



Pikes Peak Area
Council of Governments

Communities Working Together

Unified Planning Work Program

Federal Fiscal Years 2026 and 2027 – Amendment 1



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

Approved by the
PPACG Board of Directors
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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.

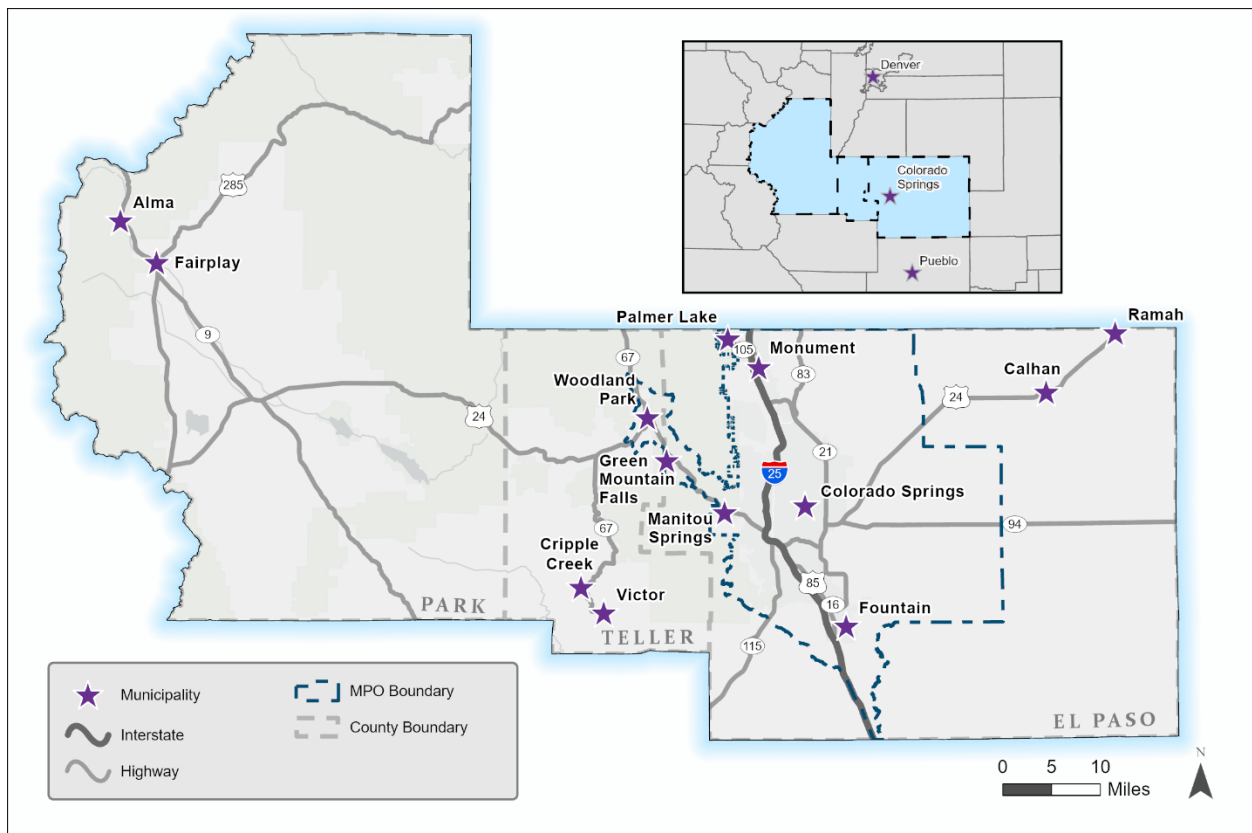


Figure 1: COG and MPO Boundaries

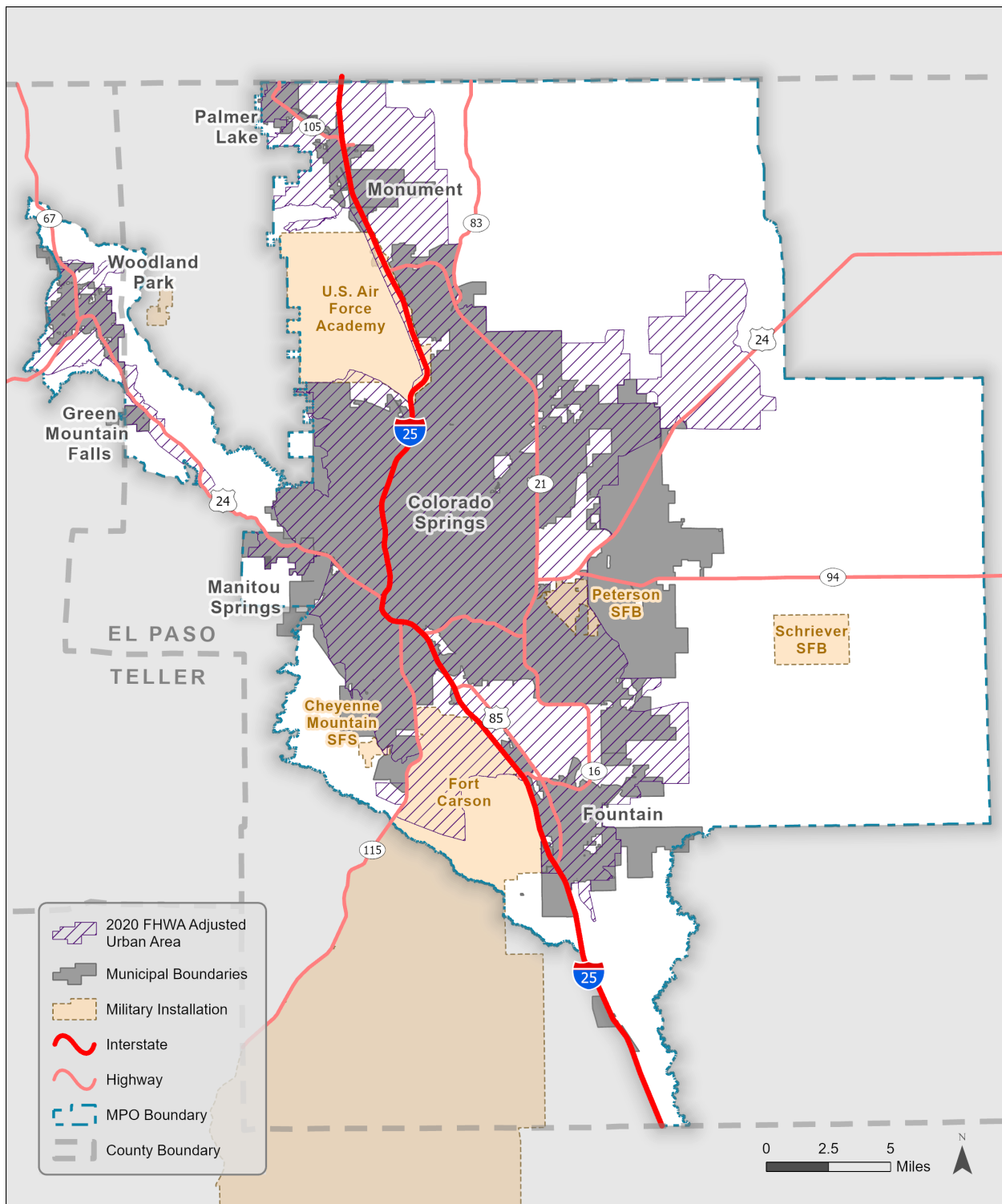


Figure 2: PPACG MPO Boundary

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).

