



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Agenda
Community Advisory Committee
Wednesday, August 26, 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: 261 000 184 968 620

Passcode: bu6rm6cp

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 430 396 21

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 (July 29, 2026) ☒

4. Public Comments / Presentations

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

5. Action Items

A. Fiscal Year 2027-2031 Transportation Improvement Plan Amendment #1: Josh Squires, Transportation Planner ☒

B. Federal Transit Administration Section 5310 Review Panelist Selection: Lisa Gagnon, Transit Planner ☒

C. Unified Planning Work Program Adoption: Danelle Miller, Associate Transportation Director ☒

D. Public Participation Plan Adoption: Danelle Miller, Associate Transportation Director ☒

6. Information Items

A. Fall/Winter Meetings: Danelle Miller, Associate Transportation Director ☒

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.

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Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Minutes
Community Advisory Committee
Wednesday, July 29, 2026, 3:00 PM

In-Person

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

Virtual: Microsoft Teams (Video and Audio)

Meeting ID: 247 164 075 314 225

Passcode: 3WL7Lj3x

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 435 324 852

1. Call to Order / Establish a Quorum / Introductions

The meeting was called to order at 3:00 pm.

2. Agenda Approval

Chuck Theobald motioned to approve; Kathy Hisey 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 (June 24, 2026)

Steve Schleiker motioned to approve; Welling Clark seconded. The motion carried unanimously. Amanda DeMarco abstained as she was not a member at the previous meeting.

4. Public Comments / Presentations

None.

5. Action Items

A. Regional Freight Plan Draft: Josh Squires, Transportation Planner, discussed the document and the small changes that have been made since the previous meeting regarding Front Range Passenger Rail and mineral industry impacts in Park and Teller counties. Welling Clark pointed out a potential error in Table 5-3, which will be adjusted as needed prior to release for public comment. Welling Clark motioned to

recommend the document be released for public comment; Kathy Hisey seconded. The motion carried unanimously.

- B. Site Application for Peyton School District, Wastewater Alternatives Evaluation: Angie Martell, Environmental Planner, introduced the application. Greg Land and Theresa Connor, speaking on behalf of the Peyton School District, provided information regarding the proposed project and purpose. Welling Clark complimented the school district for the thoroughness of the application. Kathy Hisey motioned to recommend the application be adopted by the Board of Directors; Welling Clark seconded. The motion carried unanimously.
- C. Regional Traffic Data Service: William Mast, GIS and Modeling Manager, discussed the purchase of regional data to support transportation planning and engineering efforts for calendar year 2027 and answered questions from the committee. Steve Schleiker motioned to recommend the purchase to the Board of Directors; Welling Clark seconded. The motion carried unanimously.

6. Information Items

- A. Federal Transit Administration Section 5310 Introduction: Lisa Gagnon, Transit Planner, provided an overview on the application and selection process for 5310 funding. Staff is seeking a volunteer to serve on the technical review subcommittee for this process and will request that appointment at the August meeting. The committee members discussed the process and potential volunteers.

7. Member Entity Announcements

Welling Clark announced that the City has signed a pledge note for the Blue Angels to attend the annual air show in 2028.

8. Meeting Schedule ☒

9. Adjournment

The meeting was adjourned at 3:35 pm.

Attendees

Present	Name	Agency/Affiliation
	Andrea Perry	League of Women Voters
X	Amanda DeMarco	City of Colorado Springs
	Brad Simmons	El Paso County
	Candi Boyer	At-large
	Chuck Broerman	At-large
X	Chuck Theobald	City of Colorado Springs
	Dave Betzler	Northern El Paso County Coalition of Community Associations
	Ed Dills	Town of Ramah
	Gary Shugart	At-large
X	Kathy Hisey	Town of Calhan
X	Karen Lusby	Town of Monument

Present	Name	Agency/Affiliation
	Kelley Hakes	City of Green Mountain Falls
	Kevin Clark	El Paso County
X	Leah Tunnell	Hey Neighbor
X	Shayla Frazier	City of Fountain
X	Steve Schleiker	At-large
	Teresa Cheek	At-large
X	Tyler Peoples	At-large
X	Welling Clark	El Paso County
X	Staff and guests	Pikes Peak Area Council of Governments

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Date: August 20, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Josh Squires, Transportation Planner

Subject: Fiscal Year 2027-2031 Transportation Improvement Program Amendment #1

Action Requested: Review and Recommend

Summary

The FY 2027-2031 Transportation Improvement Program Amendment #1 includes two actions:

Mountain Metropolitan Transit Scope Change

Mountain Metropolitan Transit requests a scope modification to project 2019-091 (Mountain Metropolitan Transit Vehicle Purchase). The project description is being revised to provide greater flexibility in vehicle procurement while maintaining the commitment of local match funds. There are no funding changes associated with this request.

- Current Scope: Purchase up to nine (9) hybrid transit vehicles, with Mountain Metropolitan Transit committing local match funds.
- Proposed Scope: Purchase vehicles, with Mountain Metropolitan Transit committing local match funds.

Colorado Department of Transportation Funding Transfer Request

The Colorado Department of Transportation requests the transfer of Regional Priority Program funding from project 2021-047 (U.S. Highway 24G Mobility/Safety Improvements) to project 2023-032 (U.S. Highway 24 Falcon/Judge Orr Intersection Improvements).

The amendment would add the following funding to Project 2023-032:

- Fiscal Year 2027 Federal Regional Priority Program: \$662,320
- Fiscal Year 2027 State Match: \$137,680
- Fiscal Year 2028 Federal Regional Priority Program: \$413,950
- Fiscal Year 2028 State Match: \$86,050

Total funding added to Project 2023-032: \$1,300,000

Correspondingly, Project 2021-047 would be reduced by:

- Fiscal Year 2027 Federal Regional Priority Program: (\$662,320)
- Fiscal Year 2027 State Match: (\$137,680)
- Fiscal Year 2028 Federal Regional Priority Program: (\$413,950)
- Fiscal Year 2028 State Match: (\$86,050)

Total funding removed from Project 2021-047: (\$1,300,000)

This amendment reallocates existing Regional Priority Program funds between projects and does not result in a net change to the TIP.

Proposed Motion

Review and recommend approval of Fiscal Year 2027-2031 Transportation Improvement Program Amendment #1.

