



**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE
September 20, 2018
1:30 p.m.
PPACG Lower Level Conference Room**

Agenda items marked with ☒ indicate that additional materials were included in packets mailed to members.
Please park in the large parking lot on the east side of the building and enter the east entrance to the lower level.

- 1. Call To Order / Establish A Quorum / Introductions**
- 2. Agenda Approval**
- 3. Public Comments** – For items not on the agenda
- 4. Approval of the August 16, 2018 Minutes** ☒
- 5. Board of Directors' Report – September Board Meeting**
- 6. Action Items**
 - A. Performance Measures** ☒
Ken Prather, Transportation Planner
 - B. 2019-2022 TIP Amendment #2** ☒
Ken Prather, Transportation Planner
 - C. Project Cost Overruns** ☒
Ken Prather, Transportation Planner
- 7. Discussion Items**
 - A. Statewide Travel Demand Management Plan**
Maureen Paz de Araujo, Wilson & Company
 - B. PPACG Strategic Plan Draft** ☒
Jessica McMullen, Policy and Communications Manager
 - C. TIP Document Revisions**
John Liosatos, Transportation Director
 - D. LRTP Funding Categories** ☒
John Liosatos, Transportation Director
- 8. Member Entity Announcements**
- 9. Items for Future TAC Meetings**
- 10. Adjournment**



**Meeting Minutes of the
TRANSPORTATION ADVISORY COMMITTEE
August 16, 2018
1:30 p.m.
PPACG Lower Level Conference Room**

1. Call To Order / Establish A Quorum / Introductions

Mr. Brian Vitulli called the meeting to order at 1:36 p.m. and established a quorum. Introductions were made.

2. Agenda Approval

Mr. Brian Vitulli called for a motion of approval, Mr. Anton Ramage moved for approval of this item, seconded by Ms. Brandy Williams. The motion carried unanimously.

3. Public Comments – There were none.

4. Approval of the July 19, 2018 Minutes

Mr. Brian Vitulli asked that the Transportation Advisory Committee attendance table be added back to the meeting minutes, and that the TAC membership roster be included in future TAC meeting packets. With that change Mr. Vitulli called for a motion of approval, Mr. Tim Roberts moved for approval of this item, seconded by Ms. Brandy Williams. The motion carried unanimously.

5. Board of Directors' Report – August Board Meeting

Ken Prather, Transportation Planner

The Board is still moving forward with their strategic plan which does have a transportation element with an approval date of October. When they have a draft far enough along they will send it around to the committees for review. Another discussion topic was the CDOT safety? performance targets. The TAC has had prior discussions on this item and has considered adopting the State performance targets, as the PPACG targets. Several of the Board Members wanted more information than Mr. Prather had, so he has planned a workshop that will allow the Board Members to come and get into the details of the data, learn how the targets were set and what formulas are required by federal government. If anyone is interested in attending the workshop please contact him. There will also be representatives coming from CDOT Denver.

6. Action Items

A. PPACG TIP Flexible Funding Policy

Ken Prather, Transportation Planner

The Committee's proposed changes are shown in red strikethroughs or underlining in Attachment 1. The PPACG staff and the TAC Chair decided not to present this item to the Board of Directors until the CAC also had a recommendation. Although this was on the TAC agenda as an action item, the TAC was not asked to change its recommendation. The CAC did not vote on this policy adjustment and has requested that the TAC Chair and other Committee members attend their next CAC meeting. After the CAC meets and provides a recommendation, the policy adjustment will be presented to the Board of Directors.

- Project sponsors may request to cancel one of their own funded projects ~~and use those funds for cost overruns on a different one of their own funded projects~~ with remaining funds returned to the regional pool. Any entity needing funds for cost overruns may then request the use of these funds.*

*If a project sponsor cancels or changes the scope of a project, any remaining funds will go back into the regional pool of funds. If there are remaining funds, those funds will be applied to other projects in the TIP that are also experiencing cost-overruns. Those funds ~~will~~ may be allocated to projects based on their original score. This funding pool will be applied to project cost-overruns on a quarterly basis. ~~If a project is cancelled, it cannot go onto the waiting list.~~ The cancelled project is eligible for submission during the next call for projects.

B. Request to Submit an LRTP Application Past the Deadline

Jennifer Valentine, Transportation Planner

The Manitou Springs Metropolitan District requested the ability to submit a project application to be considered for inclusion in the 2045 Long Range Transportation Plan. The deadline to submit LRTP project applications was July 30 and this request was received after that date. At this time, the decision to allow this project to be considered is at the TAC’s discretion.

No representative from the Manitou Springs Metropolitan District was present to discuss this request. Mr. Brian Vitulli called for a motion, Mr. Anton Ramage recommends disapproving the request, seconded by Mr. Tim Roberts. The motion carried unanimously.

7. Discussion Items

A. LRTP Funding Categories

Jennifer Valentine, Transportation Planner

The TAC discussed whether the region would like to continue this allocation process and if so, whether these amounts are appropriate. PPACG staff believes that 23 CFR 450.324 (11) does not require the level of specificity currently being used in the financial plan (i.e. only system level planning is required). The TAC will address this item at the September meeting.

8. Member Entity Announcements

Two new employees
 Kathryn Wenger - Transportation/Engineer Planner
 Jason O’Brien - Transportation Planner

9. Items for Future TAC Meetings

LRTP Funding Categories
 New project scores
 Performance Measures
 Cost Overruns

10. Adjournment

Mr. Brian Vitulli adjourned the meeting at 2:37 p.m.

