Pikes Peak Area Council of Governments

FFY2022 & FFY2023
Unified Planning Work Program
for the
Metropolitan Transportation Planning Program

Approved by the
PPACG Board of Directors on:
6/17/2021
Amendment #1
9/14/2022
Amendment #2
12/8/2022

Prepared in Cooperation With:
City of Colorado Springs
El Paso County
City of Fountain
Town of Green Mountain Falls
City of Manitou Springs
Town of Monument
Town of Palmer Lake
Teller County
City of Woodland Park
and
Colorado Department of Transportation
Federal Highway Administration
Federal Transit Administration
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Section 1: Introduction

1.1 Purpose

This Unified Planning Work Program (UPWP) identifies all transportation and related planning activities that will be undertaken within the Pikes Peak Area Council of Governments (PPACG) Metropolitan Planning Area (MPA) during the federal years 2022 and 2023, beginning October 1, 2021, and ending September 30, 2023. This work program was developed to serve these specific objectives:

1. Define transportation planning activities to meet the transportation needs of local, state, and federal agencies.
2. Identify funding sources for planning studies.
3. Coordinate transportation planning activities and relationships (both internal and external).
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

PPACG is the regional planning organization that develops policies and makes decisions about transportation planning for the greater Colorado Springs Urban Area. It is a forum for cities, towns, tribal governments, counties, transit agencies, and state agencies to address common regional issues. The U.S. Department of Transportation (USDOT) has established policy guidelines to improve regional transportation planning and give local communities a stronger voice in achieving their transportation goals while avoiding duplication of planning efforts.

The planning process provides the information, tools, and community outreach needed to improve transportation system performance. It includes extensive coordination with federal, state, and local agencies, as well as ongoing outreach to stakeholders throughout our planning area.

Federal transportation planning regulations require any urbanized area with a population over 50,000 to form a Metropolitan Planning Organization (MPO). If that urbanized area has a population over 200,000 that MPO is recognized as a Transportation Management Area (TMA) and additional federal regulations apply. As an MPO/TMA the Pikes Peak Area Council of Governments (PPACG) is required to develop a long-range transportation plan (LRTP) and transportation improvement program (TIP) for the Colorado Springs Urbanized Area (UZA).

Additionally, in Colorado, the state is divided into 15 Transportation Planning Regions (TPRs). There are five MPOs in Colorado and their boundaries are the same as TPRs one through five. All other parts of the state not included in a MPO boundary are included in TPRs six through fifteen. TPRs are the mechanism by which the State plans and programs state transportation funding. The area within PPACG, as the COG, includes the Pikes Peak MPO (TPR #1) and a portion of the Central Front Range Transportation Planning Region (TPR#14). PPACG and CDOT work in close coordination to optimize the transportation investments in the area.
As the designated MPO for the Pikes Peak region, PPACG is responsible for carrying out a “...continuing, cooperative and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan (the Long-Range Transportation Plan or LRTP) and a transportation improvement program (TIP)...” The LRTP and TIP are intended to encourage and promote “the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution” (23 CFR 450.300).

The MPO area for the Pikes Peak region is a subset of the larger PPACG service area. PPACG provides services to all of El Paso, Park, and Teller Counties, while the MPO boundary is restricted to the Urbanized Area (UZA) including and surrounding the City of Colorado Springs.

As both the designated metropolitan planning organization (MPO) and the Air Quality Planning Agency, PPACG is responsible for performing regional air quality conformity analyses and demonstrating regional transportation conformity for carbon monoxide (CO), along with carrying out the “...continuing, cooperative and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution” (23 CFR 450.300). The boundaries of the metropolitan planning area (Figure 1) and the air quality planning area (Figure 2) are very similar, but not identical.

The Unified Planning Work Program (UPWP) incorporates in one document all federally assisted state, regional, and local transportation planning and transportation-related air quality planning activities proposed to be undertaken in the Colorado Springs Urbanized Area. The UPWP is required as a basis and condition for all federal funding assistance for transportation planning and transportation-related air quality planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
Figure 1: Colorado Springs Metropolitan Planning Area
Figure 2: Colorado Springs Air Quality Planning Area
1.2 Governance and Committees

PPACG is governed by the Board of Directors. The Board is composed of locally elected officials. Membership, officers and voting procedures are in accordance with the Bylaws adopted by the Board of Directors. Standing advisory committees and ad hoc task forces provide the Board with guidance on matters related to funding, congestion management, bicycle and pedestrian issues, intelligent transportation systems, transit, freight, and other specific matters related to transportation planning. The standing committees are Air Quality Technical Committee, Community Advisory Committee, Transportation Advisory Committee, and Mobility Coordinating Committee.

1.3 Scope

The UPWP documents the transportation planning, public transportation planning, and transportation-related air quality planning activities to be undertaken by the MPO Transportation Planning Program. The primary focus of this document is on metropolitan transportation planning and transportation-related air quality planning activities performed by PPACG staff during current federal fiscal years. Regionally significant transportation-related planning studies and activities carried out by PPACG member entities, the Colorado Department of Transportation (CDOT), and transit planning activities carried out by the Colorado Springs Mountain Metropolitan Transit and Fountain Municipal Transit are documented within Section 5 of this UPWP.

The revenue utilized for PPACG’s work activities documented in the UPWP originates from federal and non-federal sources (See Section 3). These funds are allocated to work activities in accordance with appropriate regulations and are used to pay for program expenditures by the MPO Transportation Planning Program. Federal planning funds, available from both FHWA (PL funds) and FTA (5303 funds), are administered by CDOT through the Consolidated Planning Grant (CPG) Program. CPG funds are allocated to PPACG on an 82.79 percent federal and 17.21 percent non-federal ratio. Non-federal funds are provided to PPACG from dues paid by its member entities, and through grants and other ad hoc funding sources such as in-kind match.

Work Elements organize the annual UPWP activities (See Section 4). Work Elements 610 through 616 relate to activities accomplished directly by PPACG staff and are formatted to show the purpose, expected products and schedule. Work Element 617 documents expected direct expenses, including contract services, printing, travel, training, office supplies, support services, memberships and publications, equipment, and maintenance expenditures.
1.4 Public Participation and Outreach

In 2019, the PPACG Board of Directors adopted the Public Participation Plan (PPP) intended to guide the development of regional plans and activities outlined in the UPWP (http://www.ppacg.org/wp-content/uploads/2020/01/2019-Approved-PPP.pdf). The PPP outlines PPACG’s approach to community outreach, along with the types of strategies staff will use to reach target audiences. The PPP is designed to facilitate participation by a range of community members, including traditionally under-served groups and individuals including minorities, seniors, low-income populations, and individuals with disabilities. Implementation of the tactics outlined in the plan will provide an array of opportunities for meaningful public involvement and ensure compliance with all applicable federal regulations. Outreach efforts will be undertaken as necessary in support of transportation planning activities as they occur.

To ensure accountability and transparency to the public, the PPP specifically outlines the UPWP adoption process which requires a 30-day public comment period where members of the public can provide their comments at PPACG’s regularly scheduled public meetings, via the website, and on social media. Public comment results then must be made available to the Board & relevant committees before approval or recommendation is sought. Once adopted, the UPWP is posted on the PPACG website for full public access. Occasionally, the UPWP is amended to ensure activities and budgets listed in the UPWP accurately reflect the current efforts being undertaken by the MPO as directed by FHWA, FTA and MPO member entity needs. Like with the adoption of the UPWP, amendments to the UPWP require public involvement through a 30-day public comment period. The public can provide their comments at PPACG’s regularly scheduled public meetings, via the website, and on social media. Public comment results then must be made available to the Board & relevant committees before approval or recommendation is sought. Any public comments received will also be included at the end of this document.

Progress made on planning activities in the UPWP by viewing the PPACG Mid-Year and Year-End Reports. These reports outline activities completed and expenditures by work element on a semi-annual basis. UPWP project progression is tracked and where information is documented. These reports are also made available to the public on the PPACG website under the UPWP section.

Note: During the time of Covid and social distancing, PPACG was unable to hold in person meetings. However, PPACG was able to utilize online zoom meetings and other online programs to ensure the public was able to participate in the planning process.
Section 2: Planning Framework and Priorities

2.1 Planning Framework

While the UPWP documents only the activities to be undertaken during the time period covered by the UPWP, the basis of the work program is grounded in the requirements of the metropolitan transportation planning process. The six primary requirements of the metropolitan transportation planning process are:

1. Develop and maintain the Unified Planning Work Program (UPWP).
2. Develop and maintain the Regional Long Range Transportation Plan (LRTP).
3. Develop and maintain the Transportation Improvement Program (TIP).
5. Coordinate the development of the LRTP with the State’s air quality State Implementation Plan (SIP).
6. Involve the public in the transportation decision-making process.

Development of the LRTP has several components under it that can be completed on an as need basis, including but not limited to:

- Regional Pedestrian Plan/Regional Bicycle Plan
- Transit Plan (in coordination with MMT)
- Specialized Transit Plan (in coordination with MMT)
- Regionally Significant Routes Studies/Corridor Studies
- Congestion Management Process
- Regional Freight Study

The next 2050 LRTP is scheduled to be completed in January of 2025. The above listed activities may be started in the coming year as the needs arise and/or funding becomes available, one or more of these efforts may be specifically amended into the work program at a later date if needed.

2.2 FAST Planning Requirements

The Fixing America’s Surface Transportation (or FAST) Act became law on December 4, 2015. FAST continues to promote an efficient and effective Federal surface transportation program by focusing on transportation issues of national significance, while giving regional transportation decision-makers flexibility for solving transportation problems in their communities. Under FAST, metropolitan and statewide transportation planning processes are continued, but changes made by the previous federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21) Act (MAP-21), have been carried over to enhance the planning process for surface transportation; some of these changes add flexibility and efficiency, while others add new consultation and environmental planning requirements. Consultation requirements for states and MPOs remain significantly expanded; and requirements continue for plans to address environmental mitigation, improved performance, multimodal capacity, and
enhancement activities. Bicycle, pedestrian, and disabled interests must also be represented.

FAST includes the eight (8) factors originally outlined in SAFETEA-LU (adopted on August 10, 2005), as well as three additional considerations. Specifically, FAST-compliant metropolitan and statewide planning processes must consider transportation projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve transportation system resiliency and reliability.
10. Reduce (or mitigate) the stormwater impacts of surface transportation.
11. Enhance travel and tourism.

The linkages between the UPWP Work Elements and the planning framework are summarized in Figure 3. In addition, PPACG will consider the principles adopted by the USDOT as a result of its partnership with the U.S. Department of Housing and Urban Development and the Environmental Protection Agency. These principles are:

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investments.

2.3 IIJA Planning Requirements

The Infrastructure Improvement and Jobs Act (IIJA) become law on November 15, 2021. IIJA continues to promote an efficient and effective Federal surface transportation program by focusing on transportation issues of national significance, while giving regional transportation decision-makers flexibility for solving transportation problems in their communities. Under IIJA, metropolitan and statewide transportation planning processes are continued. While there are several MPO related changes included in the
IIJA, below are a couple that are highlighted as they may be addressed in the coming year(s).

