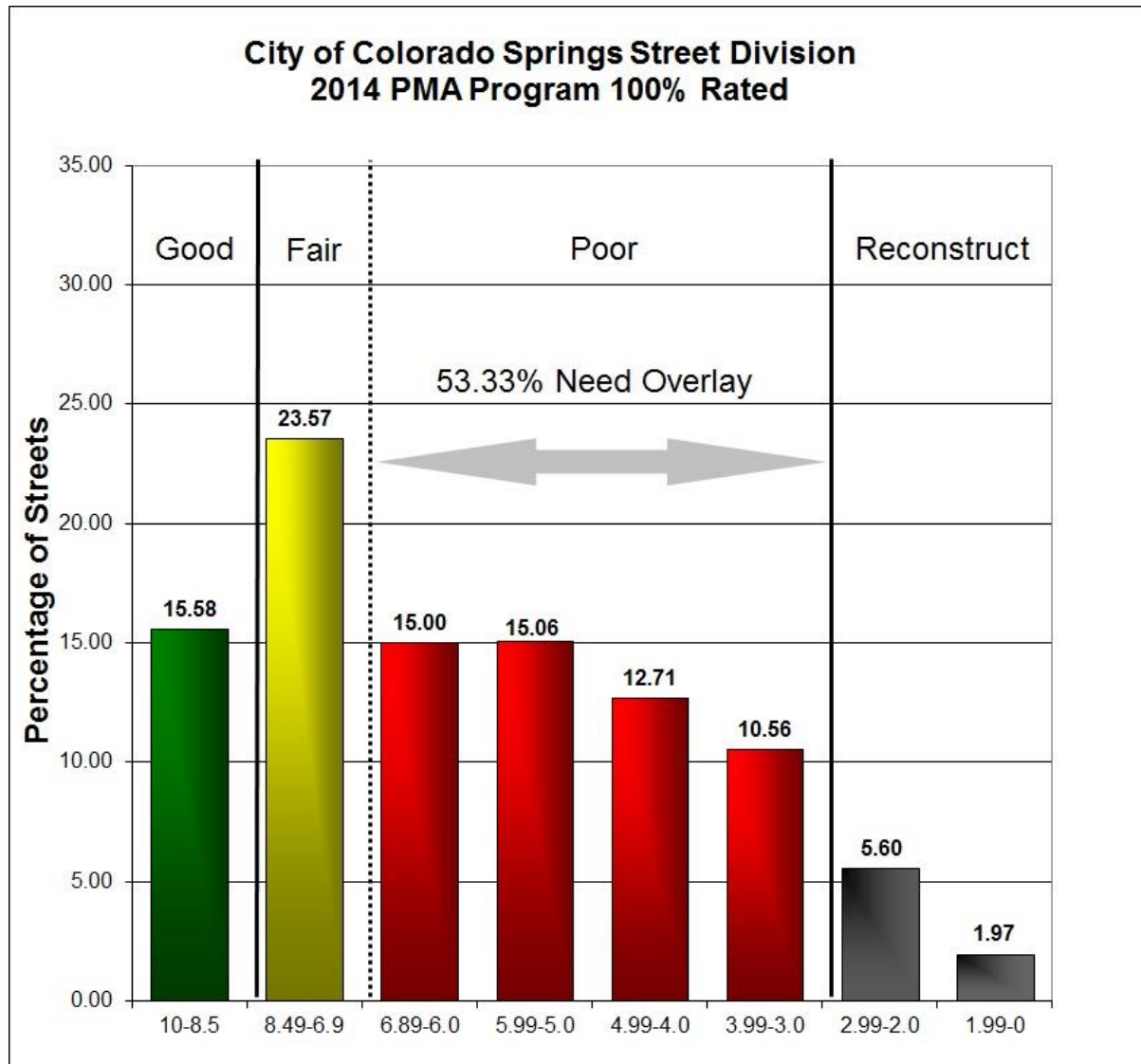


# Road & Street Maintenance Ballot Measure

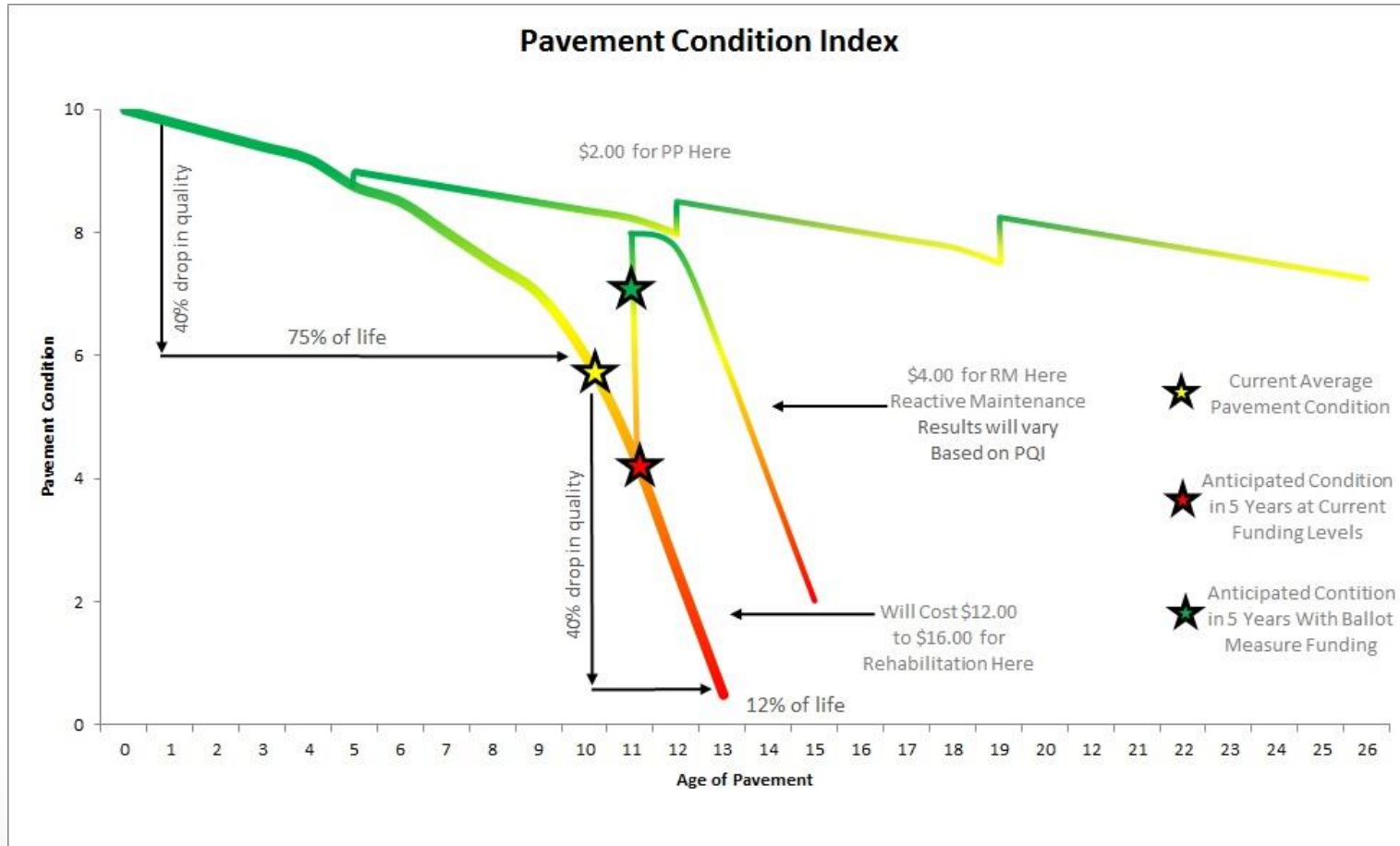