Transportation Advisory Committee Attendance August 16, 2018		
Present	Name	Agency/Affiliation
X	Karen Burkholder	Manitou Springs
X	Larry Manning	Monument
	Lor Pellegrino (Alternate)	Woodland Park
	Ben Sheets	Woodland Park
	Aaron Bustow	FHWA
	Lily Lizarraga	CDOT
X	Wendy Pettit	CDOT Region 2
X	Ken Prather	PPACG
X	Brandy Williams	Fountain
X	Darren Horstmeier	Schriever AFB
X	Glenn Messke	Patterson AFB

Transportation Advisory Committee Attendance August 16, 2018		
Present	Name	Agency/Affiliation
	Mike Kozak	Cheyenne Mountain AFB
X	Rick Orphan	Fort Carson
X	Debra Baumgardner	USAFA
X	Tim Roberts	Colorado Springs
X	Brian Vitulli	Colorado Springs Mountain Metro Transit
X	Anton Ramage	El Paso County
	Victoria Chavez	El Paso County
	Jennifer Irvine (Alternate)	El Paso County
	Raimere Fitzpatrick (Alternate)	El Paso County
	Taylor Goertz (Alternate)	Manitou Springs
	Eric Jenkins (Alternate)	Manitou Springs
X	PPACG Staff and Guests	
X	Jason Dosch	Town of Palmer Lake
	Michael Snow	CDOT



DATE: September 20, 2018
TO: PPACG Transportation Advisory Committee
FROM: Ken Prather, Transportation Planner
SUBJECT: Performance Measure Targets

ACTION REQUESTED: Review & Recommend

The FAST Act requires states and MPOs to set performance measure targets in three areas: safety, infrastructure condition, and system performance. States set targets first, and then MPOs have 180 days to either support the state targets or set their own instead. These targets apply within MPO boundaries, regardless of asset ownership. Performance measures and targets will be incorporated into long range transportation plans and transportation improvement programs.

CDOT approved safety targets last year and PPACG adopted them as its safety targets.

CDOT adopted its infrastructure condition and system performance targets in May of this year (Attachment 1). PPACG must adopt its targets for these performance measures before the federal deadline, November 15, 2018. The CMAQ-Traffic Congestion targets shown in Attachment 1 do not apply to PPACG because our population is less than a million people.

TAC discussed the pros and cons of developing our own targets or adopting CDOT's targets in June. At this point, no advantage to developing PPACG unique targets has been identified. Staff is also working with CDOT and other MPOs to develop memorandums of understanding that will identify the targets adopted and the reporting and other responsibilities associated with them. A draft MOU template that is being reviewed is attached.

ACTION REQUESTED

Recommend performance measure targets for infrastructure condition and system performance to be adopted and amended into the 2019-2022 TIP and 2040 Regional Transportation Plan.

ATTACHMENTS

1. State Performance Measure Targets
2. Draft MOU Template

National Performance Measures - Adopted Targets for Colorado Infrastructure Condition (PM2) and System Performance (PM3)

National Performance Measures			Current Condition	2-Year Target (2020)	4-Year Target (2022)
Infrastructure Condition	Pavement	Percentage of pavements of the Interstate System in Good Condition	45%	46%	47%
		Percentage of pavements of the Interstate System in Poor Condition	0.25%	1%	1%
		Percentage of pavements of the Non-Interstate NHS System in Good Condition	49%	50%	51%
		Percentage of pavements of the Non-Interstate NHS System in Poor Condition	0.96%	1%	2%
	Bridge	Percentage of NHS Bridges, by deck area, classified in Good Condition	49%	45%	44%
		Percentage of NHS Bridges, by deck area, classified in Poor Condition	4%	4%	4%
System Performance/Freight/CMAQ	System Performance & Freight	Interstate Level of Travel Time Reliability (LOTTR)	82%	81%	81%
		Non-Interstate NHS Level of Travel Time Reliability (LOTTR)	64%	64%	64%
		Truck Travel Time Reliability (TTTR) Index for the Interstate System	1.45	1.5	1.5
	CMAQ - Traffic Congestion	Annual Hours of Peak Hour of Excessive Delay (PHED) per capita	48	52	54
		Percent of Non-Single Occupancy Vehicle (SOV) Travel	24%	24%	25%
	CMAQ - Air Quality	Volatile Organic Compounds (VOC) Reduction	101.561 kg/day	86 kg/day	105 kg/day
		Particulate Matter, 10 micrometers or less (PM10) Reduction	49.639 kg/day	31 kg/day	152 kg/day
		Carbon Monoxide (CO) Reduction	1845.826 kg/day	1152 kg/day	1426 kg/day
		Nitrogen Oxides (NOx) Reduction	420.038 kg/day	86 kg/day	105 kg/day

Updated per TC Input

MEMORANDUM OF UNDERSTANDING (MOU)

By and between

THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

and

THE [MPO Name]

for the

THE ESTABLISHMENT OF A PROCESS TO FACILITATE INFRASTRUCTURE CONDITION AND SYSTEM PERFORMANCE TARGET SETTING FOR THE FAST ACT PERFORMANCE MEASURES

WHEREAS, 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the pertinent federal regulations require an agreement between CDOT, [MPO Name], and public transit agencies, including activities related to transportation system performance; and

WHEREAS, the Fixing America's Surface Transportation Act "FAST Act" and subsequent Federal rulemaking established six measures performance measures related to Infrastructure condition. The measures are:

1. Percent of Interstate Pavement in Good Condition;
2. Percent of Interstate Pavement in Poor Condition;
3. Percent of Non-Interstate National Highway Pavement in Good Condition;
4. Percent of Non-Interstate National Highway Pavement in Poor Condition;
5. Percent of National Highway System Bridges in Good Condition; and
6. Percent of National Highway System Bridges in Poor Condition.

WHEREAS, the Fixing America's Surface Transportation Act "FAST Act" and subsequent Federal rulemaking established six measures performance measures related to System Performance. The measures are:

1. Percent of the Interstate System providing Reliable Travel Times;
2. Percent of the non-Interstate National Highway System providing Reliable Travel Times;
3. Percent of the Interstate System providing for reliable Truck Travel Times;
4. Annual Hours of Peak-Hour Excessive Delay per capita;
5. Percent of non-SOV travel; and
6. Total emissions reduction benefits in nonattainment and maintenance areas for CMAQ criteria pollutants.

WHEREAS, Federal regulations require state departments of transportations to establish and report targets related to each of these infrastructure condition & system performance measures by May 20th every two & four years; and,

WHEREAS, CDOT has established statewide targets for the required performance measures; and,

WHEREAS, MPOs are required to either adopt and support CDOT's statewide targets or set their own targets specific to their areas within 180 days after the establishment of the CDOT targets; and,

WHEREAS, CDOT, [MPO Name] and public transit agencies shall cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process pursuant to 23 USC 134 and in accordance with 23 CFR 450 and 420;

NOW, THEREFORE, in consideration of the mutual promises and representations contained herein, the parties agree as follows:

1. Parties to Memorandum of Understanding (MOU):

This agreement is entered by and between the State of Colorado, Department of Transportation (hereinafter referred to as "CDOT") and the [MPO Name]. This MOU provides procedures and defines roles and responsibilities identified in the Memorandum of Agreement for Transportation Planning and Programming by and between CDOT, [MPO Name].