Attachments

- 1) Electronic Transportation Improvement Program Project Overview Report

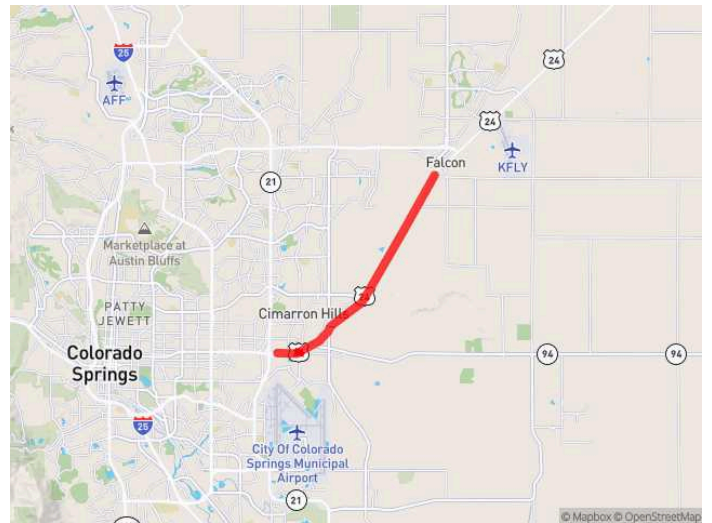
Strategic Plan Goals

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

2021-047 - US24G Mobility/Safety Improvements

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

Lead Agency:	CDOT
Project Type:	Other
Plan Revision Name:	Amend #1
Total Cost:	\$0
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	Interstate
Performance Measures:	Congestion, Safety, Travel Time Reliability

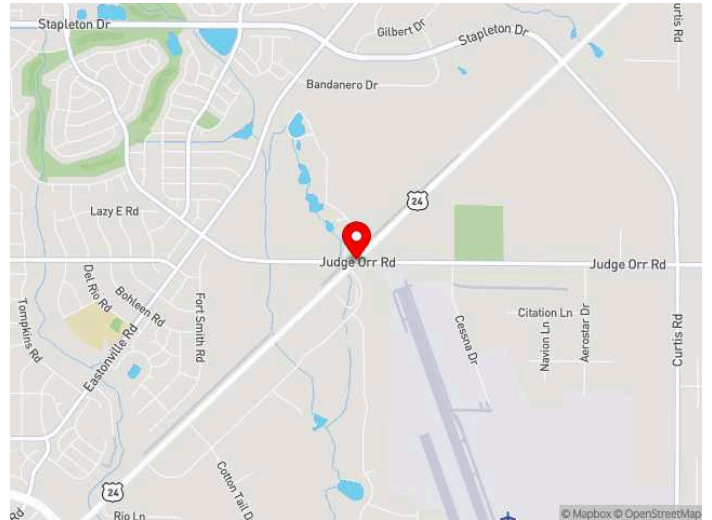


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
-	Regional Priority Pool (RPP) Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	Regional Priority Pool (RPP) State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

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

Lead Agency:	CDOT
Project Type:	Safety Improvements
Plan Revision Name:	Amend #1
Total Cost:	\$12,913,002
County:	El Paso
Municipality:	-
CDOT Region:	Region 2
Functional Classification:	Principal Arterial
Performance Measures:	Safety, Travel Time Reliability



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
PRE	STP Metro	\$0	\$1,321,472	\$0	\$0	\$0	\$0	\$0	\$1,321,472
Total PRE		\$0	\$1,321,472	\$0	\$0	\$0	\$0	\$0	\$1,321,472
ROW	STP Metro Local Match	\$0	\$709,778	\$0	\$0	\$0	\$0	\$0	\$709,778
Total ROW		\$0	\$709,778	\$0	\$0	\$0	\$0	\$0	\$709,778
CON	FASTER	\$0	\$5,613,000	\$0	\$0	\$0	\$0	\$0	\$5,613,000
CON	Local Match for STP Metro	\$0	\$1,032,600	\$0	\$0	\$0	\$0	\$0	\$1,032,600
CON	Regional Priority Pool (RPP) Federal	\$0	\$662,320	\$413,950	\$0	\$0	\$0	\$0	\$1,076,270
CON	Regional Priority Pool (RPP) State	\$0	\$137,680	\$86,050	\$0	\$0	\$0	\$0	\$223,730
CON	STP Metro	\$0	\$2,936,152	\$0	\$0	\$0	\$0	\$0	\$2,936,152
Total CON		\$0	\$10,381,752	\$500,000	\$0	\$0	\$0	\$0	\$10,881,752
-	FASTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$12,413,002	\$500,000	\$0	\$0	\$0	\$0	\$12,913,002

2019-091 - MMT Vehicle Purchase

Purchase vehicles, with MMT committing local match funds

Lead Agency:		Colorado Springs - MMT							
Project Type:		Transit Vehicles							
Plan Revision Name:		Amend #1							
Total Cost:		\$22,693,842							
County:		El Paso							
Municipality:		City of Colorado Springs							
CDOT Region:		-							
Functional Classification:		-							
Performance Measures:		Transit, Travel Time Reliability							
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
NA	Carbon Reduction Program	\$0	\$1,448,310	\$0	\$0	\$995,724	\$1,155,058	\$0	\$3,599,092
NA	FTA 5307	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
NA	FTA 5339 (c)	\$0	\$7,623,000	\$0	\$0	\$0	\$0	\$0	\$7,623,000
NA	Local	\$0	\$4,148,852	\$0	\$0	\$0	\$0	\$0	\$4,148,852
NA	Local Match for CRP	\$0	\$301,068	\$0	\$0	\$206,986	\$240,108	\$0	\$748,162
NA	Local Overmatch	\$0	\$3,574,736	\$0	\$0	\$0	\$0	\$0	\$3,574,736
Total NA		\$0	\$20,095,966	\$0	\$0	\$1,202,710	\$1,395,166	\$0	\$22,693,842
Total Programmed		\$0	\$20,095,966	\$0	\$0	\$1,202,710	\$1,395,166	\$0	\$22,693,842



Date: Augst 26, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Lisa Gagnon, Transit Planner

Subject: Federal Transit Administration Section 5310 Review Panelist Selection

Action Requested: Provide Guidance

Summary

The Pikes Peak Area Council of Governments is preparing the request for proposals for the Federal Transit Administration Section 5310 Enhanced Mobility of Older Adults and Individuals with Disabilities Program. This funding is for programs and projects that serve older adults and individuals with disabilities within the Metropolitan Planning Organization urbanized area. Selected projects will be eligible for funding from January 1 to December 31, 2027.

Pikes Peak Area Council of Governments staff are seeking one Community Advisory Committee volunteer to serve on the application review panel. The panel will be responsible for reviewing and scoring applications to determine eligibility for funding. Including a Community Advisory Committee member on the review panel will help enhance transparency and promote a fair, consistent, and equitable review process for all applicants and funding recipients.

Attached Documents

None.

Proposed Motion

Select one member for the application review panel.

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.



Date: August 26, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Unified Planning Work Program Adoption

Action Requested: Review and Recommend

Summary

The Unified Planning Work Program has been updated to specify transportation planning activities that will occur within the Metropolitan Planning Area during federal fiscal year 2027. A 30-day public comment period ended August 10, 2027. No comments were received. This followed reviews by the Transportation Advisory Committee, Community Advisory Committee, and Board of Directors. Comments received from the Federal Highway Administration and Federal Transit Administration were addressed prior to release for public comment.

Staff has amended the document to show that the Colorado Department of Transportation has provided \$180,000 in additional funding to the Pikes Peak Area Council of Governments. This State Planning and Research Funding is federal funding that will be matched by toll credits, allowing for 100% federal participation. This funding will be for the development of a specialized transportation plan for the region and for a long range transportation plan survey and kickoff/open house. Both of these tasks were previously identified in the document but were noted as being contingent on funding availability. In addition, staff has updated the financial information in the document based on more accurate rollover funding and adjusted expenditures. No work tasks were adjusted.

