MEETING AGENDA
COMMUNITY ADVISORY COMMITTEE
September 27, 2023, 3 p.m.

In Person
PPACG Main Conference Room – 14 S. Chestnut St., Colorado Springs, CO 80905

Virtual – Microsoft Teams (Video and Audio)
https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 248 665 274 253
Passcode: 9ghwyn

Virtual – Phone (Audio Only)
Phone Number: (929) 242-8427
Conference ID: 808 563 375

1. CALL TO ORDER / ESTABLISH A QUORUM / INTRODUCTIONS

2. AGENDA APPROVAL

3. CONSENT ITEMS These items will be acted upon as a whole, unless they are called up for discussion by a committee member or a citizen wishing to address the committee.
   A. Approval of the minutes from the August 30, 2023 meeting

4. PUBLIC COMMENTS/PRESENTATIONS
   A. Public Comments. Public comment can be made before or during the meeting. Public comment during the meeting is limited to three minutes and can be done at the meeting location or remotely by using the posted Microsoft Teams link. Individuals are encouraged to notify the meeting organizer at ppacg@ppacg.org before the start of the meeting with the agenda item they would like to comment on. Public comments can be submitted before the meeting via email to ppacg@ppacg.org for distribution to the committee members.

5. ACTION ITEMS
   A. CAC At-large Membership – Danelle Miller, Sr Transportation Planner
   B. Financial Plan for the 2050 Long Range Transportation Plan – Danelle Miller, Sr Transportation Planner

6. INFORMATION ITEMS
   A. PPACG Overview and CAC Focus – PPACG Staff

7. MEMBER ENTITY ANNOUNCEMENTS

8. MEETING SCHEDULE

9. ADJOURNMENT

The Pikes Peak Area Council of Governments will not discriminate against qualified individuals with disabilities. Meeting materials are available in text-only and audio formats. Meetings are available to join remotely via Microsoft Teams, and meetings include live transcription for remote and in-person attendees using automated software. Should you require any additional auxiliary aids or services to participate, please contact ppacg@ppacg.org or (719) 471-7080 x139 as soon as possible so that we can do our best to accommodate your needs.

Si necesita ayuda con traducción, llame por favor al (719) 471-7080 x139 o correo electrónico ppacg@ppacg.org.
COMMUNITY ADVISORY COMMITTEE
MEMBERS

Thirty percent of the current voting committee membership (rounded up to the nearest whole number) shall constitute a quorum.

CITIZENS-AT-LARGE
Paul Wiggins                     Expires Nov. 30, 2023
Gary Shugart                    Expires Nov. 30, 2023
Sheila Williams                 Expires May 31, 2025
Vacant – Nomination pending
Vacant – Nomination pending
Vacant – Nomination pending

CITY OF COLORADO SPRINGS
Chuck Theobald                   Expires May 31, 2026
Mattie Gullixson                 Expires May 31, 2026
Cali Standard                    Expires May 31, 2026

CITY OF FOUNTAIN
Summer Earthsong                 Expires May 30, 2026

CITY OF MANITOU SPRINGS
Roy Rosenthal*                   Expires Nov. 30, 2023

CITY OF WOODLAND PARK
Jon DeVaux*                      Expires Nov. 30, 2026

COUNCIL OF NEIGHBORS & ORGANIZATIONS (CONO)
Chris Crockett                   Expires May 31, 2025

EL PASO COUNTY
Welling Clark, First vice-chair  Expires May 31, 2025
Maile Foster*                    Expires May 31, 2025
Taniza Sultana                   Expires May 31, 2024

LEAGUE OF WOMEN VOTERS
Judith Rice-Jones                Expires Nov. 30, 2025

NORTHERN EL PASO COUNTY COALITION OF COMMUNITY ASSOCIATIONS (NEPCO)
Harold Larson                    Expires May 30, 2026

PARK COUNTY
Bill Boles                      Expires Nov. 30, 2024

TOWN OF CALHAN
Kathy Hisey                     Expires May 30, 2026

TOWN OF GREEN MOUNTAIN FALLS
Ann Esch*                       Expires May 31, 2025

TOWN OF MONUMENT
Terri Hayes, Second vice-chair  Expires Nov. 30, 2023

TOWN OF PALMER LAKE
Nikki McDonald                  Expires May 31, 2025

TOWN OF RAMAH
Ed Dills, Chair                 Expires Nov. 30, 2025

PIKES PEAK AREA COUNCIL OF GOVERNMENTS
Danelle Miller (Non-Voting)

COMMUNITY ADVISORY COMMITTEE
The Community Advisory Committee serves as the formal mechanism for the active participation of citizens in the planning, promotion, and evaluation of activities of the Pikes Peak Area Council of Governments. The CAC is a non-technical body composed of volunteers who offer a citizen's perspective on issues such as transportation, the environment, economic development and military impact planning in the Pikes Peak region.

OPEN MEMBER SEATS:
Alma, Fairplay, Victor, Cripple Creek, Teller County

* denotes a member’s second term
MEETING MINUTES
COMMUNITY ADVISORY COMMITTEE
August 30, 2023, 3 p.m.

In Person
PPACG Main Conference Room – 14 S. Chestnut St., Colorado Springs, CO 80905

Virtual – Microsoft Teams (Video and Audio)
https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting
Meeting ID: 292 516 523 51
Passcode: 2R4WLQ

Virtual – Phone (Audio Only)
Phone Number: (929) 242-8427
Conference ID: 449 846 285

1. **CALL TO ORDER / ESTABLISH A QUORUM / INTRODUCTIONS**
First Vice-Chair Welling Clark called the meeting to order at 3:00 pm.

2. **AGENDA APPROVAL**
Kathy Hisey motioned to approve the agenda; seconded by Maile Foster. The motion was approved unanimously.

3. **CONSENT ITEMS**
These items will be acted upon as a whole, unless they are called up for discussion by a committee member or a citizen wishing to address the committee.
   