2. Purpose:

The purpose of this MOU, as recited in the preamble, is to set forth the general procedures, mutually acceptable to [MPO Name] and CDOT, for the establishment of a process to facilitate infrastructure condition and system performance target setting for the FAST Act performance measures

3. Roles, Responsibilities, and Deliverables:

(a) As part of the target setting process, CDOT will:

1. Inform the [MPO Name] of the performance measure targets established for the state each performance period by [DATE] of each performance period.
2. Provide the data necessary to evaluate the performance for each measure within the respective MPO boundaries to [MPO Name] by [DATE] of each year.
3. Provide target setting guidance to MPOs should they decide to establish their own targets for one or more of the aforementioned performance measures.

4. Facilitate timely sharing of all available infrastructure condition and system performance data with [MPO Name]
5. Provide performance measure adoption language for [MPO Name] to incorporate into its Regional Transportation Plan; and
6. Provide staff support necessary to assist [MPO Name] with presenting the adoption of infrastructure condition and system performance targets
7. Inquire periodically the progress being made by [MPO Name] in the establishment of the aforementioned infrastructure condition and system performance targets
8. Will share with [MPO Name] the results of the FHWA determination of whether CDOT has met or made significant progress toward meeting its infrastructure condition and system performance targets

(b) As part of the target setting process, [MPO Name] will:

1. Inform CDOT by [DATE] of each performance period whether [MPO Name] intends to support the CDOT infrastructure condition and system performance targets or establish their own specific numeric targets for all the performance measures, or any combination
2. Have the [MPO Name] Board of Directors formally adopt the infrastructure condition and system performance targets through resolution, and by November 15th of each year, provide CDOT a letter confirming action of the [MPO Name] Board of Directors and the date of the approval

(c) If [MPO Name] agrees to support CDOT performance targets, the MPO will:

1. Include baseline system performance and infrastructure condition performance, targets and progress toward achieving these targets in the system performance report in the Regional Transportation Plan (RTP)
2. Include in the RTP a systems performance report evaluating the condition and performance of the transportation system with respect to the system performance and infrastructure condition performance targets described in the RTP including progress achieved by the MPO in achieving these performance targets.
3. Work with the CDOT and other pertinent stakeholders to address areas of concern for system performance and infrastructure condition concerns within the metropolitan planning area

4. Coordinate with the CDOT and include the aforementioned performance measures and the CDOT's performance targets for those measures in the RTP
 5. Integrate into the metropolitan transportation planning process, the infrastructure condition and system performance goals, objectives, performance measures and targets described in other CDOT transportation plans and processes such as applicable portions of the Risk-Based Asset Management Plan
 6. Include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving infrastructure condition and system performance targets in the RTP, linking investment priorities in the TIP to those targets
- (d) If [MPO Name] establishes its own infrastructure condition or system performance targets, the MPO will:
1. Establish infrastructure condition targets for all national highway system roads in the metropolitan planning area in coordination with the CDOT
 2. Establish system performance targets for all roads as specified within the statute criteria in the metropolitan planning area in coordination with CDOT
 3. Coordinate with the CDOT and include the safety performance measures and the MPO's safety targets for those measures in the RTP
 4. Integrate into the metropolitan transportation planning process, the infrastructure condition and system performance goals, objectives, performance measures and targets described in other CDOT transportation plans and processes
 5. Include a description in the TIP of the anticipated effect of the TIP toward achieving infrastructure condition and system performance targets in the RTP, linking investment priorities in the TIP to those infrastructure condition and system performance targets

THE COLORADO DEPARTMENT OF TRANSPORTATION

By: _____

Name: _____

Title: _____

Date _____

The [MPO Name]

By: _____

Name: _____

Title: _____

Date _____

DRAFT

DATE: September 20, 2018
TO: PPACG Transportation Advisory Committee
FROM: Ken Prather, Transportation Planner
SUBJECT: FY 2019-2022 TIP Amendment 2

ACTION REQUESTED: Review & Recommend

SUMMARY

The City of Colorado Springs has informed PPACG that it wishes to cancel its Sand Creek Trail: North Carefree Circle to Barnes Road project (Attachment 1).

Federal TAP funds (\$534,842) from this project will be returned to PPACG. They could be used for project cost overruns, new projects or for some other purpose. The funds must be obligated before June 30, 2020.

Attachment #2 shows the TIP funding table with the proposed amendment.

ACTION REQUESTED

Recommend the 2019-2022 TIP Amendment #2 for approval by the Board of Directors.

BACKGROUND

The Sand Creek Trail: North Carefree Circle to Barnes Road project was programmed for FY 2018 by the Board as part of the 2013-2018 TIP in November 2012.

ATTACHMENTS

- 1) City of Colorado Springs Letter Dated Sept. 7, 2018
- 2) Draft Amendment Funding Table



PUBLIC WORKS

September 7, 2018

Mr. John Liosatos, Transportation Director
Pikes Peak Area Council of Governments
15 South 7th Street
Colorado Springs, Colorado 80905

RE: TIP/STIP Amendment Request

Dear Mr. Liosatos,

The City of Colorado Springs is requesting two TIP actions to the 2019-2022 PPACG Transportation Improvement Program as follows:

Add a PWQ Mitigation Pool Funds award from CDOT in the amount of \$3,148,236 as identified in the attached award letter.

Cancel TIP project number 13-20-02 Sand Creek Trail:North Carefree Circle to Barnes Road as the project will not be able to meet the June, 2020 obligation date.

Please feel free to contact me for any further information.

Sincerely,

Tim Roberts, Principal Transportation Planner
Public Works Division-Traffic Engineering Section
City of Colorado Springs

Attach: PWQ Award Letter

PIKES PEAK AREA COUNCIL OF GOVERNMENTS

DRAFT FY 2019 through FY 2022 Transportation Improvement Program Project Funding Table Amendment 2

TIP #	STIP #	Project Title	Project Sponsor	Description	Amendment/Administrative Change	Funding Source	2018 Rollforward (\$ in thousands)	2019 (\$ in thousands)	2020 (\$ in thousands)	2021 (\$ in thousands)	2022 (\$ in thousands)	Total (\$ in thousands)
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Transportation Alternatives/SIBGSA

EXISTING

13-20-02	SPP6156.035	Sand Creek Trail: North Carefree Circle to Barnes Road	Colorado Springs	Construct 1.2 miles of new 12' wide, concrete trail between North Carefree Ave. and Tutt Blvd. THIS PROJECT WAS ORIGINALLY PROGRAMMED \$534,842 FEDERAL DOLLARS	Amend. 1	Fed (SIBG)	160.453	0	0	0	0	0.000
						Preconstruction						
						Fed (SIBG) Construction	15.991	358.398			0	358.398
						Local	44.111	89.600			0	89.600
						Overmatch		0			0	0
Total						220.555	447.998	0	0	0	447.998	

PROPOSED



DATE: September 20, 2018
TO: PPACG Transportation Advisory Committee
FROM: Ken Prather, Transportation Planner
SUBJECT: Project Cost Overruns

ACTION REQUESTED: Review & Recommend

SUMMARY

Federal funds in three categories have become available to PPACG. These are:

\$51,383 CMAQ
\$1,599,297 STPBG
\$534,842 TAP

These funds must be obligated before June 30, 2020 and the CMAQ funds may have to be obligated in 2019 depending upon the timing of our reclassification as an attainment area.