August 10, 2015

Corey Farkas, Streets Division Manager  
Travis Easton, Director of Public Works

# Current Situation – PMA

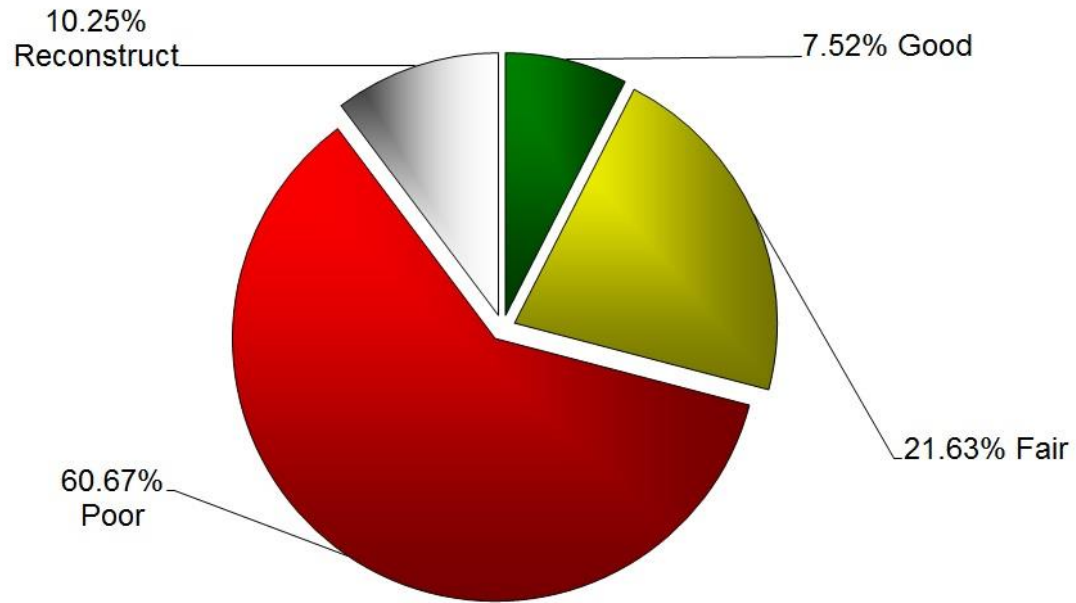


# Current Situation – Life Cycle

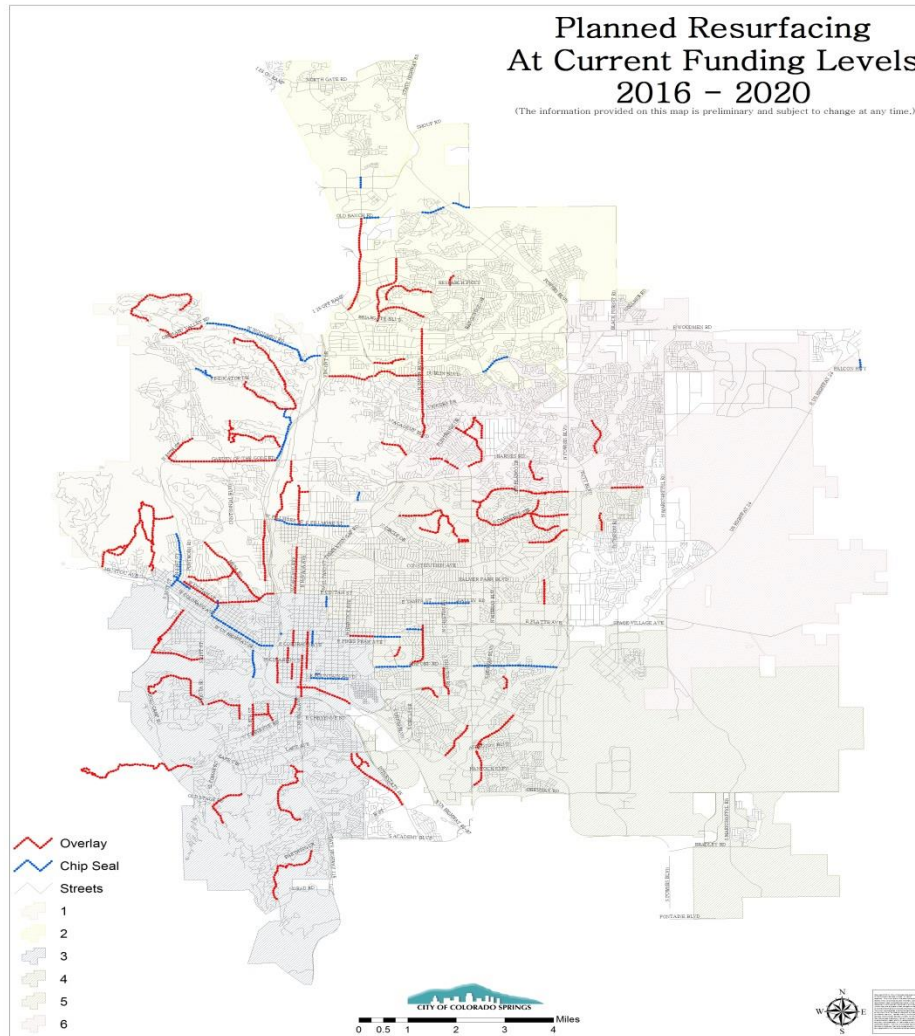


