



Pikes Peak Area  
Council of Governments  

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Communities Working Together

# Formation, Operation and Renewal of the Pikes Peak Rural Transportation Authority



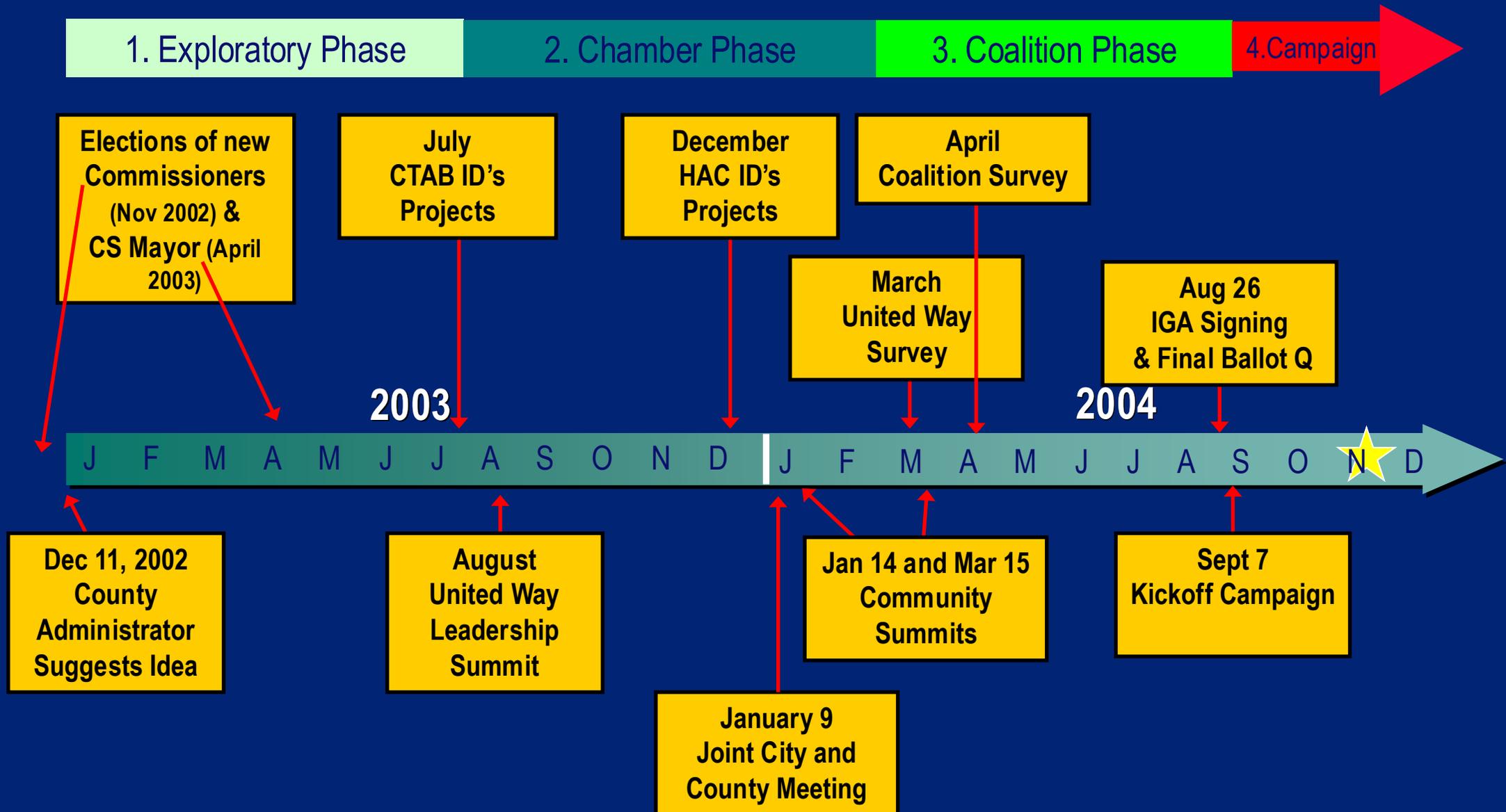
**Promises Made,  
Promises Kept.**

Rick Sonnenburg, PPRTA Program/Contracts Manager  
Lisa Corey, PPRTA Finance Manager