**Metro planning (Sec. 11201)**
- In developing the plan, MPOs may use social media and other web-based tools to drive public participation
- Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For TMAs, the transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization

**Increasing Safe and Accessible Transportation Options (Sec. 11206)**
- MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals
- The Secretary may increase the Federal share above 80%
- States and MPOs may opt out of the requirement if they can demonstrate, not later than 30 days after the Secretary apportions funds, that a State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets Prioritization Plan.

PPACG plans, in coordination with FHWA, FTA, and CDOT to use approximately $32,000 in PPACG CPG funds to obtain a consultant to develop a Regional Complete Street toolbox of model policies, standards and practices for voluntary use by the PPACG jurisdictions as they deem appropriate. PPACG feels that the development of these voluntary model standards and polices is the best context-sensitive solution for compliance of this federal requirement. The PPACG region is diverse in both its urban/rural population densities as well as how each individual jurisdiction implements zoning and land use. A one-size-fits-all approach is not appropriate for the Pikes Peak Region, but the development of voluntary guidance will be a welcome resource for the PPACG jurisdictions that don’t already have their own existing Complete Streets ordinances or policies.

This funding is a set-aside dedicated to the Complete Streets effort. See Page 29 and 36 for more information.

### 2.4 Revised Planning Emphasis Areas

On December 30, 2021, FTA and FHWA released a joint letter on additional/revised planning emphasis areas (PEAs). As additional guidance is received on these emphasis areas, they will be incorporated in the PPACG planning process as appropriate.
- Transition to Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
• Virtual Public Involvement (VPI)
• Strategic Highway Network (STRAHNET)/Department of Defense Coordination
• Federal Land Management Agency (FLMA) Coordination
• Planning and Environmental Linkages
• Data in Transportation Planning

It is anticipated that these revised PEAs will be addressed as follows:
• Transition to Clean Energy, Resilient Future – Planning and programming of the new Carbon Reduction Program federal funding source, as well as the State of Colorado funds created by Senate Bill (SB) 21-260. PPACG will also comply with CDOT greenhouse gas (GHG) rules aimed at reducing GHGs and participate in future electric vehicle (EV) corridor nomination.
• Equity and Justice in Transportation Planning – Use of State Multimodal Transportation and Mitigation Options Fund (MMOF) to provide greater travel choices in Disproportionally Impacted Communities. Disproportionally Impacted Communities are also taken into account during the scoring process for LRTP project selection.
• Complete Streets – Develop a Regional Complete Street toolbox of model policies, standards, and practices.
• Virtual Public Involvement (VPI) – PPACG plans to continue hybrid meetings as well as provide for online comment opportunities for plans and studies.
• Strategic Highway Network (STRAHNET)/Department of Defense (DOD) Coordination – There are several military installations in the Pikes Peak area and PPACG has a Military Planning section, funded through a DOD grant. PPACG will continue to coordinate planning efforts with the region’s military planners. Representatives from the DOD installations in the vicinity are included in PPACG’s committee process. STRAHNET routes will be discussed as part of the Congestion Management Process and LRTP development.
• Federal Land Management Agency (FLMA) Coordination – PPACG will coordinate with FLMA during development of the 2050 LRTP and future TIPs.
• Planning and Environmental Linkages (PEL) – PPACG member organizations make the determination regarding when to undertake a PEL process; when they decide to do so, PPACG participates in the process and provides assistance when appropriate. For example, PPACG staff currently sit on the technical team for the South Powers Extension PEL being developed by the City of Colorado Springs.
• Data in Transportation Planning – PPACG continues to work with our jurisdictional partners to obtain and utilize good data as budgets and procurement contracts allow. For example, PPACG has recently worked with our local jurisdictions to fulfill their desire to purchase regional traffic volume data to assist with planning and decision making, and these types of efforts will continue in the future.
2.5 PPACG Planning Priorities and Challenges

In October of 2020, the PPACG Board of Directors adopted an update to the Strategic Plan for the region: Strategic-Plan-2020-Update-1.pdf (ppacg.org)

That strategic plan was for the Council of Governments boundary, which is bigger than the MPO boundary, but it helps articulate priorities of the Board.

“Strategic Plan Goals

- Develop an effective advocacy voice for common ground issues.
- Become a significant resource for PPACG members to share and collect information with regional partners.
- Provide access, awareness, education, and connectivity so individuals can age wherever they want.
- Develop and maintain a coordinated, validated plan for transportation needs across the PPACG region.”

It is a priority of the region to become more efficient by sharing resources/information and coordinating between jurisdictions to maximize efficiencies. The strategic plan contains the following transportation objectives.

- Objective 1: Ensure coordinated transportation planning among entities within the PPACG MPO and between the MPO and Central Front Range TPR.
- Objective 2: Utilize performance-based measurements to develop regional long-range plan and TIP project priority list.
- Objective 3: Explore and pursue all funding mechanisms to serve all modes of transportation in the PPACG region.

While the Strategic Plan did not specifically call out the challenges of the region, like most other regions in Colorado the lack of transportation funding is a key issue. Additionally, the PPACG region has some unique challenges with:

- Having the region split into an MPO and TPR creates some challenges in coordinating a seamless transportation network.
- Military coordination and land use
- Air quality and growth
### Figure 3: UPWP Work Elements Consistency with Planning Framework and Law

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<tr>
<th>Planning Framework</th>
<th>WE 610</th>
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<td><strong>Requirements of the Metropolitan Transportation Planning Process</strong></td>
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<td>Develop and maintain the Unified Planning Work Program (UPWP)</td>
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<td>Develop and maintain the Long-Range Transportation Plan (LRTP)</td>
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<td>Develop and maintain the Transportation Improvement Program (TIP)</td>
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<td>Develop and maintain the Congestion Management Process (CMP)</td>
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<td>Coordinate the development of the RTP with the State’s air quality State Implementation Plan (SIP)</td>
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<td>Involve the public in the transportation decision-making process</td>
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<td><strong>FAST Planning Factors</strong></td>
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<td>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency</td>
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<td>Increase the safety of the transportation system for motorized and non-motorized users</td>
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<td>Increase the security of the transportation system for motorized and non-motorized users</td>
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<td>Increase accessibility and mobility of people and freight</td>
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<td>Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</td>
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<td>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</td>
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<td>Promote efficient system management and operation</td>
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<td>Emphasize the preservation of the existing transportation system</td>
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<td>Improve transportation system resiliency and reliability</td>
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<td>Reduce (or mitigate) the stormwater impacts of surface transportation</td>
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<td>Enhance travel and tourism</td>
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WE 610 – Program Administration and Coordination  
WE 611 – Data Development and Information Management  
WE 612 – Transportation Improvement Program  
WE 613 – Regional Transportation Planning  
WE 614 – Regional Transportation Related Environmental Planning  
WE 615 – Regional Specialized Mobility Services  
WE 616 – Regional Safety Activities
2.6 PPACG Agreements

Agreements in force among the participating agencies relative to the metropolitan transportation planning process include:

- PPACG / CDOT Planning MOA signed May 22, 2018
- PPACG / CDOT TIP / STIP Amendment MOA signed April 1, 2009.

2.7 Status of Core PPACG Planning Documents

The table below lists the core work products of the PPACG, the adoption date, planning horizon and the time when the next update is due.

<table>
<thead>
<tr>
<th>Document</th>
<th>DATE ADOPTED</th>
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<tr>
<td>Coordinated Services Plan</td>
<td>January 8, 2020</td>
<td>5 years</td>
<td>January 2025</td>
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2.8 FY2020 and 2021 UPWP Activities and Accomplishments

This section outlines the completed, delayed, or cancelled activities from the previously adopted UPWP. Completed activities are those that were finalized within the federal fiscal year listed in the previous UPWP. Delayed activities are items that were listed in the previous UPWP but were unable to be completed. These activities are typically rolled into the next UPWP to be completed in the next fiscal year(s). Cancelled activities are those that were determined to be no longer necessary by PPACG staff in coordination with member entities. Cancelled activities do not tend to be anything that is federally, or state required unless rules or regulations have changed, and the activities are no longer required.

600/601 Program Administration and Coordination
- Addressed concerns and comments from FHWA and FTA from the FY2021 UPWP approval cycle through updates to the FY2022/FY2023 UPWP.
- Continued program updates from suggestions made after FHWA and FTA’s 2017 certification review.
- Processed an amendment to the 2020-2021 UPWP in February 2020.
- Provided ongoing support to PPACG’s advisory committees.
- Coordinated collection of regional transportation data for pavement condition.
- Conducted meetings with MMT, service providers, FTA and CDOT regarding PPACG becoming the designated recipient of 5310 FTA funds.
- Participated in statewide, regional and local planning and stakeholder meetings for various plans, studies and coordination efforts.
- Conducted traffic safety stakeholder interviews and developed regional traffic safety strategy.
- Completed a public messaging campaign designed to decrease drunk and distracted driving crashes in the region (Traffic Safety Media Campaign).
- Attended and continued support (data) of the UCCS Economic Forum.
- Attended the State Demographers Annual Summit.
- Continued support for and participation in Regional Powers South Extension Meetings.
- Attended webinars on COVID-19 recovery efforts related to transportation and regional planning.
- Gathered information on 5310 Program, including communicating with the NFRMPO and DRCOG.
- Developed and administered a (405c) grant to improve the geographic accuracy of the traffic crash data in the region for more targeted intervention, helping to reduce the number of serious crashes.

Delayed or cancelled activities:
- Completion of the Tri County study delayed due to Covid. Final implementation and completion rolled into next UPWP activities.
602/603 Data Development and Information Management

- Continued development and maintenance of data to support a more integrated land use, environmental and transportation planning process.
- Created Long Range Transportation Plan maps for final design and public involvement activities.
- Created regional water treatment and wastewater treatment service area data sets.
- Created a regional roadways data set.
- Published PPRTA web map of projects and Annual Report Maps.
- Maps for Innovations in Aging Organization.
- Created maps and posters for FY2021-2024 TIP Open House.
- Created maps for Tri-County Study.
- Analyzed assisted living locations in proximity to transit.
- Secured Azure Government Infrastructure site for building a spatial data repository.
- GIS Enterprise licenses were approved and configured.
- ESRI validated the PPACG ArcGIS Online web service for data sharing.
- Assisted Living facilities mapped for the Area Agency on Aging.
- Web mapping application created for Joint Land Use planning.
- Continued support of the statewide travel demand model.
- Reviewed land use forecasting and travel demand model inputs and outputs for the next PPACG planning cycle.
- Held modeling discussion with FHWA modelling expert.
- New staff trained on the Travel Demand and Land Use models.
- Attended CDOT statewide travel survey meetings.
- Responded to 11 requests for baseline and future travel demand analysis.
- Began updating and refining the travel model’s network links and intersection alignments for future integration of signal timing and turn lanes.
- Held regional planning meetings to discuss regional forecast modelling efforts.
- Gathered economic and congestion-related data to examine the regional impact of the COVID-19 pandemic.
- Participated in statewide travel count survey discussions and exercises.