# 2020 PMA

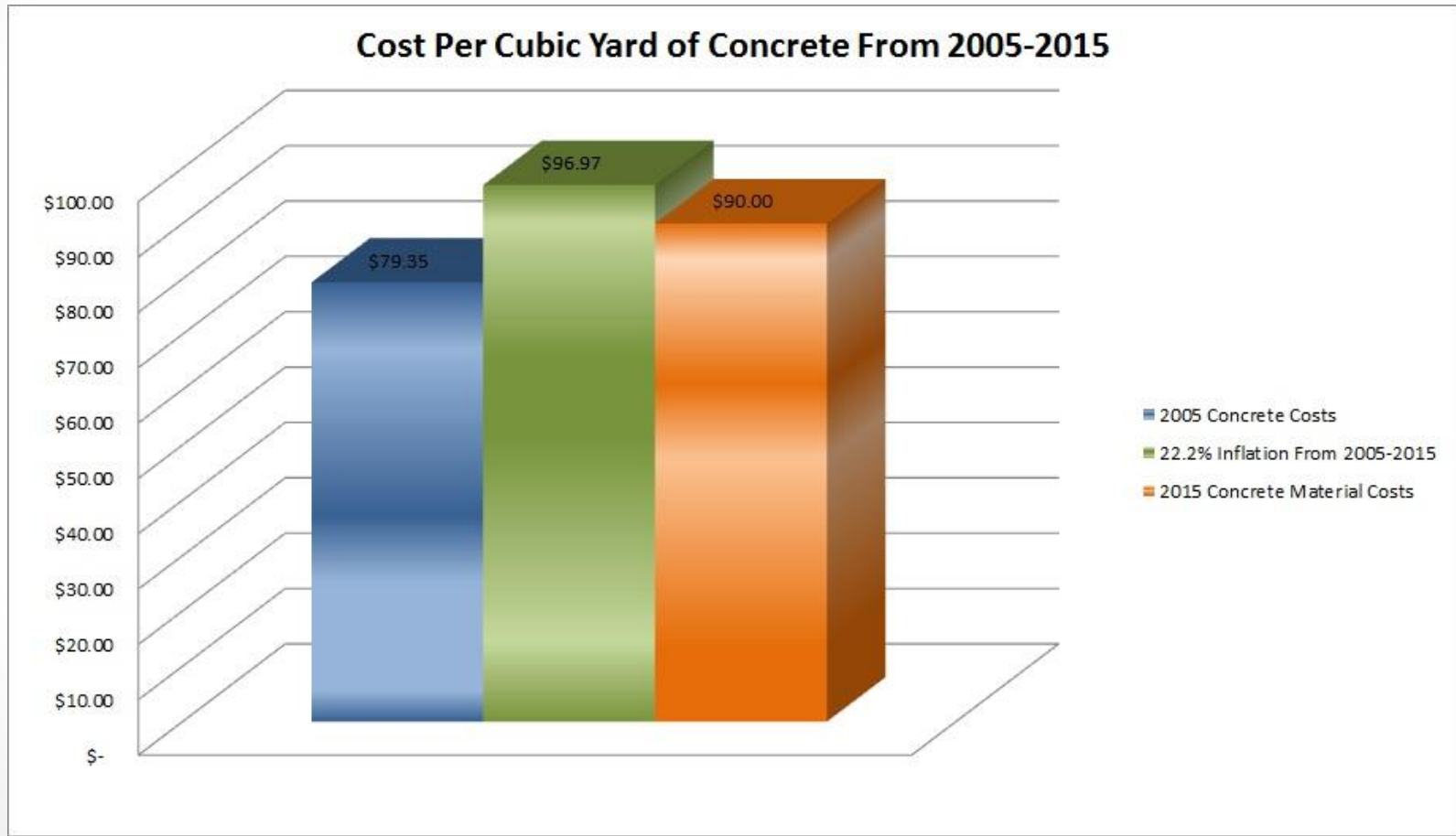
## 2020 Forecasted Maintenance Identification at Current Funding Levels