The deadline for submitting requests for cost overrun funds this quarter was Sept. 14. To date, no requests have been received.

If there are no projects with cost overruns at this time, a decision will need to be made about issuing a call for projects or taking other action to obligate the funds.

ACTION REQUESTED

Recommend projects to receive funds for cost overruns and/or recommend action to be taken to get the funds obligated.



DATE: September 20, 2018
TO: PPACG Transportation Advisory Committee
FROM: Jessica McMullen, Policy and Communications Manager
SUBJECT: STRATEGIC PLAN DRAFT

ACTION REQUESTED: Discussion

SUMMARY

The PPACG Board of Directors directed staff to begin the process of developing a Strategic Plan. Through a Board retreat five general goals were suggested. Each goal was set up as a vision group to refine the goal and set objectives. These groups met and provided a base for strategies to be developed. Staff reviewed the goals and objectives and suggested strategies to accomplish each.

The following vision group met and established the following language for the goals

- Transportation: Develop and maintain a coordinated, validated plan for transportation needs across the PPACG region.
- Aging: Provide access, awareness, education, and connectivity so individuals can age wherever they want.
- Information Sharing: Become a significant resource for PPACG members to share and collect information with regional partners.
- Advocacy: Develop an effective advocacy voice for common ground issues.
- Collaboration: This group met and determined these efforts fell under Information Sharing.

Each vision group was given the chance to review and suggest changes to the strategies suggested by staff for incorporation into this draft.

NEXT STEPS

We are asking all Committee members to review the draft plan, discuss any items they have concerns or questions about and provide feedback and input on the strategies, objectives and goal language as needed. We will also be asking for any feedback to be sent to us via e-mail so we can ensure all thoughts are presented to the Board at the October 10 meeting.

BACKGROUND

Original Goals/Mission

The Pikes Peak Area Council of Governments (PPACG) is a voluntary association of the local governments in the Pikes Peak Region. The Board meets with the following purposes:

- To strengthen local governments by providing technical assistance, advice, and acting as an advocate for local government positions with State and Federal agencies.
- To act as a forum for the discussion of common problems and opportunities facing the area
- To prepare regional development plans under a variety of subject headings.

The philosophy of the County of Governments is to serve the local governments in the most effective and efficient manner possible.

In June of 2017 PPACG reached its 50th anniversary, expanding an ongoing conversation about programs and efforts that the organization has been involved in historically and recently. This conversation turned into a desire for a defined strategic plan going forward to guide the direction PPACG will go. We held a strategic planning retreat on May 30th and a debrief session on June 7 to gather board members and engage them on regional goals for the future.

ATTACHMENTS

1. Draft Strategic Plan



PIKES PEAK AREA COUNCIL OF GOVERNMENTS

Strategic Plan

PPACG Mission Statement

The Pikes Peak Area Council of Governments, a voluntary organization of 16 counties and municipalities, aims to provide a forum for local governments to discuss issues that cross their political boundaries, identify shared opportunities and challenges, and develop collaborative strategies for action.

The philosophy of the Council of Governments is to serve the local governments in the most effective and efficient manner possible.

Presented to the PPACG Board of Directors for Review on September 12, 2018

Approved by the PPACG Board of Directors on

Table of Contents

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2. Letter from the Executive Director
3. Strategic Plan Process
4. Strategic Goals
5. Goals, Objectives and Strategies
6. Implementation Plan
7. PPACG Timeline

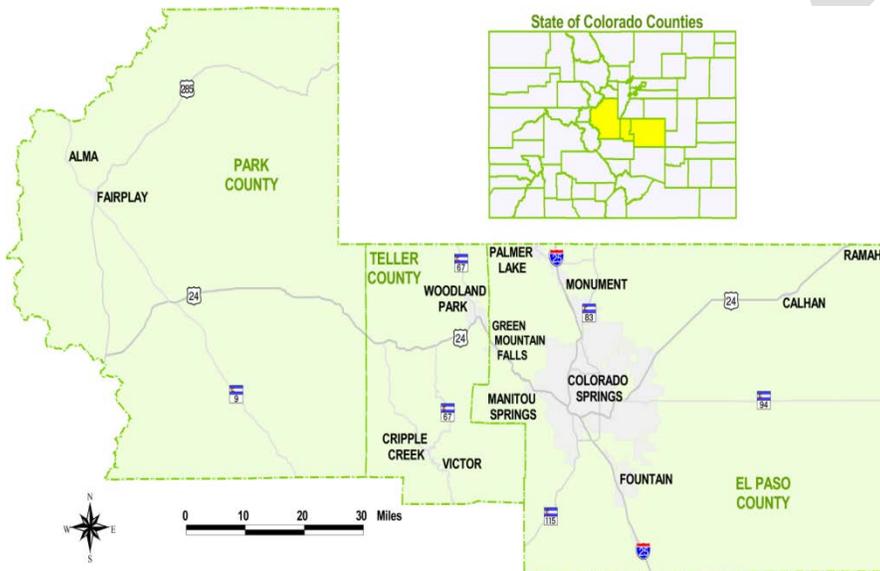
DRAFT

About the Pikes Peak Area Council of Governments (PPACG)

PPACG is a voluntary organization of local governments serving the Pikes Peak region’s cities, towns, and counties. The governing body of PPACG, the Board of Directors, is composed of elected officials appointed by the member governments.