   **A. Approval of the minutes from the July 26, 2023 meeting**
   Kathy Hisey motioned to approve; seconded by Gary Shugart. The motion was approved unanimously.

4. **PUBLIC COMMENT/PRESENTATIONS**
   
   **A. Public Comments for items not on the agenda.**
   None.

5. **ACTION ITEMS**
   
   **A. Site Application For CSU’s Las Vegas Water Resource Recovery Facility Aeration Basin Upgrades**
   A representative from Black & Veatch Corporation provided a short presentation for the project. First Vice-Chair Welling Clark thanked CSU for their thoroughness on the site application.
   Bill Boles motioned to recommend acceptance, seconded by Taniza Sultana. The motion was approved unanimously.

   **B. FY24-25 Unified Planning Work Program**
   Danelle Miller, Sr Transportation Planner, discussed the UPWP, noting that no public comments were received. The only changes from the previous draft were minor updates to the budget.
   Kathy Hisey motioned to recommend acceptance, Roy Rosenthal seconded. The motion was approved unanimously.

6. **INFORMATION ITEMS**
   
   **A. Update on CAC Vacancies and At-large Seats**
   Danelle Miller, Sr Transportation Planner, noted that the application window for the vacant at-large seats ends August 31. The nomination subcommittee is scheduled to meet on September 8 to discuss the applications and process to select applicants.

7. **MEMBER ENTITY ANNOUNCEMENTS**
   None.
8. **MEETING SCHEDULE**

9. **ADJOURNMENT**
   The meeting was adjourned at 3:57 pm.

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<th>Agency/Affiliation</th>
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<td>X</td>
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<td>PPACG staff and guests</td>
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DATE: September 27, 2023
TO: PPACG Community Advisory Committee
FROM: PPACG Community Advisory Committee Nomination Subcommittee
SUBJECT: CAC AT-LARGE MEMBERSHIP

ACTION REQUESTED: Review & Recommend

SUMMARY
The Community Advisory Committee Nomination Subcommittee would like to recommend to the Board of Directors the appointment of Roland Rainey, Jr., Teresa Cheek and Tyler Peoples as at-large members.

BACKGROUND
The Community Advisory Committee allows for six at-large positions, and three positions were vacant in the summer of 2023. The Community Advisory Committee formed a Nomination Subcommittee made up of members Welling Clark, Mailie Foster and Kathy Hisey.

The subcommittee conducted two rounds of outreach with 30-day application periods, which involved news releases on ppacg.org, publics notice in the Colorado Springs Gazette and individual outreach. The subcommittee received and reviewed 14 applications.

The Board of Directors approves all membership appointments to committees, and this would be placed on the Oct. 11, 2023, agenda if recommended today.

PROPOSED MOTION
Recommend the nominations to the Board of Directors.

ALTERNATIVES
The Community Advisory Committee has the following alternatives to consider:

1) Not recommend this panel.
2) Make changes to the recommendation.
3) Refer the item back to the Nomination Subcommittee.
STRATEGIC PLAN GOALS
☒ Advocacy: Serve as an effective advocacy voice for common ground issues.
☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.
DATE: September 27, 2023
TO: PPACG Community Advisory Committee
FROM: Danelle Miller, Sr Transportation Planner
SUBJECT: FINANCIAL PLAN FOR THE 2050 LONG RANGE TRANSPORTATION PLAN

SUMMARY
As the Pikes Peak Area Council of Governments (PPACG) moves through the development of the 2050 Long Range Transportation Plan (LRTP), pieces of the plan will move through the committees to ensure transparency and engagement with the process.

One of these pieces is the financial plan, which was created by staff in concert with local experts and jurisdictions. This financial plan determines the estimated amount of federal, state, and local funding available for transportation projects over the course of the LRTP.

The LRTP is federally required to include a financial plan, because the LRTP cannot include projects that exceed the amount of funding that is reasonably expected over the course of the LRTP. As such, the financial plan is a critical first step toward project identification and selection. The financial information this document contains will be used by jurisdictions to determine projects that are submitted for inclusion in the LRTP.

This financial plan is provided here for the Community Advisory Committee, and staff is asking the CAC to recommend that the Board of Directors approve the financial plan for integration into the LRTP.

PROPOSED MOTION
Recommend the Board of Directors approve the Financial Plan for integration into the 2050 LRTP.
ATTACHMENT(S)

1. Financial Plan

STRATEGIC PLAN GOALS

☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
☐ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication, and collaboration.
FINANCIAL PLAN
PIKES PEAK REGION
2050 LONG RANGE TRANSPORTATION PLAN
INTRODUCTION

Currently this financial plan is formatted as a standalone document for easier distribution to solicit comments from PPACG’s federal, state, and local planning partners, as well as the general public. As the 2050 Long Range Transportation Plan (LRTP) process is completed and the PPACG Board of Directors adopts the 2050 LRTP in its totality, this 2050 LRTP Financial Plan will be incorporated into the final 2050 document.

The Code of Federal Regulations (CFR 450.324(11)) outlines the elements required to develop a transportation financial plan. The Infrastructure Investment and Jobs Act (IIJA) requires a financial plan that includes revenues and costs necessary to operate and maintain the roads and associated systems (signals, signage, snow removal, etc.) These costs enable a Metropolitan Planning Organization (MPO) like PPACG to estimate future transportation conditions and resources to make the fullest use of existing infrastructure. The Fixing America’s Surface Transportation (FAST) Act also requires the financial plan to include recommendations on the development of new financing strategies.

As the MPO, PPACG is responsible for developing the LRTP every 5 years. PPACG is also responsible for administering a process through which certain federal and state funds are allocated to projects and jurisdictions within the MPO boundary.

Since the adoption of the Pikes Peak Region’s 2045 LRTP in January 2020, there has been new state and federal legislation that impacts the reasonably expected transportation funds that will be available to the Pikes Peak Region during the life of the 2050 LRTP. Most notable is the reauthorization of the FAST Act in 2021 as the IIJA, the impact of which is noted below. Also in 2021, the Colorado State Legislature passed Senate Bill (SB) 21-260.