# Funding Map 2016 - 2020

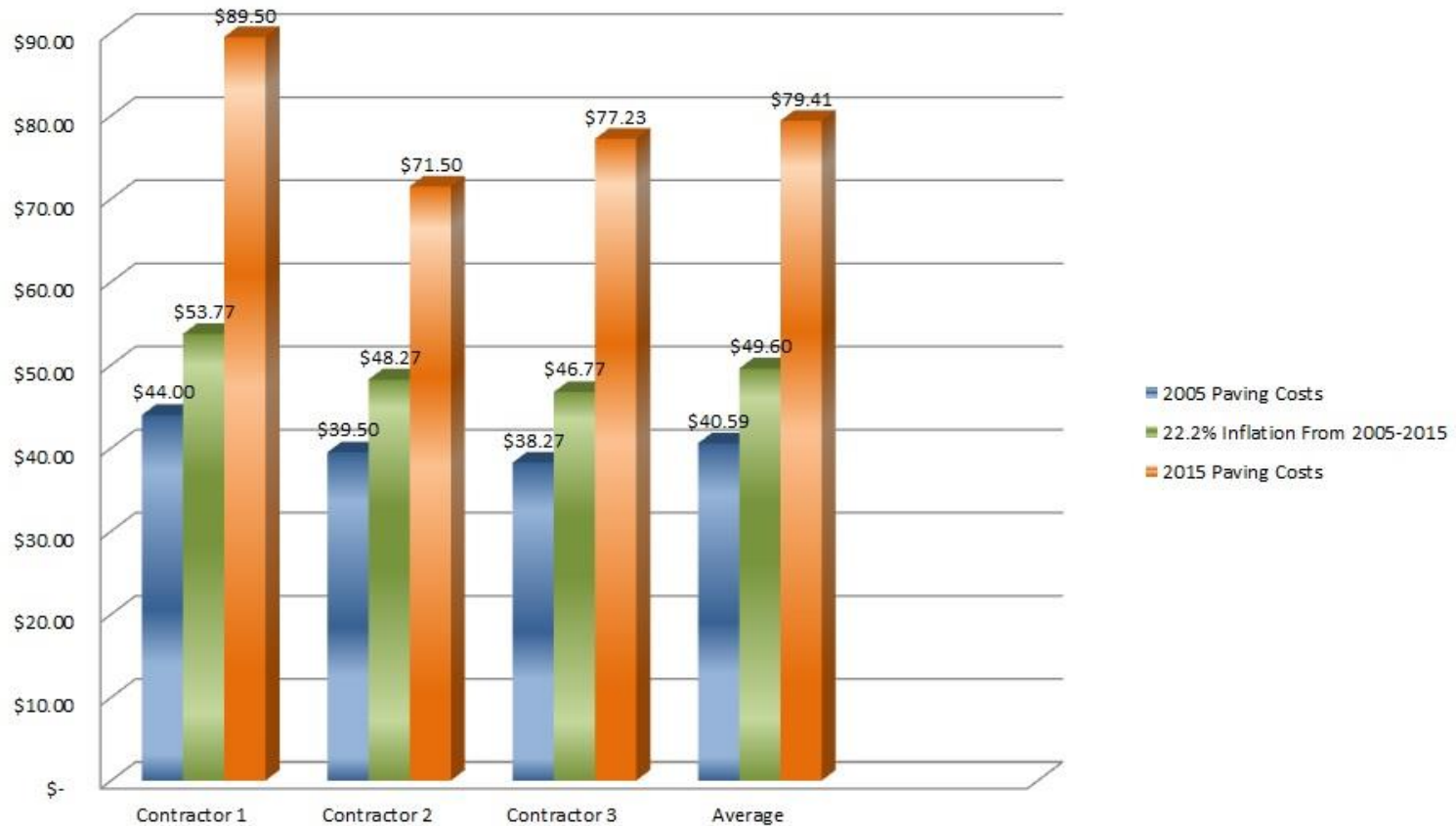


# Purchasing Power - Concrete



# Purchasing Power - Asphalt

Cost of Contracted Paving Per Ton In Place From 2005-2015



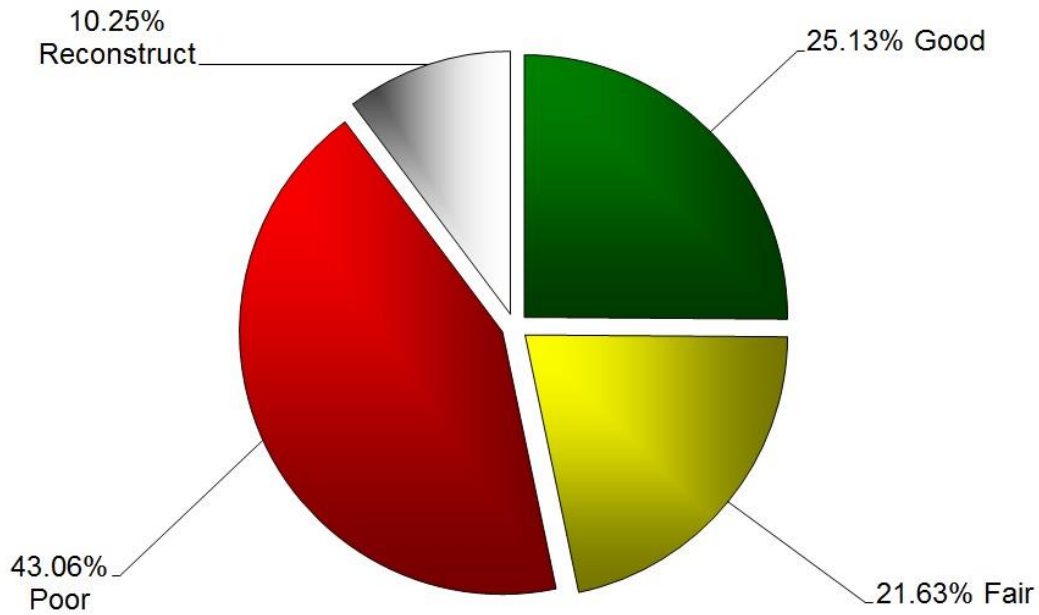
# Ballot Measure

- Potential Revenue Generated ~\$50M annually (0.62%)
- Estimated that ~18% of roadway infrastructure paved in years 1-5. (Ballot Funded)
- Estimated that ~28% of roadway infrastructure chip sealed in years 1-5. (PPRTA Funded)
- Total estimated resurfaced roadway in years 1-5 ~ 46% of network.