Background

At a minimum, the Unified Planning Work Program is federally required to include 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 the Board of Directors adopt Unified Planning Work Program Amendment 1.

Attachments

- 1) Unified Planning Work Program
- 2) Resolution to Adopt the 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.
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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
September 9, 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.

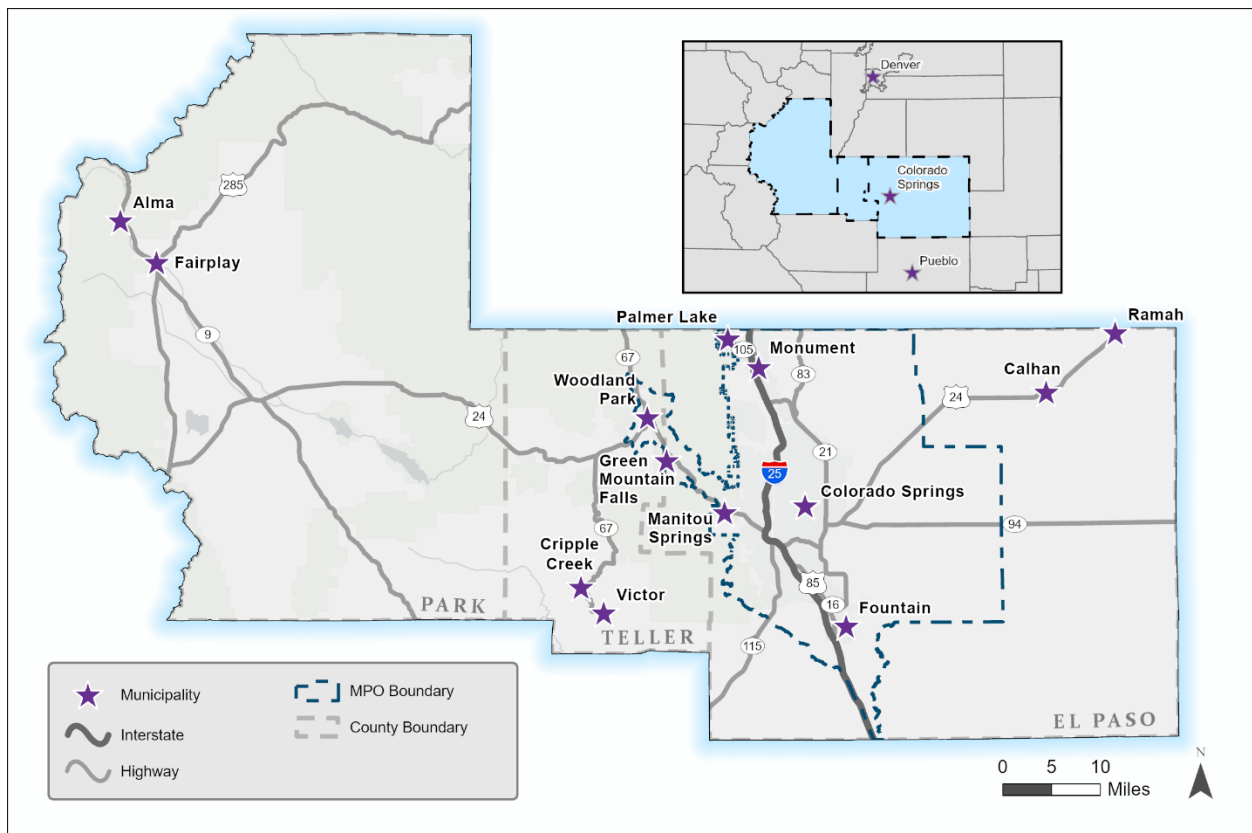


Figure 1: COG and MPO Boundaries

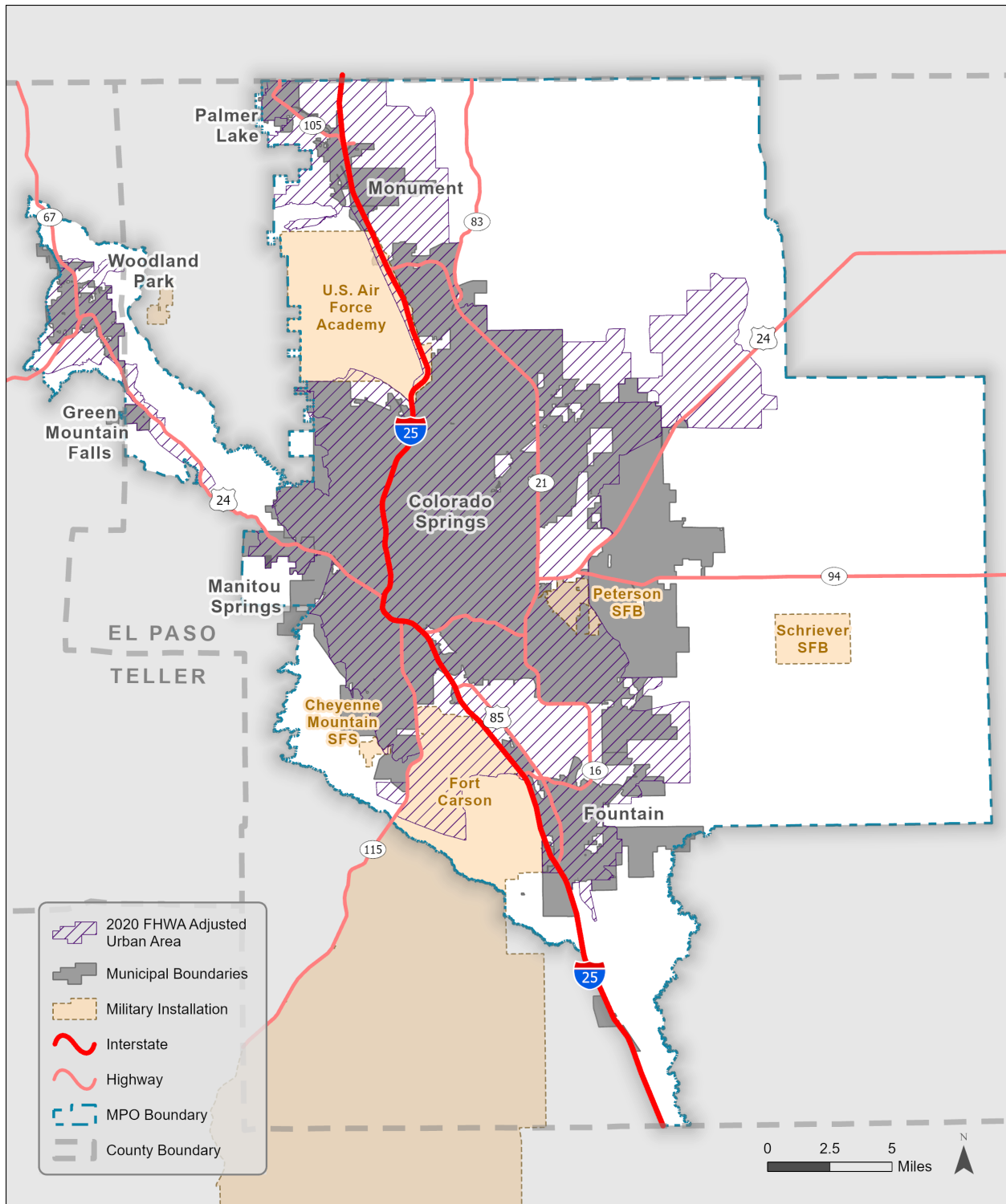


Figure 2: PPACG MPO Boundary

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).