- **Infrastructure Investment and Jobs Act of 2021 (IIJA):** This legislation increased the available federal funding to the Pikes Peak region for roadways, transit, and bicycle and pedestrian projects. Additionally, the IIJA added a new Carbon Reduction Program (CRP) fund that the Pikes Peak region can use to fund projects that reduce the region’s carbon footprint.

- **SB21-260:** Sustainability of the Transportation System. This legislation created new dedicated funding sources (fees) and new state enterprises
What is the 2050 LRTP
Financial Plan?

Federal regulations require that when the MPO develops an LRTP for a region, it does so demonstrating fiscal constraint. Fiscal constraint means that the plan doesn’t promise to the public more projects than could be built with the funding that could be reasonably expected to be available to the region within the time period of the plan. In other words, an MPO can only put projects in the plan that the MPO has a reasonable expectation that it could afford during the life of the plan.

This financial plan will estimate the income from existing local, regional, state, and federal sources that can be reasonably expected over the life of the plan. These estimates should be adjusted to account for growth on the revenue side, as well as inflation on the expenditure side.

The financial plan will be developed in 10-year bands so that the region can have better information on developing when projects could be built. Realistically, projects can only be built when sufficient funding is available to build them.

This banding of projects by years into the future also provides the region with valuable information on how the projects programmed within the band will perform when modeled for travel time and the State of Colorado required greenhouse gas (GHG) performance.

What is the 2050 LRTP

The purpose of the LRTP is to provide a strategic framework for the development, operation, and management of the transportation system within the larger context of an MPO’s economic, social, mobility, and environmental goals. Federal regulations state that the LRTP:

• Must be updated every 5 years.
• Includes a forecast period of at least 20 years and addresses several federal planning priorities.
• Includes projects in a fiscally constrained project list. (Projects must be consistent with the LRTP, and its fiscally constrained project list, to be allocated federal funding and programmed into the Transportation Improvement Program [TIP].)
• Must be multimodal in nature.

intended to preserve, improve, and expand existing transportation infrastructure; develop the modernized infrastructure needed to support the widespread adoption of electric motor vehicles (EVs); and improve accessibility to, and use of, alternate modes of transportation.

○ Per-gallon fee on gasoline sales, which started at 2 cents in 2022 and will rise to 8 cents by 2028.
○ A 30-cent fee on rideshare trips in gas-powered vehicles, or a 15-cent fee on trips in EVs.
○ 27-cent fee on online retail deliveries.
○ Increase in EV registration fees, which is indexed to inflation.
FEDERAL FUNDING ELIGIBILITY

Federal Highway Administration (FHWA) eligible roadways are:

- The National Highway System
- The Interstate System
- Non-National Highway System routes which include all other functionally classified routes (except rural minor collector and local access).

The National Highway System provides an interconnected system of principal arterials and other highways serving major population centers, international border crossings, ports, airports, public and intermodal transportation facilities, and other major travel destinations. The system meets national defense needs and serves interstate and interregional travel. Routes that must be included on the National Highway System are principal arterials, interstate highways, highways on the Strategic Highway Network, major Strategic Highway Network connectors, and congressional high-priority routes.

The IIJA of 2021 continued to allow up to 15% of Surface Transportation Block Group Program (STBG), also known as Surface Transportation Program (STP), rural dollars to be used on rural minor collectors. All of the National Highway Performance Program funds are for use on all of the National Highway System, including those under jurisdiction of local governments. These funds make up over half of the federal funds available to the Colorado Department of Transportation (CDOT).

REVENUE SOURCES

Transportation has traditionally been funded by user fees. Today, the major tax sources to fund transportation are state and federal fuel excise taxes, vehicle license fees, sales taxes, and transit fare box revenues. Although dedicated for use within the Pikes Peak region, state and federal funding is programmed by CDOT with the exception of STP Metro, Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP), Multimodal Transportation and Mitigation Options Fund (MMOF), and Transit funding.

Federal Funding Sources

Federal funding is derived primarily from the federal gas tax, which is currently 18.4¢ per gallon for gas and 24.4¢ for diesel. FHWA funds may be used to reimburse project costs for general transportation planning, preliminary engineering, right-of-way acquisition, construction, and audit. FHWA funds may only be spent after authorization by CDOT through FHWA.

FEDERAL HIGHWAY ADMINISTRATION FUNDING PROGRAMS

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG, formerly STP)
- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)/STBG set aside
- Carbon Reduction Program (CRP)
FEDERAL TRANSIT ADMINISTRATION FUNDING PROGRAMS

- 5310: Enhanced Mobility of Seniors and Individuals with Disabilities
- 5307: Urbanized Area Formula Program
- 5309: Capital Investment Program
- 5339: Capital Investment Program
- 5314: Capital Investment Program

State of Colorado Funding Sources

COLORADO HIGHWAY USERS TAX FUND

The primary source of revenue in Colorado is the Highway Users Tax Fund (HUTF): 22¢ per gallon for gasoline and 20.5¢ per gallon for diesel. This dedicated revenue source is supplemented by car registration fees and other miscellaneous revenue. There are two levels of funding to the HUTF: a basic and an additional funding level. All fuel taxes up to 7¢ per gallon are considered basic funding. A portion of the basic funding is allocated off the top to the Department of Public Safety for the State Patrol and Department of Revenue for the Ports of Entry. The State Treasury distributes the remaining basic funding in the following manner:

- 65% to CDOT
- 26% to Colorado counties
- 9% to Colorado cities

The amount over 7¢ per gallon is considered additional funding. Additional funding is distributed:

- 60% to CDOT
- 22% to Colorado counties
- 18% to Colorado cities

SUSTAINABILITY OF THE TRANSPORTATION SYSTEM (SENATE BILL 21-260)

Passed in 2021, SB21-260: Sustainability of the Transportation System, created new dedicated funding sources (fees) and new state enterprises intended to preserve, improve, and expand existing transportation infrastructure, develop the modernized infrastructure needed to support the widespread adoption of EVs, and improve accessibility to, and use of, alternate modes of transportation.

