwy

24. I-25 at N Academy Blvd

25. & 26. I-25 North of E Academy Blvd

27. US25 South of City of Fountain

28. US24 Bypass at I-25

29. US-24 East of Manitou Springs

30. SH 105 at Railroad Crossing in Monument

31. SH 115 at S Academy Blvd

32. SH115 East of Cheyenne Mountain AFB

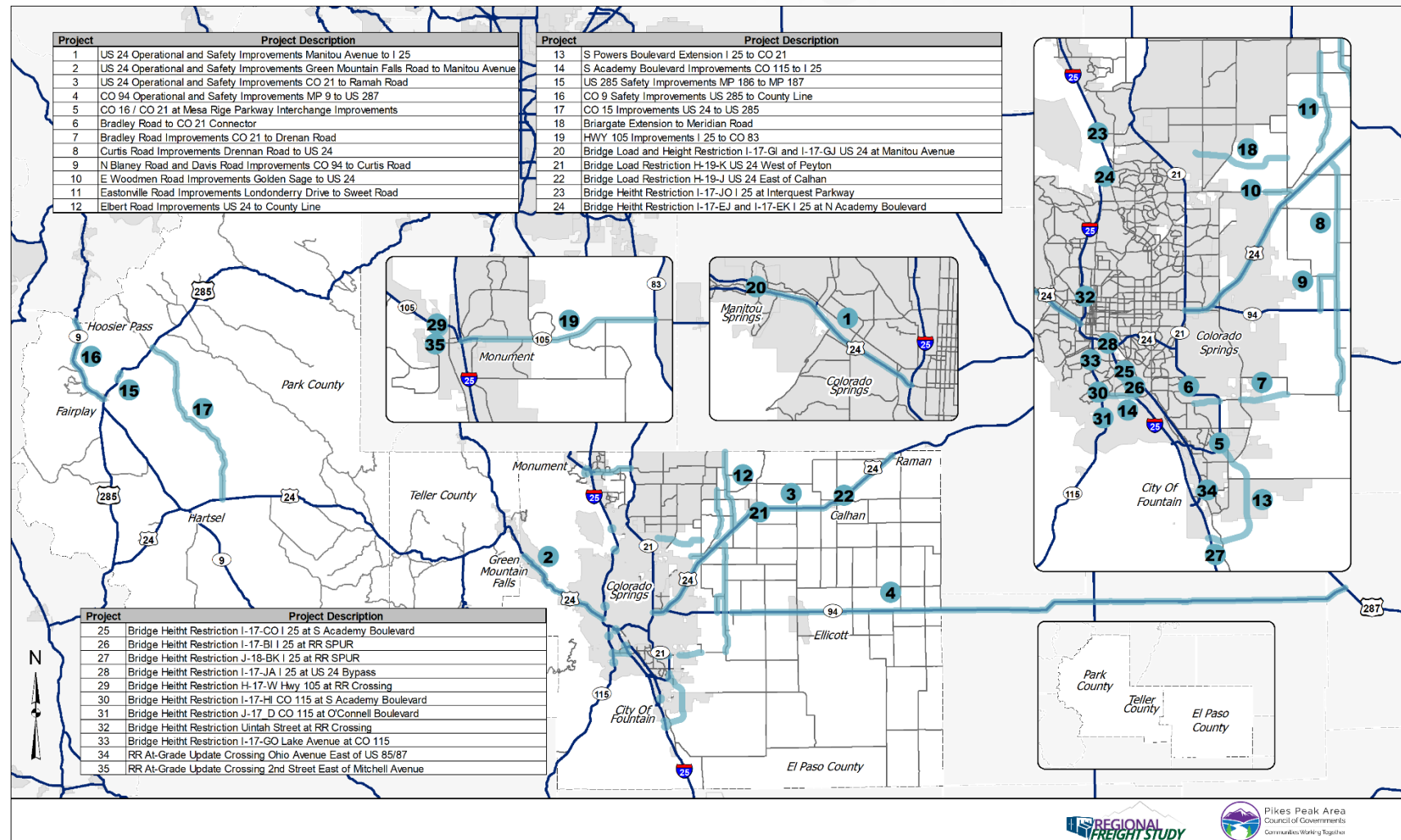
33. Uintah Street at I-25

34. Nevada Ave at Lake Ave West of Stratton Meadows

Railroad Crossing Improvements

Improving railroad crossings is crucial for enhancing freight efficiency and reducing delays in the regional freight transportation network. Single and dual track rail lines bisect various communities within the PPACG region. Upgrading these crossings can lead to reduction in travel times and delays in freight shipments. For example, these cities include both Fountain and Monument. While the rail lines are at grade through the majority of the City of Fountain, the crossing at **(34)** Ohio Ave East of US 85/87 is a priority given its location along a higher volume corridor. The city of Monument contains one at-grade railroad crossing at **(35)** 2nd Street East of Mitchell Ave. Additional grade-separated crossings may be needed within the region at these types of crossings, that intersect communities or major freight corridors, to reduce delays and improve freight efficiency.

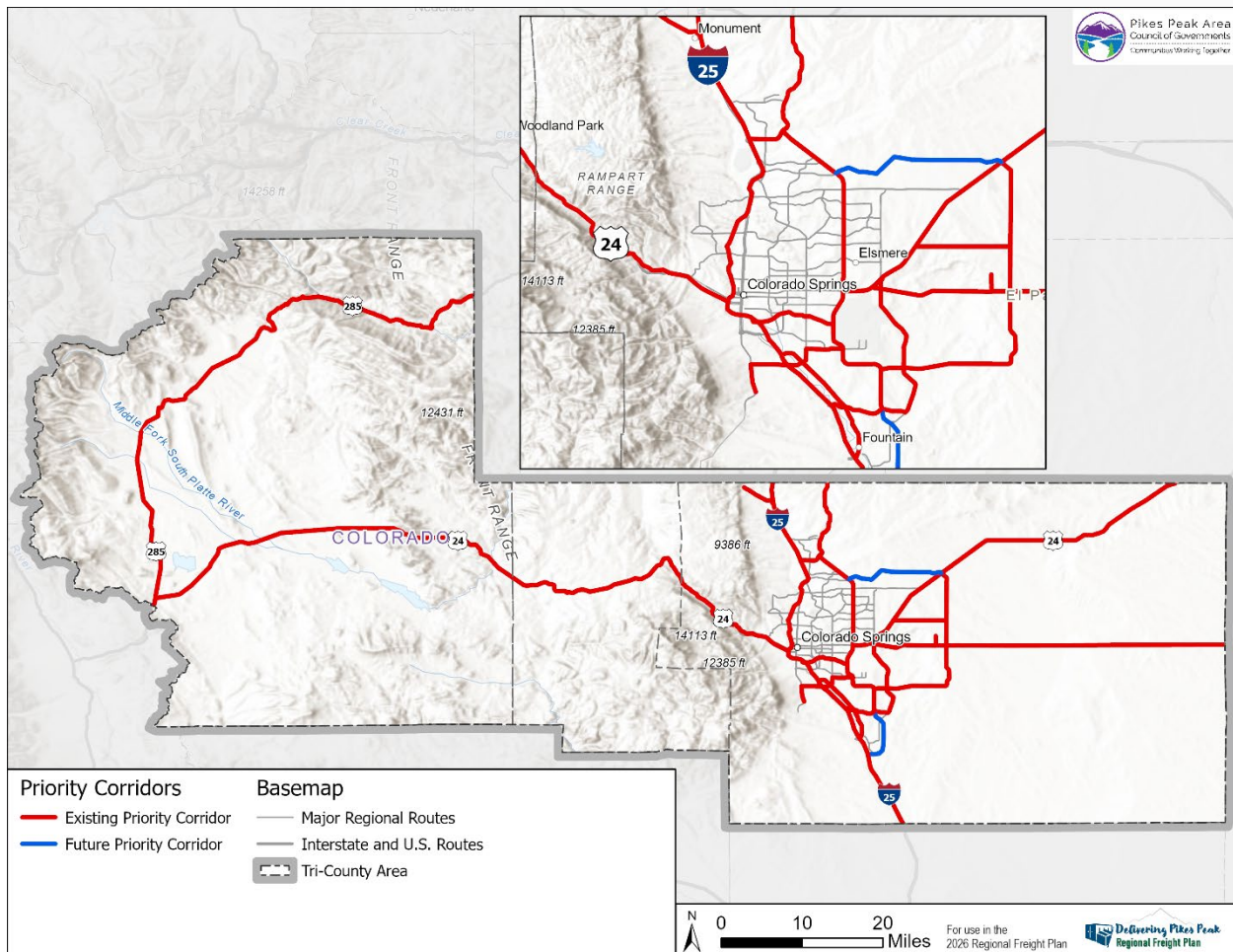
FIGURE 4-7. PPACG POTENTIAL FUTURE FREIGHT PROJECT LOCATIONS



4.3 Vision Freight Network

Building off the analysis of existing conditions and operations, as well as stakeholder engagement, the PPACG Regional Freight Study established a Vision Freight Network. Shown in Figure 4-8, this network consists of existing and future corridors that are regional priorities for freight infrastructure developments, some of which are part of upcoming and current PPACG projects. These corridors were identified based on high truck volumes, high percentages of trucks related to total volume, and additional corridors recommended by stakeholders. These corridors are vital to the transportation of goods in and through the PPACG region and, as such, is recognized again here in the Regional Freight Plan.