Delayed or cancelled activities:
- The creation of a regional GIS forum delayed due to covid-19 concerns

604 Transportation Improvement Program

- Prepared and processed amendments to the FY2019-2022 TIP.
- Adopted the FY2021-2024 TIP: CFP, project selection workshop, draft document, open house, 30-day public comment period and committee review.
- Prepared and processed amendments to the FY2022-2024 TIP.
- Developed transit funding allocations and project lists in coordination with MMT and CDOT.
- Reviewed and revised TIP related policies.
- Monitored progress and held status meetings for TIP projects and obligations.
- Completed set up process to utilize Ecolnteractive eTIP database.
- Completed CFP process for state Multi Modal Option Funding and allocations.
- Completed notice of funding and CFP process for federal stimulus funds for Covid Relief.
- Published the annual list of obligated projects on PPACG’s website.
- Attended NTI/FTA conformity training for air quality requirements.
- Attended NTI Financial Planning for Transportation Training.
- Monitored and approved federally required annual safety targets.
- Monitored and approved federally required pavement targets.
- MMT Developed and approved federally required transit safety Plan and targets.
- PPACG approved transit safety targets for MPO region.

Delayed or cancelled activities: None

605 Regional Transportation Planning
- Adopted the Regional Moving Forward 2045 Plan which included public involvement activities, 2 open houses, 30-day public comment period, draft design and interagency consultation for air quality conformity.
- Provided technical support to coordinate long-range transportation plan development with ongoing local transportation planning activities.
- Participated in member entity transit planning efforts.
- Coordinated with MMT to complete the Specialized Transportation and Transit Plans.
- Participated in Statewide long-range transportation planning activities.
- Developed list of products, including mobility elements, for 2020-2024 Transportation Planning Cycle that will be incorporated into 2050 LRTP.
- Developed schedules for 2020-2024 Transportation Planning Cycle and 2050 LRTP.
- Held retreat with PPACG Board to discuss proposed 2020-2024 Transportation Planning Cycle products and schedule as well as 2050 LRTP components and schedule.
- Kicked off the Tri-County Study, which will be completed early in calendar year 2022.
- Launched a regional freight study that will be completed by the end of the calendar year.

Delayed or cancelled activities: Completion of the Tri County Study delayed due to Covid. Final implementation and completion rolled into next UPWP activities.

607 Regional Transportation Related Environmental Planning
- Held an interagency consultation for 2045 LRTP.
- Attended air quality conformity training from NTI/FTA at DRCOG.
- Held Air quality Technical Committee meetings with regional representatives.
- Committed to the EPA Ozone Advance program.
- Continued air quality/ozone attainment informational efforts to committees and public.
- Met with Colorado Springs to discuss CMAQ grant funding reporting requirements.
- Met with stormwater representatives for water quality management planning.
- Applied for funding opportunities for air quality improvement projects.

Delayed or cancelled activities: None
Regional Specialized Mobility Services (not listed separately in previous TIP – activities occurred under 600)

- Provided status reports to PPACG Board regarding PPACG becoming the designated recipient for the Colorado Springs Urbanized Area FTA 5310 funds.
- Obtained the Governor’s approval for PPACG to become the Designated Recipient of FTA 5310 Funds on 10/20/2020
- Established a transition plan for the 5310 Specialized Transit Program to be transferred from Mountain Metropolitan Transit (MMT) to PPACG with FTA’s approval.
- Created the 5310 Program Management Plan, which FTA approved on 12/29/2020
- Assisted in transferring the One-Ride number from MMT to Envida, one of PPACG’s contracted providers.
- Began 5310 program implementation through contracting with three providers for transit services for an intermediary period between program transition and PPACG’s first call for projects.
- Established a Disadvantaged Business Enterprise Plan and Goal for FTA projects.
- PPACG launched our first call for projects in Mid-March 2021.
- On July 1, 2021, the selection process of 5310 projects concluded, and the grant period for the traditional program outlined in our management plan began.
- Worked with the Mobility Coordinating Committee (MCC) to create a regional mobility guide for residents to understand better specialized and general transit options in the Pikes Peak region.

Delayed or canceled activities: None

*Note - previous UPWPs had different work element codes, please see page 18 for more detail on updated work element numbers.

600/601 → 610
602/603 → 611
604 → 612
605 → 613
606 → 614
615 and 616 are new
Section 3: Planning Program Revenue Information

This section describes revenue sources used by the MPO Transportation Planning Program. The revenue utilized for work activities identified in the UPWP originate from two basic sources: federal transportation planning funds and non-federal sources used to match federal funds.

PPACG receives federal funds to undertake the required planning activities associated with the MPO designation. These funds, from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), are consolidated into a single grant that is apportioned to PPACG on an annual basis. This Consolidated Planning Grant (CPG) requires a 17.21% match of local dollars. For an example of how the match works, if the MPO spends $100.00 on an approved activity consistent with the UPWP, the MPO submits an invoice to the Colorado Department of Transportation (CDOT) (which is acting as the fiscal agent for FHWA) to document the eligible expenditure. CDOT reimburses the MPO at a rate of 82.79% (100% less the required 17.21% match). In this example, CDOT would pay $82.79 back to the MPO.

For various reasons, PPACG does not always have the required match available to spend all the CPG funds available to it. Usually, the limiting factor to the MPO budget is the availability of match dollars. Understanding that the PPACG jurisdictions are facing their own budget issues, PPACG is working with CDOT to use federal toll credits to undertake additional planning activities in federal fiscal year (FFY) 2023, which starts October 1, 2022, and ends September 30, 2023.

Additionally, the region receives Surface Transportation Block Grant (STBG) program funds, which are programmed through the MPO process that develops the regional Transportation Improvement Program (TIP). Regional planning activities are eligible for STBG funds. If and when the PPACG Board of Directors decides to allocate STBG funds to PPACG Planning activities, those activities should be referenced in the PPACG UPWP.

The table below updates and clarifies the financial information for the MPO in FFY23 and includes projects that may move forward during the year using either toll credits or STP Metro funds.
### Figure 4: FFY 2023 Summary of Revenues and Expenditures

<table>
<thead>
<tr>
<th></th>
<th>CPG</th>
<th>Local Match (Dues)</th>
<th>Toll Credits</th>
<th>STBG</th>
<th>Local Match (Voluntary Donation)</th>
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<td><strong>Total FFY2023 Expenditures</strong></td>
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<td>$83,152</td>
<td></td>
<td>$240,091</td>
<td>$49,909</td>
</tr>
</tbody>
</table>

### 3.1 Federal Funding Sources

The United States Department of Transportation (USDOT), FHWA and FTA grant planning funds are authorized through 23 USC 104(f) and 49 USC 5305(d). These funds are allocated to work activities in accordance with appropriate regulations and are used for program expenditures by the MPO Transportation Planning Program. The CDOT Division of Transportation Development administers Federal planning funds through the Consolidated Planning Grant Program. Consolidated Planning Grant funds are allocated to PPACG on a matching ratio of 82.79% Federal and 17.21% local.

### 3.2 State Funding Sources

State funds used by the MPO Transportation Planning Program originate from grants received for specific tasks. For example, in FY 2016, PPACG received a grant from the Department of Local Affairs (DOLA) to prepare a comprehensive plan for a member entity. This is a non-federal source of funds.

### 3.3 Non-Federal Funding Sources

Non-federal funds used by the MPO Transportation Planning Program typically originate from annual dues or for services paid by local entities to PPACG. Other funds, if any,
are directly attributable to the governmental unit identified or through a project specific funding partnership. This includes in-kind services and federal toll credits.

3.4 Planning Funds Allocation Process

Federal planning funds allocated to the State of Colorado are distributed according to a formula developed by the State, in consultation with Colorado's metropolitan planning organizations, and is formalized in a memorandum of understanding approved by the USDOT. As directed by legislation, the formula to distribute federal planning funds considers population, status of planning, attainment of air quality standards, metropolitan area transportation needs, and other factors necessary to provide for an appropriate distribution of funds to carry out the requirements of 23 USC 134 and other applicable sections of Federal law.

According to the Memorandum of Understanding between CDOT, FHWA and FTA, the distribution formula for the CPG is based on the MPO’s percentages of the total urbanized area (UZA) population, as defined by the 2010 U.S. Census. For the purpose of calculating federal planning funding, the portion of the 2010 statewide urban population allocated to the Colorado Springs Urbanized Area is 14.5 percent.
Section 4: Planning Program Expenditures Information

The UPWP is organized by work element. Each work element is formatted to indicate purpose, objective, methodology, major accomplishments for the previous fiscal year, expected products for the current fiscal year, and schedule. PPACG’s Accounting Program uses account codes to monitor and report expenditures for work activities. Therefore, account code numbers are included for reference purposes.

**Work Elements:**

610 – Program Administration and Coordination –
Time is charged to this work element when it relates to overall administration of the program. This element also includes interacting with the community or our partners when those meetings are not specifically related to the LRTP or the TIP.

611 – Data Development and Information Management –
Time is charged to this work element when it relates to developing GIS information that can be used for a variety of sources. Information that is used for both the LRTP and the TIP are charged to this number. Administration of the GIS files would also be charged to this code. Modeling that is specific to the LRTP and the TIP will be charged to this element and includes the building, verification and testing of the model. Additionally, jurisdictional data requests are charged to this number.

612 – Transportation Improvement Program –
Time is charged to this work element when it relates to development of the regional Transportation Improvement Program (TIP). Performance measures as they relate to the TIP are charged to this element well.

613 – Regional Transportation Planning –
Time is charged to this work element when it relates to development of the regional Long-Range Transportation Plan (LRTP). Performance measures and the congestion management process as they relate to the LRTP are charged to this element.

614 – Regional Transportation Related Environmental Planning –
Time is charged when any transportation related work element touches on air or water quality. To include but not be limited to, roadway storm water mitigation, air quality planning and conformity, and travel reduction strategies.

615 – Regional Specialized Mobility Services –
Time is charged to this element for any work related to the administration of regional specialized mobility services. To include, but not limited to, administration of the PPACG regional 5310 FTA Grant Funds.

616 – Regional Safety Activities –
Time is charged to this element for any work related to the administration of regional safety activities.