- Per-gallon fee on gasoline sales, which started at 2¢ in 2022 and will rise to 8¢ by 2028. The fee will remain at 8¢ until 2031, when the fee is indexed to National Highway Construction Cost Index (NHCCI) inflation.
- A 30¢ fee on rideshare trips in gas-powered vehicles, or 15¢ on trips in EVs. This fee will fluctuate based on inflation.
- 27¢ fee on online retail deliveries. The retail delivery fee may fluctuate annually, as it is indexed to inflation rates.
- $50 increase in EV registration fees, which is indexed to inflation.
- A phased-in fee for electric and hybrid vehicles to offset the loss of fuel taxes. This fee starts at $9 and grows to $90 by 2031 for EVs. The fee is $3 for hybrids and grows to $27.
- $2 per day fee on car-sharing services as well as adjusting an existing fee on car rentals to be indexed for inflation.
- Temporarily lowers vehicle registration fees in 2022 and 2023.
FUNDING ADVANCEMENTS FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (SENATE BILL 09-108)

In 2009, the enactment of SB09-108 created the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) program. FASTER provides CDOT and local governments with a new funding source separate from the General Fund that is stable and predictable. The funds derive from modest increases to vehicle registration fees and other funding mechanisms and are dedicated to specific programs.

These funds are split into several categories for distribution:

- Statewide Bridge Enterprise
- High-Performance Transportation Enterprise to encourage innovative financing strategies
- A safety program
- Dedicated funds for transit

The FASTER Bridge Fund is used to repair or replace a specific list of poor-rated bridges on the state highway system. FASTER funds 80% of each project, with the local entity supplying the remaining 20%. FASTER transit funds are granted to local governments and transit agencies for projects such as new bus stops, maintenance facilities, or multimodal transportation centers. These funds cannot be used for operations.

Local Funding Sources

Local revenue comes from a variety of sources such as property and sales taxes for highway and transit projects. Other revenues include money from street-use permits, utility permits, and impact fees. There is also an allocation of state HUTF directly to each entity.

PIKES PEAK REGIONAL TRANSPORTATION AUTHORITY (PPRTA)

In 2004, citizens of El Paso County, Colorado Springs, Manitou Springs, Ramah, and Green Mountain Falls voted to approve a Rural Transportation Authority sales tax on goods sold within their respective jurisdictions. In 2012 and 2022, the capital portion of this tax was renewed for 10 years with 80% approval. In 2020, the citizens of Calhan joined PPRTA.

TRANSIT FUNDING FARE AND ADVERTISING REVENUES

Fare and advertising revenues are important funding sources for transit operations. In 2015, these revenues provided approximately 20% of Mountain Metro Transit’s operating funds. Updated information for the 2050 LRTP is pending. Fare and advertising revenues are projected to grow at 3% per year. This revenue growth is based on historical information and with a moderate growth in ridership on the transit system. No fare increase is included in this assumption.
ASSUMPTIONS AND APPROACH TO FISCAL CONSTRAINT

Inflation and Year of Expenditure

The financial plan is developed by looking at fund sources over time and developing estimates of funding that can be “reasonably expected” for those fund estimates during the life of the plan. As stated above, it is appropriate to make certain assumptions for the revenue growth of certain funding types while also making considering adjustments to account for increased construction costs due to inflation (e.g., a million dollar project built today is going to more expensive when that same project is built 10 years from now, due to inflation).

The development of the 2050 LRTP involves several jurisdictions providing cost estimates for their proposed projects, and not all of them may approach inflation adjustments the same way. To provide consistency, this Financial Plan will adjust revenue growth upward based on reasonably expected growth over the life of the plan. Additionally, funding will be adjusted to account for anticipated increased construction costs caused by inflation. This addresses the expected reduction in buying power of the revenues over time. Approaching the financial plan in this manner allows the jurisdictions to provide current-year estimates without the need to adjust each project for inflation and provides consistency among projects.

To develop this financial plan, PPACG staff conferred with the Colorado Department of Transportation in May 2023, and Dr. Tatiana Bailey, Executive Director of Data-Driven Economic Strategies (DDES) in July 2023.

Revenue Growth

To determine revenue growth, it was determined that it was best to take two approaches: one for federal funding that is determined by legislative action and another for local (PPRTA) and state (MMOF) funding as those distributions are based on sales tax and fees.

FEDERAL REVENUE

To calculate federal revenue, PPACG looked at the national apportionment for STBGP funding for the last four authorizations of the Federal Surface Transportation Act.

Table 1 shows the 2005 STBGP apportionment was $6.860 billion compared with the 2024 STBGP apportionment, the third year of IIJA, of $14.394 billion. Over that 20-year

NOTE: This financial plan’s revenue calculations do not include the sale of gasoline. Federal gas sales are important to HUTF, but over the past several years it has been supplemented by other sources. Additionally, in the State of Colorado gas tax does not go to any of the MPOs, including PPACG, to program as a regional funding source. State gas tax goes to CDOT and the cities/towns and counties. Cities/towns and counties will see an impact to their transportation revenues over time, as the fleet becomes more fuel efficient and/or if it converts to EVs. It is also assumed that the State Legislature will continue to adjust registration fees to EVs over time, just as it did with SB 21-260, to account for this lost transportation revenue.
span, STBGP will more than double. It is unlikely we will see a doubling of federal transportation funds by the year 2050, but these numbers justify a conservative growth assumption of 10% for every 5 years. Given the Pikes Peak region’s base year amount of $60 million over years 2025-2029, Table 2 (on the following page) denotes the expected revenue growth of the federal (STBGP) funding available to the region.

