

**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**

This Statement establishes certification of the Metropolitan Planning Organization transportation planning process in the Colorado Springs Urbanized Area (Transportation Management Area) by the Pikes Peak Area Council of Governments, as the designated Metropolitan Planning Organization, and the State of Colorado as required under Title 23, Section 450.334 Code of Federal Regulations (CFR). The planning process addresses the major issues facing the region, includes all federally required activities, and is being conducted in accordance with all applicable Federal laws and regulations.

Section 134 of Title 23 and Section 5303 of Title 49, United States Code (U.S.C.), address the continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning process. Metropolitan planning organization responsibilities under the metropolitan transportation planning process include development of a long-range transportation plan, a transportation improvement program (TIP), a Unified Planning Work Program (UPWP), and a congestion management system (for Transportation Management Areas) in cooperation with the State and in accordance with applicable requirements of:

- (1) Section 134 of 23 U.S.C., Sections 5303-5306 and 5323(l) of the Federal Transit Act (Title 49 U.S.C.) and Subpart C of 23 CFR 450, Metropolitan Transportation Planning and Programming;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506(c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Colorado under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101 of the Transportation Equity Act for the 21<sup>st</sup> Century (Public Law 105-178 112 Stat 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Public Law 97-242, 96 Stat. 2100; 49 CFR Part 23; FR Vo. 64 No. 21, 49 CFR part 26)
- (5) Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38).

The Pikes Peak Area Council of Governments has been designated by the Governor of the State of Colorado to carry out metropolitan transportation planning and programming responsibilities mandated by the U.S. Department of Transportation. These responsibilities include preparation of a long-range transportation plan and transportation improvement program (TIP) and accomplishing other planning activities as required of metropolitan areas

by Federal legislation. The responsibilities of the metropolitan transportation planning process are identified in the Pikes Peak Area Council of Governments/Colorado Department of Transportation Memorandum of Agreement dated July 14, 2006.

The Pikes Peak Area Council of Governments' Board of Directors is the organization formally designated to serve as the Metropolitan Planning Organization. Its membership includes elected officials representing the urban portions of El Paso and Teller Counties; the cities of Colorado Springs, Fountain, Manitou Springs and Woodland Park; the towns of Green Mountain Falls, Monument and Palmer Lake; and representatives of the Colorado Department of Transportation and the Colorado Department of Public Health and Environment. The geographic area addressed by the Metropolitan Planning Organization Transportation Planning Program includes most of the western half of El Paso County and the Woodland Park area of Teller County.

The Pikes Peak Area Council of Governments 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. The Pikes Peak Area Council of Governments has prepared public involvement procedures for the metropolitan transportation planning process (latest revision adopted December 14, 2016) that addresses these requirements. The public participation 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 Pikes Peak Area Council of Governments maintains a Memorandum of Agreement with the City of Colorado Springs as the transit operator. This agreement specifies planning tasks with regard to transit planning activities and service provision to be carried out by the respective parties. This Memorandum of Agreement was updated and signed September 8, 2010.

The City of Colorado Springs, in cooperation with the Pikes Peak Area Council of Governments, prepared and maintains the Americans with Disabilities Act (ADA) Paratransit Plan. The Pikes Peak Area Council of Governments prepared the Colorado Springs Specialized Transportation Plan. The City of Colorado Springs prepared a long-range public transportation plan. Both plans were adopted by PPACG in September 2015 as part of its Moving Forward 2040 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.

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 are:

1. Regular monthly meetings of the Community Advisory Committee, 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.

The Colorado Springs Urbanized Area has been designated a maintenance area for carbon monoxide. As such, the Pikes Peak Area Council of Governments, the Federal Highway Administration, the Federal Transit Administration and the U.S. Environmental Protection Agency have determined the region's long-range transportation plans and transportation improvement programs are in conformity with the Clean Air Act Amendments of 1990 and the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*.

The MPO adopted its fiscally constrained, conforming regional transportation plan (RTP), the *2040 Regional Transportation Plan*, in November 2015. The latest fiscally constrained, conforming Transportation Improvement Program (TIP) was adopted in June 2016. Amendments to the TIP are considered on a regular basis and are reviewed by PPACG staff and committees for conformity with the Clean Air Act Amendments of 1990. Conformity with the State Implementation Plan for carbon monoxide is determined according to an agreement between the Department of Health and Environment dated November 19, 1998.

Both the RTP and the TIP address the provision of multi-modal transportation facilities and services. The RTP contains a Congestion Management System Plan.

In 2017, the Federal Highway Administration and the Federal Transit Administration completed a joint certification review of the Metropolitan Planning Organization transportation planning process in the Colorado Springs Transportation Management Area. This review entailed discussions with the staff of the Pikes Peak Area Council of Governments, the Colorado Department of Transportation, and the City of Colorado Springs Transit Services Division, local officials, members of the Pikes Peak Area Council of Governments' Community Advisory Committee, and the public. As a result of this certification review, it was determined that the Metropolitan Planning Organization transportation planning process carried out in the Colorado Springs Urbanized Area substantially meets the requirements of 23 CFR, Part 450, and was, therefore, certified. A copy of the report is on file at the Pikes Peak Area Council of Governments.

The Pikes Peak Area Council of Governments as the Metropolitan Planning Organization for the Colorado Springs Urbanized Area, and the State of Colorado certify that the metropolitan transportation planning process is conducted in accordance with the metropolitan

transportation planning process set forth in Section 134, Title 23 and Section 5303, Title 49, U.S.C. The Pikes Peak Area Council of Governments and the State of Colorado certify that the metropolitan transportation planning process complies with Title VI of the Civil Rights Act, is consistent with applicable provisions of the Americans With Disabilities Act, and meets conformity with the requirements of the Clean Air Act Amendments of 1990.

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Andrew Gunning, Executive Director  
Pikes Peak Area Council of Governments

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Date

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Shoshana Lew, Executive Director  
Colorado Department of Transportation

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Date

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