FIGURE 4-8. PPACG VISION FREIGHT NETWORK



SECTION 5

PRIORITIZATION FRAMEWORK

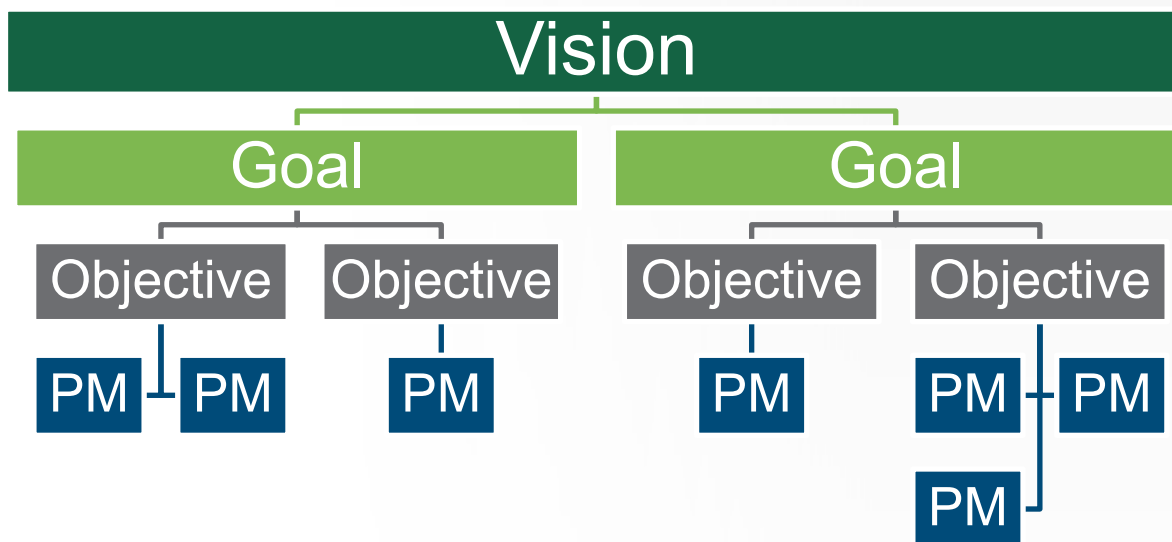


5.1 Prioritization Framework Introduction

This section provides a decision-making framework to allow the data, engagement, and analyses to become both implementable and informational. This section addresses the need for decision-making tools and resources by providing a composite Goal-Objective-Performance Measure synthesis that both informs decision makers of freight priorities and builds a system for measuring progress as the region grows and invests in itself. Additionally, this section provides guidance on freight funding sources by funding entity and applicable project types to support identification of funding for freight planning and programming as opportunities become available. Goals-Objectives-Performance Measures

The key outcome of this Regional Freight Plan is creating document that can serve as a guidepost for decision-making in the context of freight needs. To achieve this, the region has built a Goals-Objectives-Performance Measures framework that expands on the articulated vision for the region to identify goal areas for what the region would like to advance in freight planning, describes specific objectives that the region would like to achieve and support in the world of freight, and defines the data and information by which the performance of these objectives can be measured. Figure 5-1 describes the hierarchy of this approach and how each element is contained within the vision for freight in the region.

FIGURE 5-1. GOAL-OBJECTIVE-PERFORMANCE MEASURE HIERARCHY



The Pikes Peak Area Region Vision is as follows:



Recognizing the importance of developing a deeper understanding of freight needs and opportunities as a fundamental part of growth in the region, this plan, being stakeholder inspired and data-driven, seeks to provide the planning framework for developing a safe, reliable, resilient, growth conscious and freight sensitive transportation svstem.

In pursuit of this vision, there were **four goal areas** selected, including **Safety**, **Economic Development**, **Resilience**, and **Military**, with each goal area including between three and six objectives. Each objective contains a **Priority** level for the objective, the **Performance Measure(s)** by which the objective will be compared, and the **Performance Description** detailing the desired outcome(s).

Priority: The priority levels are Low, Medium, and High and designate the level of additional consideration objectives should be given in the context of achieving the overall goal. Low implies that either the measure is relatively low priority in comparison to others within the goal area, and High implies the objective and it's performance measures are key elements of freight planning for the region.

Performance Measures: The performance measures detail the individual metrics that determine the success of achieving the objective. These are not comprehensive, but detail one or several key features to successful implementation of the objective.

Performance Description: The performance description simply describes the desired outcome as it relates to the performance measure. This is important to understanding the direction the measure should be moving and supporting decision makers in further understanding what the pursuit of the objective entails.

Table 5-1, and the breakdown that follows, detail the specific decision-making framework for this plan.

TABLE 5-1 PPACG GOALS-OBJECTIVES AND PERFORMANCE MEASURES

Goal	Objective	PM
Safety	Enhance safety for vulnerable road users, motorcycles and other road users.	Crash counts and rates by vehicle type
	Enhance safety for truck drivers while parked and advance awareness of, and encourage response to, human trafficking	Truck parking amenities; Extent of public outreach
	Reduce unsafe conditions created through undesignated truck parking.	Crash counts for trucks that are parked
	Enhance safety at, or eliminate where possible, at-grade highway-rail crossings.	At-Grade Crossing incident counts; Highway-rail at-grade crossing inventory
	Facilitate the safe transport of hazardous materials and oversize/overweight vehicles (OSOW) within and through the region.	Hazmat involved incident counts and impact
Economic Development	Create an attractive business environment in the region.	Total business count
	Understand the role of freight in the tri-county economy.	Freight businesses by industry and county
	Connect the workforce with regional freight employment.	Transit frequency in key industrial/commercial areas; Service in currently unserved areas
	Encourage freight workforce education, investment, and growth in the region.	Total employment; Freight employment
	Identify infrastructure investment opportunities to manage and facilitate growth.	Annual freight project impact
	Elevate a regional rail-freight hub (Southern Colorado Rail Park) and explore opportunities to maximize use of inner-city rail spurs.	Inventory of rail served parcels
Resilience	Ensure a resilient, reliable regional freight transportation system.	Travel time, Travel time reliability, Delay, Bottlenecks
	Support truck drivers through safe and dependable parking options.	Number of truck stops and parking slips
	Strategic use of technology and other innovations to improve operations, direct vehicle routing/rerouting, and keep freight operators informed.	Signage and changeable message signs (CMS) Count
	Understand supply chain vulnerabilities and strengthen primary and alternative truck routes.	Road condition index; Truck AADT on non - designated routes
Military	Continue collaboration between military installations and regional agencies/organizations.	Open invitation for discussion of freight related needs
	Enhance wayfinding on public roadways in coordination with installations.	Count of military designated CMS/Signage and truck base-access information
	Maintain and strengthen infrastructure in conjunction with military needs.	Road condition index and OSOW Bridge count on military routes

Safety

Enhance safety for vulnerable road users, motorcycles and other road users.

This objective encompasses the most immediately visible safety benefits impacting both the freight sector and the general road-using public. The region supports an independently hosted data dashboard that contains the full geospatial crash dataset necessary to monitor this kind of objective. The objective utilizes both crash count and crash rate performance measures to emphasize raw number of incidents as an important factor in determining where safety measures would be most effective while elevating locations where crashes are relatively high in comparison to truck traffic.

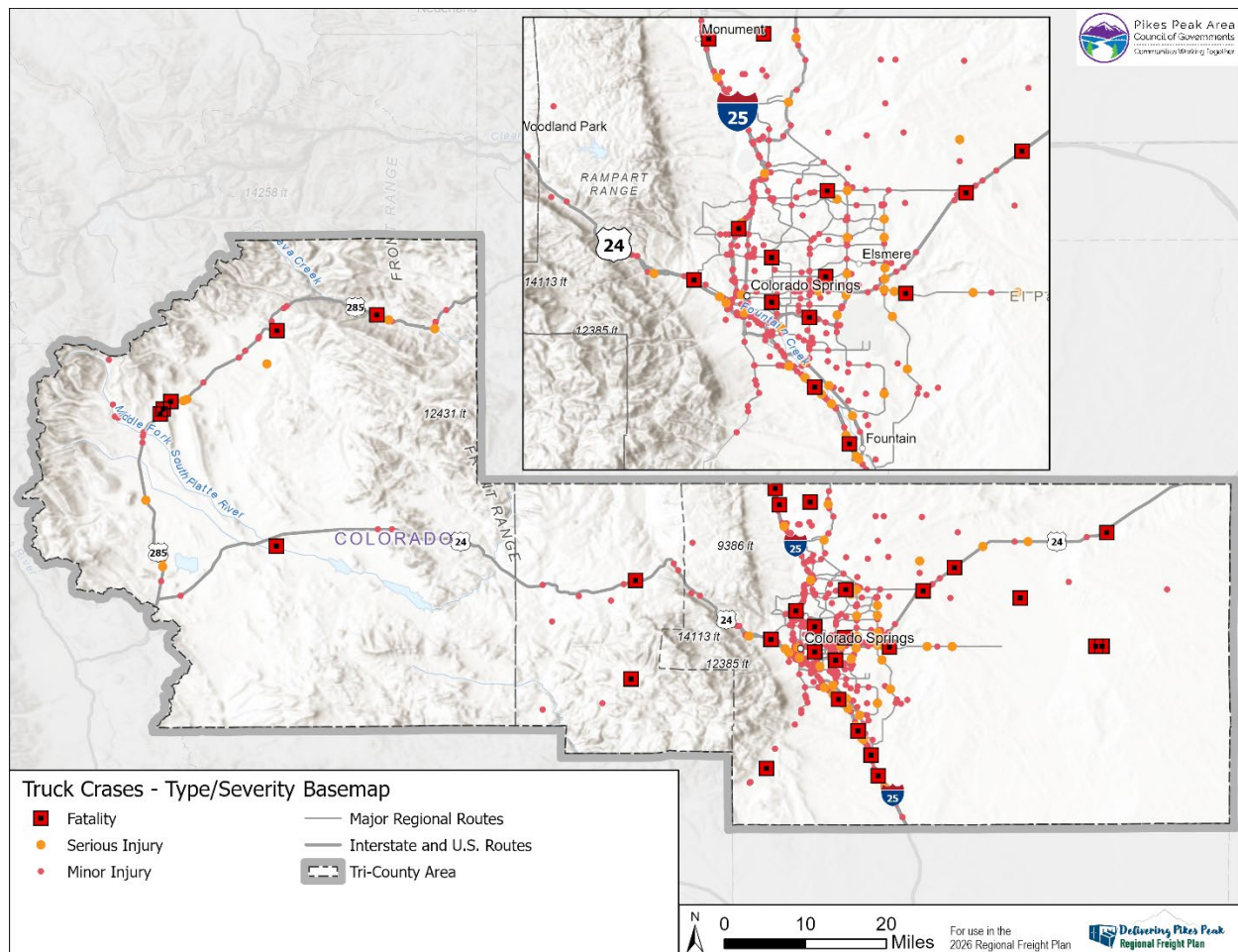
Priority Level: High

Performance Measure: Crash counts and rates by vehicle type.

Performance Description: Decrease incidents between trucks and other road users

Data Source: [PPACG Traffic Crashes Dashboard](#)

FIGURE 5-2 TRUCK CRASHES BY SEVERITY



Enhance safety for truck drivers at designated parking facilities and advance awareness of, and encourage response to, human trafficking.

This objective prioritizes the needs of drivers parked at designated truck parking facilities by itemizing the types of amenities they have access too. Long-haul driver in particular are in need of regular options for rest given federal requirements for consecutive hours of service. Even locally based drivers are susceptible to closures or disruptions that may require they use short-term parking alternatives. Both cases require parking alternatives with appropriate amenities to allow drivers safe, comfortable rest. Additionally, the Region seeks to elevate the issue of human trafficking to protect vulnerable individuals and truck operators are uniquely close to this issue at everything from the international to the intrastate level. While a specific metric with reliable, highly-accessible data is challenging to identify the Region still seeks to elevate this issue through public outreach and awareness campaigns, where feasible, including at truck parking facilities.