**STATE AND LOCAL REVENUE**

On the state and local side of the equation, funds are generated by fees per transaction, in the case of the state MMOF, or an excise tax generated by the amount of the sales, for the PPRTA revenue. The growth of these revenue sources is closely tied to the overall growth of the economy.

In close consultation with DDES, PPACG looked at Conference Board’s Economic Forecast of the U.S. Economy as well as the Wells Fargo Economic Outlook focusing on 2017-2020 as a model for the annual average because that was a stable economic period between the Great Recession and Covid-19. That period was about a 4.6% increase over 5 years and serves as an appropriate growth adjustment for each of the five-year bands to project revenue.

Table 2 applies 4.6% adjustment to PPRTA and state funding within each five-year band to get the projected revenue.

**Table 1: Federal Transportation Funding**

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<td>Fixing America’s Surface Transportation Act</td>
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**Table 2: Transportation Revenue Growth for the Pikes Peak Region (in millions, rounded to the nearest thousand)**

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<td>$59.433</td>
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<td>$166.121</td>
<td>$632.844</td>
</tr>
<tr>
<td>State</td>
<td>$7.5</td>
<td>$16.051</td>
<td>$17.562</td>
<td>$41.112</td>
</tr>
<tr>
<td>Local (PPRTA - Capital)</td>
<td>$462</td>
<td>$988.734</td>
<td>$1,081.789</td>
<td>$2,532.523</td>
</tr>
</tbody>
</table>

*This number does not include Federal Transit Administration (FTA) transit dollars received by the region through Mountain Metropolitan Transit (MMT) as the region’s designated recipient.

Note: Federal fund amounts do not include local match, only the federal funding available.
Inflation

The assumptions above adjusted the Pikes Peak region’s revenue growth, as a raw dollar amount, over the life of the plan; however, the buying power of those funds will diminish over time due to inflation. There is a federal requirement for PPACG to adjust the LRTP to account for the “year of expenditure” whereby revenues are adjusted downward, with the bigger adjustment happening further out in the future, to account for the buying power of the funding relative to the project estimates that are held constant in today’s dollars. As previously noted, if the project cost estimates are held constant in today’s dollars, the future revenues need to be adjusted to account for inflation so that the region does not over-program, and in turn over-promise, the projects that can be funding with the “reasonably expected” revenues available to the region.

Looking at the official Federal Reserve Economic Data (FRED) yields the following annual inflation rates:

- 3.76% from 1960 to 2022
- 2.67% from 1983 to 2019, and

The Fed has a target of limiting 2.0% inflation on a yearly basis. Even though the Fed has many tools at its disposal, inflation can, and has, risen faster than those tools can keep inflation in check. Note the 2.67% rate over the long term.

To be conservative PPACG has chosen to use a 2.5% inflation rate per year; this allows for unforeseen “shocks” to the economy such as a sudden and somewhat sustained spike in oil prices, for example.

Because this inflation gets compounded on a year over year basis, PPACG felt it appropriate to reduce the buying power annually by 2.5% as denoted in Table 3.

Local Funding Estimates

It is appropriate to look at the State HUTF for the jurisdictions within the MPO to ensure there is capacity to pay the required match for the state and federal funds outlined previously. Additionally, there is an expectation that the jurisdictions within the region will make the appropriate investments to keep the system in good repair.

### Table 3: Pikes Peak Region Transportation Funding Adjusted for Inflation (in millions, rounded to the nearest thousand)

<table>
<thead>
<tr>
<th>INCOME</th>
<th>BASE AMOUNT (FIRST 5 YEARS)</th>
<th>2030-2039</th>
<th>2040-2049</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal*</td>
<td>$59,433</td>
<td>$56,693</td>
<td>$54,790</td>
<td>$170,916</td>
</tr>
<tr>
<td>State</td>
<td>$7.5</td>
<td>$13,741</td>
<td>$11,694</td>
<td>$32,936</td>
</tr>
<tr>
<td>Local (PPRTA - Capital)</td>
<td>$462</td>
<td>$846,469</td>
<td>$720,381</td>
<td>$2,028,849</td>
</tr>
</tbody>
</table>
The Colorado Treasurer’s web site contains the HUTF allocations for each jurisdiction over the past five years, which are used to develop a baseline 5-year average.

In addition to the HUTF received by the jurisdictions, several of those within the MPO are members of the PPRTA and have additional PPRTA dollars that are set aside for maintenance. These funds, adjusted for 4.6% growth and 10% compounded inflation, are shown in Table 5.

These local funds are used for matching the state and federal projects over the life of the LRTP, as well as providing maintenance and operations funding for the existing and future transportation system.

### Table 4: Local Jurisdictions HUTF Allocations (rounded to the nearest dollar)

<table>
<thead>
<tr>
<th>INCOME</th>
<th>2022</th>
<th>2021</th>
<th>2020</th>
<th>2019</th>
<th>2018</th>
<th>5-YEAR AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso County</td>
<td>$13,860,860</td>
<td>$13,269,322</td>
<td>$12,320,915</td>
<td>$15,782,257</td>
<td>$12,697,648</td>
<td>$13,586,201</td>
</tr>
<tr>
<td>Teller County</td>
<td>$2,513,486</td>
<td>$2,208,027</td>
<td>$2,231,468</td>
<td>$2,890,356</td>
<td>$2,397,722</td>
<td>$2,448,212</td>
</tr>
<tr>
<td>Colorado Springs</td>
<td>$20,664,645</td>
<td>$19,148,238</td>
<td>$17,644,362</td>
<td>$22,771,360</td>
<td>$18,257,792</td>
<td>$19,697,279</td>
</tr>
<tr>
<td>Fountain</td>
<td>$817,594</td>
<td>$760,591</td>
<td>$708,033</td>
<td>$877,086</td>
<td>$709,136</td>
<td>$774,488</td>
</tr>
<tr>
<td>Green Mountain Falls</td>
<td>$28,975</td>
<td>$27,626</td>
<td>$26,150</td>
<td>$55,398</td>
<td>$14,409</td>
<td>$30,511</td>
</tr>
<tr>
<td>Manitou Springs</td>
<td>$158,077</td>
<td>$149,706</td>
<td>$140,467</td>
<td>$179,801</td>
<td>$149,660</td>
<td>$155,542</td>
</tr>
<tr>
<td>Monument</td>
<td>$309,542</td>
<td>$279,371</td>
<td>$247,991</td>
<td>$296,676</td>
<td>$230,679</td>
<td>$272,852</td>
</tr>
<tr>
<td>Palmer Lake</td>
<td>$103,546</td>
<td>$96,811</td>
<td>$89,853</td>
<td>$113,993</td>
<td>$95,163</td>
<td>$99,873</td>
</tr>
<tr>
<td>Woodland Park</td>
<td>$312,043</td>
<td>$229,695</td>
<td>$197,201</td>
<td>$342,585</td>
<td>$284,729</td>
<td>$273,251</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$37,338,209</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Table 5: Adjusted HUTF and PPRTA Operations and Maintenance Funds