617 – Direct Expenditures –
Time is not charged to this work element. Contracts and equipment that should not be charged to a specific work element are charged here.
## Figure 5: FFY-2022 Budget by Work Element – Funding Sources and Program Expenditures

<table>
<thead>
<tr>
<th>Work Element</th>
<th>Revenue Funding Sources</th>
<th>Expenditures</th>
<th>Expenditure by Product</th>
<th>Product Budget</th>
<th>Percent of Total</th>
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</thead>
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<td>Federal</td>
<td>Non-Federal</td>
<td>Work Element Total</td>
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<td></td>
<td>Cash</td>
<td>In-Kind</td>
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<td>610 - Program Administration and</td>
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<td>$ 373,110</td>
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<tr>
<td>Coordination</td>
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<td>Program Management and Training</td>
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<td>UPWP and Billing</td>
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<td>PPACG Committees and Boards</td>
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<td>610 Total Expenditures</td>
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<td>100%</td>
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<td>Data/System Maintenance</td>
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<td>TIP Development</td>
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<td>Project Delivery</td>
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<td>TIP Amendments/Monitoring</td>
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<td>Data Coordination &amp;</td>
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</tr>
<tr>
<td>WE-617 (77300)</td>
<td>Telephone</td>
<td>$3,600</td>
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<tr>
<td>WE-617 (77350)</td>
<td>Support Services/Postage</td>
<td>$120</td>
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<tr>
<td>WE-617 (77360)</td>
<td>Advertising/Public Notices</td>
<td>$1,200</td>
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</tr>
<tr>
<td>WE-617 (77400)</td>
<td>Memberships/Dues</td>
<td>$6,000</td>
<td></td>
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</tr>
<tr>
<td>WE-617 (77450)</td>
<td>Subscriptions/Publications</td>
<td>$120</td>
<td></td>
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<tr>
<td>WE-617 (77500)</td>
<td>Maintenance – Software and Equipment</td>
<td>$1,200</td>
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<tr>
<td>WE-617 (77660)</td>
<td>Capital – Software/Furniture/Equipment</td>
<td>$8,400</td>
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</tbody>
</table>

**Total Revenues**  
$200,716  
$41,724  
$242,440

**Sub-Total WE-617 Total Direct Expenses**  
$242,440
Figure 6: FFY-2023 Budget by Work Element – Funding Sources and Program Expenditures

<table>
<thead>
<tr>
<th>Work Element</th>
<th>Federal</th>
<th>Non-Federal</th>
<th>Work Element Total</th>
<th>Expenditure by Product</th>
<th>Product Budget</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>610 - Program Administration and Coordination</td>
<td>$308,898</td>
<td>$64,212</td>
<td>$373,110</td>
<td>Program Management and Training</td>
<td>$223,866</td>
<td>60%</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>UPWP and Billing</td>
<td>$37,111</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Regional Communication</td>
<td>$37,111</td>
<td>10%</td>
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<td></td>
<td></td>
<td></td>
<td>PPACG Committees and Boards</td>
<td>$74,622</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>610 Total Expenditures</strong></td>
<td>$373,110</td>
<td>100%</td>
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<tr>
<td>611 - Data Development and Information Management</td>
<td>$354,388</td>
<td>$73,669</td>
<td>$428,057</td>
<td>Data/System Maintenance</td>
<td>$42,806</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Data Collection</td>
<td>$214,028</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Model Technical Support</td>
<td>$42,806</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Model Maintenance</td>
<td>$128,417</td>
<td>30%</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>611 Total Expenditures</strong></td>
<td>$428,057</td>
<td>100%</td>
</tr>
<tr>
<td>612 - Transportation Improvements Program</td>
<td>$81,396</td>
<td>$16,920</td>
<td>$98,316</td>
<td>TIP Development</td>
<td>$39,326</td>
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<td></td>
<td></td>
<td>Project Delivery</td>
<td>$9,832</td>
<td>10%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>TIP Amendments/Monitoring</td>
<td>$39,326</td>
<td>40%</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Performance Measures</td>
<td>$9,832</td>
<td>10%</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>612 Total Expenditures</strong></td>
<td>$98,316</td>
<td>100%</td>
</tr>
<tr>
<td>613 - Regional Transportation Planning</td>
<td>$151,414</td>
<td>$31,475</td>
<td>$182,889</td>
<td>Long Range Plan Development</td>
<td>$164,600</td>
<td>90%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Performance Measures</td>
<td>$18,289</td>
<td>10%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>613 Total Expenditures</strong></td>
<td>$182,889</td>
<td>100%</td>
</tr>
<tr>
<td>614 - Regional Environmental Transportation Planning</td>
<td>$34,787</td>
<td>$7,231</td>
<td>$42,018</td>
<td>Environmental Planning</td>
<td>$42,018</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>614 Total Expenditures</strong></td>
<td>$42,018</td>
<td>100%</td>
</tr>
<tr>
<td>615 - Regional Specialized Mobility Services</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>Specialized Mobility Services</td>
<td>$ -</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>615 Total Expenditures</strong></td>
<td>$ -</td>
<td>100%</td>
</tr>
<tr>
<td>616 - Regional Safety Activities</td>
<td>$24,837</td>
<td>$5,163</td>
<td>$30,000</td>
<td>Data Coordination &amp; Development</td>
<td>$18,000</td>
<td>60%</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Public Messaging</td>
<td>$9,000</td>
<td>30%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Drive Smart Colorado</td>
<td>$ -</td>
<td>0%</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>Presentations &amp; Reports</td>
<td>$3,000</td>
<td>10%</td>
</tr>
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<td></td>
<td></td>
<td><strong>616 Total Expenditures</strong></td>
<td>$30,000</td>
<td>100%</td>
</tr>
<tr>
<td>Total Revenues</td>
<td>$955,720</td>
<td>$198,671</td>
<td>$1,154,391</td>
<td>Total Salaries, Fringe and Indirect</td>
<td>$1,154,391</td>
<td></td>
</tr>
<tr>
<td>617 - Direct Expenses</td>
<td>Federal</td>
<td>Cash</td>
<td>Toll Credits</td>
<td>STBG</td>
<td>Voluntary Donation</td>
<td>Work Element Total</td>
</tr>
<tr>
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<tr>
<td></td>
<td>$488,461</td>
<td>$101,539</td>
<td>$83,152</td>
<td>$240,091</td>
<td>$49,909</td>
<td>$963,152</td>
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</tbody>
</table>

Total Revenues $488,461 $101,539 $83,152 $240,091 $49,909 $963,152 Sub-Total WE-617 Total Direct Expenses $963,152
**Figure 7: Schedule of Work Element Milestones**

<table>
<thead>
<tr>
<th>Work Element 610 – Program Administration and Coordination</th>
<th>FFY2022</th>
<th>FFY2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-year UPWP review</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>UPWP Annual Report</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Adoption of 2024-2025 UPWP *</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Public Involvement Plan</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

**Work Element 611 – Data Development and Information Management**

| Ongoing: GIS, Land Use and Travel Demand Modelling         |         |         |

**Work Element 612 – Transportation Improvement Program**

| FY23-27 TIP Adoption                                       | ✓       |         |
### Work Element 613 – Regional Transportation Planning

Ongoing:
2050 LRTP and sub plan Development

### Work Element 614 – Regional Transportation Related Environmental Planning

Ongoing: Air Quality planning and Conformity

### Work Element 615 – Regional Specialized Mobility Services

Coordinated Services Plan and Specialized mobility services (ongoing) FTA 5310

### Work Element 616 – Regional Safety Activities

Ongoing: Safety activities

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* Adoption of the 2024-2025 UPWP is slated for June 2023 and will be in effect October 2023.
4.1 Work Element 610 – Program Administration and Coordination

Purpose
Work Element 610 provides for the ongoing management and administrative responsibilities of the Transportation Planning Program. This work element also facilitates ongoing regional participation by PPACG staff, elected officials, member entity staffs, regulatory agencies, and the public in the Transportation Planning Program.

Objectives and Tasks
- Participation in FHWA/FTA’s certification review (late Summer/Fall 2021).
- Maintain current planning agreements and execute annual contracts and amendments for planning funds.
- Prepare and monitor annual operating budgets and submit monthly financial reports on UPWP tasks.
- Participate in statewide planning and resource allocation activities.
- Prepare mid-year and annual status reports on UPWP and post to PPACG website.
- Participate in semi-annual UPWP monitoring meetings (MMT/CDOT/FTA/FHWA)
- Prepare FY2024 & FY2025 UPWP.
- Support and participation in PPACG technical committees, including the Transportation Advisory Committee (TAC), Community Advisory Committee (CAC), and Air Quality Technical Committee (AQTC).
- Maintain, revise, and implement the strategies outlined in PPACG’s Public Participation Plan.
- Maintain regular communications with member entities to provide value and satisfy requests for technical assistance.
- Improve the professional capabilities of staff by attending and participating in local, regional, state and national workshops, conferences and meetings.
- Participate in State and Federal legislation policy review.
- Coordinate, review and comply with new legislation and apprise member entities.
- Provide input on statewide, regional, and local planning issues as appropriate.
- Participation in local, regional, state, public transportation and federal transportation-related meetings, webinars, and workshops.
- Work with member entities to revise urbanized area based on 2020 Census data, if needed.
- Research and analyze MPO requirements to comply with state Green House Gas Roadmap and other state regulations.
- Comply with federal IIJA Complete Streets requirements. Consultant effort now included in Work Element 617 (approximately $32,000).
- Coordinate translation services.

Participants
PPACG staff, MPO Jurisdictions, and CDOT.
<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Scheduled Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPG Contracts and Budgets</td>
<td>May each year</td>
</tr>
<tr>
<td>Amendments to the UPWP</td>
<td>As needed</td>
</tr>
<tr>
<td>Mid-year and Year-end UPWP Reports</td>
<td>April and December each year</td>
</tr>
<tr>
<td>Annual Self Certification</td>
<td>January each year</td>
</tr>
<tr>
<td>Board, TAC, CAC meeting materials</td>
<td>Monthly</td>
</tr>
<tr>
<td>FY2024 &amp; FY2025 UPWP</td>
<td>June 2023</td>
</tr>
</tbody>
</table>

4.2 Work Element 611 – Data Development and Information Management

Purpose

Work Element 611 maintains and expands the Transportation Planning Geographic Information Systems (GIS), which includes transportation, socioeconomic, environmental, and land-use data. The database is designed to support statistical analysis for a wide variety of transportation planning-related activities. Work Element 611 also provides for the development and maintenance of the MPO regional models. The travel demand model is an essential planning tool used by the MPO to develop and test various transportation system alternatives and impacts. The model is also used to evaluate the effect of the proposed transportation system on regional air quality. The regional land use forecasting and analysis process results in the socioeconomic inputs to the travel demand model.

Tasks

- Acquire, update, and enhance the available databases including transportation, socioeconomic, environmental, and land-use data to support transportation planning and transportation-related air quality analysis activities.
- Support enhancement of the data management and delivery system and incorporate available data sets in the system and develop data for forecasting travel demand scenarios.
- Integrate PPACG’s socioeconomic forecasting and travel demand modeling capabilities within the GIS framework so data can move as seamlessly as possible between these applications.
- Create a library of spatial and tabular data that enhances and supports the analysis of transportation improvements and state and local planned growth and economic development patterns across the MPO area.
- Build upon the data collected by PPACG through the GIS program in order to maintain and enhance the ability of PPACG to provide timely, objective, and useful forecasts of travel and land use in the MPO area.
- Maintain a land use model and associated data inputs.
- Develop a post report analysis for the land use model to document methodologies and assumptions and identify future needs.
- Maintain the travel demand model and inputs.
- Provide technical support and assistance to users of the PPACG regional travel demand and land use models.
- Continue support of the statewide travel demand model.
Analyze data and work with members entities to revise urbanized area based on 2020 Census Data, if needed.

**Participants**
PPACG staff, MPO Jurisdictions, and CDOT.

<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Scheduled Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Collection for Travel Model Input</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Travel Model Network Lanes and Speed Limits.</td>
<td>Fall 2021</td>
</tr>
<tr>
<td>Consolidation of local and state condition rating of regional roadway surfaces into single dataset.</td>
<td>Fall 2021</td>
</tr>
<tr>
<td>Re-configuration of TAZ to new 2020 Census boundaries for regional demographic forecast base year.</td>
<td>Winter 2021</td>
</tr>
<tr>
<td>Compilation of a regional traffic crash dataset</td>
<td>Summer 2022</td>
</tr>
<tr>
<td>Regional data hub for municipal and county planning documents</td>
<td>Fall/Winter 2022</td>
</tr>
<tr>
<td>Begin consolidation of multiple jurisdictional long range planning models into regional demographic forecast</td>
<td>Winter 2022</td>
</tr>
<tr>
<td>Submit documents to FHWA for revised urbanized area</td>
<td>Spring 2023</td>
</tr>
</tbody>
</table>

### 4.3 Work Element 612 – Transportation Improvement Program

**Purpose**
One of the primary responsibilities of the MPO is the development of a transportation improvement program (TIP). The TIP includes all transportation and transit projects within the Colorado Springs Metropolitan Planning Area for which federal and/or state funds will be used as well as all projects that have regional significance and are funded using local or private funds. The TIP identifies prioritized projects consistent with the long-range transportation plan that are to be implemented during the next four years.