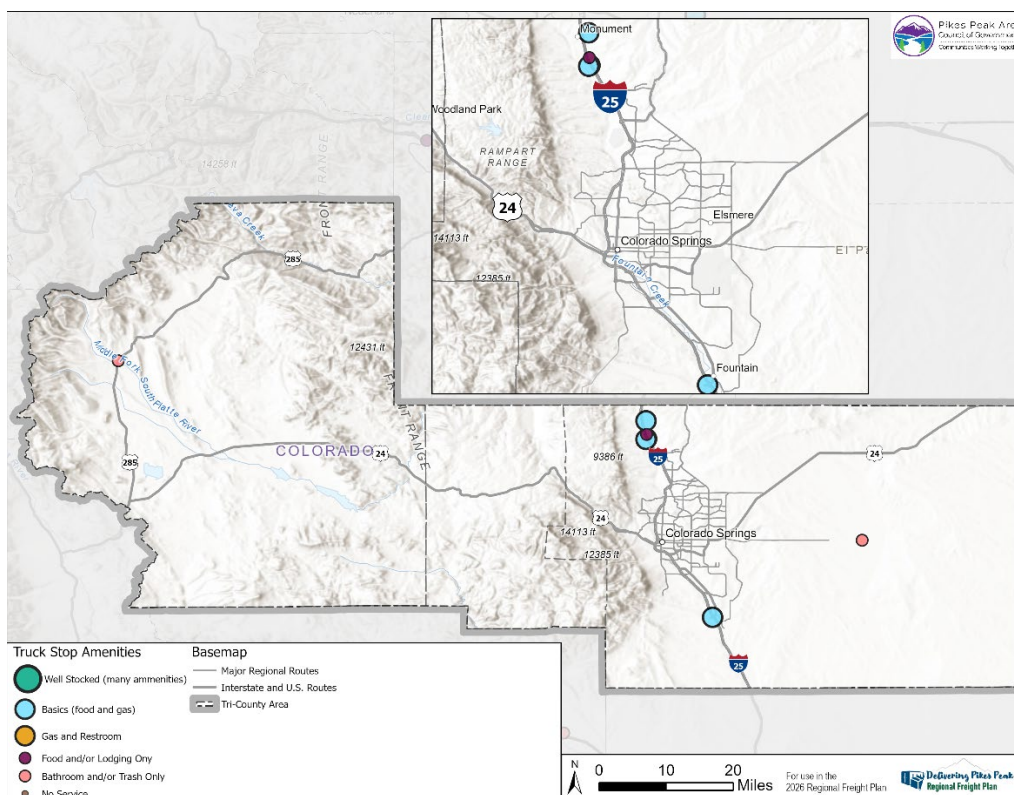
Priority Level: Medium

Performance Measure: Truck parking amenities; Extent of public outreach

Performance Description: **Enhance** extent of truck parking and the amenities offered; **Increase** public knowledge through awareness campaigns

Data Source: CDOT – Truck Stop Dataset (request through CDOT Freight Mobility and Safety Branch)

FIGURE 5-3 TRUCK PARKING LOCATIONS BY AMENITIES



Reduce unsafe conditions created through undesignated truck parking.

This objective is independent to the previous objective because where the first looks at driver safety at designated facilities, this one looks at reducing undesignated parking in the region which can be both a nuisance to the community and, more seriously, can create unsafe driving conditions. Trucks parked on shoulders of interstates and high-speed arterials, interstate ramps, roadways that obscure vision due to geometry, and others can result in rear-end collision of parked trucks and have the potential to be extremely serious and even fatal. This objective seeks to reduce the number of parked truck-related crashes by implementing parking supplies, enforcement, and other strategies.

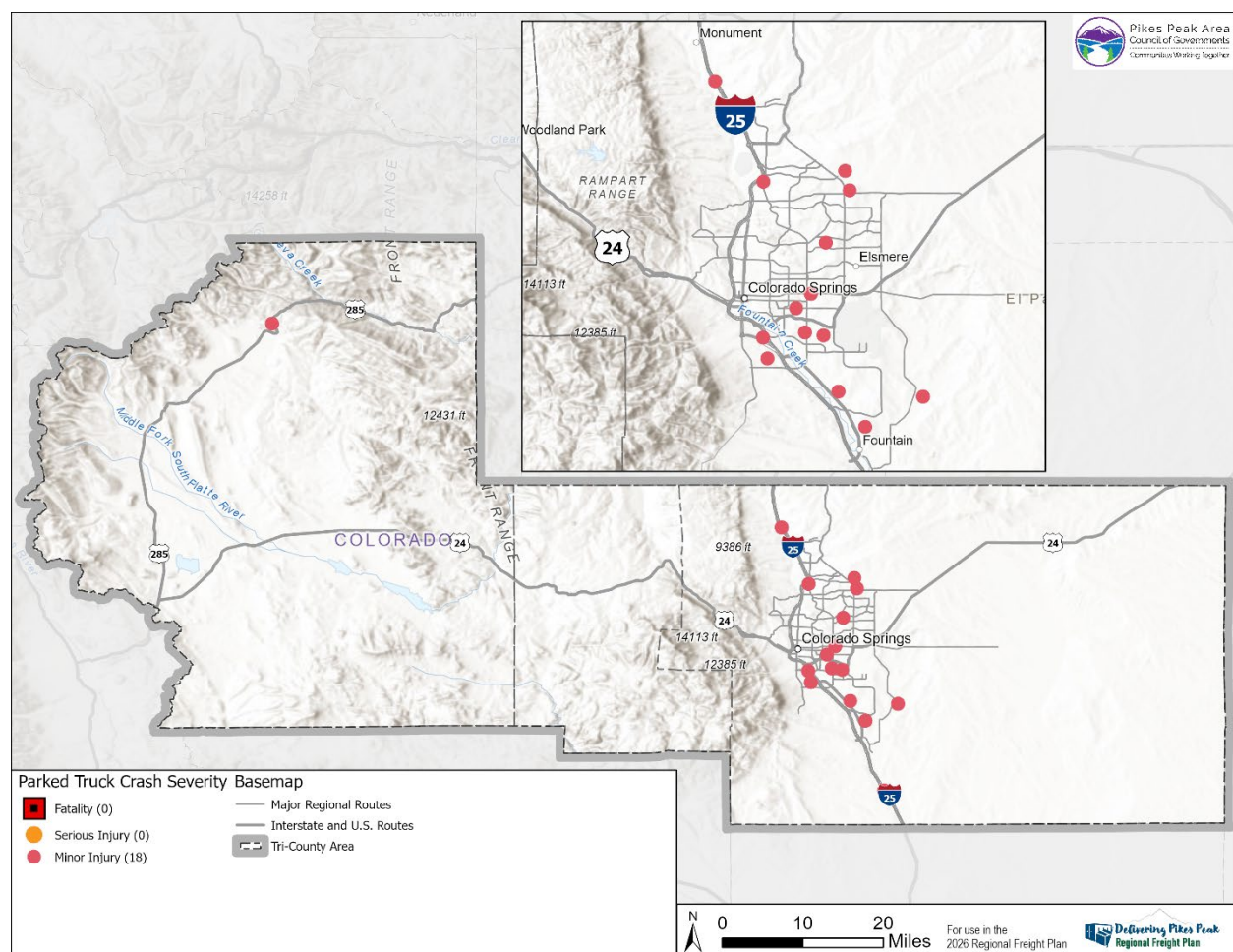
Priority Level: Low

Performance Measure: Crashes counts for trucks that are parked

Performance Description: Decrease parked truck crashes

Data Source: [PPACG Traffic Crashes Dashboard](#)

FIGURE 5-4 PARKED TRUCK CRASHES (2015-2020)



Enhance safety at, or eliminate where possible, at-grade highway-rail crossings.

This objective is the result of strategizing between both rail operators and regional stakeholders that support a mutually beneficial outcome. Rail operators have reduced highway related conflict and roadway owners enhance safety for road users while improving system signaling coordination and operational efficiencies. Using the number of at-grade highway-rail crossings and the number of incidents at these crossings provides the framework for addressing the immediate safety element of crashes while not distracting from the other element of the objective, eliminating crossings where feasible.

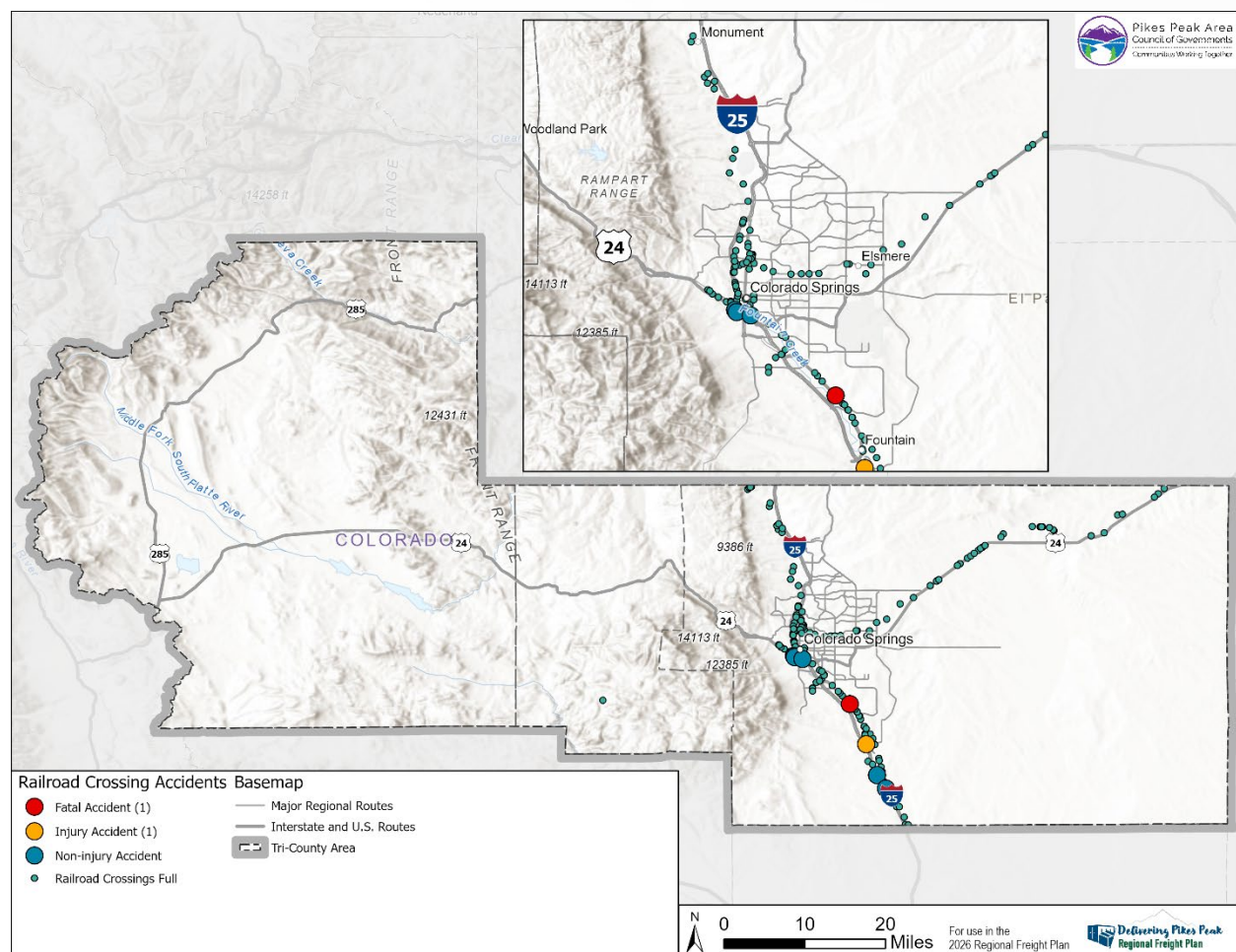
Priority Level: Moderate

Performance Measure: At-Grade Crossing incident counts; Highway-rail at-grade crossing inventory

Performance Description: **Decrease** incidents at crossings; **Reduce** number of at-grade crossings

Data Source: [FRA Safety Data](#) | [FRA](#)

FIGURE 5-5 RAIL CROSSINGS AND INCIDENTS (2000-2022)



Facilitate the safe transport of hazardous materials and oversize/overweight vehicles (OSOW) within and through the region.