<table>
<thead>
<tr>
<th>INCOME</th>
<th>BASE AMOUNT (FIRST 5 YEARS) 2025-2029</th>
<th>2030-2039</th>
<th>2040-2049</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>HUTF</td>
<td>$37</td>
<td>$63,978</td>
<td>$34,734</td>
<td>$98,712</td>
</tr>
<tr>
<td>PPRTA – O&amp;M</td>
<td>$290</td>
<td>$501,457</td>
<td>$272,251</td>
<td>$773,708</td>
</tr>
<tr>
<td>Total O&amp;M</td>
<td>$327</td>
<td>$565,435</td>
<td>$306,985</td>
<td>$872.42</td>
</tr>
</tbody>
</table>

O&M: operations and maintenance
CDOT Funding

Additional information regarding CDOT funding will be integrated here as the LRTP is developed. CDOT funding does not impact the funding available to jurisdictions.

Transit Funding

As previously stated, MMT receives direct funding from the FTA in addition to other sources and revenue. Additional information regarding MMT funding will be integrated here as the LRTP is developed. The MMT funding to be included here does not impact the funding available to other jurisdictions or entities within the MPO.

Operations and Maintenance

Federal regulations require that this financial plan contain system level estimates to make sure that the existing and future system are in a state of good repair per the guidance below.

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

FEDERAL-AID HIGHWAY.—The term “Federal-aid highway” means a public highway eligible for assistance under this chapter other than a highway functionally classified as a local road or rural minor collector.

The PPACG jurisdictions have indicated that their local HUTF funds as well as those PPRTA maintenance dollars will continue toward the upkeep and operation of the network as a priority.

Tables 6 and 7 show additional information provided by the City of Colorado Springs.
### Table 6: City of Colorado Springs Operations and Maintenance Funds

<table>
<thead>
<tr>
<th>LTRP O&amp;M BUDGET FOR COLORADO SPRINGS</th>
<th>BASE YEAR</th>
<th>BUDGET</th>
<th>2025</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>HUTF</td>
<td>2023</td>
<td>$31,458,573</td>
<td>$33,374,400</td>
<td>$34,375,632</td>
</tr>
<tr>
<td>PPRTA Maintenance (estimate)</td>
<td>2023</td>
<td>$36,569,951</td>
<td>$38,797,061</td>
<td>$39,960,973</td>
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<tr>
<td>2C (Repaving tax initiative, sunsets in 2025)</td>
<td>2022</td>
<td>$65,435,820</td>
<td>$71,503,487</td>
<td>0</td>
</tr>
</tbody>
</table>

$143,676,973 $74,338,631

### Table 7: City of Colorado Springs-MMT Operations and Maintenance Funds

<table>
<thead>
<tr>
<th>LTRP O&amp;M BUDGET FOR COLORADO SPRINGS - MMT</th>
<th>BASE YEAR</th>
<th>BUDGET</th>
<th>2025</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route</td>
<td>2023</td>
<td>$24,101,950</td>
<td>$25,569,759</td>
<td>$26,336,852</td>
</tr>
<tr>
<td>ADA Paratransit</td>
<td>2023</td>
<td>$5,930,460</td>
<td>$6,291,625</td>
<td>$6,480,374</td>
</tr>
<tr>
<td>Specialized Transportation</td>
<td>2023</td>
<td>$220,000</td>
<td>$233,398</td>
<td>$240,400</td>
</tr>
<tr>
<td>Metro Rides</td>
<td>2023</td>
<td>$225,500</td>
<td>$239,233</td>
<td>$246,410</td>
</tr>
<tr>
<td>Administrative</td>
<td>2023</td>
<td>$3,774,537</td>
<td>$4,004,406</td>
<td>$4,124,538</td>
</tr>
</tbody>
</table>

$34,252,447 $36,338,421 $37,428,574
APPENDIX: SOURCE DOCUMENTS


*Financial plan means documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.*

23 CFR 450.104 “Financially constrained or Fiscal constraint”: https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.104(Financially%20constrained%20or%20Fiscal%20constraint)

*Financially constrained or Fiscal constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first 2 years of the TIP and STIP only if funds are “available” or “committed.”*

§ 450.306 Scope of the metropolitan transportation planning process: https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.306(a)

(a) To accomplish the objectives in § 450.300 and § 450.306(b), metropolitan planning organizations designated under § 450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.