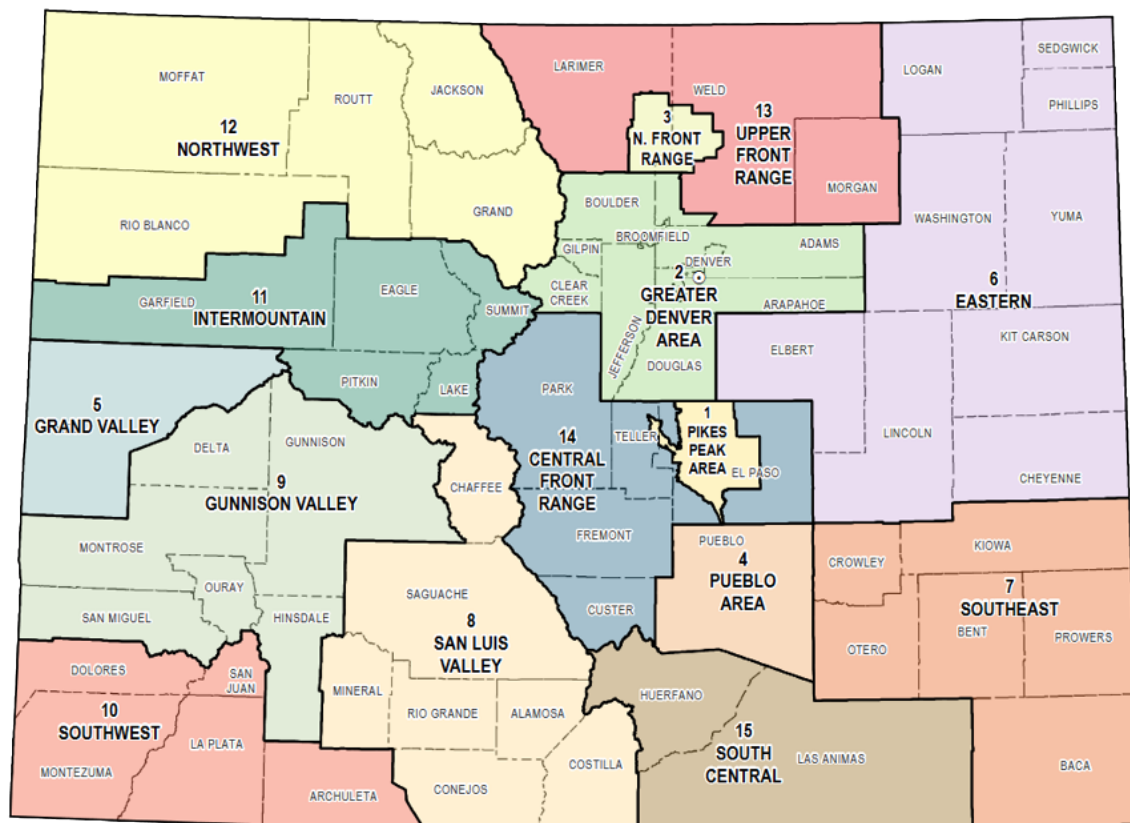


Figure 3: Colorado TPRs (source: CDOT)

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.

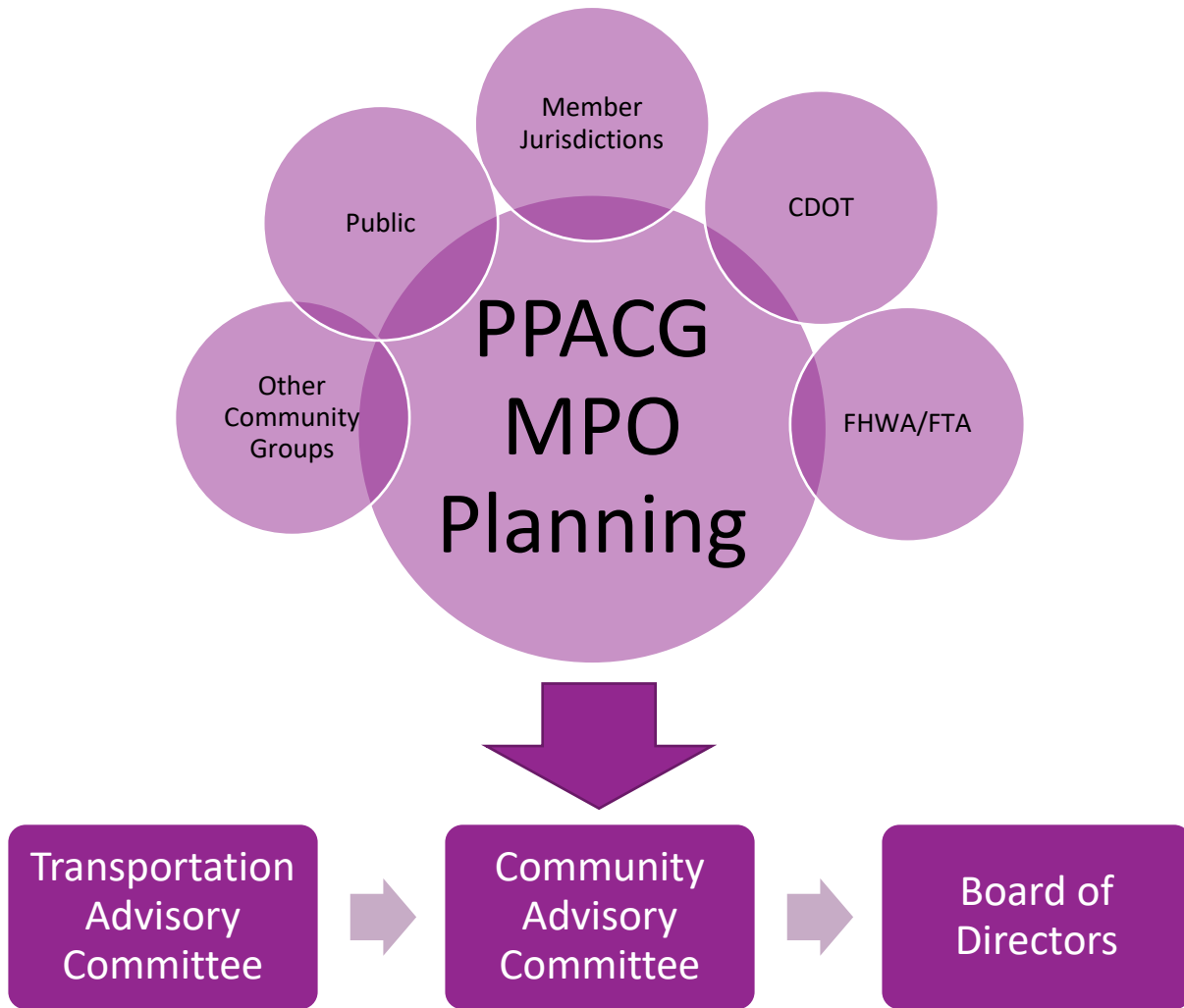


Figure 4: Organizational Structure

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	\$180,000	\$301,142	\$1,929,805
Anticipated Carry-over from FFY2026	\$246,128	\$0	\$0	\$246,128
Total FFY2027 Revenues	\$1,694,791	\$180,000	\$301,142	\$2,175,933
FFY2027 Expenditures				
Salary, Fringe and Indirect Expenditures	\$1,492,531	\$0	\$259,096	\$1,751,627
Direct Expenses	\$201,322	\$180,000	\$41,850	\$423,172
Total FFY2027 Expenditures	\$1,693,853	\$180,000	\$300,946	\$2,174,799

