AMENDMENT TO THE
MOVING FORWARD 2045
PIKES PEAK AREA REGIONAL
TRANSPORTATION PLAN

Pikes Peak Area Council of Governments (PPACG)
Approved - October 2021
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Amendment to the
Moving Forward 2045 Pikes Peak Area Regional Transportation Plan

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Introduction
As the Pikes Peak region’s federally designated Metropolitan Planning Organization (MPO), the Pikes Peak Area Council of Governments (PPACG) is responsible for developing and maintaining the Long Range Transportation Plan for the Pikes Peak urbanized area. The MPO area in only a portion of PPACG (see Figure 1).

Figure 1: PPACG and Metropolitan Planning Organization (MPO) Area

For the region to be eligible for federal transportation funding, Long Range Transportation Plans (LRTPs) are required to comply with federal and state laws. According to federal regulations, MPOs must do the following when developing an LRTP:

- The development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date.
- Review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Provide interested parties with a reasonable opportunity to comment on the transportation plan.
- Publish or otherwise make readily available the transportation plan for public review.
Moving Forward 2045 Pikes Peak Area Regional Transportation Plan

The current LRTP for the Pikes Peak region, *Moving Forward 2045 Pikes Peak Area Regional Transportation Plan*, was adopted by the PPACG Board of Directors in January 2020. The 2045 Regional Transportation Plan was an update to the *Moving Forward 2040 Regional Transportation Plan*, addressing all the performance-based planning requirements established with federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued with the Fixing America’s Surface Transportation (FAST) Act.

**Moving Forward 2045: Plan Amendment**

After discussions concluded in early 2021 between PPACG, the City of Colorado Springs, and other stakeholders concerning an interchange project being developed by the City of Colorado Springs, it was determined that an amendment to the 2045 RTP would be necessary for the new interchange project to be eligible for federal funding. With the need to amend the 2045 RTP, PPACG staff issued a Call for Amendments in mid-April 2021 to see if other members jurisdictions or partner agencies in the region had projects and/or text-related requests they wanted considered for the plan amendment.

As a result of the Call for Amendments, PPACG received eleven new project requests and one request for change to an existing project (see Table 2). In addition to the project proposals, PPACG staff received text modification requests to the adopted 2045 RTP (see *Moving Forward 2045: Text Modifications*). While project proposals were being received, PPACG staff reviewed up-to-date financial planning documents and developed revised financial plan estimates for the amended 2045 RTP. These estimates would initially help determine if adjustments needed to be made to accommodate the new project submitted by the City of Colorado Springs (see *Plan Amendment - Revised Financial Plan Estimates*).

**Plan Amendment - Schedule**

In addition to developing revised financial plan estimates, staff developed a draft schedule for amending the 2045 RTP. The approved schedule can be found in Table 1 on page 3.

**Modeling**

It was determined by PPACG staff that the model would not be run for this amendment given the minimal impact of new capacity projects. Also, since the PPACG region is in attainment for criteria air pollutants, air quality model runs did not need to be made for this amendment.

**Environmental Justice (EJ)**

PPACG is guided by federal Title VI and Environmental Justice (EJ) mandates, and PPACG strives to not only meet these mandates, but to create an overall transparent, and inclusive planning process. In response to Environment Justice (EJ), PPACG staff examined the potential impacts of new projects in the RTP within minority or low-income concentrated areas in the Pikes Peak region. In addition to identifying the potential impacts of the new projects, PPACG staff added the new projects to the projects already existing in the plan to see the impact of all 2045 RTP projects, new and existing, in minority and low-income concentrated areas. The Environmental Justice (EJ) Analysis begins on page 11.
### Table 1: Plan Amendment Schedule

**Moving Forward 2045 Pikes Peak Area Regional Transportation Plan - Amendment Schedule**

<table>
<thead>
<tr>
<th>Steps in Amendment Development and Approval Process</th>
<th>2021</th>
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<tbody>
<tr>
<td></td>
<td>April</td>
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<tr>
<td>Call for Amendments</td>
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<tr>
<td>Financial Plan + Amendment Timeline</td>
<td></td>
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<td>Amendment Document</td>
<td></td>
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<tr>
<td>Modeling, Mapping + Environmental Justice (EJ) Analysis</td>
<td></td>
</tr>
<tr>
<td>Committees - Amendment Information</td>
<td></td>
</tr>
<tr>
<td>Document Released for Public Comment</td>
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<td>Public Comment Period</td>
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<td>Public Hearing</td>
<td></td>
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<tr>
<td>Committees - Amendment Action</td>
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<table>
<thead>
<tr>
<th>Committee/Workshop Schedule</th>
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<tr>
<td>TAC Workshop</td>
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<tr>
<td>PPACG Board</td>
<td>14</td>
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<td>9</td>
<td>14</td>
<td>11</td>
<td>8</td>
<td>13</td>
</tr>
</tbody>
</table>