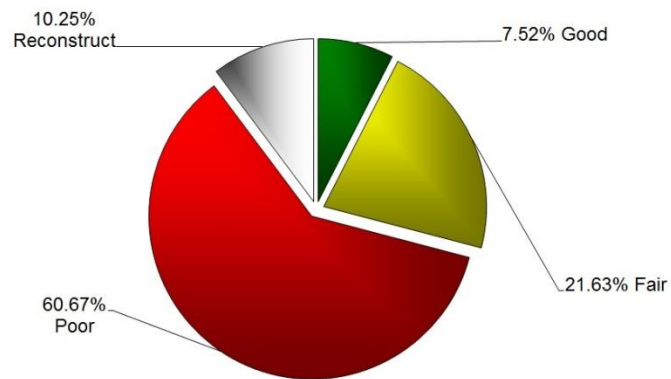
# 2020 Proposed PMA

2020 Forecasted Maintenance Identification  
at .62% Sales Tax

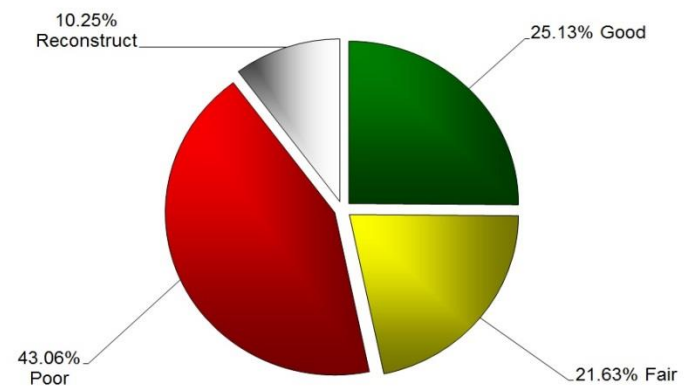


# Comparison: Current Funding vs. Ballot Measure

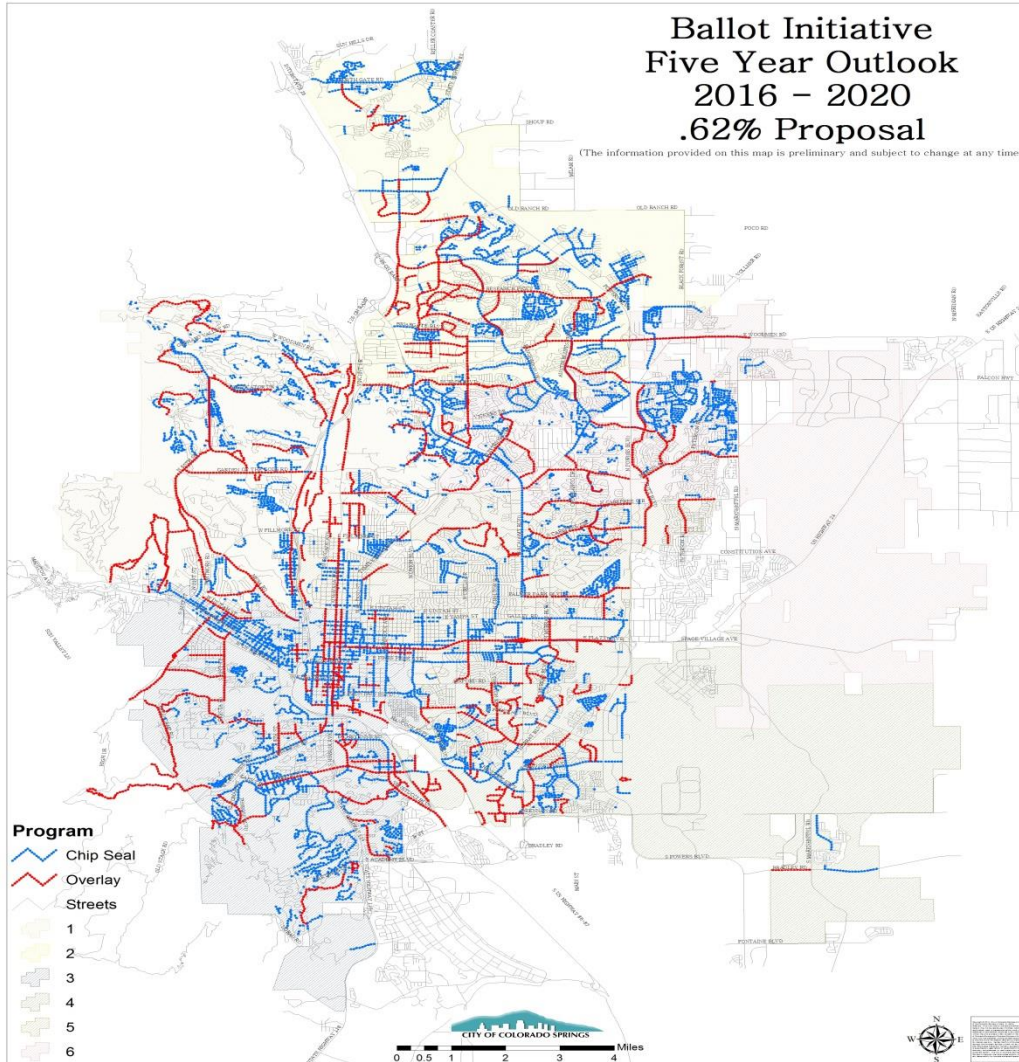
2020 Forecasted Maintenance Identification  
at Current Funding Levels