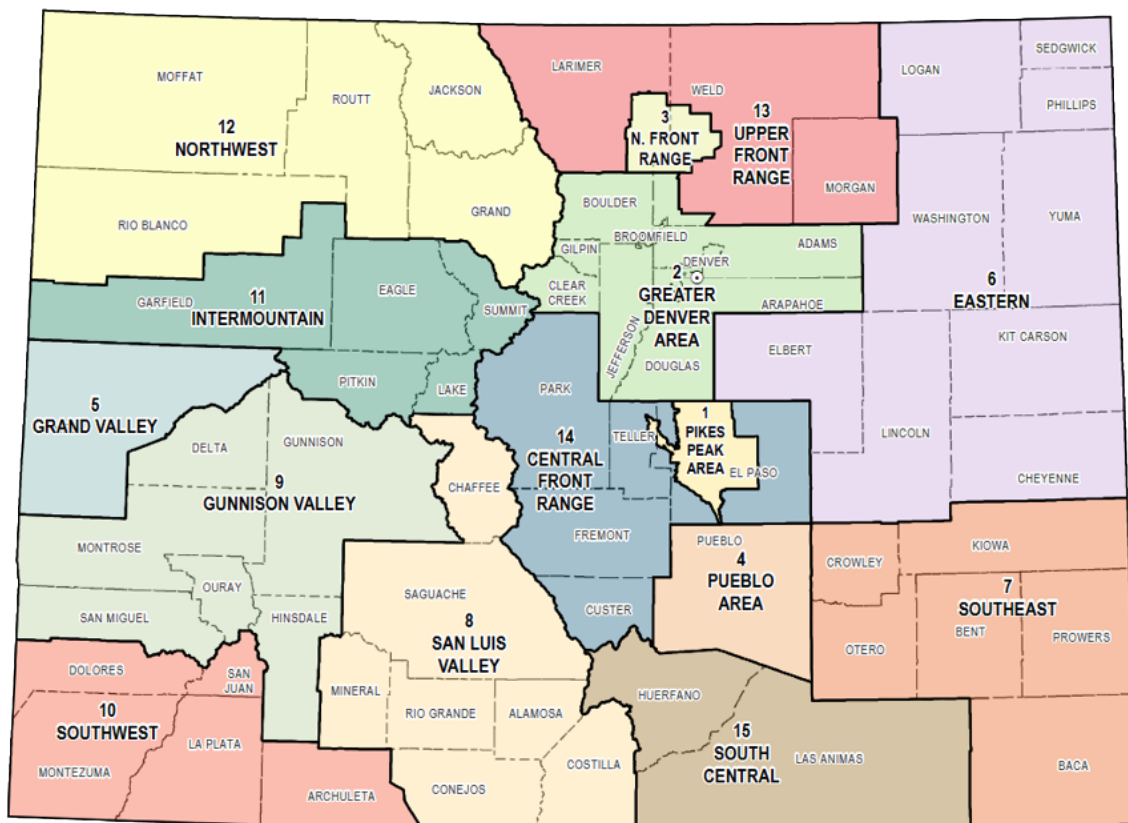


Figure 3: Colorado TPRs (source: CDOT)

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.