#### Legend
- Yellow: Information/Discussion
- Green: Public Comment Period
- Blue: Document Development
- Red: Action
- Purple: Hearing
- Key Step in Amendment Development/Approval Process

Moving Forward 2045 Pikes Peak Area Regional Transportation Plan - Amendment Schedule
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## Table 2: New Projects in Fiscally Constrained Project List

<table>
<thead>
<tr>
<th>Project Title &amp; Description</th>
<th>Project Sponsor</th>
<th>Project Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>US-24/Peterson Rd Interchange:</strong> Conduct environmental clearance, design services, and construction from the US 24 ramps intersecting with Peterson Road to the Peterson AFB North Gate. The project will accommodate pedestrian and bicycle infrastructure and include improvements for transit service up to the gate entrance.</td>
<td>Colorado Springs</td>
<td>$16,500,000</td>
</tr>
<tr>
<td><strong>Old Ranch Rd: Voyager Pkwy to Kettle Creek:</strong> Construct roadway and drainage improvements to bring Old Ranch Rd. to a 5-lane City standard roadway including bike and pedestrian facilities.</td>
<td>Colorado Springs</td>
<td>$9,500,000</td>
</tr>
<tr>
<td><strong>Judge Orr/Blue Gill Dr. Intersection Realignment Project:</strong> Realign the US 24 East/Blue Gill Dr. intersection to Judge Orr Rd. Project includes design, clearances, and construction.</td>
<td>El Paso County</td>
<td>$10,000,000</td>
</tr>
<tr>
<td><strong>Woodmen Rd: SH-21 to US-24:</strong> Widen Woodmen Road from 4 to 6 lanes, designing and constructing frontage road upgrades, as warranted. Project includes design, clearances, and construction.</td>
<td>El Paso County</td>
<td>$50,000,000</td>
</tr>
<tr>
<td><strong>Old Denver Rd: Santa Fe Ave. to W. Baptist Rd:</strong> Widen Old Denver Road from 2 lanes to 3 lanes, with the center lane being a two-way left turn lane.</td>
<td>Monument</td>
<td>$15,000,000</td>
</tr>
<tr>
<td><strong>State Highway 105: 2nd St. to the RR:</strong> Improvements to the infrastructure, signalization, sidewalks, possible traffic calming measures, etc.</td>
<td>Monument</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Project Title &amp; Description</td>
<td>Project Sponsor</td>
<td>Project Total Cost</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------------</td>
<td>-----------------</td>
<td>--------------------</td>
</tr>
<tr>
<td><strong>New Projects</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>East Manitou Ave. Pedestrian and Drainage Improvements</strong>: Design and construct transportation-related improvements to 5300 linear feet of Manitou Avenue from the intersection with El Paso Boulevard to the on/off ramps on the East side of the US-24 Bypass. Project includes survey, right of way acquisition, design, and construction. Roadway improvements including sidewalk, curb/gutter, crosswalks, storm drainage, street lighting, landscaping improvements, and undergrounding of electricity, telephone, and cable lines on Manitou Avenue. Project will also include ramp improvements at the Highway 24 Bypass Ramps. Plan and spec development, along with bid document creation and construction administration services, are included.</td>
<td>Manitou Springs</td>
<td>$1,700,000</td>
</tr>
<tr>
<td><strong>El Paso Blvd. Pedestrian and Drainage Improvements</strong>: Design and construct transportation-related improvements to 7900 linear feet of El Paso Boulevard from Manitou Ave. to the City boundary. Roadway improvements including curb/gutter, sidewalk, crosswalks, storm drainage, street lighting, landscaping improvements, and undergrounding of electricity, telephone, and cable lines.</td>
<td>Manitou Springs</td>
<td>$1,900,000</td>
</tr>
<tr>
<td><strong>Lovers Lane and Creek Walk Trail Pedestrian and Mobility Improvements</strong>: Design transportation-related improvements to 1500 linear feet of Lover’s Lane from Cañon Ave. to El Paso Blvd. Project includes survey, right of way acquisition, design, and construction. Roadway improvements including multimodal trail (Creek Walk Trail), curb/gutter, crosswalks, storm drainage, street lighting, landscaping improvements, and undergrounding of electricity, telephone, and cable lines.</td>
<td>Manitou Springs</td>
<td>$1,300,000</td>
</tr>
<tr>
<td><strong>Creek Walk Trail Project</strong> <em>(Creek Walk Trail Phases 6-8)</em>: Design and construct 3,320 linear feet of multimodal trail from Mansions Park to Rainbow Falls (western terminus of trail) and Wichita Lot trail connection between Lovers Lane and Manitou Avenue. Project includes survey, right of way acquisition, design, and construction. Multimodal trail includes 8-10' wide trail (ADA compliant), curb/gutter, traffic safety improvements, storm drainage, street lighting, landscaping improvements, signage, environmental compliance, and undergrounding of electricity, telephone, and cable lines.</td>
<td>Manitou Springs</td>
<td>$9,406,375</td>
</tr>
<tr>
<td><strong>Total New Fund Request</strong></td>
<td></td>
<td>$125,306,375</td>
</tr>
<tr>
<td>Project Title &amp; Description</td>
<td>Project Sponsor</td>
<td>Project Total Cost</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-----------------</td>
<td>--------------------</td>
</tr>
<tr>
<td><strong>Other New Projects</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rail Station Design/Construction Project</strong>: The project limits are to be determined in conjunction with the Southwest Chief Through Car Study and service development planning for the Front Range Passenger Rail (FRPR). Project includes planning, design, and construction of a rail station in the Pikes Peak Metropolitan Planning Area. Final approval to spend funding would be via addition to the TIP.</td>
<td>CDOT</td>
<td>$5,000,000</td>
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<tr>
<td><strong>Existing Projects</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bus Stop Amenity Program</strong></td>
<td>Colorado Springs/MMT</td>
<td>$14,000,000**</td>
</tr>
</tbody>
</table>