Current membership includes:

<u>Counties</u>	<u>Cities</u>	<u>Towns</u>
El Paso	Colorado Springs	Alma
Park	Cripple Creek	Calhan
Teller	Fountain	Fairplay
	Manitou Springs	Green Mountain Falls
	Victor	Monument
	Woodland Park	Palmer Lake
		Ramah



What is a Council of Governments (COG)

COG’s are regional coordinating bodies that exist to establish a consensus about the needs of an area and the actions needed to solve local and regional problems. The role of the regional body has been shaped by the changing dynamics in federal, state, and local government relations, and the growing recognition that the region is the arena in which local governments must work together to resolve social and environmental challenges. These organizations have carved out a valuable niche for themselves as reliable agents and many more operate independent of federal funding. Comprehensive and transportation planning, economic development, workforce development, the environment, services for the elderly and clearinghouse functions are among the types of programs managed by COGs.

PPACG provides a forum for local officials to identify regional problems and opportunities, develop solutions, and make recommendations to local governments on area-wide strategies to deal with those issues. PPACG can be a vehicle to ensure cooperative action in matters that cross local political boundaries. Such bodies have the advantage of being able to cover a wider range of area-wide issues and coordinate programs to avoid duplication and conflict. This regional approach serves to facilitate state and federal funding for local programs and projects.

PPACG leverages member dues to bring hundreds of millions of dollars in federal, state, and local programs to our region. Our role is to assist local elected officials in making coordinated decisions affecting regional development in transportation, aging, air and water quality, military support and the regional concerns.

PPACG has the following designations:

- Council of Governments for the Pikes Peak Three County Region
- State-designated Metropolitan Planning Organization for the Colorado Springs Urbanized Area
- Older Americans Act Area Agency on Aging for the Pikes Peak region
- Lead air-quality planning agency for the Pikes Peak region
- Lead water-quality planning agency for the Pikes Peak region

Leadership

The governing body of PPACG, the Board of Directors, is composed of elected officials appointed by the member governments. The board of directors is responsible for establishing the overall objectives and policies for the organization, adopting an annual budget, reviewing and voting on Transportation, Environmental, Aging and Military program recommendations, and employment of an executive director who reports to the Board of Directors.

Our committees serve as technical and community advisors to the Board of Directors on PPACG programs and efforts. Each committee has individual responsibilities, bylaws and meeting processes.

The Committees are:

- Air Quality Technical Committee
- Community Advisory Committee
- Joint Land Use Study Committee
- Mobility Coordinating Committee
- Regional Advisory Council
- Transportation Advisory Committee
- Water Quality Management Committee

Letter from the Executive Director

The last few years have been a transformational time in the life of PPACG. As I began my tenure as Executive Director, we wrapped up the 50th year of the agency with a sense of hope and encouragement. By creating our first strategic plan and laying out Goals, Objectives and Strategies, PPACG is taking the first and very important step to move our region forward.

This strategic plan was developed to ensure the progress of the last few years continues into the future. The plan sets forth our priorities for the next several years and is intended to provide a framework for our continued success and to measure how we achieve it.

A strategic plan is a living document, designed to be something we all use to direct the future of PPACG and our entire region. It plays a vital role in shaping how the resources, expertise, and knowledge of our region can be leveraged, and how we work together throughout the region to improve our quality of life. You will see it within our work program, our budget and our program discussions.

I am proud to present this Strategic Plan. My goal is to ensure that PPACG operates effectively, cooperatively, and efficiently. I know that it will serve as a blueprint and foundation as we advance our region.



Strategic Plan Process

The process for the strategic plan began with a vision to create a document to provide direction to an organization that was already achieving great success, but believed it could achieve more. This would be the first strategic plan in the 50 year history of the organization.

Beginning with the development of framework for the plan and through working with a facilitator, the PPACG board of directors held a strategic planning retreat. At the retreat they diligently discussed, and created the initial vision for the strategic plan, creating five vision groups on focus areas.

Each vision group met to solidify the language of their group’s goal, as well as establish objectives for what they felt success would look like in the near term. After the vision group meeting, related PPACG staff reviewed the goals and objectives established by each group and suggested strategies the organization could take to achieve each proposed objective, and goal.

After the initial goals, objectives and strategies were established; each vision group had a chance to review the proposed strategies before it would be compiled into a single draft document and brought to the board of directors and PPACG standing committees including the Community Advisory Committee, Transportation Advisory Committee, Mobility Management Committee and the Regional Advisory Committee. Each group was invited to review the draft and give feedback, before the Strategic Plan went to the Board of Directors for their final review. The strategic plan will continue to serve as a living document that will act as the compass to ensure the organization is moving in the direction it hopes to over the coming years.



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.

Advocacy Objectives and Strategies

Goal: Develop an effective advocacy voice for common ground issues

Objective 1- Be a convener on community issues

Strategies

- Bring key issues to Board to select issues of regional concern.
- Conduct a community assessment on issues to avoid duplication of efforts.
- Identify holes in current community issues.
- Begin outreach to community and member stakeholders and convene the involved groups.

Objective 2 - Build coalitions with like-minded stakeholders

Strategies

- Board identifies specific goals for coalition to be formed around.
 - Respond through research and action on issues that the board brings forward.
- Identify stakeholders to engage including and beyond existing relationships.
 - Create list and collect contact information for each.
- Engage stakeholders with aligned interests to advocate for regional community needs within state and local regions as well as the mega-region.
 - Share information and opportunities.
 - Reach out at the level needed for the topic.
- Leverage influence to engage others.
 - Provide media briefings on pertinent topics to the region.
 - Extend invitations to coalition partners for items of interest.

Objective 3 - Focus on influencing legislation, regulation and rule-making

Strategies

- Serve as information resource to legislators on all PPACG topics, leveraging our role as subject matter experts.
 - Provide information to legislators or community both when requested and proactively.
 - Engage staff to testify at state legislature as “Subject Matter Experts” and Board Members as advocates on topics relating to PPACG.
- Facilitate connections between PPACG members and legislative delegation.
 - Facilitate face-to-face discussions, roundtables and forums on relevant and timely topics.
 - Work with lobbyist to be aware of current legislative issues and topics.
 - Provide training and information to staff and board on rules regarding advocacy vs. education efforts regarding legislation.
- Identify regulation that is ineffective or no longer serves a purpose.
 - Analyze effectiveness of relevant regulations impacting PPACG.
- Engage proactively on federal reauthorizations (Transportation, Aging, JLUS).
 - Work with lobbyist to be aware of federal reauthorizations and to engage in early stage education.
- Influence rule-making and regulation through education and active communication.
 - Inform BOD members when new rules are released for comment and assist members with opportunities to comment and background information on impacts.