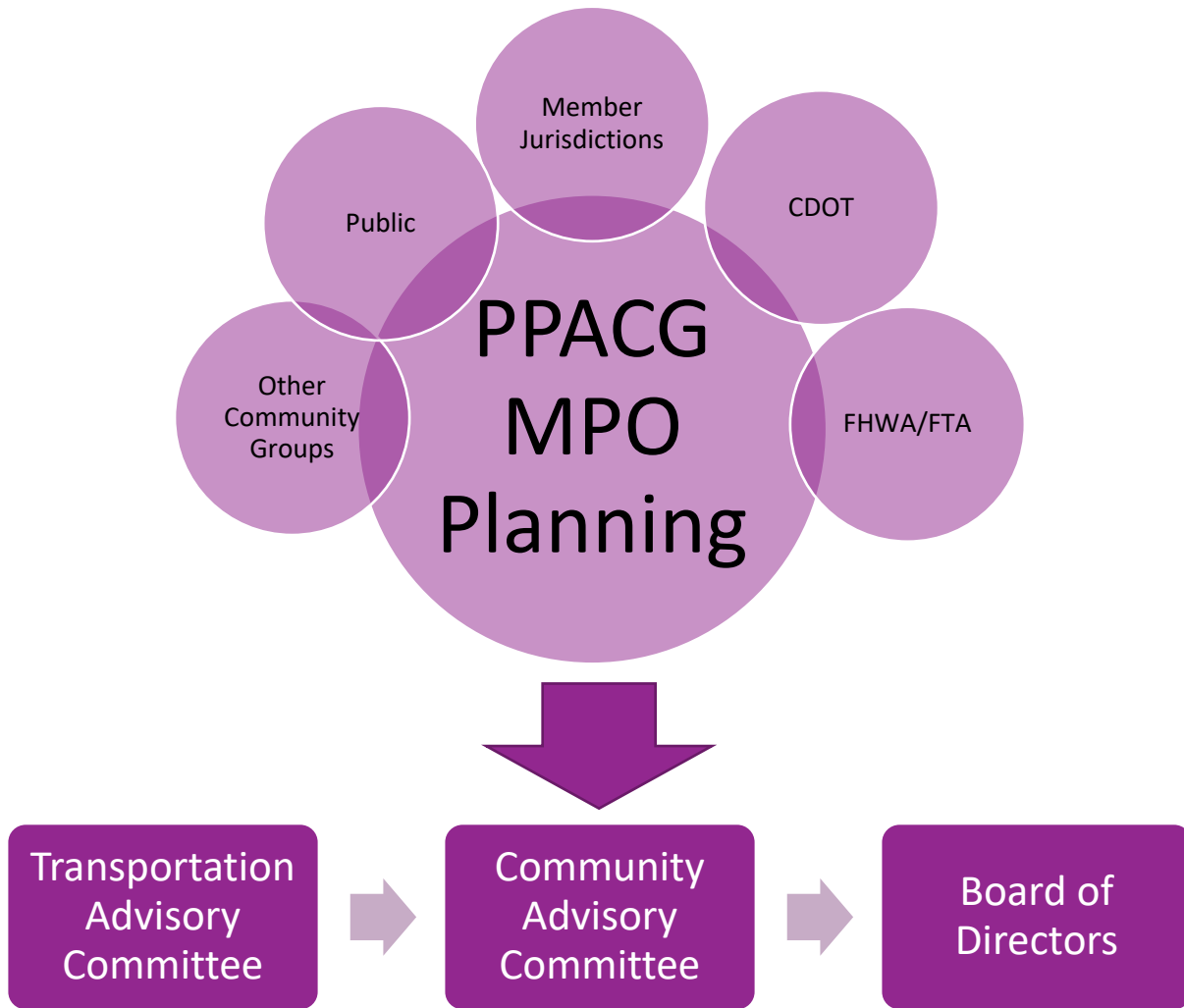


Figure 4: Organizational Structure

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 IIA 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.



To: Megan Meermans, Headquarters Business Manager

From: Robyn Lamb, External Audit Manager *RL*

cc: Lori Copeland, Controller's Office, Operations
Brooke Dunn, Headquarters Business Office
Kent Peterson, Headquarters Business Office
Carol McBroom, Pikes Peak Area Council of Governments, Finance Director

Date: August 6, 2026

Re: Pikes Peak Area Council of Governments - Fiscal Year 2027 Approved Indirect Cost Rate

Background

When a local agency, nonprofit organization, or transit agency proposes an indirect cost rate to be used in a Colorado Department of Transportation (CDOT) grant agreement, the Audit Division (Audit) assesses the proposal to determine compliance with federal regulations. In July 2026, Pikes Peak Area Council of Governments (PPACOG) submitted the entity's proposed fiscal year 2027 indirect cost rate, which was prepared using expenditures from the year ended December 31, 2025. PPACOG is an organization of municipal and county governments with a mission to ensure that all communities have a forum to discuss issues that cross their political boundaries, identity shared opportunities and challenges, and develop collaborative strategies for action.