*2045 Transit Plan (*Table 7-4: Prioritized Project List - P. 103*) + 2045 LRTP (*TABLE 7-1.9 FISCALLY-CONSTRAINED PROJECT LIST - Transit - MMT Regional Projects - P. 146*)

**Project being reduced from $19,000,000 to accommodate *Rail Station Design/Construction Project*.
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Figure 2: Project Location Map
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Environmental Justice (EJ) - Project Analysis

Methodology
Like the adopted 2045 RTP EJ Analysis, minority and low-income concentrated areas (EJ areas) were mapped using data from the 2016 American Community Survey, at the block group level. PPACG staff identified a unit of geography as an EJ area if it contained at least twice the regional average percent of an EJ population. For example, if the region-wide percentage of population X were 5 percent, at least 10 percent of a unit of geography would need to be made up of minority or low-income residents.

After mapping the minority and low-income concentrated areas, the location of new 2045 RTP projects were placed on top of the minority and low-income concentrated areas to see where new projects are located relative to EJ areas. A mix of quantitative and qualitative analysis was used to determine potential benefits and/or adverse impacts of the new projects.

In addition to identifying the potential impacts of the new projects, PPACG staff added the new projects to the projects already existing in the plan to see if there is a disproportional impact on federally protected classes from all the 2045 RTP projects, new and existing.

2045 RTP Projects - Impacts on EJ Populations
There are two ways in which minority or low-income concentrated areas may be affected by 2045 projects. First, specific 2045 projects may have a major impact on specific EJ areas. Second, a general pattern of impacts may occur region-wide, even if none of the localized impacts are particularly severe. For example, there may be no Hispanic concentrated areas adversely impacted by a certain project, but there may be a larger pattern in which Hispanic concentrated areas throughout the region are unlikely to benefit from the various projects, while other areas benefit substantially.

Of special concern, when reviewing projects and their potential impact on minority and low-income concentrated areas, are major widening projects along roads which currently house a large number, or even a majority, of certain minorities and low-income people. The ill effects of more traffic, wider roads, and faster speeds could have disproportionate adverse effects on these populations in a region-wide pattern. It is not certain that this will occur, however, and any final assessment should consider the net effect of mitigating factors and techniques as well as transportation benefits that will come from the projects.