Advocacy Vision Group Board Participants; Commissioner Norm Steen, Mayor Neil Levy, Councilmember Jill Gaebler and Councilmember Sharon Thompson.

Information Sharing Objectives and Strategies

Goal: Become a significant resource for PPACG members to collect and share information with regional partners.

Objective 1: Be a central location for plans, studies and resources.

Strategies

- Determine what information should be included in the library.
- Explore creating a web-based launch pad/clearing house for information.
- Begin requesting information and shareable data-sets.

Objective 2: Establish a protocol for standardization and sharing of data.

Strategies

- Identify ways to encourage the open exchange of data and information.
- Identify and coordinate with regional data stakeholders to reduce duplication and optimize functionality of information.
- Determine document standards and address data security.

Objective 3: Be a convener for members on cross-community issues.

Strategies

- Establish a process to identify cross community issues with the Board.
- Conduct roundtables with members and subject matter experts on selected issues.

Information Sharing Vision Group Board Participants; Commissioner Peggy Littleton, Commissioner Dick Elsner, Councilmember Sharon Thompson and Collaboration Vision Group members Councilmember Jill Gaebler and Mayor Don Wilson.

Aging Objectives and Strategies

Goal: Provide access, awareness, education, and connectivity so individuals can age where ever they want.

Objective 1: Coordinate and support regional efforts regarding transportation for seniors.

Strategies

- Support One Ride and Transportation Service Providers to provide transportation for seniors.
- Explore a regional mobility management program.
- Identify barriers/final step problems.

Objective 2: Increase outreach and education efforts.

Strategies

- Support Age Friendly Senior Portal.
- Educate community groups like Housing/Building, Businesses or others on the needs of seniors.
- Create a plan to educate the community on existence of AAA and in-house programs.

Objective 3: Collect information and support regional network efforts for senior housing.

Strategies

- Raise awareness through convening stakeholders.
- Assist with collection of information on availability of housing for seniors and identify gaps or needs.

Objective 4: Support connectivity efforts for seniors.

Strategies

- Collaborate to increase interactions for home-bound seniors.
- Collaborate and advocate for broadband access to include support for tele-medicine.
- Explore connections for mobile medical service throughout region.

Aging Vision Group Board Participants; Commissioner Dick Elsner, Councilmember Sharon Thompson, Councilmember Yolanda Avila.

Transportation Objectives and Strategies

Goal: Develop and maintain a coordinated, validated plan for transportation needs across the PPACG region

The Pikes Peak Area Council of Governments (PPACG) has responsibilities as the MPO in the federal transportation planning process. In addition, serving as the Council of Governments (COG) has slightly different responsibilities in the Transportation Planning Region (TPR) in the State of Colorado transportation planning process.

Objective 1- Ensure coordinated transportation planning among entities within the PPACG MPO and between the MPO and Central Front Range TPR.

Strategies

- Conduct a multi-modal transportation study of the PPACG area to improve regional connectivity at the county level.
 - Secure FHWA (MPO) & CDOT (TPR) funding.
 - Identify connectivity of the collector and arterial network for redundancy to the state network.
 - Develop potential project lists that can be used at the discretion of the individual jurisdictions in the MPO, TPR or jurisdictional project selection process.
 - Investigate the jurisdictional desire and need for a bi-annual or quarterly transportation meeting of all the COG jurisdictions of the TPRs.
- Strengthen ties between transportation and economic development by ensuring that as project lists are developed for the MPO Transportation Improvement Program or TPR Development Lists, community partners are consulted to ensure that their transportation needs are considered in the process.
 - Community groups could include Economic Development Agencies, Chambers of Commerce, Visitors Centers, Educational and Military Installations.
- Research alternative approaches to mobility and congestion relief and make presentations to the Board for further direction.
 - Travel reduction program(s)
 - Ride Share
 - Van Pool
 - Guaranteed Ride Home
 - Tele-work
 - Express bus
 - Intelligent Transportation Systems
 - ITS Architecture Plan (MPO requirement)
 - Smart Cities, including connected and autonomous vehicle infrastructure
 - Land use policy tool box
 - Jurisdictions should always maintain their authority over land use policy and decisions. To the extent practical, the Board could direct the COG to develop model policies that individual jurisdictions could adopt or use as a base template for land use policy. The tool box could help improve regional consistency and compatibility between jurisdictions.
- Educate the public on the roles associated with the MPO and TPR through visuals, infographics and white papers.

Objective 2 - Utilize performance based measurements to develop project lists.

Strategies

- As the MPO, performance measurements are a requirement of the federal transportation planning process.
 - Educate the public on existing performance measures.
 - Ensure PPACG models are appropriately scaled to provide good information to regional decision makers in a cost effective manner.
- Collect appropriate data to make sure the models are kept up-to-date. Data collection cycles should be developed on a cost/benefit basis.
- Share data between agencies whenever possible to reduce duplication within the region and state.
- Consider incorporating performance measures as part of the TPR Project Development list process to the extent practical and consistent with the required MPO measures.

Objective 3 - Explore and pursue all funding mechanisms to serve all modes of transportation in the PPACG region.

Strategies

- Update MPO TIP policies and procedures to maximize federal funds available to the region.
- Educate the public on financial resources available to the MPO and TPRs.
- Participate in the state and federal planning and programming policy processes to represent the interests of the COG.
- Monitor available state and federal grant opportunities and notify prospective applicants of the opportunities.
- Upgrade PPACG staff capabilities to assist in the writing and submittal of private, state or federal grants that would bring additional funding into the region.

Transportation Vision Group Board Participants; Commissioner Stan VanderWerf, Councilmember Sharon Thompson, Councilmember Yolanda Avila, Councilmember Andy Pico, and Trustee Turner Smith.

Program Excellence Objectives and Strategies

Goal: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, and Board Member cohesion and collaboration.

Objective 1: Maintain and grow the excellent collaborative relationship with the Military community in the region.

Strategies

- Complete the Joint Land use Study for the five military installations within the region.
- Support the implementation of the Joint Land use study with the region.

Objective 2: Continue to support effective environmental programs that support regional efforts.

Strategies

- Continue to protect air and water quality by collaborating with stakeholders throughout the region.
- Be proactive in cross community environmental issues such as wildfire mitigation, storm water, and other regional concerns through collaborative efforts.

Objective 3: Remain a strong, cohesive and collaborative Board of Directors by continuing to inform the board on the available opportunities.