23 CFR 450.324(f)(11)

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

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

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

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

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

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

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

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

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

Colorado Department of the Treasury HUTF Distributions: https://treasury.colorado.gov/hutf-distributions


FHWA Bipartisan Infrastructure Law Fact Sheets: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

FRED Economic Data: https://fred.stlouisfed.org/series/FPCPITOTLZGUSA


Wells Fargo Economic Outlook: https://wellsfargo.bluematrix.com/links2/html/1844f48b-fe1e-48a7-b841-9018cd2ff747),
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>CDOT</td>
<td>Colorado Department of Transportation</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CRP</td>
<td>Carbon Reduction Program</td>
</tr>
<tr>
<td>DDES</td>
<td>Data-Driven Economic Strategies</td>
</tr>
<tr>
<td>e.g.,</td>
<td>for example</td>
</tr>
<tr>
<td>EV</td>
<td>electric vehicle</td>
</tr>
<tr>
<td>FAST</td>
<td>Fixing America's Surface Transportation Act</td>
</tr>
<tr>
<td>FASTER</td>
<td>Funding Advancements for Surface Transportation and Economic Recovery</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FRED</td>
<td>Federal Reserve Economic Data</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>GHG</td>
<td>greenhouse gas</td>
</tr>
<tr>
<td>HSIP</td>
<td>Highway Safety Improvement Program</td>
</tr>
<tr>
<td>HUTF</td>
<td>Highway Users Tax Fund</td>
</tr>
<tr>
<td>IIJA</td>
<td>Infrastructure Investment and Jobs Act</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long Range Transportation Plan</td>
</tr>
<tr>
<td>MMOF</td>
<td>Multimodal Transportation and Mitigation Options Fund</td>
</tr>
<tr>
<td>MMT</td>
<td>Mountain Metropolitan Transit</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>NHPP</td>
<td>National Highway Performance Program</td>
</tr>
<tr>
<td>PPRTA</td>
<td>Pikes Peak Regional Transportation Authority</td>
</tr>
<tr>
<td>SB</td>
<td>Senate Bill</td>
</tr>
<tr>
<td>STBGP</td>
<td>Surface Transportation Block Group Program</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
</tr>
<tr>
<td>TIP</td>
<td>transportation improvement program</td>
</tr>
</tbody>
</table>
SUMMARY
We are welcoming several new members of the Community Advisory Committee (CAC). Pikes Peak Area Council of Governments (PPACG) staff would like to provide an overview of PPACG’s programs and our role within the region. This will include discussion of how CAC fits into the PPACG structure.

Formed in 1967 under Colorado law, the Pikes Peak Area Council of Governments is a voluntary organization of municipal and county governments serving a regional community. PPACG provides a forum for local officials to discuss issues that cross their political boundaries, identify shared opportunities and challenges, and develop collaborative strategies for action.

PPACG is not, however, a unit of local government and has no authority to tax, legislate or condemn. Any policy, plan or program adopted by PPACG must also be adopted by the governing body of a member county or municipality before it obligates that county or municipality.

The CAC serves as the formal mechanism for the active participation of citizens in the planning, promotion, and evaluation of PPACG. The CAC is a non-technical body comprised of volunteers who offer a citizen’s perspective on issues in the Pikes Peak region. The CAC also ensures the responsiveness and accountability of government, helps create better plans and activities, and generates support for regional cooperation. The CAC reviews work products and processes conducted by PPACG and provides recommendations to the Board of Directors.

At this time, the CAC is primarily focused on transportation planning and environmental planning products or processes.
For additional information, CAC’s bylaws are posted online at https://www.ppacg.org/wp-content/uploads/2017/07/CAC-Bylaws-Updated-7.10.19.pdf

The PPACG Strategic Plan is also online at https://www.ppacg.org/wp-content/uploads/2020/10/Strategic-Plan-2020-Update-1.pdf

PROPOSED MOTION
For information only.

ATTACHMENT(S)
1. PPACG Overview Brochure

STRATEGIC PLAN GOALS
☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
☐ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication, and collaboration.

PPACG PROVIDES A FORUM FOR LOCAL OFFICIALS TO IDENTIFY REGIONAL PROBLEMS AND OPPORTUNITIES, DEVELOP SOLUTIONS, AND MAKE RECOMMENDATIONS TO LOCAL GOVERNMENTS ON AREA-WIDE STRATEGIES TO DEAL WITH THOSE ISSUES. PPACG CAN BE A VEHICLE TO ENSURE COOPERATIVE ACTION IN MATTERS THAT CROSS LOCAL POLITICAL BOUNDARIES. SUCH BODIES HAVE THE ADVANTAGE OF BEING ABLE TO COVER A WIDER RANGE OF AREA ISSUES AND COORDINATE PROGRAMS TO AVOID DUPLICATION AND CONFLICT. THIS REGIONAL APPROACH SERVES TO FACILITATE STATE AND FEDERAL FUNDING FOR LOCAL PROGRAMS AND PROJECTS.

PPACG LEVERS REGIONAL AUTHORITY TO BRING HUNDREDS OF MILLIONS OF DOLLARS IN FEDERAL, STATE AND LOCAL PROGRAMS TO OUR REGION. OUR ROLE IS TO ASSIST LOCAL ELECTED OFFICIALS IN MAKING COORDINATED DECISIONS AFFECTING REGIONAL DEVELOPMENT IN TRANSPORTATION, AGING, AIR AND WATER QUALITY, MILITARY SUPPORT AND OTHER REGIONAL CONCERNS.

PPACG HAS THE FOLLOWING DESIGNATIONS:
• Council of governments for the Pikes Peak three county region in El Paso, Teller and Park counties
• Designated metropolitan planning organization for the Colorado Springs urbanized area for transportation planning
• Area Agency on Aging for the Pikes Peak region to coordinate senior services
• Lead air-quality planning agency for the Pikes Peak region
• Lead water-quality planning agency for the Pikes Peak region

THE BOARD OF DIRECTORS IS RESPONSIBLE FOR ESTABLISHING THE OVERALL OBJECTIVES AND POLICIES FOR THE ORGANIZATION, ADOPTING AN ANNUAL BUDGET, APPROVING THE STRATEGIC PLAN, REVIEWING COMMITTEE RECOMMENDATIONS AND DEVELOPING POLICY FOR TRANSPORTATION, ENVIRONMENTAL, AGING AND MILITARY PROGRAMS, AS WELL AS EMPLOYMENT OF AN EXECUTIVE DIRECTOR WHO REPORTS TO THE BOARD OF DIRECTORS.