Minority and Low-Income Populations

Hispanic
Overview: As the largest and most densely settled group, Hispanics form a distinctive if not established community in Southeast Colorado Springs, unlike other groups whose overall numbers may be small even where they are relatively concentrated.

Impacts: There are no Hispanic concentrated areas that are directly impacted by the new projects. While new roadway widening or interchange projects will not potentially adversely impact Hispanic concentrated areas, there will also not be potential access to improved pedestrian or trail-related facilities.
**African American**

**Overview:** An African American population of nearly forty thousand resides in an area roughly centered on the intersection of Platte Avenue and Academy Boulevard, with the greatest number within 1-2 miles of Academy from Drennan Road in the south to Galley Road in the north, although there are some significant smaller populations outside of that area.

**Impacts:** The only new project that could have an impact at the local level to an African American concentrated area is the US-24/Peterson Rd Interchange project. The project could potentially adversely impact those in the African American concentrated area who reside at the Peterson Air Force Base. The potential benefit of the project includes active transportation infrastructure and improved transit accessibility to the gate entrance. While new roadway widening projects will not potentially adversely impact African American concentrated areas, there will also not be potential access to improved pedestrian or trail-related facilities.

**Asian**

**Overview:** Asians are a more dispersed population in the Pikes Peak Region, with small but significant groups ranging from Gleneagle in the north to Fountain in the south, and from Garden of the Gods in the west to Cimarron Hills in the east.

**Impacts:** Asian concentrated areas may be adversely impacted by the widening projects including the Woodmen Rd. project and the Old Ranch Rd project. The US-24/Peterson Interchange project could also potentially adversely impact those residents who live in the Asian concentrated area adjacent to Peterson Air Force Base. The potential benefit of the project includes active transportation infrastructure and improved transit accessibility to the gate entrance. Asian concentrated areas will not have potential access to improved pedestrian or trail-related facilities.

**Native American**

**Overview:** Although a smaller population with no distinctive regional center, American Indians and Native Alaskans do show some clustering, so they may experience some community effects of transportation projects.

**Impacts:** Overall, the types and distribution of new projects are well balanced with respect to Native American concentrated areas, with some road widening, including the Woodmen Rd. and Old Ranch Rd. projects, some pedestrian-related improvements in Manitou Springs and Monument, and multimodal trail connections in Manitou Springs. Native American concentrated areas may be adversely impacted by the Woodmen Rd and Old Ranch Rd. widening projects and Judge Orr/Blue Gill Dr Intersection Realignment project.

**Native Hawaii and Pacific Islander**

**Overview:** With only 2021 persons region wide, Native Hawaiians and Pacific Islanders make up the smallest minority of interest in the region. With a couple of exceptions, they are distributed across a large area and do not appear to function, at least geographically, as a cohesive community which is vulnerable as such to disruption from transportation projects. Notable concentrations of this population do exist in several isolated block groups which are separated from each other by several miles.

**Impacts:** Native Hawaiian and Pacific Islander concentrated areas could be adversely impacted by the Woodmen Rd. widening project. Although these concentrated areas will not be potentially impacted by
other widening or interchange projects, they will not have potential access to improved pedestrian or trail-related facilities.

**Poverty**

**Overview:** Like the Hispanic and African American populations, the low-income population is concentrated in certain areas – or rather along certain facilities – and is positioned to receive either excellent benefits or the worst adverse effects of transportation projects.

**Impacts:** Low-income concentrated areas could be adversely impacted by the US-24/Peterson Interchange project. The potential benefit of the US-24/Peterson project includes active transportation infrastructure and improved transit accessibility to the gate entrance. These concentrated areas also have potential access to pedestrian-related improvements and trail connections in Manitou Springs.

**2045 RTP Projects + EJ Populations**

As a group, the 2045 projects do not disproportionally impact federally protected classes and have the same potential impact (both to help and hurt) on minority and low-income concentrated areas as that of the entire region. Much of the real effect will depend on how the projects are developed and whether any mitigation techniques are used, which suggests that the situation should be monitored through the implementation of this plan and probably also the next. At present, it appears likely that EJ areas will benefit from transit projects which will service areas where they are concentrated. Since rates of vehicle ownership and the costs of maintaining a vehicle in running order can be difficult or even prohibitive for some low-income people, transit improvements should be especially beneficial. Minority and low-income concentrated areas will benefit from trail improvements – several regional trails will be improved in these areas.