**Tasks**
- Monitor, maintain, and amend, as necessary, the FY2022-2025 TIP.
- Develop, adopt, and monitor the FY2023-2027 TIP including a Call for Projects for FY 2025 and FY 2026, stakeholder workshops, public comment period, open house (virtual if needed) and
- Coordinate with CDOT and MMT to develop allocations and project lists for the TIP.
- Monitor progress of TIP project obligations.
- Develop, approve, and monitor FHWA required performance measures and targets as necessary. Monitor the Public Transportation Agency Safety Plan targets as needed.
- Provide for the coordinated implementation of federally funded and other regionally significant transportation improvements in the Colorado Springs MPA.

**Participants**
PPACG staff, PPACG MPO Jurisdictions, CDOT
<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Scheduled Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIP Call for Projects FY 2025 and FY2026</td>
<td>Fall 2021</td>
</tr>
<tr>
<td>TIP Stakeholder workshops</td>
<td>Fall 2021</td>
</tr>
<tr>
<td>TIP Public comment period</td>
<td>Fall 2021</td>
</tr>
<tr>
<td>Adoption of the FY2023-2027 TIP</td>
<td>January 2022</td>
</tr>
<tr>
<td>Administrative changes and amendments to the TIP</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Annual Listing of Projects Report</td>
<td>December 2021 and December 2022</td>
</tr>
<tr>
<td>Performance measures - Safety Target Setting</td>
<td>January 2022 and January 2023</td>
</tr>
<tr>
<td>Performance measures - Target Setting (PM2, PM3 and Transit Safety)</td>
<td>As required</td>
</tr>
</tbody>
</table>

### 4.4 Work Element 613 – Regional Transportation Planning

**Purpose**
Work Element 613 reflects efforts in support of developing and maintaining the long-range transportation plan and other regional transportation planning activities including the specialized transportation and transit plans. Key activities in this Work Element for FY2022 and FY2023 will be processing any necessary plan amendments; evaluating the process used in plan development and proposing improved methodologies; and anticipating potential impacts from new federal legislation. Pre-plan activities and plans associated with the 2050 LRTP and initial development of the 2050 LRTP will be conducted during this UPWP time period. This Work Element also provides for staff participation in and support of activities implementing the long-range transportation plan.

**Tasks**
Staff will support implementation of the preferred strategies within the *2045 LRTP*. These activities will include:

- Technical support and coordinating transportation plan development with ongoing local transportation planning activities.
- Pursuing innovative funding strategies to accelerate needed improvements.
- Participation in statewide and Front Range Rail long-range transportation planning activities.
- Providing transit planning assistance to member entities.
- Continued coordination for implementation of the recommendations from the Specialized Transportation and Transit Plans.
- Continuing coordination with TSMO / ITS tasks.
- Preparing and processing amendments to the *2045 LRTP*, if necessary; and
- Develop, approve, and monitor federal performance measures and targets as necessary. Monitor the Public Transportation Agency Safety Plan (PTASP) targets and Transit Asset Management (TAM) targets as needed.
- Research and analyze MPO requirements to comply with state Green House Gas Roadmap and other state regulations.
Staff will develop mobility elements and conduct other regional planning activities, including studies, that will be incorporated into the 2050 LRTP. Staff will also initiate the development of the 2050 LRTP.

These mobility elements and activities include:

- Completing a Congestion Management Process Update
- Completing the Transit Plan
- Completing the Specialized Transit Plan (Coordinated Plan).

*Note: MMT will handle procurement of the 2050 Regional Transit Plan and the 2050 Regional Specialized Transit Plan (Coordinated Plan). PPACG will transfer $100,000 of federal planning dollars to MMT. MMT will provide the necessary $25,000 of match for that $100,000 of federal planning dollars.*

- Initiating development of the 2050 LRTP
- Coordinate and prepare a Tri County Transportation Study.

In FFY23 PPACG anticipates, pending availability of CDOT toll credits, the following activities. All these efforts either feed into the PPACG 2050 LRTP effort or are part of that effort.

- Regional Freight Study - $120,788.00 ($100,000 PPACG CPG and $20,788 CDOT toll credits)
- Active Transportation Plan - $120,788.00 ($100,000 PPACG CPG and $20,788 CDOT toll credits)
- LRTP - Land Use Update - $120,788.00 ($100,000 PPACG CPG and $20,788 CDOT toll credits)
- LRTP - Public Outreach - $120,788.00 ($100,000 PPACG CPG and $20,788 CDOT toll credits)

*Note – None of the projects listed above will utilize local dues. Toll credits will allow the federal portion of the CPG to be reimbursed at 100%.*

**Participants**

PPACG staff, PPACG MPO Jurisdictions, MMT, CDOT

<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Scheduled Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amendments to the 2045 LRTP</td>
<td>As needed</td>
</tr>
<tr>
<td>Tri County Transportation Study Report</td>
<td>Summer 2022</td>
</tr>
<tr>
<td>Freight Study report document</td>
<td>Summer 2023</td>
</tr>
<tr>
<td>Congestion Management Process Update</td>
<td>Summer 2022</td>
</tr>
<tr>
<td>Active Transportation Plan</td>
<td>Summer 2024</td>
</tr>
<tr>
<td>Transit Plan</td>
<td>January 2025</td>
</tr>
<tr>
<td>Specialized Transit Plan (Coordinated Plan)</td>
<td>January 2025</td>
</tr>
</tbody>
</table>
4.5 Work Element 614 – Regional Transportation Environmental Planning

Purpose
Work Element 614 reflects efforts in support of regional transportation planning to address mitigation of storm water impacts and air quality impacts of transportation in alignment of environmentally related performance measures.

Tasks
Staff will support Regional Transportation Related Environmental Planning. These activities will include:

- Roadway storm water mitigation
- Air quality planning and conformity
- Travel reduction strategies.
- Emphasize the preservation of the existing transportation system.
- To provide staff support for preparation of SIP development and revisions, if needed.
- Research and analyze MPO requirements to comply with state Green House Gas Roadmap and other state regulations.

Participants
PPACG staff, PPACG MPO Jurisdictions, CDOT

<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Scheduled Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategies developed and in various stages of implementation to reduce emissions that lead to ground level Ozone</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

4.6 Work Element 615 – Regional Specialized Mobility Services

Purpose
Work Element 615 reflects efforts in support of regional transportation planning to address transportation and mobility needs for specialized populations in the Pikes Peak region.

Tasks
- PPACG staff and the Mobility Coordinating committee will develop goals and objectives to address themes identified in the current Specialized Transit Plan. Benchmarks will be established to ensure activities track towards meeting each goal.
- Identify funding opportunities to expand and enhance services in the Pikes Peak region.
- PPACG staff will work with the Mobility Coordinating Committee and individuals who depend on specialized transportation to identify gaps in services, opportunities for coordination, and strategies to increase access across the Pikes Peak Region. These strategies, opportunities, and identified gaps will be used to develop the new 2050 Specialized Transit Plan.
• PPACG staff will coordinate with CDOT and Pikes Peak Area Agency on Aging to increase participation in CDOT’s Transportation Planning Region studies and the State Unit on Aging Surveys. These surveys are targeted at older adults and individuals with disabilities. They contain questions related to transportation access and service delivery quality.
• Administer pass-through grants for programs and plans as needed

**Participants**  
PPACG Staff, CDOT, FTA, MMT, Human Service Providers

<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Scheduled Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of goals and objectives for current Specialized Plan</td>
<td>October 2021</td>
</tr>
<tr>
<td>Establish a gap analysis from the compilation of transportation Studies</td>
<td>January 2022</td>
</tr>
<tr>
<td>Identification of additional funding for specialized transportation Specialized Transit Plan</td>
<td>Ongoing January 2025</td>
</tr>
</tbody>
</table>

### 4.7 Work Element 616 – Regional Safety Activities

**Purpose**  
Work Element 616 reflects efforts in support of regional transportation planning to address transportation safety.

**Tasks**

• Assist in coordination and improvement of regional crash data.
• Support and coordinate public messaging campaigns to improve the driving culture in the region, reducing injury and fatality crashes.
• Provide traffic safety briefings and reports to the Board and relevant committees on a variety of traffic safety-related topics.
• Help create and oversee a traffic safety-oriented non-profit within the MPO; pursue and manage grants and other applicable sources of funding for that entity.

**Participants**  
PPACG Staff, CDOT and local jurisdictions

<table>
<thead>
<tr>
<th>Deliverables</th>
<th>Scheduled Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular briefings and reports</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Non-profit bylaws and articles of incorporation</td>
<td>Winter 2021</td>
</tr>
<tr>
<td>Grant proposals</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Public messaging campaign debriefs and reports</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Regional Safety Gap analysis</td>
<td>Winter 2022</td>
</tr>
</tbody>
</table>
4.8 Work Element 617 - Direct Expenditures

Budget items shown below for direct expenses are detailed on the following pages.

WE-617 (76030) Contract Services & Software

Work includes annual software maintenance agreements costs. Budgeted dollars shown in the above table may also include consultation services for the following efforts during FFY2022 & 2023:

- ArcGIS and other data acquisition;
- Azure – interactive GIS data;
- Crash analysis software and data;
- Safety Campaign and data;
  - Safety campaign would pay for social media placement of approved safety messaging.
  - Data – consists of up to $25,000 for Regional Safety Gap Analysis Community Safety Education Review as described in work element 616 above.
- Accessibility data and analysis;
- Public participation/information;
- Traffic counts and other transportation-related data acquisition;
  - StreetLight data – the level of data purchase is dependent on identification of match, jurisdictional participation and/or use of toll credits.
- Travel demand model software, support and maintenance to include PTV and modeling support*;
- eTIP and eLRTP online database and support; EcoInteractive;
- Acquisition of data and expertise – UCCS Economic Forum and economic data analysis;
- Regional data acquisition – mentioned previously to be used to continue existing contract for three months**;
- Other future enhancements to the Regional Modeling System;
- Long-range Transit Plan (partnership with MMT – with MMT handling the procurement);
- Specialized Human Services Plan (partnership with MMT – with MMT handling the procurement);
- Regional Freight Study;
- Complete Streets Planning, or equivalent – IIJA requirement for MPOs (this expenditure will be approximately $32,000);
- Spanish Translation Services; and
- Colorado HT – Tech support.