COMMITTEES SERVE AS TECHNICAL AND COMMUNITY ADVISORS TO THE BOARD OF DIRECTORS ON PPACG PROGRAMS AND EFFORTS. THE COMMITTEES ARE:
• Air Quality Technical Committee
• Community Advisory Committee
• Joint Land Use Study Committee
• Mobility Coordinating Committee
• Area Agency on Aging Regional Advisory Council
• Transportation Advisory Committee
• Water Quality Management Committee
• Pikes Peak Commission on Aging

The Board of Directors meet once a month, and for the first time, held meetings throughout the region in 2022. This Nov. 9, 2022, meeting took place at the Park County Offices in Fairplay.
MEMBERS

El Paso County
• City of Colorado Springs
• City of Fountain
• City of Manitou Springs
• Town of Calhan
• Town of Green Mountain Falls
• Town of Monument
• Town of Palmer Lake
• Town of Ramah

Park County
• Town of Alma
• Town of Fairplay

Teller County
• City of Cripple Creek
• City of Victor
• City of Woodland Park

PPACG CORE STANDARDS

Mission
Communities working together to enrich the quality of life for the citizens of our region.

Vision
A livable community where citizens can safely age in place with integrity, have ease of mobility within multiple travel options, enjoy a healthy environment, and work in a thriving economy with a strong military commitment.

Values
• Quality customer service
• Reliable source of information with innovative thinking on regional issues
• Fiscal accountability and transparency to citizens and partners
• Trustworthy and unbiased coordination to provide unity of action in the pursuit of common goals
• Integrity to safeguard public interest by upholding strong ethics with informed and impartial decisions

Strategic Plan Goals
• Advocacy: Serve as an effective advocacy voice for common ground issues.
• Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
• Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
• Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
• Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.
CONNECT WITH US

Questions, comments or suggestions? Contact us:

(719) 471-7080
www.ppacg.org
15 South 7th Street,
Colorado Springs, CO 80905
www.facebook.com/ppacg
www.twitter.com/ppacg
# Upcoming Meeting Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept. 27</td>
<td>3 p.m.</td>
<td>Community Advisory Committee</td>
</tr>
<tr>
<td>Sept. 28</td>
<td>10 a.m.</td>
<td>Regional Advisory Council</td>
</tr>
<tr>
<td>Oct. 4</td>
<td>10:30 a.m.</td>
<td>Commission on Aging – Executive Committee</td>
</tr>
<tr>
<td>Oct. 4</td>
<td>1 p.m.</td>
<td>Regional Advisory Council – Executive Committee</td>
</tr>
<tr>
<td>Oct. 6</td>
<td>9 a.m.</td>
<td>Board of Directors Workshop</td>
</tr>
<tr>
<td>Oct. 11</td>
<td>9 a.m.</td>
<td>Board of Directors (in Fairplay)</td>
</tr>
<tr>
<td>Oct. 12</td>
<td>9 a.m.</td>
<td>Mobility Coordinating Committee – Executive Committee</td>
</tr>
<tr>
<td>Oct. 18</td>
<td>3 p.m.</td>
<td>Commission on Aging</td>
</tr>
<tr>
<td>Oct. 19</td>
<td>1:30 p.m.</td>
<td>Transportation Advisory Committee</td>
</tr>
<tr>
<td>Oct. 24</td>
<td>9:30 a.m.</td>
<td>Mobility Coordinating Committee</td>
</tr>
<tr>
<td>Oct. 25</td>
<td>9 a.m.</td>
<td>Water Quality Management Committee</td>
</tr>
<tr>
<td>Oct. 25</td>
<td>1 p.m.</td>
<td>Air Quality Technical Committee</td>
</tr>
<tr>
<td>Oct. 25</td>
<td>3 p.m.</td>
<td>Community Advisory Committee</td>
</tr>
<tr>
<td>Oct. 26</td>
<td>10 a.m.</td>
<td>Regional Advisory Council</td>
</tr>
<tr>
<td>Nov. 1</td>
<td>10:30 a.m.</td>
<td>Commission on Aging – Executive Committee</td>
</tr>
<tr>
<td>Nov. 1</td>
<td>1 p.m.</td>
<td>Regional Advisory Council – Executive Committee</td>
</tr>
<tr>
<td>Nov. 3</td>
<td>9 a.m.</td>
<td>Board of Directors Workshop</td>
</tr>
<tr>
<td>Nov. 8</td>
<td>9 a.m.</td>
<td>Board of Directors</td>
</tr>
<tr>
<td>Nov. 9</td>
<td>9 a.m.</td>
<td>Mobility Coordinating Committee – Executive Committee</td>
</tr>
<tr>
<td>Nov. 15</td>
<td>3 p.m.</td>
<td>Commission on Aging</td>
</tr>
<tr>
<td>Nov. 16</td>
<td>1:30 p.m.</td>
<td>Transportation Advisory Committee</td>
</tr>
<tr>
<td>Nov. 22</td>
<td>9 a.m.</td>
<td>Water Quality Management Committee</td>
</tr>
<tr>
<td>Nov. 22</td>
<td>1 p.m.</td>
<td>Air Quality Technical Committee</td>
</tr>
<tr>
<td>Nov. 28</td>
<td>9:30 a.m.</td>
<td>Mobility Coordinating Committee</td>
</tr>
<tr>
<td>Nov. 29</td>
<td>3 p.m.</td>
<td>Community Advisory Committee</td>
</tr>
<tr>
<td>Nov. 30</td>
<td>10 a.m.</td>
<td>Regional Advisory Council</td>
</tr>
</tbody>
</table>

Schedule as of Sept. 21, 2023

Meetings may be added, changed or cancelled as needed. Current meeting schedule is available at ppacg.org.