Oversize and Overweight (OSOW) and hazardous materials (HazMat) truck transportation is an important element of statewide freight planning and understanding how the region fits into transportation of these commodities is a critical element of coordinating PPACG freight planning efforts with Colorado's state freight plan. This objective encompasses understanding where incidents involving overturned trucks occur to reduce the impact of HazMat and OSOW vehicle crashes and to enhance safety measures at these locations thereby elevating the need for safer routes and alternatives for HazMat and OSOW vehicles.

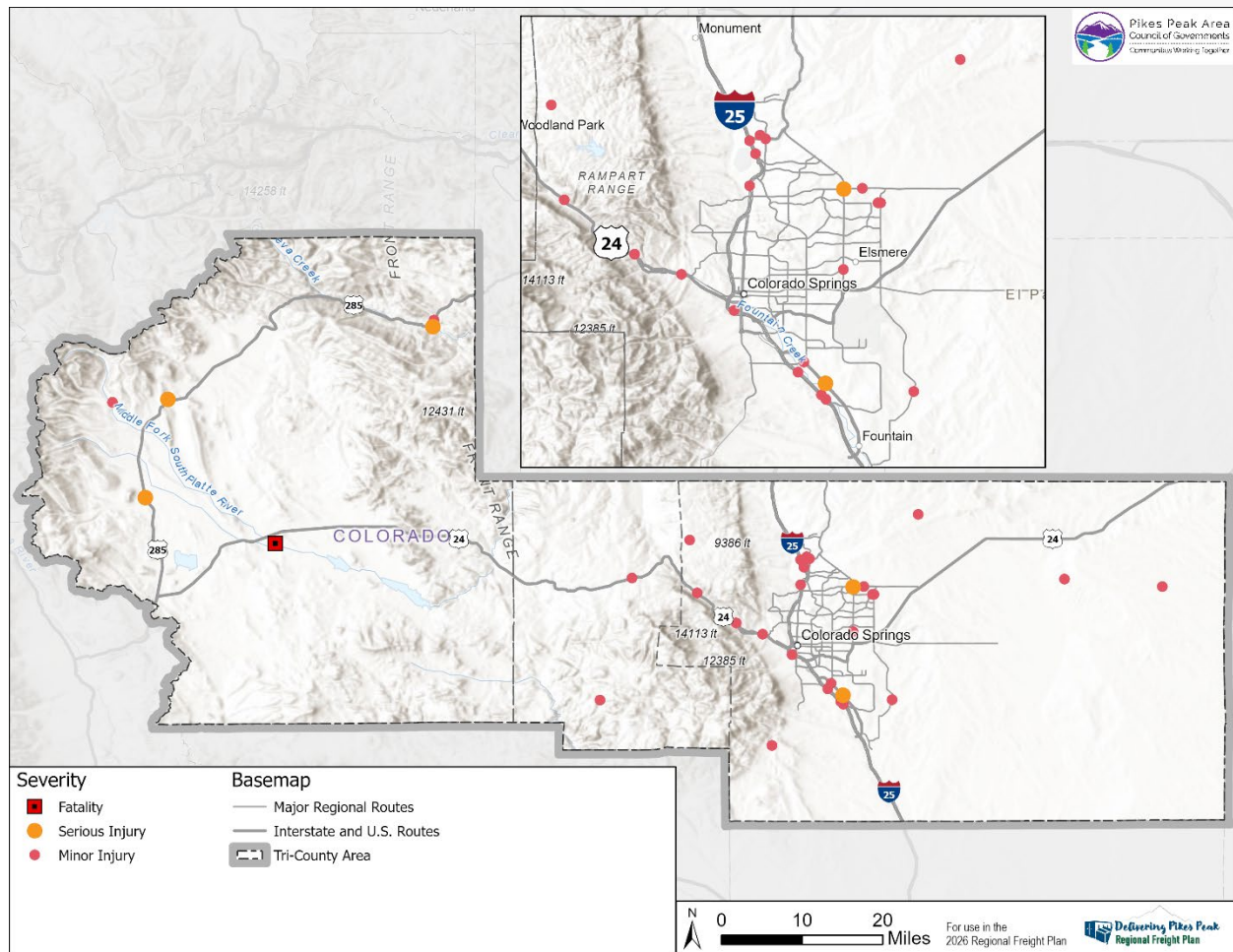
Priority Level: Low

Performance Measure: Overturn incident counts and severity

Performance Description: **Decrease** overturn incidents, particularly those involving HazMat/OSOW vehicles, counts and severity (OSOW and Hazmat is not an accessible characteristic now, but if available in the future should be included)

Data Source: [PPACG Traffic Crashes Dashboard](#)

FIGURE 5-6 OVERTURNING TRUCK CRASHES BY SEVERITY



Economic Development

Create an attractive business environment in the region.

Key elements of economic development are increasing the opportunities for employment, growing existing industries, and encouraging the entrance of emergent industries in the region. One of the underlying indicators for this is the number of businesses active in the PPACG Region. Freight transportation has a deep influence on the underlying economy despite the industry, so tracking the total number of businesses across Park, Teller, and El Paso Counties speaks to the broader economy, and by uplifting all industries the region provides opportunities for freight-related growth, employment, and economic diversity.

Priority Level: High

Performance Measure: Business count

Performance Description: Increase Business count

Data Source: [Census Bureau - CB:ZBP Tables](#)

Total Businesses (count) by Year

2023: 18,852

2022: 18,769

2021: 18,618

2020: 18,165

Understand the role of freight in the tri-county economy.

One of the important points discussed by PPACG private and public stakeholders broadly was understanding the independent needs of each county within the PPACG Region. Each county has unique economic profiles with distinct needs, so developing an understanding of what kinds of freight businesses are operating in each region and the driving factors for growth and any possible threats. Additionally, understanding the kinds of freight businesses describes the connections of the county to other economies both in and outside the region, which supports understanding the transportation system needs. The count of freight businesses by industry is the underlying indicator for understating the tri-county freight economy more deeply.

Priority Level: Medium

Performance Measure: Businesses by industry

Performance Description: Increase freight sector businesses

Data Source: [Census Bureau - CB:ZBP Tables](#) – [OnTheMap](#)

TABLE 5-2 BUSINESS COUNTY BY FREIGHT INDUSTRY

Year	Agriculture/ Forestry	Mining and Oil/Gas	Utilities	Const.	Manuf.	Whole- sale Trade	Transport and Ware- housing	All Freight
2020	42	18	22	1,223	305	607	853	3,070
2021	45	19	18	1,213	296	610	847	3,048
2022	46	16	18	1,342	316	676	861	3,275
2023	45	19	20	1,305	316	688	863	3,256

Connect the workforce with regional freight employment.

Workforce growth and opportunities were recognized as critically important in the how the region measures success in economic development and was split into two objectives. This objective looks at how the freight workforce gets connected to jobs through alternative modes of transportation. The primary mode for transportation, across industries both freight and non-freight, is personal vehicle, typically single occupant. Freight sector employment areas by nature of their footprint tend to lack the level of access to alternative modes of transportation to connect the workforce from home to workplace. In particular, major regional manufacturing facilities, industrial areas, and warehousing/distribution hubs lack the job density to warrant deep thought to connecting the workforce. This objective seeks to put that on the map, understanding that in the freight sector getting people to a physical location is paramount to maintaining operations.

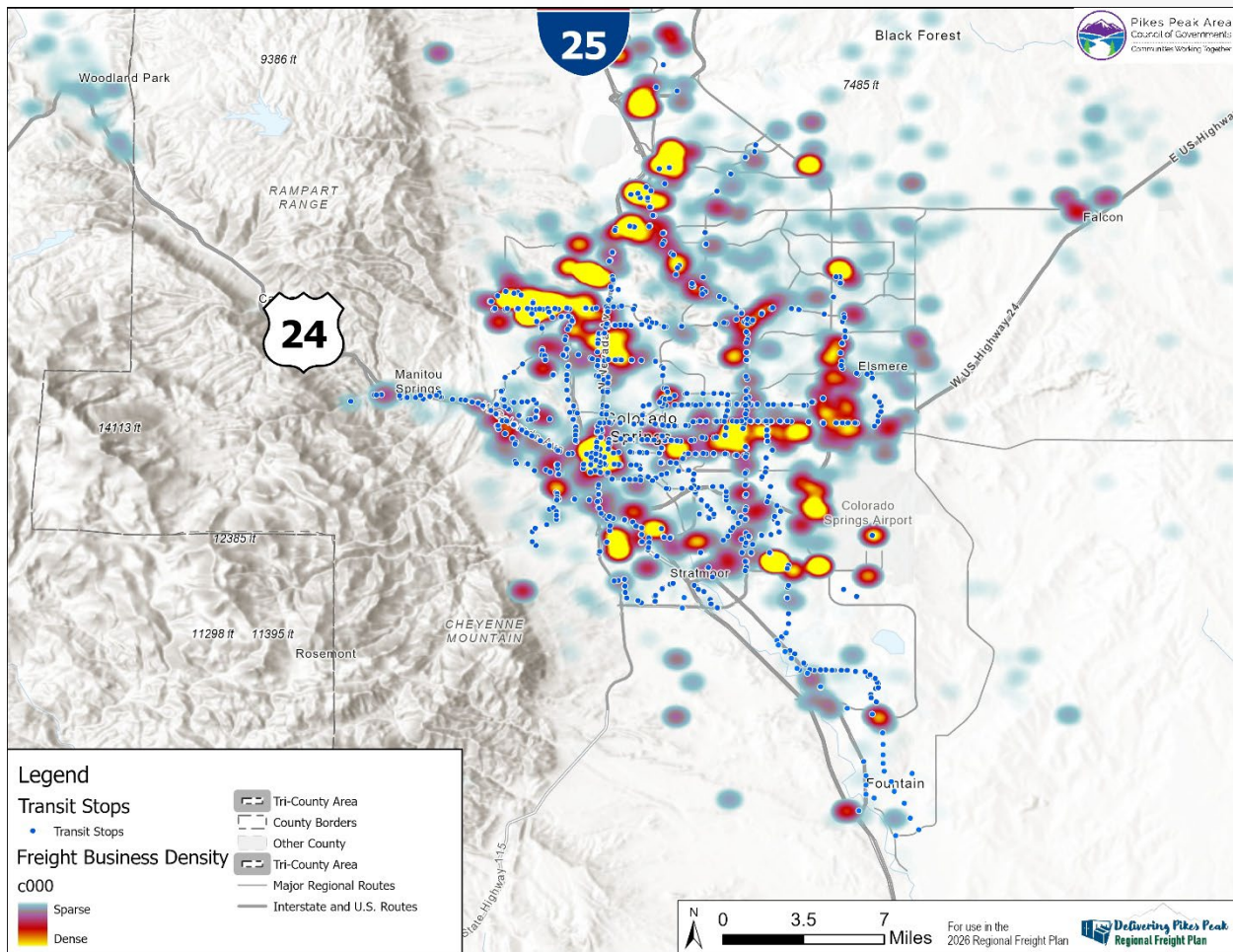
Priority Level: Low

Performance Measure: Transit frequency in key industrial/commercial areas; Service in currently unserved areas