** Matching Funds: The Consolidated Planning Grant (CPG) program represents a consolidation of FHWA and FTA Metropolitan Planning (Metro-PL) funding, which requires a minimum match rate of 17.21%. Innovative funding strategies (state toll credits) will be used to ensure the match requirement is met.*

State Planning and Research (SPR) Funds: PPACG was provided with a supplemental award of \$180,000.00 in federal SPR funding that was converted to CPG grant funding as part of this contract.

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	\$437,907	25.00%
611 - Data Development and Information Management	\$718,167	41.00%
612 - Transportation Improvements Program	\$157,646	9.00%
613 - Regional Transportation Planning	\$288,806	16.49%
614 - Regional Environmental Transportation Planning	\$122,614	7.00%
619 - Complete Streets Compliance	\$26,487	1.51%
Total	\$1,751,627	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	\$360,152
WE-617 (76060)	Printing/Reproduction Services	\$2,000
WE-617 (77000)	Education/Training/Conference	\$14,400
WE-617 (77150)	Travel Out-of-State	\$11,000
WE-617 (77160)	Travel In-State	\$4,000
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	\$12,150
	Total Direct Expenses	\$423,172

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 and FTA required performance measures and targets as necessary.

- 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.)
- Continue to 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. The Long Range Transportation Plan is expected to be adopted no later than February 2030.
 - An LRTP open house and public survey will help confirm plan goals and objectives with the public, quantify existing jurisdictional projects in the context of those goals and objectives, determine regional policy and project preferences. CDOT has provided funding in FY27 for the open house and survey.
- Continued analysis and planning related to the Congestion Management Process (CMP).
- Initiate development and preliminary activities for the 2055 Specialized Human Services Plan and Transit Plan. CDOT has provided additional funding for this activity in FY27. These plans are expected to be adopted no later than February 2030 in alignment with the Long Range Transportation Plan.
- 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. 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.

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Pikes Peak Area
Council of Governments
Communities Working Together

RESOLUTION BY

**THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
APPROVING THE UNIFIED PLANNING WORK PROGRAM
FOR THE METROPOLITAN TRANSPORTATION
PLANNING PROGRAM**

September 9, 2026

WHEREAS, Title 23, Chapter 1, Section 134 and Title 49, United States Code, as updated by the Infrastructure Investment and Jobs Act (IIJA), requires that each urban area, as a condition to the receipt of Federal Capital or Operating Assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in transportation plans and programs consistent with the planned development of an urbanized area, and

WHEREAS, pursuant to the aforementioned legislation, the Pikes Peak Area Council of Governments was designated by the Governor of the State of Colorado as the Metropolitan Planning Organization responsible for carrying out the transportation planning and programming requirements of Title 23 and Title 49, United States Code, and

WHEREAS, the Unified Planning Work Program (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,

NOW, BE IT THEREFORE RESOLVED, the Pikes Peak Area Council of Governments hereby approves and adopts Amendment I of the Fiscal Years 2026 and 2027 Unified Planning Work Program.

RESOLVED, APPROVED, and ADOPTED by the Pikes Peak Area Council of Governments this 9th Day of September, 2026, at Colorado Springs, Colorado.

Commissioner Holly Williams,
Chair

ATTEST
Mayor Sharon Thompson,
Secretary



Date: August 26, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Public Participation Plan Adoption

Action Requested: Review and Recommend

Summary

The Public Participation Plan has been updated to provide staff and the public with guidelines for ensuring engagement opportunities are provided for the Pikes Peak Area Council of Governments transportation planning processes.

A 45-day public comment period for the updated Public Participation Plan concluded on July 30, 2026. No comments were received. This followed reviews by the Transportation Advisory Committee, Community Advisory Committee, and Board of Directors. Comments received from the Federal Highway Administration and Federal Transit Administration were addressed prior to release for public comment.

Background

Federal regulations require the Pikes Peak Area Council of Governments to produce a Public Participation Plan to guide public involvement for agency plans and programs to ensure a well-informed effort. The Public Participation Plan helps to determine how public input will be solicited and used during the planning process, sets certain minimum requirements for notification of the public, and provides guidance for inclusion of underrepresented groups. The Public Participation Plan was last formally adopted by the Board of Directors in 2019. This update provides the starting point for the next 5-year planning cycle.

Proposed Motion

Recommend the Board of Directors adopt the Public Participation Plan.

Attachments

- 1) Public Participation Plan
- 2) Resolution to Adopt the Public Participation Plan