The best way to understand the likely impacts, for better or for worse, would be to perform more targeted outreach to these minority and low-income concentrated areas early in the development of the next Plan and TIP and to work closely with the appropriate member jurisdictions in determining the best approach for potentially disruptive projects that make use of federal funds.

The Title VI & Environmental Justice and Limited English Proficiency Plans include several provisions and recommendations for this type of targeted, proactive outreach and can act as guides moving forward. It is also worth noting that, in addition to this regional analysis, National Environmental Policy Act (NEPA) studies will need to be conducted for individual projects that use federal funds. These studies need to incorporate environmental justice (see https://www.epa.gov/environmentaljustice/environmental-justice-and-national-environmental-policy-act for more details) analyses specific to those projects.
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Moving Forward 2045: Financial Plan

The original financial plan, developed for the Moving Forward 2045 Pikes Peak Area Regional Transportation Plan (see Chapter 6 – Financial Plan), was developed based on the best information available in 2019. It was developed cooperatively with PPACG’s local, state, and federal planning partners. The following table shows the revenue estimates for the adopted 2045 RTP.

Table 3: 2045 RTP Financial Plan Estimates

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>2020 Base Year</th>
<th>First 15 years (3% growth)</th>
<th>Last 10 years (YOE)</th>
<th>Capital Investments Total Revenue</th>
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<tbody>
<tr>
<td>Local</td>
<td>$57,200,000</td>
<td>$883,740,000</td>
<td>$572,000,000</td>
<td>$1,455,740,000</td>
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<tr>
<td>State</td>
<td>$12,000,000</td>
<td>$185,400,000</td>
<td>$120,000,000</td>
<td>$305,400,000</td>
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<tr>
<td>Federal</td>
<td>$12,300,000</td>
<td>$190,035,000</td>
<td>$123,000,000</td>
<td>$313,035,000</td>
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<td>Total</td>
<td>$81,500,000</td>
<td>$1,259,175,000</td>
<td>$815,000,000</td>
<td>$2,074,175,000</td>
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</table>

Source: Moving Forward 2045 Pikes Peak Area Regional Transportation Plan (Adopted January 2020)

Plan Amendment - Revised Financial Plan Estimates

Starting in the spring, with the need to amend the 2045 RTP, PPACG staff reviewed up-to-date financial planning documents, including Pikes Peak Rural Transit Authority (PPRTA) estimates and CDOT’s 2045 Program Distribution document, and developed revised financial estimates for the amended 2045 RTP. These estimates would help determine whether adjustments needed to be made to accommodate the new project submitted by the City of Colorado Springs. Like 2019, the revised financial plan estimates were done in cooperation with PPACG’s planning partners. The table below shows the revised financial plan estimates for the 2045 RTP. Explanations for local, state, and federal funding amounts can be found in the individual sections below.

Table 4: Revised Financial Plan Estimates

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Adopted 2045 Plan</th>
<th>Amendment Adjustment</th>
<th>Revised Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>$1,455,740,000</td>
<td>+$260,000,000</td>
<td>$1,715,740,000</td>
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<tr>
<td>State</td>
<td>$305,400,000</td>
<td>+$181,500,000</td>
<td>$486,900,000</td>
</tr>
<tr>
<td>Federal</td>
<td>$313,035,000</td>
<td>+$74,500,000</td>
<td>$387,835,000</td>
</tr>
<tr>
<td>Total</td>
<td>$2,074,175,000</td>
<td>+$516,000,000*</td>
<td>$2,590,475,000</td>
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</table>

* At least $93 million of these additional funds identified need to be transit eligible.
Local Funds
There was limited internet sales data available when the financial plan estimates were developed in 2019. Due to an unexpected increase in revenue generated during the life of the 2045 RTP, local revenue estimates have increased. Revised Pikes Peak Rural Transit Authority (PPRTA) estimates show a likely increase of 10% over the life of the plan. This equates to *(approximately)*:

- $220 million additional to Capital.
- $140 million additional to Maintenance and Operations (M&O).
- $40 million additional to Transit.