Performance Description: **Increase** transit service to freight businesses; **Increase** service where service does not already exist

Data Source: [National Transit Map Routes | Geospatial at the Bureau of Transportation Statistics](#)
[Colorado GTFS – Welcome to the download site for Colorado's GTFS data](#)

FIGURE 5-7 TRANSIT STOPS AND FREIGHT BUSINESS DENSITY



Encourage freight workforce education, investment, and growth in the region.

The second objective relating to the workforce focuses on growing the freight workforce and providing opportunities for residents and newcomers to the region to find high-paying, stable, and career-advancing jobs in a core economic sector. Providing training, education, and placement opportunities reacts to a broader freight trend of workforce shortages and gives business that are currently in the tri-county area or looking to invest in the region the confidence that they will be able to grow with the PPACG community. While transportation projects may not have a direct impact on this objective, it is important to identify this as a priority in a Regional Freight Plan to highlight its importance for localities and member jurisdictions.

Priority Level: High

Performance Measure: Total employment, Freight employment

Performance Description: Increase total employment; Increase freight sector employment

Data Source: [Longitudinal Employer-Household Dynamics \(LEHD\)](#) - [OnTheMap](#)

TABLE 5-3 TOTAL PRIMARY JOBS BY FREIGHT INDUSTRY AND TOTAL

Year	Ag./ Forestry	Mining and Oil/Gas	Utilities	Const.	Manuf.	Whole- sale Trade	Transp ortatio n and Wareh ousing	All Freight	All Total
2020	626	704	17,482	580	12,175	5,884	4,354	41,805	218,575
2021	564	706	17,073	618	11,968	5,639	4,725	41,293	221,875
2022	5,787	5,787	5,787	5,787	5,787	5,787	5,787	40,509	237,799
2023	443	577	18,301	594	12,864	6,333	8,134	47,246	244,007

Identify infrastructure investment opportunities to manage and facilitate growth.

This objective comes from a desire among PPACG region stakeholders to not simply be reactive to planning freight in the region, but proactive and actively coordinating transportation investments. The region does a lot of work with private stakeholders in the freight-related industries to ensure when major investments are being made the necessary transportation system assets are coordinated, but as freight industries continue to grow in the region the public and community stakeholders would like transportation investment to enhance the ability of business to do operate and coordinate freight land-uses as a result of the transportation system fitting their needs.

Priority Level: Medium

Performance Measure: Annual freight project impact.

Performance Description: Track freight-positive project impacts

Data Source: [Transportation Improvement Program – Pikes Peak Area Council of Governments](#)

The table of projects is too large for this document, but is readily available at the following link: [Public Website](#). The 2025-2029 TIP includes \$446,114,510 worth of programmed projects.

Elevate a regional rail-freight hub (Southern Colorado Rail Park) and explore opportunities to maximize use of inner-city rail spurs.

This objective seeks to maximize the existing rail system, getting the most out of the assets the region already has, and create a regional rail-freight hub to better serve the growing population of the region in conjunction with the needs of the military installations in the region, namely Fort Carson. Identifying where the existing rail spurs are within the region and what coordinated land-uses make sense with those spurs allows the region to access immediate rail-highway freight intermodal opportunities with minimal investment. A rail-freight hub is of keen interest among PPACG stakeholders, both public and private,

because it creates a dedicated area for industrial, raw materials handling, and intermodal operations that does not compete with existing warehousing, manufacturing, and distribution in the region. It also supports some of the freight needs of regional military partners and in-sources efficiencies associated with rail freight shipping.

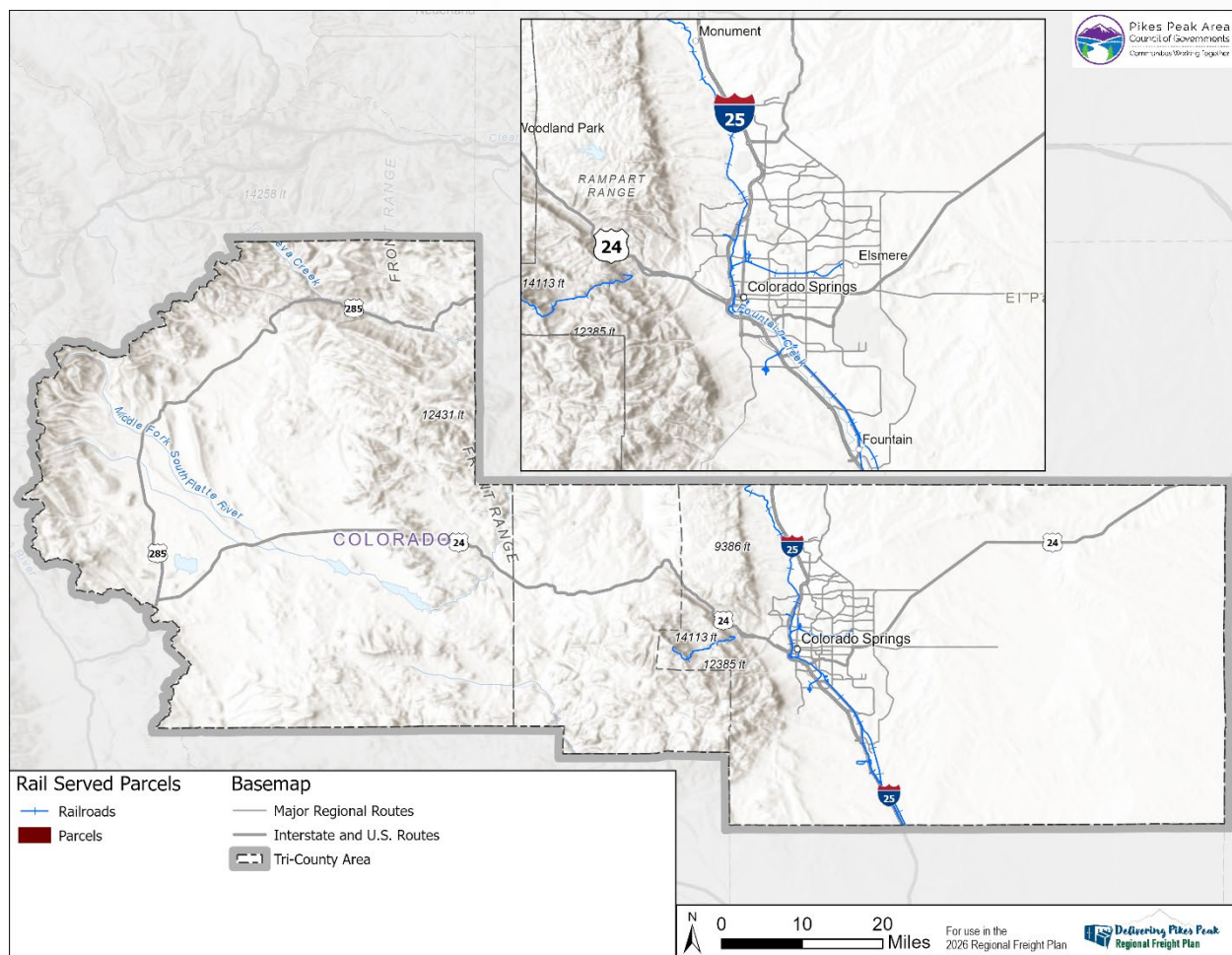
Priority Level: High

Performance Measure: Inventory of rail served parcels

Performance Description: Increase number of rail served parcels

Data Source: Parcel Layer: [Parcels | El Paso County GIS Open Data Portal](#); Rail Layer: [Railroads | El Paso County GIS Open Data Portal](#)

FIGURE 5-8 RAIL SERVED PARCELS, 2026



Resilience

Ensure a resilient, reliable regional freight transportation system.

This objective is among the highest priority within the resilience goal area because it encompasses many of the NCHRP reliability measures that are indicative of the performance on transportation routes. Measures like travel time reliability and bottleneck locations help to identify targeted investment that has highly data-driven backing. This objective and its performance measures should carry a higher weight within the resilience goal area, as indicated by the “high” priority rating.