* In 2022 the State Transportation Commission set aside $1,000,000 in Multimodal Transportation and Mitigation Options Fund (MMOF) to assist the MPOs around the state with updating their modeling capabilities – both in model upgrades and data purchases to help the MPOs better comply with requirements of the recently adopted greenhouse gas (GHG) rule. At the time of the writing of this addendum PPACG was in
the process of refining a scope of work with CDOT for $350,000 of those MMOF dollars to be used to improve the PPACG model. The $350,000 of MMOF is not captured in the matrix above because the grant is running through CDOT but is reported in this section for transparency.

** The jurisdictions within the region desire the purchase of Regional Traffic Data utilizing STBG funding, pending PPACG Board of Director authorization, PPACG staff will utilize through a procurement process to purchase Regional Traffic Data, not to exceed $290,000.
  - Regional Traffic Data – up to $290,000 ($240,091 STGB and $49,909 in local match coming from PPACG jurisdictions in the form of an additional donation to the region beyond their local dues).

PPACG will make up to $100,000 available in planning funds, contingent on DOLA or jurisdictional match becoming available to hire a consultant to assist in grant application preparation for regional transportation projects seeking IIJA grant funding. Eligibility requirements of metropolitan planning (PL) funds will apply to all consultant activities.

Specific work scopes and funding details for activities not eligible for the on-call contracts will be provided to CDOT prior to release of any requests for proposals. The PPACG Board of Directors and/or the Executive Director must approve all contractual support services. The actual budget for contract services is heavily dependent upon the amount of carry-over.

All arrangements necessary to retain funding for multi-year contract services are subject to approval by CDOT.

** WE 617 (76060) Printing/Reproduction Services**

Expenses include document printing and related services when outside (vendor) services are used.

** WE 617 (77000) Education/Training/Conference**

Expenses include registration and related fees for education, training and conferences for Transportation Planning Program staff development. In FY-2022 and FY-2023 conferences and training may include AMPO, APA, ESRI (GIS), NARC, TRB, travel demand model user groups and others as necessary to support Transportation Planning Program goals.

** WE 617 (77150) Travel Out-of-State**

Expenses include travel, lodging, subsistence expenses and related items of expense incurred for Transportation Planning Program staff traveling out-of-State on official business. Trips may include, but are not limited to, AMPO, APA, ESRI (GIS), NARC, NHI trainings, FHWA training, and TRB conferences.
**WE 617 (77160) Travel In-State**

Expenses include travel, lodging, subsistence expenses and related items of expense incurred for Transportation Planning Program staff traveling within the State of Colorado on official business.

**WE 617 (77200) Supplies**

Expenses include purchase of materials and supplies specifically for accomplishing UPWP tasks.

**WE 617 (77350) Support Services**

Expenses include advertising for public meetings, filling staff positions and miscellaneous support needs, such as communication interpreters for public meetings.

**WE 617 (77450) Memberships/Subscriptions/Publications**

Expenses include the costs of the PPACG’s membership in business, technical, and professional organizations; subscriptions to or purchase of business, professional and technical periodicals/books.

**WE 617 (77500) Maintenance - Equipment**

Expenses include general computer maintenance costs, as needed. Specific annual items may include, but are not limited to:

**WE 617 (77660) Capital – Furniture/Equipment**

The budgeted dollar amount is to support computer hardware and other furniture and/or equipment necessities.
Section 5: Other Regionally Significant Transportation-Related Planning Activities

In addition to the Work Elements previously outlined in this UPWP for PPACG staff, other transportation planning and transportation-related air quality planning activities will be conducted by various transportation planning and implementation agencies. The FAST Act requires that the UPWP include a description of all metropolitan transportation planning and transportation-related air quality planning activities anticipated within the next one-to two-year period, regardless of funding source or agencies conducting the activities. The following information summarizes the efforts that were submitted to PPACG for inclusion in this document. Note: Project descriptions are provided by the respective government entity staff.

Colorado Department of Transportation:

Name of the project/study: US 24 Reliever Route Study
Cost: $750,000
Purpose: To identify if a US 24 Reliever Route around Woodland Park in Teller County is economically viable and feasible. The study would look at economic impacts to Woodland Park and the surrounding area from realigning US 24 from downtown Woodland Park to an around town alignment. Evaluate US 24 alternatives and identify if these alignments are feasibly based on constructability, environmental impacts, right-of-way impacts, and other criteria. Engage stakeholders and evaluate support for the proposed project.

City of Colorado Springs:

Name: Midland Corridor Study:
Cost: $95,000 (PPRTA Project)
Purpose: Conduct a sub-area transportation study to identify safety, operational, neighborhood issues, basic infrastructure and multi-modal needs for the section along the Midland Rail Corridor bounded by 31st Street to the west, Pikes Peak Avenue to the north, UPRR railroad to the east and US 24 to the south.

Name: Peterson AFB North Gate Entry Improvements Study:
Cost: $1,500,000
Purpose: Conduct a NEPA and design study to improve traffic operations and multi-modal access to Peterson AFB from US 24 on the north side of the military installation. This project will also include a Long Range Transportation Plan amendment.

El Paso County:

Name: Major Transportation Corridor Plan
Cost: $400,000
Purpose: This is a long-range plan focused on providing an effective and efficient multi-modal transportation system in unincorporated El Paso County that prioritizes transportation infrastructure to meet future needs.

Name: South Powers Multimodal Corridor Study
Cost: $500,000
Purpose: Working with affected jurisdictions, plan for the next phase of corridor planning for South Powers Boulevard Corridor Study Mesa Ridge Parkway to I-25. Increasing population growth and development are driving a need to conduct a corridor study that builds on the 2000 Feasibility Study that selected a preferred alignment. The goals are to produce a corridor plan, determine a more precise alignment, plan for access and ROW needs for vehicles, transit and multimodal transportation needs and phasing options. This holistic approach will identify critical ADA compliant bike/pedestrian connections and crossings for safer travel, will consider transit opportunities for Bustang, Mountain Metro, Fountain transit and/or paratransit services along with park and ride.
locations if needed. This corridor study is the next planning phase that was identified in the feasibility study to determine the appropriate corridor plan and alignment for the extension of South Powers Boulevard from Mesa Ridge Parkway Boulevard to a connection with I-25. This strategic planning effort will continue the vision started in the mid-1960’s when local, county, regional and state planners recognized the need for secondary loop around the I-25 corridor to provide for multimodal connectivity, alternative route for closures, military access and to prepare for the tremendous growth in the coming decades.

### Mountain Metropolitan Transit:

#### FY 2022

<table>
<thead>
<tr>
<th>Name</th>
<th>Cost</th>
<th>Grant</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Range Transit Planning Activities</td>
<td>$200,000</td>
<td>#5307, STP-Metro, FASTER, other</td>
<td>Update required and necessary long-term regional transportation plan and various long-range financial, human services, operations facilities capacity and capital acquisition planning for the system. Participate in statewide transit planning efforts and coordinate with PPACG to communicate interests of the Pikes Peak Region.</td>
</tr>
<tr>
<td>Short Range Transit Planning Activities</td>
<td>$350,000</td>
<td>#5307, other</td>
<td>Conduct required transit planning activities such as route optimization, feasibility studies, business plan, data collection, fare study, on-board survey, fiscal planning, capital, and service planning to improve the efficiency and effectiveness of transit services in the region.</td>
</tr>
<tr>
<td>Academy Boulevard High Capacity Transit Corridor Improvement Study</td>
<td>$350,000</td>
<td>#5307, #5304, other</td>
<td>Additional planning, preliminary engineering and design, and National Environmental Policy Act (NEPA) processes for enhanced transit service in the Academy Boulevard corridor. This project will evaluate existing conditions and help identify transit needs along the corridor, determine the appropriate transit technology alternative, suggest the level of service to improve ridership in the corridor, and develop recommendations for near-, mid-, and long-term implementation of the proposed transit improvement. Plan development scheduled to take one year – from October 2021 to October 2022.</td>
</tr>
<tr>
<td>Amtrak Southwest Chief &amp; Front Range Passenger Rail Station Location Study</td>
<td>$250,000</td>
<td>TAP, other</td>
<td>Recent efforts at the State level through the Southwest Chief &amp; Front Range Passenger Rail Commission to bring Amtrak rail service from Lamar to Pueblo and Colorado Springs, as well as establish rail service along the Front Range, recommend that a rail station location study be conducted to identify suitable and feasible locations for a rail station in Colorado Springs. This study will ensure that a rail station in Colorado Springs is identified and included in continued rail planning efforts to bring passenger rail to our region. Plan development anticipated to take six to nine months and commence late summer 2021.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Name</th>
<th>Cost</th>
<th>Grant</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Paratransit Planning Activities</td>
<td></td>
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<td>----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
Cost: $125,000
Grant: #5307, other
Purpose: Conduct various short term and long term paratransit planning activities and required activities such as community human services planning, operation analysis, and updating ADA accessibility standards related to transit services.

Name: NTD Randomized Survey Data Collection & Analysis
Cost: $40,000
Grant: #5307, other
Purpose: Federally required for transit agencies. Transit agencies must sample or collect 100 percent counts of passenger miles traveled (PMT) in a mandatory year. MMT uses Automatic Passenger Counters (APCs) for collecting unlinked passenger trips (UPT) and PMT data for bus mode, either through sampling or a 100 percent count of data. The APCs must be calibrated and validated by each transit agency periodically in order to be used for NTD reporting. The use of APCs for NTD reporting requires prior FTA approval. This project will allow MMT to obtain the approval.

FY 2023

Name: Long Range Transit Planning Activities
Cost: $200,000
Grant: #5307, STP-Metro, other
Purpose: Update required and necessary long-term regional transportation plan and various long-range financial, human services, operations facilities capacity and capital acquisition planning for the system. Participate in statewide transit planning efforts and coordinate with PPACG to communicate interests of the Pikes Peak Region.

Name: Short Range Transit Planning Activities
Cost: $350,000
Grant: #5307, #5310, other
Purpose: Conduct required transit planning activities such as route optimization, feasibility studies, business plan, data collection, fare study, on-board survey, fiscal planning, capital, and service planning to improve the efficiency and effectiveness of transit services in the region.

Name: Academy Boulevard High Capacity Transit Corridor Improvement Study
Cost: $350,000
Grant: #5307, #5304, other
Purpose: Additional planning, preliminary engineering and design, and National Environmental Policy Act (NEPA) processes for enhanced transit service in the Academy Boulevard corridor. This project will evaluate existing conditions and help identify transit needs along the corridor, determine the appropriate transit technology alternative, suggest the level of service to improve ridership in the corridor, and develop recommendations for near-, mid-, and long-term implementation of the proposed transit improvement. Plan development scheduled to take one year – from October 2021 to October 2022.

Name: 2050 Regional Transit Plan
Cost: $200,000
Grant: #5307, #5304, other
Purpose: Update the current 2045 Transit Plan with the new planning horizon – 2050. The plan will review the current transit environment in the Colorado Springs region, engage stakeholders, assess needs, review funding opportunities, develop recommendations, and identify a list of potential projects to incorporate into the Pikes Peak Region’s 2050 Long Range Transportation Plan. Plan development scheduled to take one year – from May 2022 to May 2023.
Name: Title VI Program Update  
Cost: $75,000  
Grant: #5307, other  
Purpose: As a federal requirement, the City of Colorado Springs, Transit Services Division must maintain an updated Title VI Program to demonstrate how we are complying with Title VI requirements every three years. Current Program Update was approved in 2020.