# Presentation Overview

- History: 2004 Creation
- Implementation
- 2012 Renewal
- 2017 Ballot Measure
- 2022 Renewal
- Impact and current budget of the PPRTA
- Comments and Questions

# 2004 Pikes Peak RTA Timeline



# Pikes Peak Transportation Coalition

## Participants for 2004 Ballot Issue

- El Paso County
- Colorado Springs
- Pikes Peak United Way
- Colorado Springs Chamber
- Manitou Springs Chamber
- Tri Lakes Chamber
- Black Chamber
- Hispanic Chamber
- Korean Chamber
- C.S. Downtown Partnership
- The Voter's Network
- C.S Apartment Association
- Council of Neighbors and Organizations
- Interagency Transition Teams Committee
- Economic Development Corp.
- Pikes Peak Association of Realtors
- Housing and Building Association
- UCCS
- Pikes Peak Community College
- Falcon Professional Dev. League
- Community Intersections
- Forum for Civic Advancement
- Pikes Peak Chapter of the Colorado Mobility Coalition
- Surface Transportation Advisory Coalition
- Both Major Political Parties

# Membership

- PPRTA was formed under the RTA State Statute: 43-4-601
- Original four member governments were El Paso County, the City of Colorado Springs, the City of Manitou Springs, and the Town of Green Mountain Falls
- Town of Ramah joined January 2009
- Town of Calhan joined January 2022

# Governance

PPRTA Board is 1/3 Colorado Springs, 1/3 El Paso County, 1/3 other member entities

- Chair and Vice Chair annually alternate between El Paso County and Colorado Springs
- Currently 3 Colorado Springs Councilmembers, 3 El Paso County Commissioners and 1 rep from Manitou Springs, Green Mountain Falls, Ramah, and Calhan

# 2004 Ballot Issue

- 1% Sales Tax
  - 0.45% Continuing
    - .35% Maintenance allocated by population
    - .10% Transit
  - 0.55% Limited to 10 Years
    - Specified Capital Projects, allocated \$ by population
- Taxpayer Protections
  - Expenditures must be approved by local government & PPRTA Board
  - Administration Costs limited to 1%
  - Citizen Advisory Committee
    - 3 from CS, 3 from EPC, 2 from Manitou Springs, 1 each from Green Mountain Falls, Calhan, Ramah, and 6 at large
  - No debt – accrues cash prior to funding project
  - No eminent domain (directly elected local governments may)

# 2004 Election Results

- 339,640 Registered (active and inactive) voters in unincorporated El Paso County, Colorado Springs, Manitou Springs, and Green Mountain Falls
- 208,586 Voters
- 114,561 (54.92%) Voted “YES”
- 94,025 (45.08%) Voted “NO”
- \$69 million of annual revenues projected

# Factors Influencing Voting Results of Local Transportation Funding Initiatives

- ✓ Traffic Congestion “crisis”
- ✓ Sponsorship by business community
- ✓ Sponsorship by key elected
- ✓ Recent initiative experience
- ✓ Support from environmental groups
- ✓ Multiple transit modes
- ✓ Highway funding
- ✓ Benefits distributed
- ✓ Sunset provision of 10 years for specific list of Capital projects and 1% Administration cost cap
- ✓ Extensive stakeholder participation in development of solution
- ✓ General Election
- ✓ Consultant with initiative campaign experience
- ✓ Use of direct mail and TV ads
- ✓ Lack of effective opposition

# Implementation After Voter Approval

- Formation IGA on the Ballot
  - general outline of terms, including 1% Administration cap
    - Every year administration cost has been far less than allowed 1%!
- TABOR benefit due to the revenue going to PPRTA,
  - not members
- PPACG Preapproved for Administration
- PPACG Developed Administrative Systems
  - formulate details of board, citizen committee: bylaws
  - public processes
  - integrate multiple government financial reporting systems

# Implementation After Voter Approval

- PPACG is the Fiscal Agent
  - implements PPRTA Board approved member governments' budget requests and contracts
  - writes checks after member governments' approvals
  - internal controls and financial reporting
  - field review of projects
  - banking and investment services
  - coordinates for external audit
- Procurement Processes
  - local governments lead
  - PPACG independent oversight for separate legal entity
- Separate Legal Representation and Auditor
- Public Communications by Local Governments