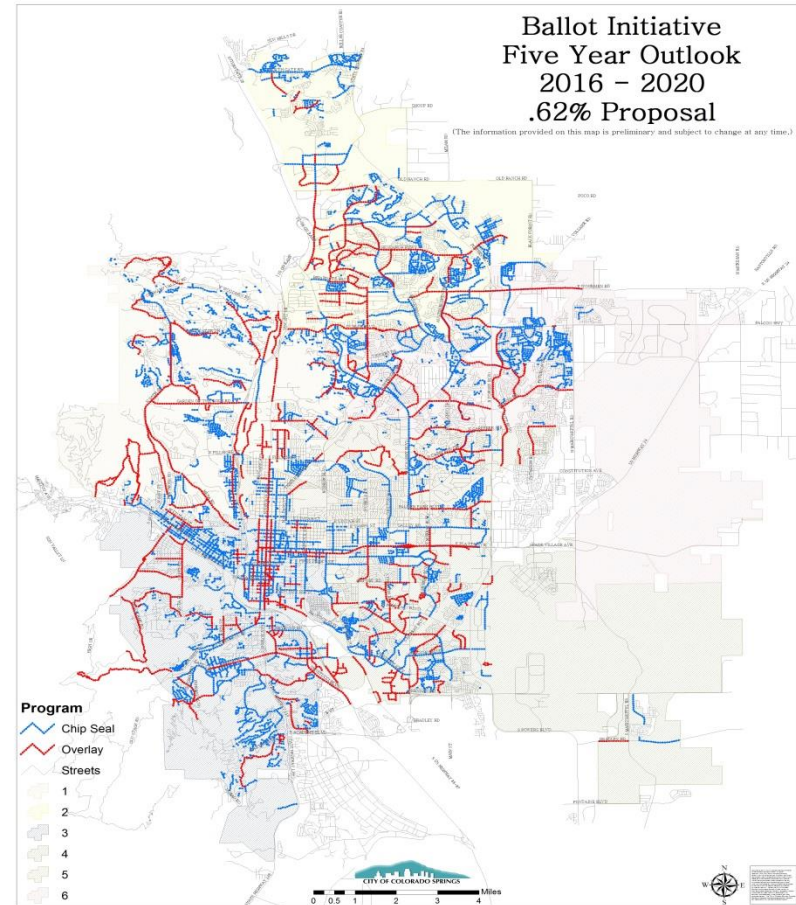
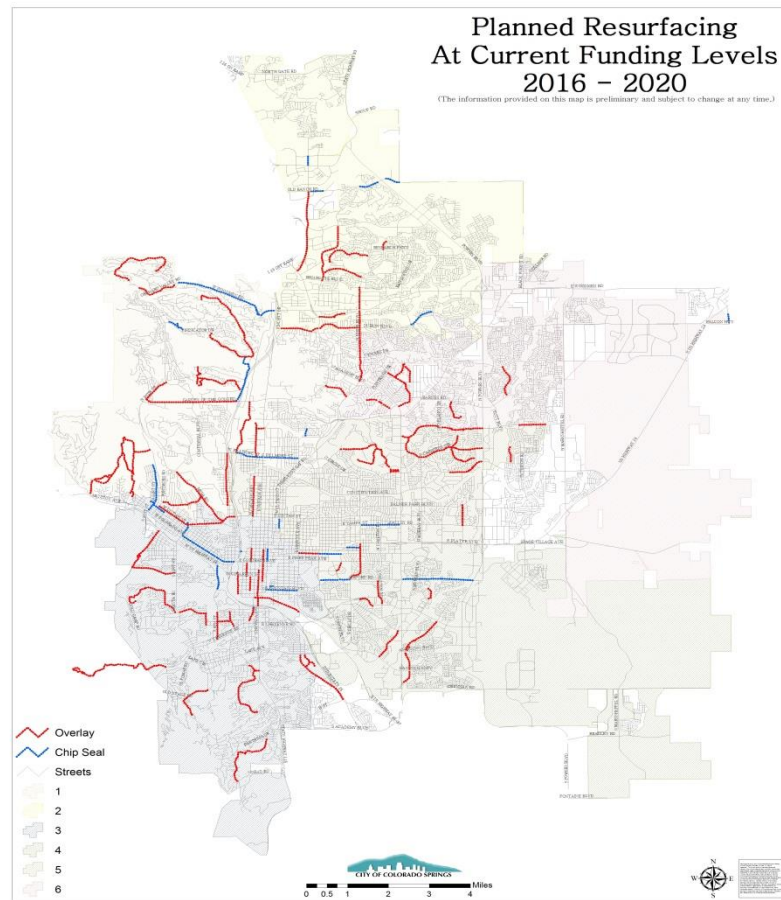
2020 Forecasted Maintenance Identification  
at .62% Sales Tax