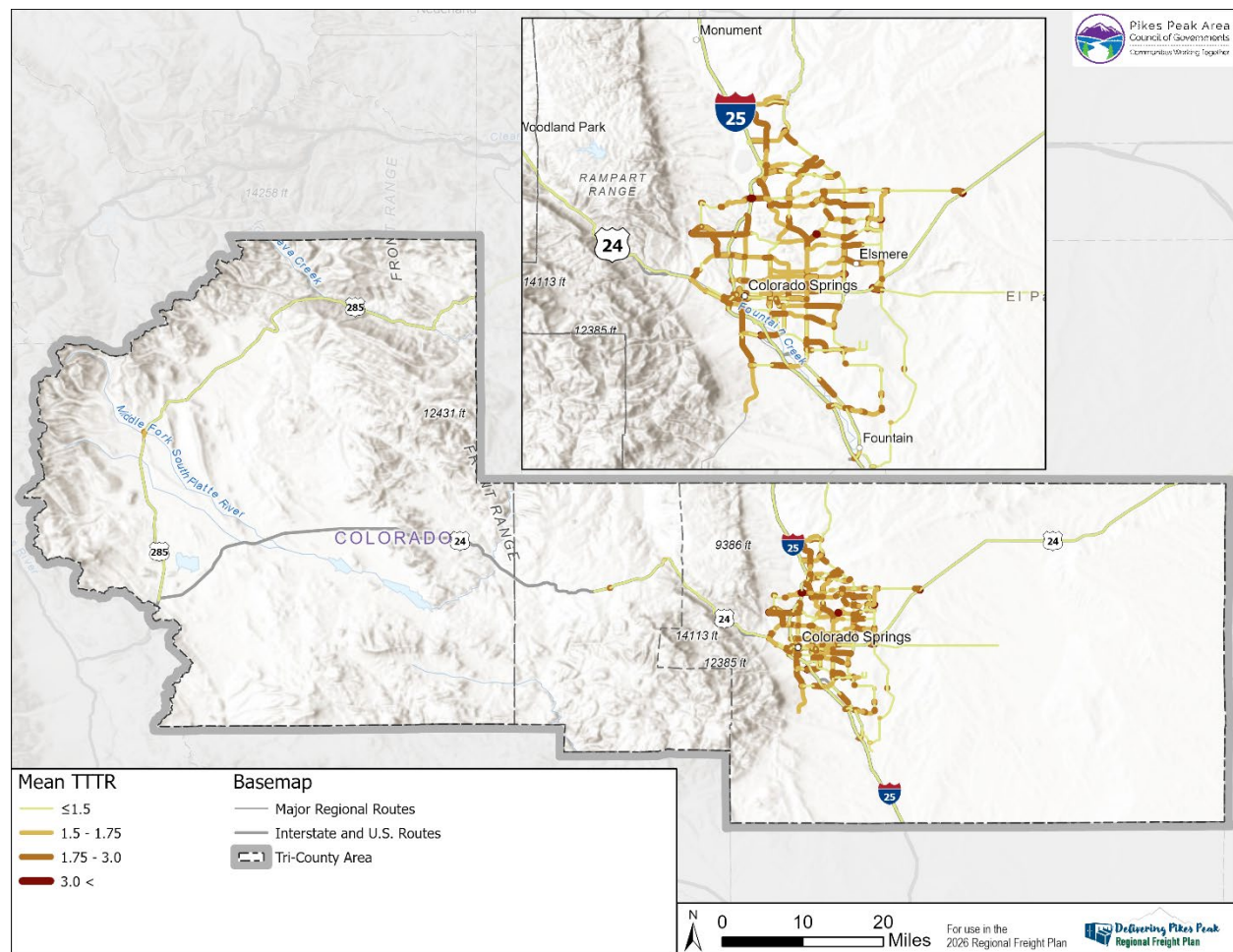
Priority Level: High

Performance Measure: Travel time, travel time reliability, delay and bottlenecks

Performance Description: Improve NPMRDS measures

Data Source: [NPMRDS - RITIS](#)

FIGURE 5-9 TRUCK TRAVEL TIME RELIABILITY (TTTR), 2025



Support truck drivers through safe and dependable parking options.

This goal looks at the availability of truck parking in the region, and recognizes the growing need for safe, dependable truck parking as the region continues to grow. This objective is also driven in part by the knowledge that the region has a wide range of geographic obstacles while supporting a number of key US routes alongside I-25. The regions mountains, mountain passes, valleys, eastern plains, and the Palmer Divide incorporate a dynamic landscape that is susceptible to weather related closures and other natural incidents like river flooding and rock slides. Providing a place for truck drivers to rest is essential for regional freight resilience.

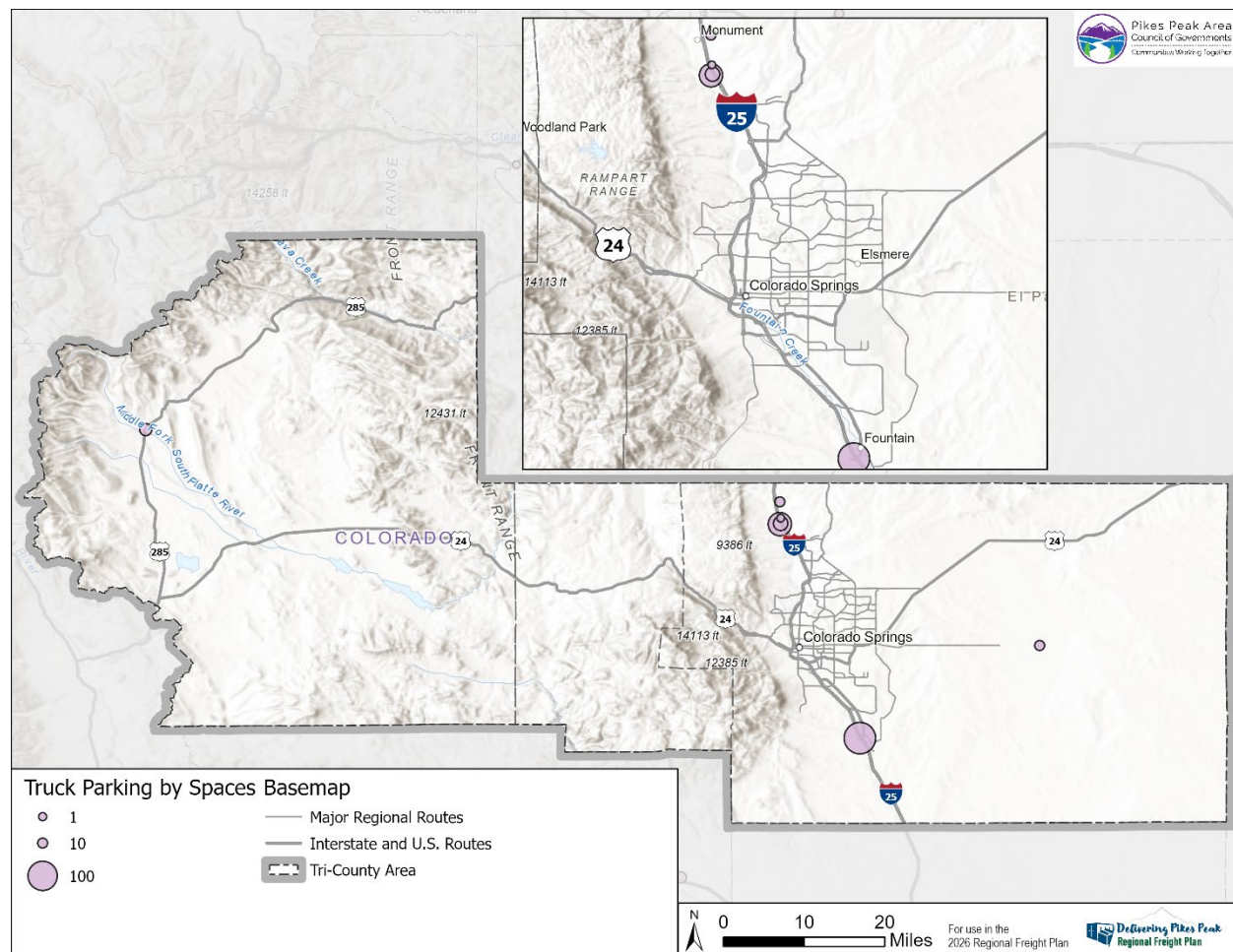
Priority Level: High

Performance Measure: Number of truck stops and parking slips

Performance Description: Increase truck parking availability

Data Source: CDOT – Truck Stop Dataset (request through CDOT Freight Mobility and Safety Branch)

FIGURE 5-10 TRUCK PARKING SPACES



Strategic use of technology and other innovations to improve operations, direct vehicle routing/rerouting, and keep freight operators informed.

One of the key elements discussed by truck drivers and truck driver advocates was timely communication of closures, expected slowdown, and other trip interruptions that would require either detouring or delays. This objective seeks to incorporate strategic vehicle routing technologies, such as changeable message signs and in-cab routing alerts, to provide up-to-the-minute information that might impact routing and shipping logistics. This relates particularly to many of the major arterials in the PPACG region supporting inter-regional shipping including I-25, US-24, US-285, and several state routes in the region.

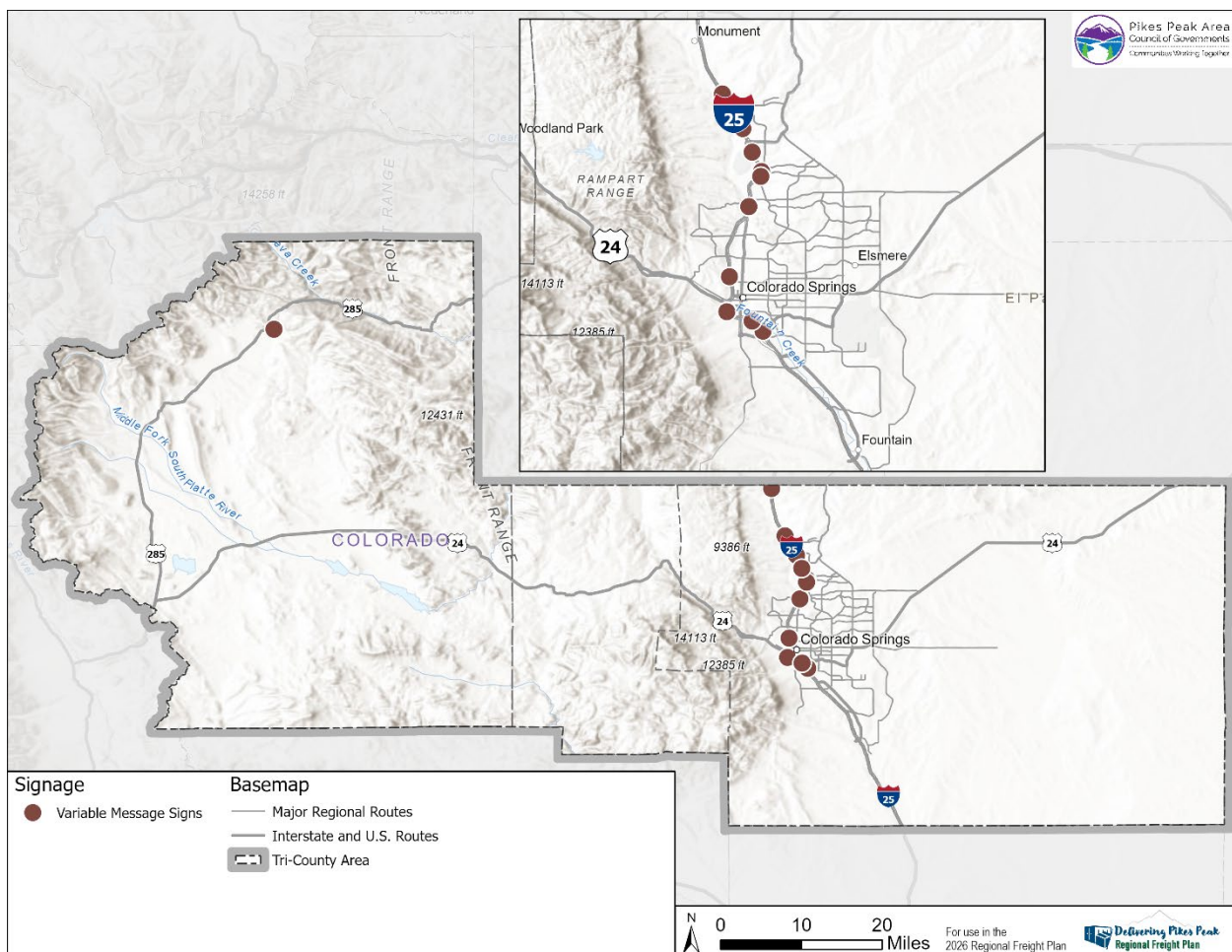
Priority Level: Medium

Performance Measure: Count of signage and changeable message signs (CMS)

Performance Description: Enhance truck wayfinding through signage and digital truck routing tools

Data Source: [Structures \(all types\)](#) | [CDOT Public Maps and Data](#)

FIGURE 5-11 VARIABLE MESSAGE SIGNS



Understand supply chain vulnerabilities and strengthen primary and alternative truck routes.