# 2012 Renewal Election Results

- Placed new list of Capital projects on ballot 2 years before expiration, Ramah added
- Proven Track Record: Promises Made/Promises Kept
- 199,156 (79.5%) Voted “YES”
- 51,339 (20.5%) Voted “NO”
- \$980 million of revenues projected 2015-2024
  - \$10 million annually for Transit operations
  - Additional \$8.4 million for capital transit projects

# 2017 Ballot Measure Results

- Ballot measure for \$10 million in funding going to CDOT for El Paso County's section of I-25 Gap Project
- Total Voters – 144,741
- 95,684 (66.1%) Voted “YES”
- 49,057 (33.9%) Voted “NO”

# 2022 Renewal Election Results

- Placed new list of Capital projects on ballot 2 years before expiration
- Proven Track Record: Promises Made/Promises Kept
- Total Voters - 249,087
- 197,716 (79.38%) Voted “YES”
- 51,371 (20.62%) Voted “NO”
- \$1,860 million of revenues projected 2025-2034

# Implementation

- New “Government” was created in 5 months
- Now have 21+ years experience with “new” PPRTA
- Six Governments/Three Programs/One Regional Entity
- No PPRTA Staff – PPACG Contracted for administration
- FY-2005: \$ 65 million first year budget
- FY-2026: \$157 million estimated revenue
- Oct 2025
  - Over \$2.11 billion of projects/programs funded to date
  - RTA-1: All 45 “A” capital projects complete
  - RTA-2: All “A” capital projects projected to be completed with current funding

# Impact of the Pikes Peak RTA

- \$2.123 billion Total Revenues through 2026
- \$1.168 billion of Capital Projects to be funded through 2026 (actual dollars will be higher)
- \$743 million for Maintenance Programs: paving, bridges, sidewalks, traffic signal systems through 2026
- \$212 million for Public Transportation through 2026

# **We have completed almost 120 Capital projects, listed below are the largest 41:**

- \$11.06 million – Baptist Road Widening
- \$7.03 million – County Line Road Upgrade
- \$7.47 million – Meridian Road Widening
- \$19.05 million – Hodgen Road Arterial Upgrade
- \$8.57 million – Baptist Road Widening
- \$37.05 million – Marksheffel Road Widening
- \$35.98 million – Austin Bluffs/Union Interchange
- \$39.19 million – Woodmen Road Widening & Interchange
- \$8.05 million – Cimarron Street Bridge at Conejos Street
- \$77.73 million – South Metro Accessibility

# Continued:

- \$27.03 million – Austin Bluffs Corridor Improvements
- \$23.9 million – Marksheffel Road Widening & Extension
- \$5.8 million – Vincent Drive Bridge at Cottonwood Creek
- \$8.68 million – Vincent Drive Extension
- \$5.28 million – Tutt Blvd Extension: Dublin Blvd to Templeton Gap Rd
- \$14 million – Academy Blvd: Bijou St to Airport Rd
- \$38.7 million – Academy Blvd: Fountain Blvd to Milton Proby Pkwy
- \$45.3 million – Academy Blvd: I-25 to Bradley Rd Ramps
- \$9.18 million – Academy Blvd. Over Cottonwood Creek Bridge Rehab
- \$7.1 million – Airport Rd Over Spring Creek Bridge Replacement
- \$24 million – Centennial Blvd Extension: Fillmore St to Fontanero St

# Continued:

- \$40.2 million – Circle Dr Bridge Rehabilitation (combined)
- \$5.7 million – Galley Rd Over Sand Creek Bridge Replacement
- \$8.66 million – I-25 Ramps: South Nevada Ave/Tejon St Corridor Improvements
- \$9.19 million – Las Vegas St./Royer UPRR Crossing Relocation
- \$16.13 million – Pikes Peak Ave: Colorado Ave to Printers Pkwy
- \$6.6 million – Platte Ave WB Over Sand Creek Bridge Replacement
- \$26.1 million – UPRR Mainline Over Fontanero St Bridge Replacement
- \$35.3 million – Black Forest Rd Roadway Improvements
- \$36.5 million – W Colorado Ave Reconstruction
- \$11.3 million – Beacon Lite Rd: Hwy 105 to Countyline Rd