Name: ADA Paratransit Planning Activities  
Cost: $125,000  
Grant: #5307, other  
Purpose: Conduct various short term and long term paratransit planning activities and required activities such as community human services planning, operation analysis, and updating ADA accessibility standards related to transit services.

Name: NTD Randomized Survey Data Collection & Analysis  
Cost: $40,000  
Grant: #5307, other  
Purpose: Federally required for transit agencies. Transit agencies must sample or collect 100 percent counts of passenger miles traveled (PMT) in a mandatory year. MMT uses Automatic Passenger Counters (APCs) for collecting unlinked passenger trips (UPT) and PMT data for bus mode, either through sampling or a 100 percent count of data. The APCs must be calibrated and validated by each transit agency periodically in order to be used for NTD reporting. The use of APCs for NTD reporting requires prior FTA approval. This project will allow MMT to obtain the approval.

PPACG:  
Name: PPACG Tri County Study  
Cost:  
Purpose: Tri County transportation study in the PPACG three county region. The study is fairly high level, identifying the larger regional network and stakeholder priorities for potential future multimodal projects.

Woodland Park:  
Name: Woodland Park Pavement Management Plan  
Cost: $70,000  
Purpose: Complete a pavement condition survey and road needs analysis to understand the condition of the City's road network and determine maintenance and rehabilitation recommendations to maximize use of available funding.
Appendix A

Transportation Lexicon Definitions
**Transportation Lexicon Definitions**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway &amp; Transportation Officials</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act of 1990</td>
</tr>
<tr>
<td>AMPO</td>
<td>Association of Metropolitan Planning Organization</td>
</tr>
<tr>
<td>APA</td>
<td>American Planning Association</td>
</tr>
<tr>
<td>APCD</td>
<td>Air Pollution Control Division</td>
</tr>
<tr>
<td>AQTC</td>
<td>Air Quality Technical Committee</td>
</tr>
<tr>
<td>AVO</td>
<td>Average Vehicle Occupancy</td>
</tr>
<tr>
<td>AVR</td>
<td>Average Vehicle Ridership</td>
</tr>
<tr>
<td>BIL</td>
<td>Bipartisan Infrastructure Law</td>
</tr>
<tr>
<td>BTS</td>
<td>Bureau of Transportation Statistics</td>
</tr>
<tr>
<td>CAAA</td>
<td>Clean Air Act Amendment of 1990</td>
</tr>
<tr>
<td>CAC</td>
<td>Community Advisory Committee</td>
</tr>
<tr>
<td>CDOT</td>
<td>Colorado Department of Transportation</td>
</tr>
<tr>
<td>CDPHE</td>
<td>Colorado Department of Public Health and Environment</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Improvement</td>
</tr>
<tr>
<td>CMP</td>
<td>Congestion Management Process</td>
</tr>
<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
</tr>
<tr>
<td>CPG</td>
<td>Consolidate Planning Grant</td>
</tr>
<tr>
<td>CSD</td>
<td>Context Sensitive Design</td>
</tr>
<tr>
<td>CSS</td>
<td>Context Sensitive Solutions</td>
</tr>
<tr>
<td>CVHT</td>
<td>Congested Vehicle Hours Traveled</td>
</tr>
<tr>
<td>CVMT</td>
<td>Congested Vehicle Miles Traveled</td>
</tr>
<tr>
<td>CY</td>
<td>Calendar Year</td>
</tr>
<tr>
<td>DBE</td>
<td>Disadvantaged Business Enterprise</td>
</tr>
<tr>
<td>DBMS</td>
<td>Data Base Management System</td>
</tr>
<tr>
<td>EA</td>
<td>Environmental Assessment</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
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</table>
FAA Federal Aviation Administration
FAST Act Fixing America’s Surface Transportation Act (2015)
FHWA Federal Highway Administration
FRA Federal Railroad Administration
FTA Federal Transit Administration
FY Fiscal Year
GIS Geographic Information Systems
GPS Global Positioning System
HCM Highway Capacity Manual
HERS-ST Highway Economic Requirements System – State Version
HOT High Occupancy Toll
HOV High Occupancy Vehicle
HPMS Highway Performance Monitoring System
IIJA Infrastructure Investment and Jobs Act
ISTEA Intermodal Surface Transportation Efficiency Act (1991)
ITE Institute of Transportation Engineers
ITS Intelligent Transportation System
LOS Level of Service
LRP Long-Range Plan
MCC Mobility Coordinating Committee
MPO Metropolitan Planning Organization
MSA Metropolitan Statistical Area
MUTCD Manual on Uniform Traffic Control Devices for Streets and Highways
NEPA National Environmental Policy Act
NHS National Highway System
PPACG Pikes Peak Area Council of Governments
RFP Request for Proposals
ROW Right of Way
RTDP Rural Transit Development Plan
SAF Small Area Forecast
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>SAFETEA-LU</td>
<td>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)</td>
</tr>
<tr>
<td>SHRP</td>
<td>Strategic Highway Research Program</td>
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<tr>
<td>SIP</td>
<td>State Implementation Plan</td>
</tr>
<tr>
<td>SOV</td>
<td>Single Occupant Vehicle</td>
</tr>
<tr>
<td>SPR</td>
<td>Statewide Planning and Research</td>
</tr>
<tr>
<td>SRP</td>
<td>Short-Range Plan</td>
</tr>
<tr>
<td>STAC</td>
<td>State Transportation Advisory Committee</td>
</tr>
<tr>
<td>STIP</td>
<td>Statewide Transportation Improvement Program</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>TAC</td>
<td>Transportation Advisory Committee</td>
</tr>
<tr>
<td>TCD</td>
<td>Traffic Control Device</td>
</tr>
<tr>
<td>TCM</td>
<td>Transportation Control Measure</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
</tr>
<tr>
<td>TDP</td>
<td>Transportation Development Plan</td>
</tr>
<tr>
<td>TEA</td>
<td>Transportation Enhancement Activity</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TMA</td>
<td>Transportation Management Area (an MPO with more than 200,000 population)</td>
</tr>
<tr>
<td>TRB</td>
<td>Transportation Research Board</td>
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<td>TSM</td>
<td>Transportation System Management</td>
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<tr>
<td>TTI</td>
<td>Travel Time Index</td>
</tr>
<tr>
<td>UPWP</td>
<td>Unified Planning Work Program</td>
</tr>
<tr>
<td>USC</td>
<td>United State Code</td>
</tr>
<tr>
<td>USDOT</td>
<td>United States Department of Transportation</td>
</tr>
<tr>
<td>UZA (UA)</td>
<td>Census Designated Urbanized Area</td>
</tr>
<tr>
<td>V/C</td>
<td>Volume to Capacity Ratio</td>
</tr>
<tr>
<td>VHT</td>
<td>Vehicle Hours Traveled</td>
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<tr>
<td>VMS</td>
<td>Variable Message Sign</td>
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<tr>
<td>VMT</td>
<td>Vehicle Miles Traveled</td>
</tr>
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</table>
Appendix B

Approved Agency Indirect Cost Rate
DATE: August 24, 2020

TO: Joe Tai, Colorado Department of Transportation (CDOT) Headquarters Assistant Business Manager

FROM: Rebyn Lamb, CDOT Audit Division Supervisor

RE: Pikes Peak Area Council of Governments’ Fiscal Year 2021 Indirect Cost Rate

cc: Lori Copeland, CDOT Controller
    Michael Standke, CDOT Headquarters Business Analyst
    Kacy Partridge, Pikes Peak Area Council of Governments’ Finance Manager

Objective & Scope

The objective of the CDOT Audit Division’s work is to determine whether Pikes Peak Area Council of Governments’ (PPACoG) proposed fiscal year 2021 indirect cost rate is in compliance with 2 CFR 200. The scope of our work was limited to PPACoG’s most current completed year end. Although we did not evaluate the accuracy of PPACoG’s financial statements that were used to calculate the indirect cost rate, nothing came to our attention to indicate that the financial statements were unreliable.

Background

PPACoG is a local government entity, comprised of 16 counties and municipalities, that 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. In July 2020, we received an email from PPACoG’s finance manager requesting a review of the calculation of an updated indirect cost rate. The proposed indirect cost rate for fiscal year 2021 was prepared by PPACoG based on the year ended December 31, 2019, expenditures. PPACoG’s financial statements have been audited by an independent auditor.

Conclusion

PPACoG’s proposed fiscal year 2021 indirect cost rate of 37.63 percent appears to be in compliance with 2 CFR 200. This rate should be used in the calculation for prospective billings and applied to PPACoG’s direct salary and fringe benefit costs beginning October 1, 2020, through September 30, 2021.

Methodology

We obtained PPACoG’s audited financial statements for calendar year end December 31, 2019, and their fiscal year 2021 Indirect Cost Proposal (proposal). We then reviewed and compared the proposal to PPACoG’s audited financial statements and reviewed costs for allowability. We also reviewed PPACoG’s calendar year 2019 Independent Auditor’s Reports and conducted a two-year trend analysis of PPACoG’s indirect cost rates, allocation base, and indirect cost pools. Finally, we discussed some costs and calculations with PPACoG.

If additional information is required, please contact Kyle Oliveria, Lead Auditor, at 303-512-4061.
To: Megan Meermans, Headquarters Business Manager

From: Robyn Lamb, Audit Division Supervisor

cc: Lori Copeland, Controller
    Joe Tai, Headquarters Deputy Business Manager
    Michael Standke, Headquarters Business Analyst
    Kacy Partridge, Pikes Peak Area Council of Governments’ Finance Manager

Date: August 18, 2021

Re: Pikes Peak Area Council of Governments’ Fiscal Year 2022 Indirect Cost Rate

---

**Objective & Scope**

The objective of the Audit Division’s work is to determine whether Pikes Peak Area Council of Governments’ (PPACoG) proposed fiscal year 2022 indirect cost rate is in compliance with 2 CFR 200. The scope of our work was limited to PPACoG’s most current completed year end. Although we did not evaluate the accuracy of PPACoG’s financial statements that were used to calculate the indirect cost rate, nothing came to our attention to indicate that the financial statements were unreliable.

**Background**

PPACoG is a local government entity, comprised of 16 counties and municipalities, that 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. In June 2021, we received an email from PPACoG’s Finance Manager requesting a review of the calculation of an updated indirect cost rate. The proposed fiscal year 2022 indirect cost rate was prepared by PPACoG based on the year ended December 31, 2020, expenditures. PPACoG’s financial statements have been audited by an independent auditor.

**Conclusion**

PPACoG’s proposed fiscal year 2022 indirect cost rate is not in compliance with 2 CFR 200. The indirect cost rate, after the adjustment noted in Finding 1, is 25.32 percent. This adjusted rate should be used in the calculation for prospective billings and applied to PPACoG’s direct salary and fringe benefit costs beginning October 1, 2021, through September 30, 2022.

In addition, the 25.32 percent rate and the related $55,043 over-applied carry forward amount should be used by PPACoG in the calculation of its proposed fiscal year 2023 indirect cost rate.
Finding 1: PPACoG did not appropriately calculate a carry forward amount for their proposed fiscal year 2022 transportation-specific indirect cost rate. Audit calculated the over-applied carry forward amount to be $55,043, which reduced the proposed rate from 32.05 percent to 25.32 percent.