Strategic Plan Goals

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



PUBLIC PARTICIPATION PLAN

*Pikes Peak
Area
Council of
Governments*

September 2026

Public Participation Plan

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1: Introduction

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

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

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

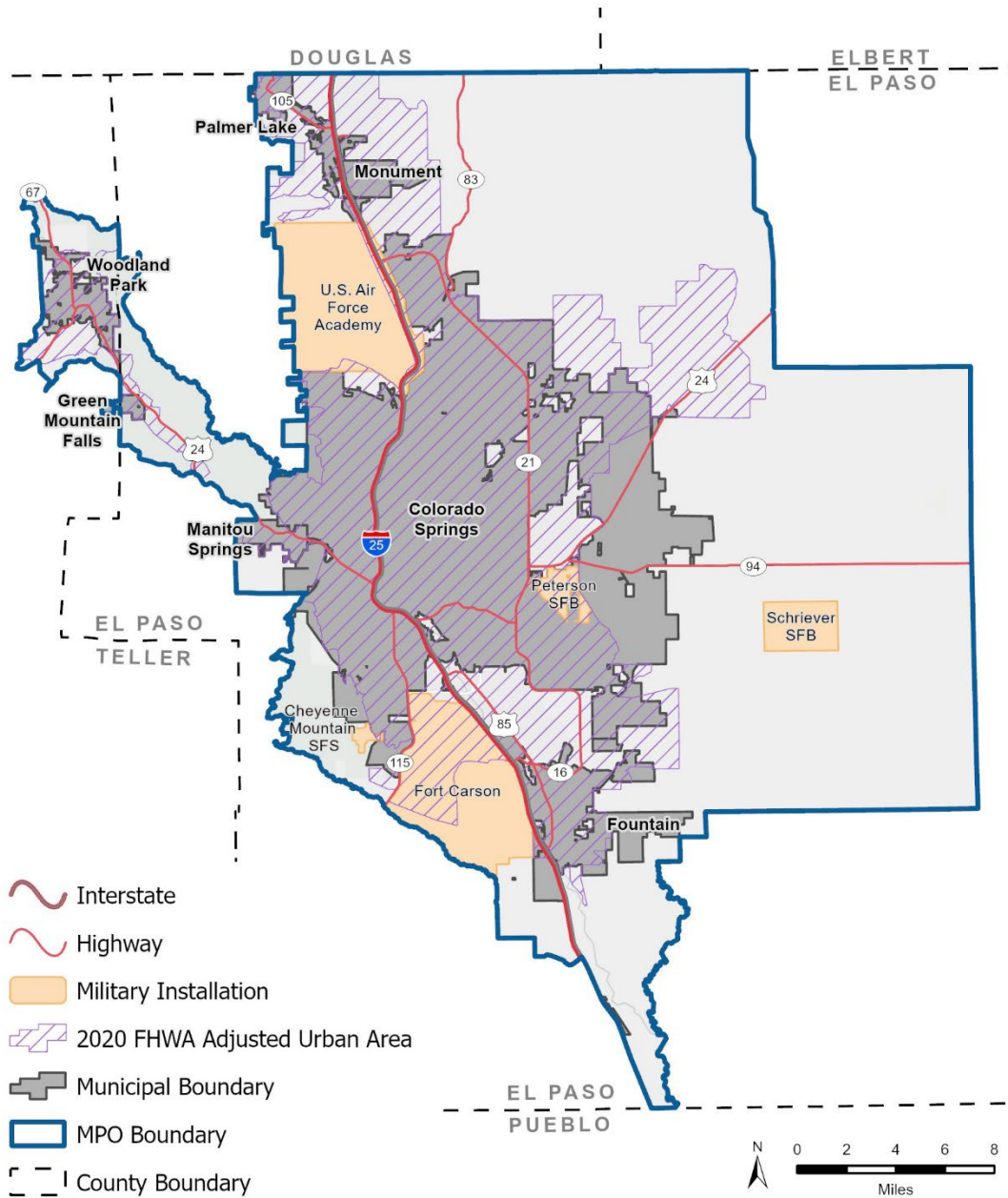
Transportation Planning Area

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

Member governments within the planning area include the following.

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

Figure 1: Metropolitan Planning Organization Boundary



2: Transportation Planning Overview

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

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

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

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

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

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

The PPACG Board of Directors is the policy and decision-making body for transportation and air-quality planning in the metropolitan planning area.

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

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

3: Public Participation Plan Purpose and Goals

Importance of Public Involvement in Transportation Planning

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

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

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

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

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

Public Involvement Best Practices

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

Key takeaways include the following.

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

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

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

Target Audiences

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

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

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

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

4: Title VI Populations

Title VI

Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

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

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

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

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

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

Limited English Proficiency

Translation Services

For those with limited English proficiency (LEP), inclusion means providing both spoken and written translations of program materials and presentations. Translation will be provided for workshops, open houses, and public meetings when requested.

For communications concerning plans which will substantially impact areas where there is an identified LEP population, translated materials and/or translation services may be offered even if not requested. In this situation, planning staff will proactively attempt to engage support organizations and to discover advertising channels likely to reach persons in the area who speak limited English.

The procedure for requesting Spanish translation services for PPACG's regularly occurring committee and Board meetings will appear (in Spanish) on all meeting agendas as of the adoption of this plan.

Accessible Documents and Website

Due to limited budget and resources, PPACG is unable to translate all documents. It may translate core documents, or portions thereof, as suggested by four-factor analysis. Spanish translations of documents such as the "Title VI Complaint Form" and the "Notice to Beneficiaries of Protection Under Title VI" will be provided in English and Spanish. Executive summaries for the LRTP will also be provided in Spanish and English. Other plans and program documents may be translated if they are likely to have disproportionate impacts on an identified LEP population.

In 2024, PPACG launched a redesigned website to comply with the State of Colorado Accessibility Rule (8 Code of Colorado Regulations 1501-11), which requires compliance with Web Content Accessibility Guidelines 2.1 AA in response to Colorado House Bill 21-1108. The redesign included improved navigability and improved functionality for users; continuity of website architecture and branding; and removal of out-of-date and other unnecessary information while maintaining critical content and contacts for additional information. Perhaps the most significant improvement from a public engagement perspective is the integration of Spanish, German, and Korean languages into the website, as these are the most common languages in the Pikes Peak area after English.

Community Outreach

PPACG will rely upon community partners to gain the fullest reach to all communities and to help overcome barriers of communication and trust. This includes the Spanish-speaking community (others where appropriate). Their feedback on our engagement process and materials will also be sought along with advice on how to make improvements for the next planning cycle. Detailed information about Limited English Proficiency is identified in the Limited English Proficiency Plan available on PPACG's website.

Other Traditionally Under-Represented Populations

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

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

5: Access for People with Disabilities

The Pikes Peak Area Council of Governments is committed to accommodating the needs of persons with disabilities to ensure equal opportunities for participation in all transportation plans and programs.

PPACG’s metropolitan planning process will be carried out in accordance with the provisions of the Americans with Disabilities Act of 1990 and the Rehabilitation Act of 1973, which states “that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” This includes having an equal opportunity of participation in public involvement activities that are part of the metropolitan planning process.

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

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

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

- Hold public meetings or events at locations that are accessible to persons with disabilities and near transit routes;
- Hold public meetings at times when the working and non-working public can attend;
- Provide ample advanced notice of public meetings and events;
- Perform targeted outreach to community associations, churches and/or faith-based organizations, and other organizations that provide support for Title VI populations;
- Provide translated documents for limited English speakers and in-person language and deaf translators as needed or requested, with adequate notice;
- Provide any other assistance that is requested, within reason and with adequate notice of the need for assistance.

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

6: Strategies

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

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

Tactics

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

Print and Digital Publications

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

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

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

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

Website

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

The LRTP, TIP, UPWP, and associated federally required documents are posted on the website. The website is intended to be a first stop for partners and members of the public seeking information regarding the MPO and related planning processes. In some cases, documents may not be produced for use on the website or may need remediation to ensure proper accessibility for the web. Additional information, including documents not posted to the website, may be obtained by contacting PPACG staff.

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

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

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

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

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

Social Media

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

Standing Committees

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

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

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

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

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

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

Stakeholders and Community Partners

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

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

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

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

Public Meetings

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

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

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

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

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

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

Media Relations

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

Surveys

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

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

Visualization

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

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

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

E-mail

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

Advertising

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

7: Core Planning Products

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

LRTP

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

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

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

TIP

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

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

Amendments to the TIP come in two forms.