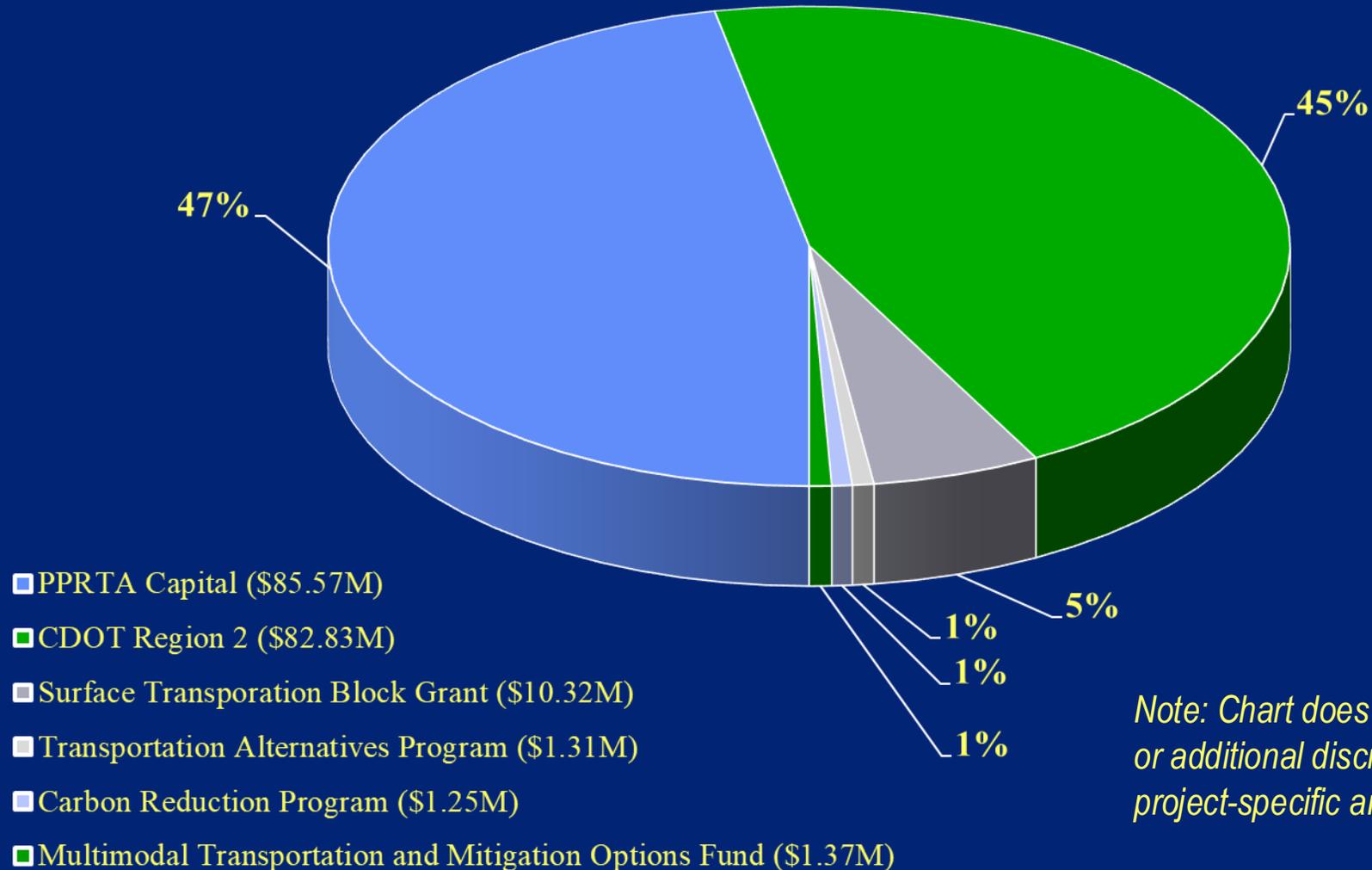
# Continued:

- \$12.3 million – Centennial Blvd: Garden of the Gods Rd to Fillmore St
- \$17.68 million – Eastonville Rd: Mclaughlin Rd to Latigo Blvd
- \$19.5 million – Hwy 105: I-25 to Hwy 83
- \$5.2 million – Meridian Rd/Mclaughlin Rd Roundabout
- \$10 million – Mesa Ridge Pkwy Improvements: Powers to Marksheffel
- \$11.68 million – Monument Hill Rd: County Line Rd to Woodmoor Dr
- \$5.1 million – New Meridian Rd at US-24
- \$10 million – Old Ranch Rd Improvements and Bridge Construction
- \$7.7 million – Pikes Peak Greenway Corridor Improvements
- \$9 million – Woodmen Rd Improvements: Union Blvd continuous flow

# Pikes Peak RTA Summary of Maintenance Activities Since Inception 2005

- Asphalt Overlay in Lane Miles – 1,781
- Chipseal in Lane Miles – 2,501
- Slurry seal in Lane Miles - 494
- Fog seal in Lane Miles - 38
- Cape seal in Lane Miles - 38
- Potholes filled -1,072,790
- Curb/gutter installed in LF - 1,697,417
- Sidewalk installed in LF - 1, 244,151
- Pedestrian ramps installed - 7,817
- Traffic signal rebuilds - 171
- Bridges repaired - 317

# Average Annual Regional Transportation Funding by Type



*Note: Chart does not include transit-specific funding or additional discretionary grants received that are project-specific and not recurring fund sources.*

# PPRTA Contributions to CDOT:

- \$2 million – I-25 COSMIX (Bijou and Corporate Dr)
- \$6,105,091 – Powers Blvd. right-of-way
- \$1 million – Fillmore Interchange
- \$7.05 million – Cimarron Interchange
- \$750k – Cimarron Landscaping
- \$8.6 million – Old Ranch Road & Powers Interchange
- \$10 million – I-25 Gap Project (El Paso County portion)

***Total \$35,505,091***

# PPRTA's Major Projects in the Next Five Years

- Powers Boulevard Extension—State Highway 83 to Voyager Parkway
- Marksheffel Road Improvements—Woodmen to North Carefree
- Dublin Boulevard Improvements—Peterson Road to Marksheffel Road
- Academy—I-25 to Bradley Road Ramps
- Circle Drive Bridges
- Highway 105—Furrow Road to Arrowwood Drive
- Hodgen Road—Winsome Way West Leg to Meridian Road
- Eastonville Road—McLaughlin Road to Bandanero Drive
- Bradley Road—Goldfield Drive to Powers Boulevard
- Stapleton Drive/Briargate Parkway—Black Forest to Vollmer
- Beacon Lite Road—Highway 105 to County Line Road
- Mesa Ridge Parkway—Powers to Marksheffel Road

# FY 2026 PPRTA Budget (1 of 3)

• Estimated 2026 Sales & Use Tax Revenue	\$150,000,000
• Add Estimated Interest to be earned on PPRTA funds	\$7,000,000
• Less: Sales and Use Tax collection costs	(\$270,000)
• PPRTA administrative costs	(\$851,000)
• Ballot costs	\$0*
• Add/(subtract) Reserve adjustment	<u>(\$300,000)</u>
• Net Revenue excluding fare box revenue	\$155,579,000

# FY 2026 PPRTA Budget (2 of 3)

- Transit 10% \$15,557,900
- Maintenance 35% \$54,452,650
- Capital 55% \$85,568,450
- Total \$155,579,000

• Maintenance allocation:	<u>2020 Census %</u>	<u>Maintenance Allocation</u>	<u>2020 Population</u>
• Green Mountain Falls	0.09395%	\$51,156	646
• Manitou Springs	0.70649%	\$384,700	4,858
• Colorado Springs	69.65398%	\$37,928,441	478,961
• El Paso County	29.41863%	\$16,019,221	202,291
• Ramah	0.01614%	\$8,790	111
• Calhan	<u>0.11082%</u>	<u>\$60,342</u>	<u>762</u>
• Total	100.0000%	\$54,452,650	587,687

# PPRTA 2026 Budget (3 of 3)

• Capital allocation:	<u>\$85,568,650</u>
• Green Mountain Falls	\$80,389
• Manitou Springs	\$604,529
• Colorado Springs	\$59,601,834
• El Paso County	\$25,173,062
• Ramah	\$13,813
• Calhan	\$94,823



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## *Comments and Questions*

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