Strategies

- Ensure smaller communities are aware of the DOLA mini- grant opportunities.
- Provide information to the board on all available grant opportunities.
- Continue to encourage Board Members to share information and concerns for each of their communities.

Implementation Plan

The Strategic Plan can only be effective if it is integrated into normal staff activities and regularly monitored by the PPACG Board of Directors. PPACG staff has been challenged with incorporating the recommendations for enhancing existing services identified in this strategic plan into their Annual Work Programs and the Area Agency on Aging 4-year plan. This process will serve the basis of an annual Strategic Plan evaluation and bi-annual reporting system.

The Strategic Plan will be something that will take time to implement and is planned to be done in stages. Full implementation of all of the services proposed in this plan will likely require additional funding. Ideally, increases in funding should be repetitive in nature as opposed to grants or other one-time opportunities. PPACG should conduct a reevaluation of its current funding streams. Once the Annual Work Program evaluation is complete, recommendations are to be made for any changes to the existing funding streams, which will then be reviewed by the Board.

Lastly, the Strategic Plan and its implementation should be publicly available to increase awareness of and access to the services being provided through PPACG. As such, it will be a part of the website, outreach and regular meeting updates.

PPACG Timeline

- 1960** - Population of Pikes Peak region totals 148,000
- 1962** - Congress passes Federal Aid Highway Act, encouraging regional transportation planning
- 1963** - Colorado passes law enabling “regional planning commissions” like PPACG to form
- 1965** - Congress passes Older Americans Act
- 1966** - NORAD combat operations center opens its headquarters in Colorado Springs.
- 1967** - PPACG is born. Original members include El Paso County, Colorado Springs, Manitou Springs, Green Mountain Falls, Woodland Park, Palmer Lake, and Fountain
Air Quality Act provides \$428 million to fight air pollution.
In the United States
- 19.1 million People were 65 or older in the United States
 - Motor vehicle registrations in United States approach 100 million (the population, including non-drivers, totals 200 million)
 - 3.4 million Active duty military personnel
- 1968** - Population of planning area was 225,700
- 1969** - There was a 143 percent increase in household vehicles.
Congress passes National Environmental Protection Act (NEPA)
- 1970** - PPACG adopts first Regional Land Use Plan
Teller County, Cripple Creek, Fairplay, and Calhan join PPACG
Congress passes Clean Air Act
- 1971** - PPACG named criminal justice planning agency
Catalytic converter appears on new cars
PPACG adopts Pikes Peak Regional Open Space Plan
Federal Ombudsman Program is created
- 1972** - Colorado Springs was 84 square miles

Founding Members

El Paso County
Population - 699232
Size – 1,130 sq mi
Incorporated - 1871

City of Woodland Park
Population 7390
Size 6.61 sq mi
Incorporated – 1891

Town of Palmer Lake
Population 2637
Size 3.11 sq mi
Incorporated – 1889

City of Manitou Springs
Population - 5317
Size 3.12 sq mi
Incorporated – 1888

City of Colorado Springs
Population - 559409
Size – 195.11 sq mi
Incorporated – 1886

City of Fountain
Population - 28753
Size 25 sq mi
Incorporated – 1903

Town of Green Mountain Falls
Population - 667
Size 1.07 sq mi
Incorporated – 1880

- Fort Carson was 81 square miles
 DDT is banned
 Congress passes Clean Water Act
- 1973** - PPACG designated Area Agency on Aging
 Military installations become honorary members of PPACG
 Park County joins PPACG
- 1974** - PPACG named water quality planning agency
 PPACG jointly managed comprehensive health planning with the Pikes Peak Region Health Planning Council, headed by Representative Joel Hefley
 PPACG forms a military liaison committee
- 1976** - PPACG named metropolitan planning organization
- 1978** - PPACG named air quality planning agency
- 1979** - PPACG publishes region's first trail guide
 PPACG's members have grown to include El Paso County, Colorado Springs, Manitou Springs, Fountain, Monument, Palmer Lake, Monument, Green Mountain Falls, Woodland Park, Park County and Fairplay
- 1980** - In the United States
- 25.5 million People were 65 or older in the United States
 - Motor vehicle registrations in United States are at 155.8 million (the population, including non-drivers, totals 226.5 million)
 - 2.05 million Active duty military personnel
- 1988** - PPACG forecasts 2000 population 511,280 and employment at 249072
- 1990** - Department of Local Affairs Assistance Program begins in an efforts to help smaller communities in the region who have been impacted by economic shifts
- 1991** - Congress passes first comprehensive transportation legislation known as Intermodal Surface Transportation Efficiency Act
- 1995** - Eighty percent of households have at least one vehicle for each of its drivers
- 1999** - First hybrid automobile (powered by both a rechargeable battery and gasoline) hits mass market in United States
 Congress passes the Transportation Efficiency Act for the 21st Century (TEA-21).
- 2000** - U.S. freight railroads move 1.47 trillion ton-miles of freight, more than ever before, setting new safety records in the process
 El Paso County's population was 516,929
 Park County's population was 14,523
 Teller County's population was 20,555
 1988 forecasts for population come in within 1% of the projections with a population of 516,929 and employment at 250,087
- 2001** - Fountain Creek Watershed plan completed by PPACG
- 2002** - SpaceX founded to revolutionize space technology, with the ultimate goal of enabling people to live on other planets
- 2004** - Voters in El Paso County, Colorado Springs, Green Mountain Falls, and Manitou Springs vote to form the Pikes Peak Rural Transportation Authority
- 2005** - Congress passes new transportation legislation, known as SAFE-TEA-LU, with \$385,000,000 worth of earmarks for Colorado
 Population of Pikes Peak region surpasses 600,000
- 2006** - PPACG launches Military Impact Planning program
 In the United States
- 36.8 million People are 65 or older

Members

Park County
 Population - 16510
 Size - 2,211 sq mi
 Incorporated -1861

Teller County
 Population - 23385
 Size - 559 sq mi
 Median Age - 49
 Incorporated -1899

Alma
 Population - 270
 Size - 0.36 sq mi
 Incorporated - 1873

Calhan
 Population-780
 Size - 0.87 sq mi
 Incorporated - 1919

Cripple Creek
 Population - 1189
 Size - 1.53 sq mi
 Incorporated - 1892

Fairplay
 Population - 704
 Size - 1.15 sq mi
 Incorporated - 1872

Town of Monument
 Population 6556
 Size - 6.8 sq mi
 Incorporated -1879

Town of Ramah
 Population 127
 Size - 0.24 sq mi
 Incorporated - 1927

Victor
 Population - 403
 Size - 0.27 sq mi
 Incorporated - 1894

- 237.2 million motor vehicle registrations out of 298.4 people
- 1.4 million Active duty military personnel

2007 - Emissions testing ends in Pikes Peak region

Powers Boulevard/State Highway 21 route established on October 1, 2007

2008 - Colorado's GDP increased by 2.9% from 2007, during the recession.