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

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

UPWP

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

8: Public Involvement Activities

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

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

Table 1: Minimum Public Involvement Procedures for Plans and Programs

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

Plan or Program	Minimum Comment Period Duration for Completed Draft	Timeline and Reporting	Minimum Notifications and Public Process Activities
Unified Planning Work Program	30 days	relevant committees before approval or recommendation is sought. Final plans must be shared with FHWA and FTA.	Regular public meetings²
UPWP Amendment Requiring Board Action	1 monthly committee cycle ³	Summary will be presented to the Board before approval	- Web page updates - Regular public meetings²
Other Non-required Planning Products, including those that are Component Plans for the LRTP such as an Active Transportation Plan, Freight Plan, etc.	2 monthly committee cycles ⁴	Summary will be presented to the Board before approval	- Web page updates - Social media updates - Regular public meetings²

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

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

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

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

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

Addressing Public Comments

Public comments received during formal public comment periods will be documented in the plan for which they were received. This includes direct written comments and summaries of verbal comments. Comments may be addressed in plans in a variety of ways depending on their substance. In the case of minor administrative changes such as grammatical errors, the errors are addressed by staff. All other comments

should be reviewed with individual jurisdictions and the TAC to determine the appropriate changes to the document. Any changes that occur will be reported to the TAC, CAC, and Board of Directors.

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

General Public Comments

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

9: Plan Evaluation

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

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

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

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

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

The two main goals of evaluation will be to 1. Discover which existing methods are increasing or declining in usefulness, and 2. Try new methods and maintain good information about the success or failure of those methods. Without proper and ongoing evaluation, the public involvement process will either stagnate or evolve randomly with irregular and unexplainable results. Appendix B provides the public participation evaluation for the fiscal year (FY) 2019-2025 planning cycle.

Evaluation of Public Process Tactics

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

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

Tactic	Quantitative and Qualitative Evaluation	Desired Outcomes
Publications	Quantity of publications distributed Quality and readability of publications Accessibility of information (print and online)	- Publications support community interests and needs - Information is provided in multiple, accessible formats recognizing that both online and other formats allow for better engagement with various segments of the public - Content encourages ongoing, meaningful public involvement in planning process - Publications enhance understanding of plans, programs, and policies - Publications are written for the broad audience whenever possible, using plain language and explanations - Publications include meaningful executive summaries and/or other summarized information when possible
Website	Publications, tools, and other information posted online Website analytics (e.g., visits, visit length, geographic location of users)	- Prioritize and increase accessibility of information and input opportunities most important to the public - Publish high-quality documents and tools on the website to enhance public engagement and understanding, including interactive applications, visual summaries, etc. - Identify trends in web usage Include ways for the public to make comment, stay informed, and attend meetings/open houses

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

Tactic	Quantitative and Qualitative Evaluation	Desired Outcomes
		campaigns) to support other tactics such as website and survey engagement

Appendix A: Compliance with Federal Regulation

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

Table 3: Compliance with Federal Regulation

Statute	Requirement	Fulfilled
§ 450.316 (a) 1	Develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.	This Public Participation Plan will be adopted in 2026. Specific requirements identified in the statute are addressed in the tactics section of this document and
§ 450.316 (a) 2	Significant written and oral comments received on the LRTP and TIP shall be reported in the final documents	Table 1 identifies this requirement.
§ 450.316 (a) 3	A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.	Table 1 identifies this requirement.

Statute	Requirement	Fulfilled
§ 450.316 (b)	The MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation or coordinate its planning process with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area.	This is discussed in the Stakeholders and Community Partners section under the Tactics subheading.
§ 450.316 (c)	Inclusion of Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.	This is not relevant for the PPACG Metropolitan Planning Area.
§ 450.316 (d)	When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.	This is discussed in the Stakeholders and Community Partners section under the Tactics subheading.
§ 450.316 (e)	MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.	This is included in the Importance of Public Involvement in Transportation Planning section.

Appendix B: Public Participation Plan Evaluation FY19-25

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

MPO Documents Published or Adopted

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

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

- 2050 Pikes Peak Region Long Range Transportation Plan, adopted in 2025
 - Regional Transit Plan
 - Specialized Human Services Transportation Plan

- Fiscal Year 2025-2029 Transportation Improvement Program, adopted in 2024
- Fiscal Year 2023-2027 Transportation Improvement Program, adopted in 2022
- Fiscal Year 2022-2023 Transportation Improvement Program, adopted in 2021
- Fiscal Year 2021-2025 Transportation Improvement Program, adopted in 2020
- Title VI Plan, adopted in 2023
- Limited English Proficiency Plan, adopted in 2023
- Unified Planning Work Programs and associated amendments for Fiscal Years 2020-2021, 2022-2023, 2024-2025, and 2026-2027
- Annual Listing of Obligated Projects for each fiscal year

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

- Regional Certified Safety Action Plan, to be approved in 2026 (in coordination with Woodland Park)
- Regional Complete Streets Toolbox, approved in 2025
- Active Transportation Plan, approved in 2024
- Regional Freight Mobility Study, adopted in 2024
- Serious Crash Study, completed in 2024
- Community Traffic Safety Education Review, adopted in 2023
- Pikes Peak Region Congestion Management Process, adopted in 2022
- PPACG Tri-County Transportation Study, approved in 2022
- Transportation Infrastructure Electrification Study, approved in 2022

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

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

Evaluation of Public Process Tactics in FY19-25 Planning Cycle

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

Table 4: Evaluation of Public Process Tactics

Tactic	Previously Identified Evaluation Metrics	Actions and Outcomes
Publications	• Quantity of publications distributed • Accessibility of information (print and online) • Website analytics for digital publications (number of downloads) • Variety of publication formats	• Staff produced successful federally required documents and developed several additional products in response to needs identified by the community. These are provided in a range of formats depending on use and audience. • Website was redesigned to enhance navigability and accessibility. Print documents are available via contacting staff. • Because information is now embedded into the website pages, downloads are not a viable metric for tracking.
Website	• Number of website visits • Source of web traffic • Time spent on web pages • Navigation on web pages • Search terms used • Geographic location of website users	• Data prior to the 2024 website reimagining was largely unavailable and/or inconclusive. • Redesign of website allows for easier navigation and more accessible content. Outdated and confusing information was also removed from the website. • Increasing the public's use of the PPACG website is dependent upon the inclusion of accurate, interesting, and user-friendly information and navigability. • Web pages devoted to individual projects were utilized when appropriate and financially supported. • Interactivity of the website was enhanced through the development of applications and mapping materials and other items.
Social Media	• Overall level and quality of engagement • Number of interactions (likes, comments, etc.) • Audience diversity • Click rates	• While social media proved effective for certain efforts, such as the safety media campaign, it was not effective in gathering quality or meaningful engagement on planning products. • PPACG's LinkedIn account has 377 followers, while the Facebook account has 1,500 followers. • In 2023 the safety media campaign resulted in 336,735 impressions and 2,316 clicks through Google and YouTube; and 630,946 impressions, 11,740 clicks through Facebook and Instagram. • PPACG experimented with paid content on Facebook, particularly for safety traffic related content. • Social media content is also shared as appropriate with partner agencies, including local counties, cities, and towns; Bike Colorado Springs; Pike Ride; Mountain Metropolitan Transit; and CDOT.