Objective and Scope

Audit's objective was to determine whether PPACOG's proposed fiscal year 2026 indirect cost rate complies with 2 CFR 200. The scope of our work was limited to PPACOG's most currently calculated indirect cost rate. Audit did not evaluate the accuracy of PPACOG's financial statements that were used to calculate the rate. Instead, we relied on its independent auditor's opinion of the audited financial statements, if applicable. Although we do not conclude on the accuracy of the entity's financial statements, nothing came to our attention to indicate that the financial statements were unreliable.

Methodology

The process used to satisfy our objective included:

- Obtaining and analyzing PPACOG's calendar year ended December 31, 2025, audited financial statements and Independent Auditor's Reports
- Comparing PPACOG's proposed fiscal year 2027 indirect cost rate to the audited financial statements
- Conducting a three-year trend analysis of PPACOG's indirect cost rates, allocation base, and indirect cost pools



- Assessing costs for allowability
- Recalculating the proposed indirect cost rate and carry-forward calculation, if necessary
- Discussing costs and calculations with PPACOG and/or its independent auditor, if necessary

Conclusion

PPACOG's proposed fiscal year 2027 indirect cost rate of 46.33 percent appears to comply with 2 CFR 200. This rate should be used in the calculation for prospective CDOT billings and applied to PPACOG's direct salary and fringe benefit costs incurred from October 1, 2026, through September 30, 2027. In addition, the 46.33 percent rate and the related \$63,421 underapplied carry-forward amount should be used by PPACOG in the calculation of its proposed fiscal year 2028 indirect cost rate.

If additional information is required, please contact Kyle Oliveria, Lead Auditor, at kyle.oliveria@state.co.us.

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

1. There have been no lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the Pikes Peak Area Council of Governments within the last year, July 1, 2025 through June 30, 2026.
2. The Pikes Peak Area Council of Governments, as the MPO, does not currently have any pending applications to any federal agency other than the FTA.
3. There were no civil rights compliance reviews performed on the Pikes Peak Area Council of Governments by any local, state or federal agency during the period July 1, 2025 through June 30, 2026.
4. Title VI will be enforced by the Pikes Peak Area Council of Governments for all contractors. All contracts with the Pikes Peak Area Council of Governments include compliance measures that, in effect, state that failure to comply with Title VI requirements will result in termination of the contract. A copy of the standard contract language regarding Title VI is attached.

Dated: 02/11/2026

Pikes Peak Area Council of Governments

by


Andrew Gunning
Executive Director



Pikes Peak Area
Council of Governments
Communities Working Together

General Assurance

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

Specific Assurances

Federal Highway Program Assurance

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

1. The Pikes Peak Area Council of Governments agrees that each “program” and each “facility” as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a “program”) conducted, or will be (with respect to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. The Pikes Peak Area Council of Governments requires that all contractors sign and agree to a professional services contract (see Appendix X) which explicitly outlines Title VI requirements and regulations.
3. That where the Pikes Peak Area Council of Governments receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
4. That where the Pikes Peak Area Council of Governments receives Federal financial assistance in form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights space on, over, or under such property.

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

Federal Transit Administration Assurance

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

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

Certification

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

DATED 02/11/2026

Pikes Peak Area Council of Governments

By



Andrew Gunning
Executive Director

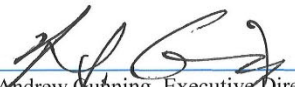


Pikes Peak Area
Council of Governments
Communities Working Together

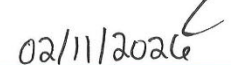
TITLE VI POLICY STATEMENT

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

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



Andrew Cunning, Executive Director
Pikes Peak Area Council of Governments



Date

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



Pikes Peak Area
Council of Governments
Communities Working Together

DECLARACION DE POLITICA CONFORME AT TITULO VI

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

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



Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

02/11/2026

Fecha

Para obtener más información, comuníquese con:

Pikes Peak Area Council of Governments
Coordinador del Title VI
15 S. 7th St.
Colorado Springs, CO 80905
719-471-7080

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Andrew Gunning
Executive Director



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