

STATEMENT CERTIFYING
The Metropolitan Planning Organization Transportation Planning Process
In the Colorado Springs Urbanized Area
By the
Pikes Peak Area Council of Governments
And the
State of Colorado Department of Transportation

The Pikes Peak Area Council of Governments (PPACG), as the designated Metropolitan Planning Organization for the Colorado Springs Urbanized Area, is responsible for conducting the continuing, cooperative, and comprehensive metropolitan transportation planning process as required under as required under Section 134 of Title 23 and Section 5303 of Title 49, United States Code.

The Colorado Department of Transportation (CDOT) and PPACG hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including the following:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Long-Range Transportation Plan

PPACG adopted its fiscally constrained long-range transportation plan (LRTP) in January 2020. The LRTP contains a Congestion Management Process (CMP).

The LRTP addresses the provision of multi-modal transportation facilities and services. The City of Colorado Springs, in cooperation with PPACG, prepared and maintains the Americans with Disabilities Act (ADA) Paratransit Plan. PPACG prepared the Colorado Springs Specialized Transportation Plan, and the City of Colorado Springs prepared a long-range public transportation plan. Both plans were adopted by PPACG in January 2020 as part of its *Moving Forward 2045 Regional Transportation Plan*. These plans address the provision of fixed-route transit service, ADA paratransit, and transportation services by human service providers in the Colorado Springs metropolitan area.

PPACG provides citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with reasonable notice and provides them an opportunity to comment on the proposed plans and programs. PPACG has prepared public involvement procedures for the metropolitan transportation planning process that addresses these requirements; the most recent revision was adopted in April 2019. The Public Participation Plan (PPP) procedures explicitly consider the requirements of the Civil Rights Act of 1964 in addressing the involvement of minorities in the metropolitan transportation planning and programming processes. The PPP is designed to facilitate participation by a range of community members, including traditionally underserved 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.

Ongoing PPACG activities consistent with Title VI of the Civil Rights Act, citizen involvement, and coordination of transportation services for elderly persons and persons with disabilities include the following:

1. Regular monthly meetings of the Community Advisory Committee (CAC), a citizens group consisting of persons representing a variety of member communities and citizens' interests appointed by their local member government entities and approved citizen organizations;
2. Monthly meetings of the Coordination Committee on Specialized Transportation;
3. Periodic review and update of the Public Involvement Procedures for transportation planning activities;
4. Proactive and ongoing citizen participation in the metropolitan transportation planning process from the earliest points of plan and program development through adoption; and
5. Annual meetings to review transportation planning assumptions.

Transportation Improvement Program

The latest fiscally constrained Transportation Improvement Program (TIP) was adopted in January 2022. Amendments to the TIP are considered on a regular basis and are reviewed by PPACG staff and committees for approval.

As the tool for program implementation, the TIP and all projects contained herein are aligned with the LRTP, its methodologies, and associated plans to include the Regional Non-Motorized Transportation Plan, the CMP, and the Human Services Public Transportation Coordination Plan Update. The TIP is also consistent with the Unified Planning Work Program (UPWP) and the Mountain Metropolitan Transit Plan.

As outlined in the PPACG TIP Policies and Procedures, proposed projects included in the TIP are modeled for air quality, Title VI, and Environmental Justice compliance as required. Public comment is solicited on the draft TIP for at least 30 days, to include public open houses and a public hearing at the PPACG Board of Directors meeting in accordance with the PPP. Public comments are made available to the Transportation Advisory Committee (TAC), CAC, and Board of Directors at least 30 days prior to the recommendation (in the case of the TAC and CAC) or approval (in the case of the Board of Directors) of the TIP.

Unified Planning Work Program

Unified Planning Work Programs (UPWP) are biennial documents that are approved annually by the Colorado Department of Transportation (CDOT), FHWA, and FTA, the most recent version was approved by the PPACG Board of Directors in June 2021 for FY2022-2023.

The UPWP process, as outlined in the PPP, includes a minimum 30-day public comment period, the results of which must be made available to the Board of Directors and relevant committees before adoption or recommendation is sought.

Congestion Management Process

PPACG updated the Transportation System Management and Operations (TSMO) CMP Corridor Plans in 2020 in accordance with 23 CFR § 450.322 to help direct funding toward projects and strategies most effective for addressing congestion. The CMP identifies critical corridors/problem areas throughout the region and provides cost-effective strategies for developing and evaluating projects that mitigate congestion. Details of the CMP are included in Section 8 and Appendix H of the LRTP.

Air Quality Conformity

The Colorado Springs Urbanized Area is an attainment area for all National Ambient Air Quality Standards (NAAQS) for pollutants U.S. Environmental Protection Agency under the Clean Air Act.

Disadvantaged Business Enterprises in DOT Funded Projects

CDOT has established Disadvantaged Business Enterprise (DBE) requirements and goals in accordance with 49 CFR § 26.1. CDOT's three-year overall annual FHWA DBE goal for federal fiscal years (FFYs) 2022-2024 is 11.89%.

A Standard Special Provision to CDOT's *Standard Specifications for Road and Bridge*

Construction was adopted in 2021 for use on all Federal-Aid Design-Bid-Build Projects, except Local Agency Projects, and should be used in conjunction with the Project Special Provision Worksheet, DBE Contract Goal. For design-build other innovative projects, the Civil Rights and Business Resource Center (CRBRC) should be contacted for DBE provisions.

The CDOT DBE Program Manual can be found online at [DBE Program Manual — Colorado Department of Transportation \(codot.gov\)](#), and the DBE Requirements are available at [Revisions to Miscellaneous section — Colorado Department of Transportation \(codot.gov\)](#).

Equal Employment Opportunity Program Implementation

In 2021, CDOT adopted a Requirement for Affirmative Action to Ensure Equal Employment Opportunity as a Standard Special Provision that revises or modifies CDOT's *Standard Specifications for Road and Bridge Construction* in accordance with Executive Order 11246 and 41 C.F.R. § 60. This standard special provision is for use on all projects and includes goals and timetables for minority and female participation. The Affirmative Action Requirement is available at [Revisions to Miscellaneous section — Colorado Department of Transportation \(codot.gov\)](#).

PPACG and CDOT certify that the transportation planning process, including the 2045 LRTP, the FY2023-2027 TIP, FY2022-2023 UPWP, and the 2020 CMP have met all the above requirements.



Andrew Gunning, Executive Director

Pikes Peak Area Council of Governments



Date



Shoshana Lew, Executive Director

Colorado Department of
Transportation

3/02/2022

Date