Tactic	Previously Identified Evaluation Metrics	Actions and Outcomes
Stakeholder interviews	• Geographic representation • Diversity of stakeholders interviewed	• Staff and consultants took great care to reach out to a wide variety of stakeholders for various planning efforts. This includes consideration of geographic, diversity, and organization type and interest. More than 70 individuals and entities were engaged and consulted, when possible, to provide additional context and information for the LRTP. • Planning documents leveraged and coordinated with other efforts around the region. For example, the LRTP includes an appendix on federal lands access in the area. • Staff encountered challenges in reaching some demographics or engaging in meaningful dialogue. Because overlapping efforts sometimes draw focus away from PPACG efforts, it is important to engage various populations in multiple ways and to coordinate with other efforts in the community to avoid volunteer fatigue.
Public Meetings	• Event attendance • Relevance of input received • Accessibility to events (geographic/time/distance and ADA) • How people learned about the event	• All committee and workshop meetings were noticed and open to the public. Many were live streamed and/or appear online for later viewing. • Additional open houses were added to the schedule for the LRTP and Specializes Transportation Plan to better accommodate a range of people and demographics. The LRTP held five open houses in varying locations and times, which caused an increase in overall attendance and comments.
Media Relations	• Media coverage • Media contact list diversity (number of reporters, types of news sources, inclusion of minority news sources)	• PPACG hired a dedicated public information officer to ensure press releases and other information were disseminated widely, including newspapers, television stations, and other media outlets.
Surveys	• Response rate • Completeness of responses • Geographic representation	• PPACG released a survey for the 2050 LRTP that generated more than 800 individual responses, which is an increase from that for the 2045 LRTP. Survey responses ranged 41 ZIP codes throughout the region.

Tactic	Previously Identified Evaluation Metrics	Actions and Outcomes
Visualization	• Use of visualization in presentations and publications and on website • Demonstrated or stated understanding of ideas, concepts, plans, projects, or programs among intended audience	• Staff and consultants have integrated maps, charts, diagrams, and other illustrations in planning projects as much as possible. • PPACG works to make documents visually appealing and well organized, making them easier for members of the public to read. • In addition, PPACG has developed several interactive tools that are available to the public, including the following. • A story map that walks users through an overview of the PPACG transportation planning area and process • Interactive maps of PPACG's roadway network and administrative boundaries • A web application of transportation infrastructure projects, including LRTP and TIP projects • A dashboard of crashes in the region, which locates individual crashes on a map and can be filtered several ways • A web application exploring population growth and residential construction 2010-2020 • A dashboard that depicts forecasted growth throughout the region, including population, housing, employment, and traffic volume.
E-mail	• Total number of contacts • Number of unsubscribes • Newsletter development	• The public information officer maintains the official distribution lists for PPACG. • PPACG products and other partner materials are shared with stakeholders, committee members, and Board members. These lists comprise approximately 3,000 individuals and organizations. • The public information officer also distributes a newsletter on a quarterly basis.

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

Appendix C: Acronyms and Abbreviations

AAA	Area Agency on Aging
CAC	Community Advisory Committee
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
FHWA	Federal Highways Administration
FTA	Federal Transit Administration
FY	fiscal year
LEP	limited English proficiency
LRTP	Long-Range Transportation Plan
MCWG	Mobility Coordinating Working Group

MMT	Mountain Metropolitan Transit
MPO	Metropolitan Planning Organization
PPACG	Pikes Peak Area Council of Governments
PPP	Public Participation Plan
RTPAC	Regional Transportation Plan Advisory Committee
TAC	Transportation Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program

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Pikes Peak Area
Council of Governments
Communities Working Together

RESOLUTION BY

**THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
APPROVING THE PUBLIC PARTICIPATION PLAN
FOR THE METROPOLITAN TRANSPORTATION
PLANNING PROGRAM**

September 9, 2026

WHEREAS, Title 23, Chapter 1, Section 134 and Title 49, United States Code, as updated by the Infrastructure Investment and Jobs Act (IIJA), requires that each urban area, as a condition to the receipt of Federal Capital or Operating Assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in transportation plans and programs consistent with the planned development of an urbanized area, and

WHEREAS, pursuant to the aforementioned legislation, the Pikes Peak Area Council of Governments was designated by the Governor of the State of Colorado as the Metropolitan Planning Organization responsible for carrying out the transportation planning and programming requirements of Title 23 and Title 49, United States Code, and

WHEREAS, the Pikes Peak Area Council of Governments receives both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the work programs of the agency,

WHEREAS, is responsible for carrying out a continuing, cooperative and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and transportation improvement program, and

WHEREAS, the Public Participation Plan documents reasonable opportunities to be involved in the metropolitan transportation planning process,

NOW, BE IT THEREFORE RESOLVED, the Pikes Peak Area Council of Governments hereby approves and adopts the Public Participation Plan.

RESOLVED, APPROVED, and ADOPTED by the Pikes Peak Area
Council of Governments this 9th Day of September, 2026, at Colorado Springs,
Colorado.

Commissioner Holly Williams,
Chair

ATTEST
Mayor Sharon Thompson,
Secretary



Date: August 26, 2026

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: Fall/Winter Meetings

Action Requested: Information Only

Summary

Staff would like to make the committee aware of possible conflicts with the October, November, and December meetings. Following this meeting, staff will send out a poll to determine which scheduling options are best for the group to achieve quorum. Any changes will be put in place prior to the September meeting.

Proposed Motion

None.

Attachments

None.

Strategic Plan Goals

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



Pikes Peak Area
Council of Governments
Communities Working Together

Upcoming Meeting Schedule

Date	Time	Meeting
August 26	3 p.m.	Community Advisory Committee
September 2	9 a.m.	Commission on Aging – Executive Committee
September 2	11 a.m.	Regional Advisory Council – Executive Committee
September 4	9 a.m.	Board of Directors Workshop
September 9	9 a.m.	Board of Directors
September 9	10:15 a.m.	Commission on Aging – Housing and Transportation
September 11	10 a.m.	Regional Advisory Council – Strategic Review Subcommittee
September 16	3 p.m.	Commission on Aging
September 17	1:30 p.m.	Transportation Advisory Committee
September 23	9 a.m.	Water Quality Management Committee
September 23	1 p.m.	Air Quality Work Group
September 24	10 a.m.	Regional Advisory Council
September 30	3 p.m.	Community Advisory Committee
October 7	9 a.m.	Commission on Aging – Executive Committee
October 7	11 a.m.	Regional Advisory Council – Executive Committee
October 9	9 a.m.	Board of Directors Workshop
October 9	10 a.m.	Regional Advisory Council – Strategic Review Subcommittee
October 14	9 a.m.	Board of Directors
October 15	1:30 p.m.	Transportation Advisory Committee
October 21	3 p.m.	Commission on Aging
October 22	10 a.m.	Regional Advisory Council
October 22	3 p.m.	Commission on Aging – Social Engagement
October 27	9:30 a.m.	Mobility Coordinating Work Group
October 28	9 a.m.	Water Quality Management Committee
October 28	3 p.m.	Community Advisory Committee

Schedule as of August 21, 2026

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