This objective looks at ensuring a robust and resilient freight transportation network in the event of route detouring requirements for inter-regional trips. Closures and re-routing is not an uncommon event for interregional trips, and strengthening roadway alternatives enhances the region's ability to remain flexible and responsive. The performance measures for this objective look at the routes where closures are common, what alternatives might be elected in the event of closures, and the road condition index of these alternatives.

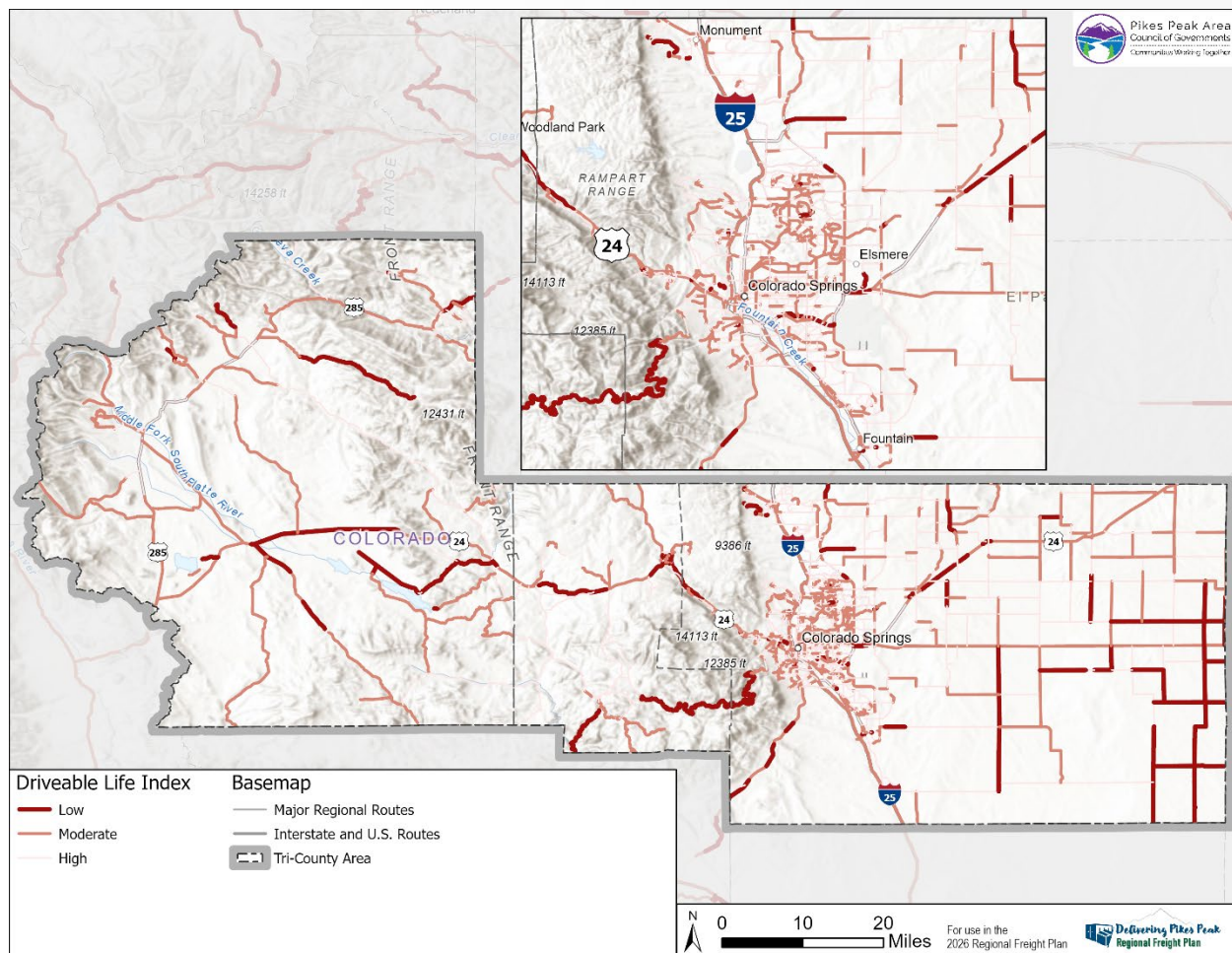
Priority Level: Low

Performance Measure: Road condition index on non -designated routes; Roadway closure counts

Performance Description: **Improve** road condition along primary and alternative truck routes; **Reduce** impact of road closures by identifying vulnerable routes

Data Source: [Layer: Local Roads \(ID: 14\)](#); [Layer: Highways: Drivability Life \(ID: 10\)](#);

FIGURE 5-12 DRIVEABLE LIFE INDEX



Military

Continue collaboration between military installations and regional agencies/organizations.

This objective is built on the unique presence and relationship that the region has with military personnel and installation. It is important to foster this relationship, and to the regions credit there has be a strong symbiotic connection with open discussion and coordinated growth and investment strategies. Military representatives are encouraged to continue to engage with the PPACG Region's planning stakeholders to identify freight opportunities and rectify freight weaknesses.

Priority Level: Low

Performance Measure: Open invitation for discussion of freight related needs with military stakeholders

Performance Description: **Maintain** military representation at regional meetings and forums

Data Source: [Transportation Advisory Committee Meetings – Pikes Peak Area Council of Governments](#)

Continue tracking to ensure Military Members are present at Transportation Advisory Committee Meetings.

Enhance wayfinding on public roadways in coordination with installations.

One of the key freight related issues identified in engagement efforts with military representatives was the need for improved wayfinding for truck freight. Trucks are required to enter through specific gates for security reasons, and when trucks navigate to improper gates, it can cause delays and back-ups not only for shipments but also for the general traffic navigating installation entry points. The region can support navigation by providing appropriate wayfinding infrastructure, such as signage, on public road right-of-way.

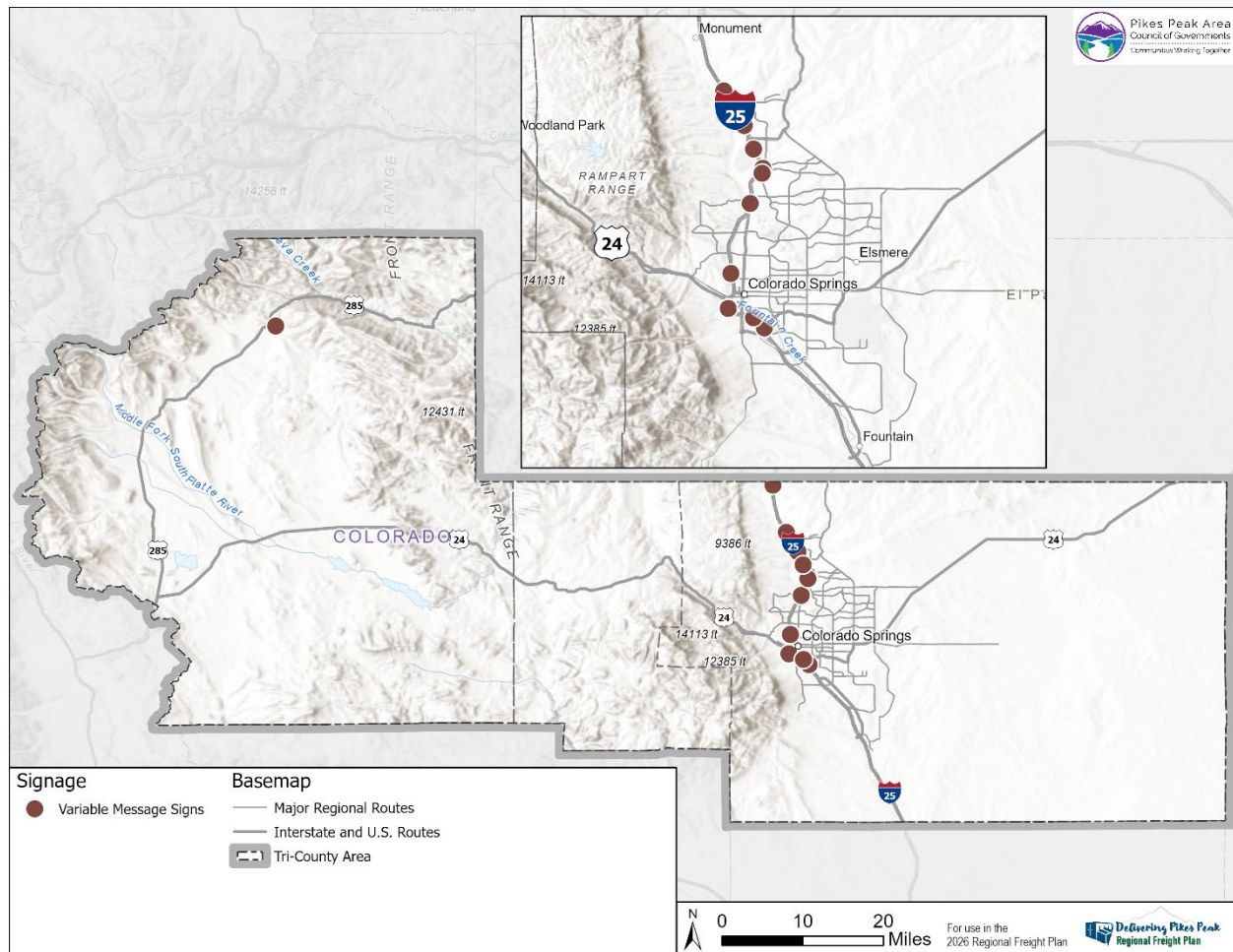
Priority Level: Medium

Performance Measure: Count of military designated CMS/Signage and truck base-access information

Performance Description: **Increase** strategically located CMS and interstate signage.

Data Source: [Structures \(all types\) | CDOT Public Maps and Data](#);

FIGURE 5-13 LOCATIONS OF VARIABLE MESSAGE SIGNS



Maintain and strengthen infrastructure in conjunction with military needs.

The other key element of military freight is coordination with military routes, ensuring the transportation infrastructure can support load standards required by unique military shipments. This objective looks at roadway condition and bridge weight specifications specifically along designated military routes to ensure freight movements between installations within the region, and with installations outside of Colorado, are fully supported for both day-to-day and defensive requirements.