Methodology

We obtained PPACoG’s audited financial statements for calendar year end December 31, 2020, and 2022 Indirect Cost Proposal (Proposal). We then reviewed and compared the 2022 Proposal to PPACoG’s audited financial statements and reviewed costs for allowability. We also reviewed PPACoG’s calendar year 2020 Independent Auditor’s Reports and conducted a three-year trend analysis of PPACoG’s indirect cost rates, allocation base, and indirect cost pools. In addition, we recalculated PPACoG’s indirect cost rate and carry forward calculation. Finally, we discussed some costs and calculations with PPACoG.

If additional information is required, please contact Kyle Oliveria, Lead Auditor, at 303-512-4061.
Objective & Scope

The objective of the Audit Division’s work is to determine whether Pikes Peak Area Council of Governments’ (PPACoG) proposed fiscal year 2023 indirect cost rate complies with 2 CFR 200. The scope of our work was limited to PPACoG’s most current completed year end. Although we did not evaluate the accuracy of PPACoG’s financial statements that were used to calculate the indirect cost rate, nothing came to our attention to indicate that the financial statements were unreliable.

Background

PPACoG is a local government entity, comprised on 16 counties and municipalities, that 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. In June 2022, we received an email from PPACoG’s Finance Manager requesting a review of the calculation of an updated indirect cost rate. The proposed fiscal year 2023 indirect cost rate was prepared by PPACoG based on the year ended December 31, 2021, expenditures. PPACoG’s financial statements have been audited by an independent auditor.

Conclusion

PPACoG’s proposed fiscal year 2023 indirect cost rate is not in compliance with 2 CFR 200. The indirect cost rate, after the adjustment noted in Finding 1, is 35.13 percent. This adjusted rate should be used in the calculation for prospective billings and applied to PPACoG’s direct salary and fringe benefit costs beginning October 1, 2022, through September 30, 2023. In addition, the 35.13 percent rate and the related $2,929 under-applied carry forward amount should be used by PPACoG in the calculation of its proposed fiscal year 2024 indirect cost rate.

Finding 1: PPACoG did not compute a carry-forward amount in their proposed fiscal year 2023 indirect cost rate calculation. Audit performed the calculation and determined that an under-
applied carry forward amount of $2,929 should be applied, which increased the proposed rate from 34.72 percent to 35.13 percent.

**Methodology**

We obtained PPACoG’s audited financial statements for calendar year end December 31, 2021, and the fiscal year 2023 Indirect Cost Proposal (proposal). We then reviewed and compared the proposal to PPACoG’s audited financial statements and reviewed costs for allowability. We also reviewed PPACoG’s calendar year 2021 Independent Auditor’s Reports and conducted a three-year trend analysis of PPACoG’s indirect cost rates, allocation base, and indirect cost pools. In addition, we recalculated PPACoG’s indirect cost rate and carry-forward calculation. Finally, we discussed some costs and calculations with PPACoG.

If additional information is required, please contact Kyle Oliveria, Lead Auditor, at 303-512-4061.
Appendix C

Certifications and Assurances
General Assurance

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

Specific Assurances

Federal Highway Program Assurance

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

1. The Pikes Peak Area Council of Governments agrees that each “program” and each “facility” as defined in subsections 21.23(e) and 21.23(b) of the Regulations will be (with regard to a “program”) conducted, or will be (with respect to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. The Pikes Peak Area Council of Governments requires that all contractors sign and agree to a professional services contract (see Appendix X) which explicitly outlines Title VI requirements and regulations.

3. That where the Pikes Peak Area Council of Governments receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

4. That where the Pikes Peak Area Council of Governments receives Federal financial assistance in form or for the acquisition of real property or an interest in
real property, the assurance shall extend to rights space on, over, or under such property.

5. That this assurance obligates the Pikes Peak Area Council of Governments for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Pikes Peak Area Council of Governments or any transferee for the longer of the following periods:

   a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

   b. The period during which the Pikes Peak Area Council of Governments retains ownership or possession of the property.

6. The Pikes Peak Area Council of Governments shall provide for such methods of administration for the program as are found by the Secretary of Transportation, or the official to whom he or she delegates specific authority, to give reasonable guarantee that it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed by or pursuant to the Act, the Regulations and this assurance.

7. The Pikes Peak Area Council of Governments agrees that the United States has the right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

**Federal Transit Administration Assurance**

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

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

2. The Pikes Peak Area Council of Governments will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and, in compliance with the Department of Transportation Title VI regulation, 49 CFR Part 21.9.

3. The Pikes Peak Area Council of Governments will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or
national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

Certification

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

DATED 6/1/22

Pikes Peak Area Council of Governments

By

Andrew Gunning
Executive Director
TITLE VI POLICY STATEMENT

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

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

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

Date

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

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

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

Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments

Fecha

Para obtener más información, comuníquese con:
Pikes Peak Area Council of Governments
Coordinador del Title VI
15 S. 7th St.
Colorado Springs, CO 80905
719-471-7080
PIKES PEAK AREA COUNCIL OF GOVERNMENTS
ANNUAL TITLE VI ASSURANCES
FISCAL YEAR 2021-2022

1. There have been no lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the Pikes Peak Area Council of Governments within the last year, July 1, 2021 through June 30, 2022.

2. There are no pending applications to any federal agency by the Pikes Peak Area Council of Governments other than to the FTA.

3. There were no civil rights compliance reviews performed on the Pikes Peak Area Council of Governments by any local, state or federal agency during the period July 1, 2021 through June 30, 2022.

4. Title VI will be enforced by the Pikes Peak Area Council of Governments for all contractors. All contracts with the Pikes Peak Area Council of Governments include compliance measures that, in effect, state that failure to comply with Title VI requirements will result in termination of the contract. A copy of the standard contract language regarding Title VI is attached.

Dated: 6/1/22

Pikes Peak Area Council of Governments

by

Andrew Gunning
Executive Director
CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Andrew Gunning, Executive Director, hereby certify to the best of my knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Executed this 18th day of June 2019.

By
Andrew Gunning, Executive Director
Pikes Peak Area Council of Governments
Appendix D

PPACG Board of Directors Resolutions of Approval

For the FY-2022 & FY-2023 UPWP
RESOLUTION BY
THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
APPROVING
THE FFY 2022-FFY 2023 UNIFIED PLANNING WORK
PROGRAM
FOR THE COLORADO SPRINGS URBANIZING AREA

June 17, 2021

WHEREAS, Title 23, Chapter 1, Section 134 and Title 49, Section 8,
United States Code, as updated by the Fixing America’s Surface
Transportation (FAST) Act of 2015, requires that each urban area, as a
condition to the receipt of Federal Capital or Operating Assistance, have a
continuing, cooperative, and comprehensive transportation planning
process that results in transportation plans and programs consistent with
the planned development of an urbanized area; and

WHEREAS, pursuant to the aforementioned legislation, the Pikes Peak
Area Council of Governments was designated by the Governor of the
State of Colorado as the Metropolitan Planning Organization responsible
for carrying out the transportation planning and programming
requirements of Title 23 and Title 49, United States Code; and

WHEREAS, the Unified Planning Work Program (UPWP) incorporates
in one document all Federally-assisted State, regional, and local
transportation planning and transportation-related air quality planning
activities proposed to be undertaken in the Colorado Springs Urbanizing
Area; and

NOW, BE IT THEREFORE RESOLVED, the Pikes Peak Area Council
of Governments, acting for and on behalf of its affected local government
units, hereby approves the FFY 2022 FFY 2023 Unified Planning Work
Program for the Colorado Springs Urbanizing Area.

RESOLVED, APPROVED, and ADOPTED by the Pikes Peak Area
Council of Governments this 17th day of June 2021, at Colorado Springs,
Colorado.
Commissioner Stan VanderWerf,
Chair

ATTEST
Commissioner Dick Elsner,
Secretary
RESOLUTION BY
THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
APPROVING AMENDMENT #1 TO THE FISCAL YEAR (FY)
2023 and 2024 UNIFIED PLANNING WORK PROGRAM
FOR THE COLORADO SPRINGS URBANIZED AREA

September 14, 2022

WHEREAS, Title 23, Chapter 1, Section 134 and Title 49,
Section 8, United States Code, as updated by the Fixing America’s Surface
Transportation Act of 2015 (FAST Act), requires that each urban area, as
a condition to the receipt of Federal Capital or Operating Assistance,
have a continuing, cooperative, and comprehensive transportation
planning process that results in transportation plans and programs
consistent with the planned development of an urbanized area, and

WHEREAS, pursuant to the aforementioned legislation, the Pikes Peak
Area Council of Governments was designated by the Governor of the
State of Colorado as the Metropolitan Planning Organization responsible
for carrying out the transportation planning and programming
requirements of Title 23 and Title 49, United States Code, and

WHEREAS, the Unified Planning Work Program (UPWP)
incorporates in one document all Federally assisted State, regional, and
local transportation planning and transportation-related air quality
planning activities proposed to be undertaken in the Colorado Springs
Urbanizing Area, and

NOW, BE IT THEREFORE RESOLVED, the Pikes Peak Area
Council of Governments, acting for and on behalf of its affected local
government units, hereby approves this Amendment #1 to the Fiscal Year
2022 and 2023 Unified Planning Work Program for the Colorado Springs
Urbanizing Area.
RESOLVED, APPROVED, and ADOPTED by the Pikes Peak Area Council of Governments this 14th day of September 2022, at Colorado Springs, Colorado.

__________________________
Commissioner Stan VanderWerf, Chair

__________________________
ATTEST
Commissioner Dick Elsner, Secretary
RESOLUTION BY
THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
APPROVING AMENDMENT #2 TO THE
Fiscal Year (FY) 2022 and 2023 UNIFIED PLANNING WORK PROGRAM
FOR THE COLORADO SPRINGS URBANIZED AREA

December 8, 2022

WHEREAS, Title 23, Chapter 1, Section 134 and Title 49, Section 8, United States Code, as updated by the Fixing America’s Surface Transportation Act of 2015 (FAST Act), requires that each urban area, as a condition to the receipt of Federal Capital or Operating Assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in transportation plans and programs consistent with the planned development of an urbanized area, and

WHEREAS, pursuant to the aforementioned legislation, the Pikes Peak Area Council of Governments was designated by the Governor of the State of Colorado as the Metropolitan Planning Organization responsible for carrying out the transportation planning and programming requirements of Title 23 and Title 49, United States Code, and

WHEREAS, the Unified Planning Work Program (UPWP) incorporates in one document all Federally assisted State, regional, and local transportation planning and transportation-related air quality planning activities proposed to be undertaken in the Colorado Springs Urbanizing Area, and

NOW, BE IT THEREFORE RESOLVED, the Pikes Peak Area Council of Governments, acting for and on behalf of its affected local government units, hereby approves this Amendment #2 to the Fiscal Year 2022 and 2023 Unified Planning Work Program for the Colorado Springs Urbanizing Area.
RESOLVED, APPROVED, and ADOPTED by the Pikes Peak Area Council of Governments this 8th day of December 2022, at Colorado Springs, Colorado.

Commissioner Stan VanderWerf,
Chair

ATTEST
Commissioner Dick Elsner,
Secretary