Together, Capital and Transit projects equal approximately **$260 million** in local revised revenue estimates. *(Maintenance and Operations (M&O) is not included in this estimate since those funds cannot be used towards new projects.)*

State Funds
The state revised estimate is based on CDOT’s 2045 Program distribution document (Regional Priority Projects (RPP) & Strategic Project estimates and Transit Mobility Project estimates), the adopted 2045 plan, “reasonably expected” state funding pool, and an adjustment for inflation. CDOT’s 2045 Program Distribution document had not been released when the 2045 RTP was developed.

To calculate the additional state funds, the adopted 2045 plan “reasonably expected” state funding pool of **305.4 million** was subtracted from CDOT’s 2045 program distribution total of **668.5 million**. This resulted in an initial revenue estimate of **$363.1 million**. It is PPACG’s understanding, however, that CDOT applied funding growth to their calculation but did not adjust for inflation. The financial plan produced for the adopted 2045 Plan applied funding growth and adjusted for inflation. With that being the case, the initial revenue estimate was adjusted based on a worst-case average inflation increase over the life of the plan of 50%. This results in a state increase of **$181.5 million**.

Other Local and State Funds
While the revised revenue estimates were being developed, the Colorado General Assembly was having discussions about implementing new fees that would increase local and state transportation funding. This discussion resulted in the passing of Senate Bill 260 by the House and Senate and signature by the governor in June 2021. To account for this future funding source, and additional local and state funding sources, PPACG staff will be including these types of funds in the Fiscally-Constrained Project list under *Alternate Modes – Pooled Funds* (p. 161).

Federal Funds
The federal revised estimate is based on CDOT’s 2045 Program distribution document (Surface Transportation Program (STP) Metro and Transportation Alternatives Program (TAP) estimates), the adopted 2045 plan, “reasonably expected” federal funding pool, and an adjustment for inflation. CDOT’s 2045 Program Distribution document had not been released when the 2045 RTP was developed. Federal Transit Administration (FTA) Transit dollars are also included since they are not included in the program distribution document (Mountain Metropolitan Transit (MMT) is the designated recipient for the Pikes Peak region).

To calculate the additional federal funds, the adopted 2045 plan “reasonably expected” federal funding pool of **313.035 million** was subtracted from the total federal fund of **$462.035 million**. This resulted in
an initial revenue estimate of $149 million. Like with state funds, it is PPACG’s understanding that CDOT applied funding growth to their federal calculation but did not adjust for inflation. The financial plan produced for the adopted 2045 Plan applied funding growth and adjusted for inflation. With that being the case, the initial revenue estimate was adjusted based on a worst-case average inflation increase over the life of the plan of 50%. This results in a federal increase of $74.5 million.

**Other Federal Funds**

In terms of other federal funds, federal recovery (or stimulus funding) appropriated and distributed in 2020 and 2021 are not included in the revised financial plan nor is the one-time infusion of capital included in the analysis of future funding. Their presence, however, does negate the need to reduce or deflate estimates based on the COVID-19 pandemic.

**Financial Summary and Fiscal Constraint**

Given the revised financial estimates in local, state, and federal funds, the Colorado Springs project and the other new projects will be able to get added to the 2045 LRTP without adjustments having to be made to projects currently in the plan. The plan will also maintain fiscal constraint.
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Moving Forward 2045: Text Modifications

Ch. 3 - Performance Report - Figure 3-1B (P. 48)

Recommendation: PPACG staff recommends amending Figure 3-1B to reflect updated transit safety performance measures and targets from the Public Transit Agency Safety Plan (PTASP).

Background: The adopted 2045 RTP includes details on the PTASP and safety target requirements and lists the transit safety performance measures and targets as “To Be Determined” (TBD). At the time of the adoption of the PPACG 2045 Long Range Transportation Plan (LRTP), the Public Transit Agency Safety Plan (PTASP) and associated targets had not yet been completed and adopted.

Since the time of the plan’s adoption, the updated transit safety performance measures and targets have been adopted by the FTA grant funds recipient, Mountain Metro Transit (MMT). PPACG, as the MPO, is responsible for coordinating with MMT and incorporating the measures and targets into our LRTP and performance-based planning processes. The Safety Performance Targets table includes the MMT Transit Safety Performance Measures and Targets to be amended into the 2045 LRTP (The table comes from the MMT PTASP. The full plan can be found here: http://www.ppacg.org/wp-content/uploads/2021/05/MMT-Safety-Plan-2020.pdf)
Ch 7. - Fiscally Constrained Project List - Table 7-1.1 (P. 130)
Recommendation: CDOT supports changing “I-25 and Research Interchange” to “SH 21 and Research Parkway Interchange”.