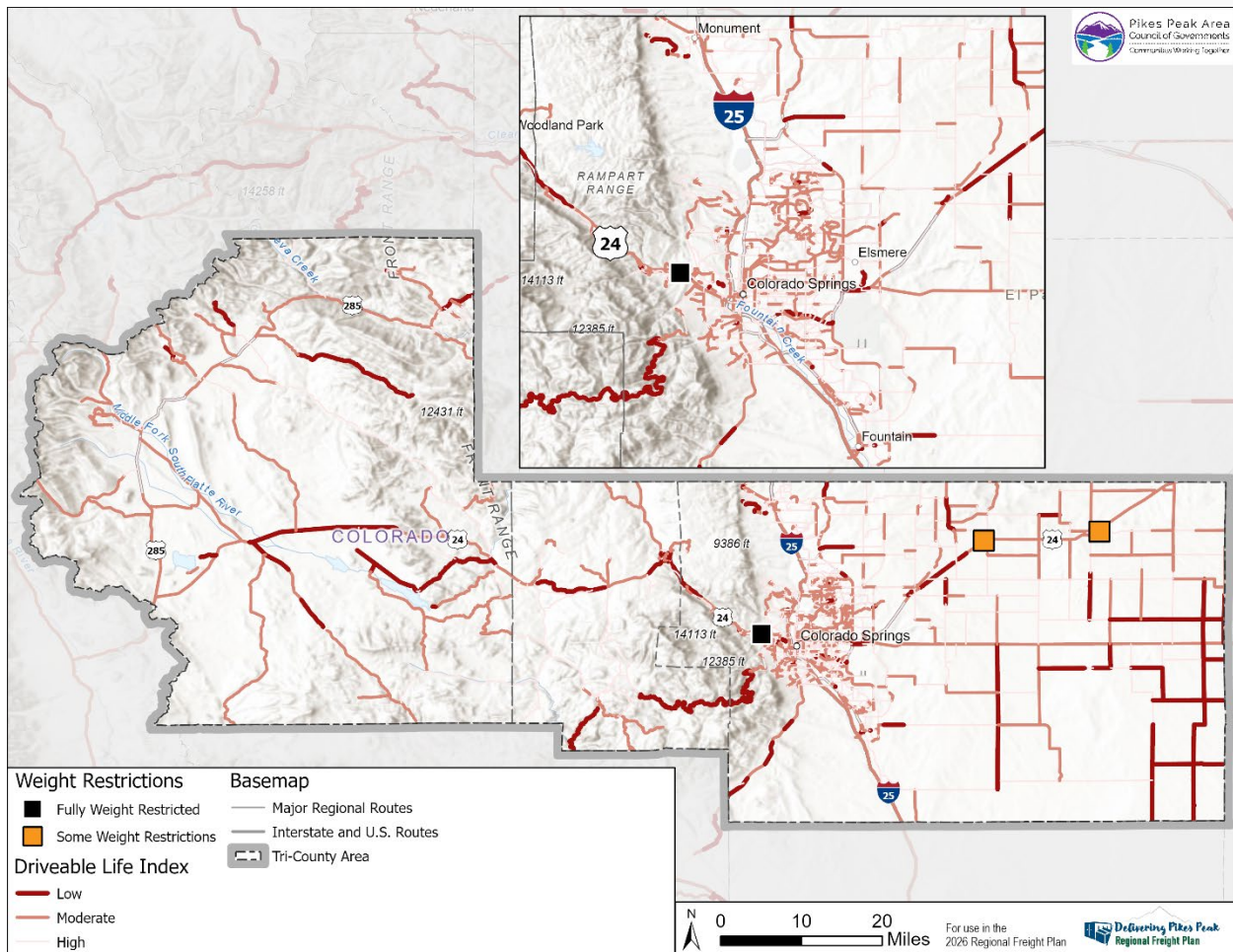
Priority Level: Medium

Performance Measure: Road condition index on military routes; OSOW bridge condition on military routes

Performance Description: **Improve/Maintain** road condition on strategic military routes;
Improve/Maintain OSOW bridges on strategic military routes

Data Source: [Layer: Local Roads \(ID: 14\)](#); [Layer: Highways: Drivability Life \(ID: 10\)](#); [National Bridge Inventory - Bridge Inspection, FHWA](#)

FIGURE 5-14 WEIGHT RESTRICTIONS AND DRIVEABLE LIFE



5.2 Freight Grants and Funding Opportunities

Identifying and leveraging funding sources for freight projects is essential to advancing performance measures, improving freight safety, and implementing priority investments. The table below summarizes key federal and state funding programs that can support a wide range of freight improvements. These programs include both formula funds, administered through the Colorado Department of Transportation (CDOT) or other state agencies, and competitive discretionary grants, which can fund projects ranging from safety improvements and rail crossings to truck parking and corridor enhancements.

TABLE 5-4 FUNDING SOURCES FOR FREIGHT PROJECTS

Funding Source	Abbv.	Federal Formula	Federal Discretionary Grants	State	Typical Uses
National Highway Freight Program	NHFP	Yes	No	No	Freight corridors, truck parking, bottlenecks, multimodal freight-CDOT owned roadways- collaborate with CDOT regional staff with ideas on established freight routes
National Highway Performance Program	NHPP	Yes	No	No	NHS highways, capacity, pavement/bridge condition
Surface Transportation Block Grant	STBG	Yes	No	No	Flexible use: roads, bridges, freight, multimodal
Highway Safety Improvement Program	HSIP	Yes	No	No	Safety improvements, crash reduction
Congestion Mitigation and Air Quality Improvement Program	CMAQ	Yes	No	No	Emissions reduction, congestion relief
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	PROTECT	Yes	Yes	No	Resilience and climate adaptation
Carbon Reduction Program	CRP	Yes	No	No	GHG reduction, electrification
National Electric Vehicle Infrastructure Program	NEVI	Yes	No	No	EV charging infrastructure
Railway-Highway Crossings Program	RHCP	Yes	No	No	Rail crossing safety
Nationally Significant Multimodal Freight and Highway Projects Program	INFRA	No	Yes	No	Large freight projects, corridors, truck parking

Funding Source	Abbv.	Federal Formula	Federal Discretionary Grants	State	Typical Uses
National Infrastructure Project Assistance Grant Program	MEGA	No	Yes	No	Major infrastructure projects
Rural Surface Transportation Grant Program	RSTP	No	Yes	No	Rural freight, highways, bridges
Rebuilding American Infrastructure with Sustainability and Equity Program	RAISE	No	Yes	No	Multimodal, safety, equity
Railroad Crossing Elimination Grant Program	RCE	No	Yes	No	Grade separations, crossings
Innovative Technology Deployment Program	ITD	No	Yes	No	ITS, freight technology
Clean Ports Program	CPP	No	Yes	No	Port emissions, electrification
Charging and Fueling Infrastructure Grants	CFI	No	Yes	No	Alternative fuel and EV charging infrastructure
Clean Fleet Vehicle and Technology Grant Program		No	No	Yes	Low/zero-emission fleet vehicles
Colorado Clean Diesel Program / DERA		No	No	Yes	Diesel emissions reduction
DCFC Plazas Program		No	No	Yes	Fast charging infrastructure
Energy/Mineral Impact Assistance Fund (EIAF)		No	No	Yes	Community and infrastructure projects
Fleet-ZERO		No	No	Yes	Fleet electrification and charging
Innovative Motor Vehicle Tax Credits		No	No	Yes	EV purchase incentives
Reduction of Truck Emissions at Port Facilities		No	Yes	No	Reduce truck idling/emissions
Statewide Planning and Research (SPR)		No	No	Yes	Planning and coordination
Utility Rebates and Support		No	No	Yes	EVs and charging infrastructure
Wildlife Crossings Pilot Program		No	No	Yes	Wildlife safety and crossings

Effective use of these funding sources requires close coordination with CDOT to ensure that priority freight needs within the PPACG region are identified, advanced, and aligned with statewide priorities. In addition,

discretionary grant opportunities can be strategically pursued in coordination with CDOT to strengthen applications and improve competitiveness. Several federal programs also include dedicated set-asides or scoring advantages for rural areas, presenting additional opportunities for the PPACG region to secure funding for freight-related projects.

It is important to note that the current federal surface transportation authorization, the Infrastructure Investment and Jobs Act (IIJA), is set to expire on September 30, 2026. While freight is expected to remain a priority in future legislation, specific programs particularly discretionary grant opportunities may be modified, restructured, or replaced.

Another opportunity to advance freight improvements is to integrate freight considerations into MPO-funded projects. This plan provides a framework for ensuring that freight needs are consistently incorporated into regional project development and delivery. PPACG can play a key coordinating role by identifying freight-related needs early and incorporating them into project review processes and broader coordination efforts. Additionally, PPACG can facilitate collaboration by bringing together the appropriate stakeholders including freight industry representatives, local jurisdictions, and agency partners to ensure that freight considerations are effectively addressed throughout project planning and implementation.

5.3 Next Steps

The purpose of the Prioritization Framework is to be a resource for decision-making in the PPACG Region, so incorporating the elements of the Prioritization Framework section into **decision-making toolkit**, such as one-pagers, cheat-sheets, action summaries, and/or online maps, will make decision making with freight context easier. Additionally, where possible these performance measures can be updated on a regular basis to track the progress of regional freight objectives. The Goal-Objective-Performance Measure framework can continue to be used in future planning efforts, freight related or otherwise, to provide a vision for freight in the region and to understand how the vision can be achieved.



Pikes Peak Area
Council of Governments
Communities Working Together

Upcoming Meeting Schedule

Date	Time	Meeting
June 25	10 a.m.	Regional Advisory Council
June 25	3 p.m.	Commission on Aging – Social Engagement
July 1	9 a.m.	Commission on Aging – Executive Committee
July 1	11 a.m.	Regional Advisory Council – Executive Committee
July 2	9 a.m.	Board of Directors Workshop
July 8	9 a.m.	Board of Directors
July 15	3 p.m.	Commission on Aging
July 16	1:30 p.m.	Transportation Advisory Committee
July 16	2 p.m.	Commission on Aging – Caregiving
July 22	9 a.m.	Water Quality Management Committee
July 22	1 p.m.	Air Quality Work Group
July 23	10 a.m.	Regional Advisory Council
July 23	3 p.m.	Commission on Aging – Social Engagement
July 29	3 p.m.	Community Advisory Committee
August 5	9 a.m.	Commission on Aging – Executive Committee
August 5	11 a.m.	Regional Advisory Council – Executive Committee
August 7	9 a.m.	Board of Directors Workshop
August 12	9 a.m.	Board of Directors
August 19	3 p.m.	Commission on Aging
August 20	1:30 p.m.	Transportation Advisory Committee
August 20	2 p.m.	Commission on Aging – Caregiving
August 25	9:30 a.m.	Mobility Coordinating Work Group
August 26	9 a.m.	Water Quality Management Committee
August 26	3 p.m.	Community Advisory Committee

Schedule as of June 24, 2026

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