



Pikes Peak Area Council of Governments

Communities Working Together

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



Rob MacDonald, PPACG Executive Director and
PPRTA Board Secretary

Presentation Overview

- History: 2004 Ballot Issue
- Implementation After Voter Approval
- Membership
- Establishing Intergovernmental Agreement
- 2012 Ballot Issue
- Impact of the PPRTA
- Results and Conclusions
- Transit Highlights
- Comments and Questions

2004 Election Results

- 339,640 Registered Voters
- 208,586 Registered Votes
- Landslide (by El Paso County standards)
 - 114,561 (54.92%) Voted “YES”
 - 94,025 (45.08%) Voted “NO”
- \$69 million of annual revenues projected



Pikes Peak Transportation Coalition Participants for 2004 Ballot Issue

- 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
- University of Colorado C.S.
- 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



2004 Pikes Peak RTA Timeline

1. Exploratory Phase

2. Chamber Phase

3. Coalition Phase

4. Campaign



July
CTAB ID's
Projects

December
HAC ID's
Projects

April
Coalition Survey

March
United Way
Survey

Aug 26
IGA Signing
& Final Ballot Q

2003

2004

J F M A M J J A S O N D | J F M A M J J A S O N D



Dec 11, 2002
County
Administrator
Suggests Idea

August
United Way
Leadership
Summit

Jan 14 and Mar 15
Community
Summits

Sept 7
Kickoff Campaign

January 9
Joint City and
County Meeting



Factors Influencing Voting Results of Local Transportation Funding Initiatives

- ✓ Traffic Congestion “crisis”
- ✓ Sponsorship by business community
- ✓ Sponsorship by key elected
- X Fundraising over \$1 M
- ✓ Recent initiative experience
- ✓ Support from environmental groups
- ✓ Multiple transit modes
- ✓ Highway funding
- ✓ Benefits distributed
- ✓ Sunset provision of 10 yrs
- ✓ 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
- PPACG Preapproved for Administration
 - neutral agency
 - TABOR benefit
- 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
 - write checks after local approvals
 - banking and investment services
- Procurement Processes
 - local governments lead
 - PPACG independent oversight for separate legal entity
- Separate Legal Representation and Auditor
- Public Communications by Local Governments



Membership

- Original four member governments were the City of Colorado Springs, El Paso County, the City of Manitou Springs, and the Town of Green Mountain Falls
- The Town of Ramah joined the PPRTA in January, 2009 following a successful election in November, 2008

Establishing IGA

- PPRTA was formed under the RTA State Statute: 43-4-601
- 55% of revenue is for a specific list of Capital projects listed in the ballot issue (with a ten-year sunset for each ballot)
- 35% of revenue is for Maintenance activities allocated to member governments based upon population (federal census)
- 10% of revenue is for Transit activities
- Nine-member Board of Directors, with three each from the City of Colorado Springs and El Paso County, and one each from the City of Manitou Springs and the Towns of Green Mountain Falls and Ramah
- 17-member Citizen Advisory Committee

Implementation

- New “Government” was created in 5 months
- Now have 9 years experience with “new” PPRTA
- Five Governments/Three Programs/One Regional Entity
- FY-2005: \$ 65 million first year budget
- FY-2014: \$155 million budget including carryover funds
 - Transit share is \$22.9 million for 2014
- No PPRTA Staff – PPACG Contracted for administration
- July 2014
 - \$85 million in the bank waiting on project designs
 - \$520 million of projects/programs funded to date
 - All 45 “A” capital projects complete, under construction or in design



2012 Election Results

- 199,156 (79.5%) Voted “YES”
- 51,339 (20.5%) Voted “NO”

Proven Track Record: Promises Made/Promises Kept

- \$700 million of revenues projected 2015-2024
 - \$7.0 million annually for Transit operations
 - Additional \$12.6 million for capital transit projects



Impact of the Pikes Peak RTA

- \$600 million annual revenues over first 9 years
- \$760 million for Capital Projects to be built to 2024
- \$245 million for Maintenance Programs: paving, bridges, sidewalks, traffic signal systems EVERY 10 years
- \$70 million for Public Transportation EVERY 10 years



FY 2014 PPRTA Budget (1 of 3)

• 2013 Sales & Use Tax Revenue Projection (amended budget)	\$74,000,000
• Estimated increase of Sales and Use Tax Projection	<u>0</u>
• Projected 2014 Sales & Use Tax Revenue	74,000,000
• Add Estimated Interest to be earned on PPRTA funds	180,000
• Less: Sales and Use Tax collection costs	(230,000)
• PPRTA administrative costs	(579,000)
• Ballot costs	0
• Add/(subtract) Reserve adjustment	<u>(3,000)</u>
• Net Revenue excluding fare box revenue	73,368,000

FY 2014 PPRTA Budget (2 of 3)

- Transit 10% 7,336,800
- Maintenance 35% 25,678,800
- Capital 55% 40,352,400
- Total 73,368,000

Maintenance allocation:	<u>2010 Census%</u>	<u>Maintenance Allocation</u>	<u>2010 Population</u>
• Green Mountain Falls	0.1089%	\$27,965	640
• Manitou Springs	0.8494%	218,124	4,992
• Colorado Springs	70.8586%	18,195,648	416,427
• El Paso County	28.1621%	7,231,689	165,505
• Ramah	<u>0.0209%</u>	<u>5,374</u>	<u>123</u>
• Total	100.0000%	25,678,800	587,687

PPRTA 2014 Budget (3 of 3)

• Capital allocation:	<u>\$40,352,400</u>
•Green Mountain Falls	0
•Manitou Springs	0
•Colorado Springs	18,224,403
•El Paso County	22,750,000
•Utilize a portion of non-TABOR reserve	<u>(622,003)</u>
	\$40,352,400
•Transit allocation	7,336,800
•Add est. Transit fare box & other revenue	<u>3,276,386</u>
Total Transit Allocation	10,613,186

Results and Conclusions

- Good Issue
 - Personalized issue to citizens and stakeholders
 - Something for everyone
- Good Strategy
 - Lead Time (2 years)
 - Built a broad coalition (unprecedented)
 - Fundraising
 - Crafting of IGA and Ballot (1% admin, Sunset, Citizens oversight, Audit)
 - One ballot question
- Good Timing
 - Public surveys and polls (TTI)
- Good Implementation of What the Voters Approved
 - Hold the line on concepts to get to reality





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Comments and Questions

**City of Colorado Springs
City Council Briefing of PPRTA**

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Rob MacDonald, Executive Director