Background: It came to PPACG’s attention that the fiscally constrained list of CDOT projects in Chapter 7 included a project called “I-25 and Research Interchange”. The correct project name should have been “SH 21 and Research Parkway Interchange”. The project total cost for the current “I-25 and Research Parkway” project matches up with the total cost of the “SH 21 and Research Parkway Interchange” project. CDOT agreed that the project should be called “SH 21 and Research Parkway Interchange”.

Ch. 8 - System Management & Operations - Transit (P. 200)
Recommendation: CDOT recommends additional Front Range Rail Passenger (FRPR) language be added in Chapter 8 to reinforce the region’s commitment to passenger rail and help position the FRPR project for potential funding from state and/or other grants. Additional language is highlighted and in bold below.

Fixed Guideway Transit
Implement a fixed guideway system designed to move high volumes of people quickly and efficiently. Fixed guideway projects may include light rail, commuter/rail, bus rapid transit, or streetcars and associated stations, infrastructure, and complementary land use. Consider how future passenger rail stations could complement overall system operations by connecting several modes of transportation.

Ch. 12 - Freight and Commodity Flows - Colorado State Rail Plan (P. 347)
Recommendation: CDOT recommends additional Front Range Rail Passenger (FRPR) language be added in Chapter 12 to reinforce the region’s commitment to passenger rail and help position the FRPR project for potential funding from state and/or other grants. Additional language is highlighted and in bold below.

Colorado State Rail Plan
The Colorado Department of Transportation has a state rail plan completed in 2018 that will be integrated into the Statewide Long Range Multimodal Transportation Plan. CDOT’s mission is “to provide the best multimodal transportation system for Colorado that most effectively and safely moves people, goods and information.” The state rail plan provides guidance for investing in future rail needs and present ways to enhance passenger and freight rail development to support economic growth and environmental sustainability.

The established vision for Front Range Passenger Rail is:
Developing passenger rail that serves Front Range communities from Pueblo to Fort Collins is a critical component of Colorado’s future. FRPR will provide a safe, efficient, and reliable transportation option for travel between major population centers and destinations along the Front Range and create a multi-modal backbone for connecting and expanding rail and transit options in the state and region.

Additional information on this effort, including a draft list of potential freight and passenger rail projects can be found here. Figure 12–9 shows rail line ownership in Colorado.
Ch. 6 - Transit Needs and Recommendations - Improvements to Connections/Transfers (P. 87)

Recommendation: CDOT recommends additional Front Range Rail Passenger (FRPR) language be added in Chapter 6 to reinforce the region’s commitment to passenger rail and help position the FRPR project for potential funding from state and/or other grants. Additional language is highlighted and in bold below.

**Improvements to Connections/Transfers**

Even as service frequencies will be improved particularly to core and intermediate corridors, schedules should be coordinated to arrive at transfer centers and key intersection routes at specific times to reduce waiting time at transfers.

Regional connections, such as Bustang broaden the reach of MMT to other regions and cities. These connections can be essential for work, school, recreation, or medical trips. Planning is advancing on a potential Front Range Passenger Rail (FRPR) connection; as well as the potential to link Amtrak’s Southwest Chief to Pueblo and Colorado Springs. **Bustang’s ridership will grow into the future users of FRPR.** As plans for Bustang expansion and potential advancement of passenger rail take shape, MMT must coordinate and provide input on the preferred options (for both rail stations and rail alignment) that connect the MMT network. **PPACG supports CDOT’s efforts to plan and implement Mobility Hubs along the I-25 Corridor.** The MMT network will serve a crucial role in the success of intercity transit, distributing users to and from their ultimate origins and destinations. MMT can respond by timing future services to create simple transfers for their users.

Appendix A - Mountain Metropolitan Transit - DRAFT 2045 Unconstrained Transit Project List (P. 115)

Recommendation: CDOT recommends additional Front Range Rail Passenger (FRPR) language be added to the Advance Planning – Passenger Rail project in Appendix A to reinforce the region’s commitment to passenger rail and help position the FRPR project for potential funding from state and/or other grants. Additional language is highlighted and in bold below.