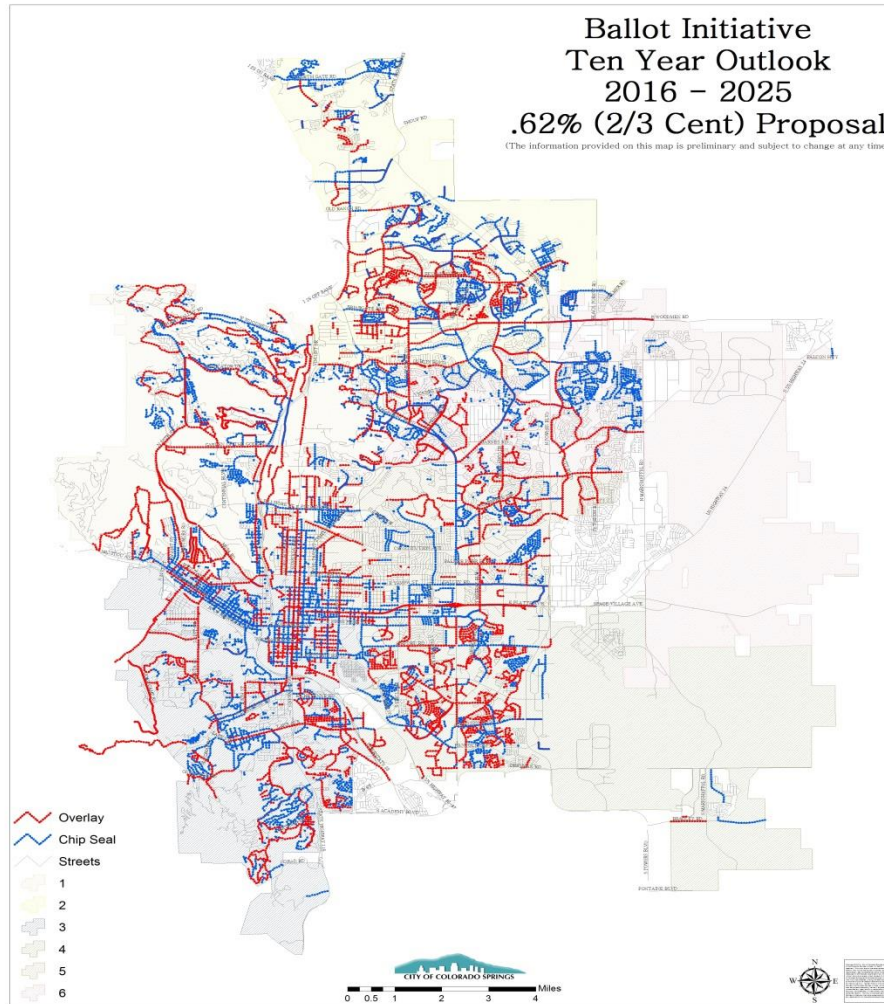
# Ballot Measure - 2020 Map, Years 1-5



# Comparison: Current Funding vs. Ballot Measure



# Ballot Measure - 2026 Map, Years 6-10



# Continued Transportation Spending

- Per the Proposed Resolution, the City will maintain General Fund spending on repair and maintenance of roads at the average of the annual spending 2012-2014
  - Initial estimate ~\$2.3M to \$2.5M (further review of City Auditor)
- Per the PPRTA ballot measure, the City will continue to spend its maintenance allocation on PPRTA approved maintenance, repair and operations
- Per State Statutes, the City will continue to spend designated transportation funds (e.g. HUTF, HUTF FASTER, Road & Bridge mill levy) on approved transportation activities

# Ballot Question

- SHALL CITY TAXES BE INCREASED TEMPORARILY \$50,000,000 ANNUALLY BY LEVYING 0.62% SALES/USE TAX FOR ROAD REPAIRS/IMPROVEMENTS TO TERMINATE 12/31/2020, CONSTITUTING A VOTER-APPROVED REVENUE CHANGE EXEMPT FROM SPENDING/REVENUE LIMITATIONS?

YES

NO

# Ballot Text

- If approved, the City of Colorado Springs shall be authorized to temporarily increase its sales and use tax by 0.62% (6.2 pennies on a \$10 purchase) for five years to fund only road repairs and improvements, and be permitted to retain all such revenues generated and to expend the same only for road repairs and improvements, exempt from spending and revenue limitations. If this question is approved, the existing sales and use tax rate of 2.5% established by the City Code will be increased by 0.62% dedicated to road repairs and improvements to make an effective City tax rate of 3.12% as of January 1, 2016. This tax will sunset (expire) exactly five (5) years from the date of its implementation and will not affect or apply to purchases of food for domestic home consumption, prescriptions, residential utility bills or other items exempt from City sales and use tax under the City Code. This temporary increase in sales and use tax revenue will be placed in a dedicated fund to be used only for funding the cost to repair roads and streets throughout all areas of the City, including cost of road reconstruction where severe deterioration does not allow repair. The repair work will be contracted out to the private sector.