2009 - The Fountain Creek Watershed Flood Control and Greenway District created

2011 - Peak Military Care Network takes shape and publishes 1st assessment report

2012 - PPRTA 2 passes, incorporating new communities and a new list of projects

2013 - PPACG serves as a Connect for Health Colorado Assistance Site

Peak Military Care Network transitions from PPACG to National Homeland Defense Foundation

2014 - PPACG awarded "Eco-logical" grant through the Federal Highway Administration

2015 - Cimarron and I-25 Interchange breaks ground

Between 2010 and 2015, Colorado's growth in its 65 plus population was 3rd fastest in the US at over 29%

The Fixing America's Surface Transportation (FAST) Act is passed by Congress

2017 - PPACG turns 50

In the United States

- 47.8 million People are 65 or older estimated
- 260.3 million motor vehicle registrations expected for a population total of 322.8 million people
- 2.3 million military personnel estimated



DATE: September 20, 2018
TO: PPACG Transportation Advisory Committee
FROM: John Liosatos, Transportation Director
SUBJECT: TIP Document Revisions

ACTION REQUESTED: Discussion

SUMMARY

Federal regulations require that PPACG conduct a Transportation Improvement Program (TIP) development process that results in the adoption of a TIP document that conforms to the following:

- The TIP shall cover a period not less than 4 years
- The TIP shall be updated at least every 4 years
- The TIP can cover more than 4 years, but FHWA and the FTA will consider the projects in the additional years as informational.
- The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g. addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.
- The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:
 - Sufficient descriptive material (type of work, termini, and length) to identify the project or phase;
 - Estimated total project cost, which may extend beyond the 4 years of the TIP;
 - The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
 - Identification of the agencies responsible for carrying out the project or phase;
- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
- The TIP must be fiscally constrained by fund source by year.

DISCUSSION

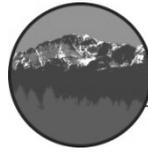
PPACG desires to update the way the TIP document is formatted and presented to the public to promote greater transparency and ease of use. PPACG staff is aware that any revisions to the TIP document need to continue to be consistent with federal requirements.

Given that the PPACG TAC uses the TIP document on a consistent basis; their input is invaluable to identify changes that will optimize the desired goals of transparency and ease of use.

The TAC will be asked to provide their input as to what changes they would like to see in the revision of the TIP document and its ultimate conversion to a web based, interactive, application.

ACTION REQUESTED

This is a discussion item.



DATE: September 20, 2018
TO: PPACG Transportation Advisory Committee
FROM: John Liosatos, Transportation Director
SUBJECT: LRTP Funding Categories

ACTION REQUESTED: Discussion

SUMMARY

For the past few Long Range Transportation Plans, PPACG has divided available funds into several categories, some with specific funding allocations. The allocations suggested for use in the 2045 plan (via the Call for Projects application instructions) are summarized below:

FUNDING CATEGORY	FEDERAL FUNDS
PPACG Bridge-Off (15% of STPBG)	\$33,503,139
PPACG Congestion Management (10% of STPBG)	\$22,335,426
Plans & Studies (\$500,000 of STPBG)	\$500,000
STPBG General	\$167,015,694
Transportation Alternatives (TAP)	\$27,528,781

The TAC is being asked to discuss and help decide whether the region would like to continue this allocation process and if so, whether these amounts are appropriate. PPACG staff believes that 23 CFR 450.324 (11) does not require the level of specificity currently being used in the financial plan (i.e. only system level planning is required). The allocations currently being used by PPACG are an additional requirement placed on the process by the region and therefore can be removed by the region if so desired.

A copy of the relevant federal regulations can be found in Attachment 1.

ATTACHMENTS

- 1) Text from 23 CFR 450.324 (11)

Text from 23 CFR 450.324 (11):

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

October 2018

October 2018							November 2018						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6		4	5	6	7	8	9	10
7	8	9	10	11	12	13	11	12	13	14	15	16	17
14	15	16	17	18	19	20	18	19	20	21	22	23	24
21	22	23	24	25	26	27	25	26	27	28	29	30	
28	29	30	31										

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Sep 30	Oct 1 1:00pm 1:30pm All Staff	2 9:00am 10:00am Set up for 208 Plan mtg 10:00am 12:00pm Brown and Caldwell 1:30pm 3:30pm AF CURE (Main)	3 8:30am 10:00am PPACG Legislative Roundtable (14 S Chestnut St, Colorado 1:30pm 5:00pm RTA CAC (Main)	4 11:00am 1:30pm Birthday Luncheon 11 to 1	5 7:30am 9:00am Long Term Care Ethics - Conf Main 9:00am 10:30am Long Term Care BH Care - Conf Main	6
7	8	9 8:00am 12:00pm Hold - Jessica B (Conf Main) - Jessica Bechtel	10 9:00am 12:00pm BOD (Main) 1:30pm 5:00pm RTA BOD (Main)	11 10:00am 12:00pm PMCN Partner (Kate Hatten) 527-3965 (Main) 5:00pm 7:30pm MEDICARE 101	12	13
14	15 9:00am 11:30am Medicare 101 (MAIN)	16 10:00am 11:30am ACCT Monthly meeting X115 Kent - Conf Main	17	18 1:30pm 5:00pm TAC	19	20
21	22 1:00pm 3:30pm Ftn Creek Watershed E.coli Plan Allison 719-668-4686	23 9:30am 12:00pmr MCC (Main)	24	25 9:00am 12:00pm RAC (Main)	26 8:00am 9:00am Pal Care Mtg KM x115 (Conf Main) - Kent Mathews	27
28	29 3:30pm 6:00pm SOCIAL S	30	31 2:00pm 3:00pm Meeting Room Setup - P&C 3:00pm 5:00pm CAC (Main)	Nov 1	2	3

Sep 30 - Oct 6

Oct 7 - 13

Oct 14 - 20

Oct 21 - 27

Oct 28 - Nov 3