<table>
<thead>
<tr>
<th>2045 Plan Theme</th>
<th>Potential Priority</th>
<th>Project Name</th>
<th>Unconstrained List</th>
<th>Project Description</th>
<th>Funding Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve User Experience and Access</td>
<td>Mid-Term</td>
<td>Human Service Providers Vehicle Expansion</td>
<td>Unconstrained</td>
<td>Incremental expansion of human service providers vehicles.</td>
<td>$3.4M</td>
</tr>
<tr>
<td>Improve User Experience and Access</td>
<td>Long Term</td>
<td>Kaweho/Gothenburg Transit Center</td>
<td>Unconstrained</td>
<td>New transfer center and parking structure at Kaweho/Gothenburg (20 Old Man’s Trail) in Manhasset Springs.</td>
<td>$17.0M</td>
</tr>
<tr>
<td>Improve User Experience and Access</td>
<td>Long Term</td>
<td>Improvements Voyager Transfer Center</td>
<td>Unconstrained</td>
<td>Access improvements (Voyager Transfer Center).</td>
<td>$4.0M</td>
</tr>
<tr>
<td>Improve User Experience and Access</td>
<td>Long Term</td>
<td>Advance Planning – Passenger Rail</td>
<td>Unconstrained</td>
<td>Planning studies to advance future passenger rail serving the region. This may include planning, design, and/or environmental studies for the Front Range Passenger Rail (or similar initiative) supporting the needs of the Pikes Peak Region.</td>
<td>$1.0M</td>
</tr>
<tr>
<td>Maintain Focus on the Existing Service Area</td>
<td>Mid-Term</td>
<td>Facility Equipment Replacement</td>
<td>Unconstrained</td>
<td>Incremental and planning equipment improvements and replacement consistent with the transit asset management plan.</td>
<td>$1.0M</td>
</tr>
<tr>
<td>Maintain Focus on the Existing Service Area</td>
<td>Mid-Term</td>
<td>Non Revenue – Maintenance Vehicles</td>
<td>Unconstrained</td>
<td>Procurement of non-revenue/maintenance vehicles to support operations and transit asset management.</td>
<td>$0.8M</td>
</tr>
<tr>
<td>Plan for Innovations</td>
<td>Mid-Term</td>
<td>Fast Technology – Technology Improvements</td>
<td>Unconstrained</td>
<td>Fast technology planning studies to support the future implementation of Front Range Passenger Rail within the Pikes Peak Region.</td>
<td>$2.0M</td>
</tr>
<tr>
<td>Plan for Innovations</td>
<td>Mid-Term</td>
<td>Purchase of Electric Bus Vehicles</td>
<td>Unconstrained</td>
<td>Procurement of electric bus vehicles for electric service.</td>
<td>$10.0M</td>
</tr>
</tbody>
</table>

**Project Description:** Transportation planning studies to advance Front Range Passenger Rail servicing the region. This may include both station area and alignment planning studies, conceptual design and environmental support to support the future implementation of Front Range Passenger Rail within the Pikes Peak Region.
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Appendix A: Supportive Material

- **Plan Amendment Requests** - See separate PDF file.

- **Emails of Support** - See separate PDF file.

- **Public Engagement - Materials and Comment** - This section will be added to the document once the public comment period ends, and the public hearing is conducted.
Appendix B: Signed Resolution
THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS APPROVING THE
2045 REGIONAL TRANSPORTATION PLAN AS AMENDED FOR
THE COLORADO SPRINGS METROPOLITAN AREA

October 13, 2021

WHEREAS, Title 23, Section 134 and Title 49, United States Code, as updated by the Fixing America’s Surface Transportation Act (FAST Act), require each urban area to have a 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 process including formulating policies, plans and programs necessary to the planning process for transportation, land use, and air quality management; and

WHEREAS, the Colorado Department of Transportation and Pikes Peak Area Council of Governments have jointly determined the 2045 Regional Transportation Plan As Amended is fiscally constrained;

BE IT FURTHER RESOLVED, The Pikes Peak Area Council of Governments’ Board of Directors, acting for and on behalf of its affected local governmental units, hereby approves the 2045 Regional Transportation Plan As Amended.

RESOLVED, APPROVED, AND ADOPTED by the Board of Directors Committee of the Pikes Peak Area Council of Governments, this 13th Day of October 2021, at Colorado Springs, Colorado.

Commissioner Stan VanderWerf
PPACG Board Chair

ATTEST:

Commissioner Dick Elsner
PPACG Board Secretary