



## Legislation Details (With Text)

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**Title:** Resolution Endorsing Extension of the Pikes Peak Rural Transportation Authority Capital Program

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Date	Ver.	Action By	Action	Result
8/23/2022	3	City Council	adopted	Pass
8/8/2022	3	City Council Work Session	referred	
6/28/2022	1	City Council	received	
6/13/2022	1	City Council Work Session	referred	

### Resolution Endorsing Extension of the Pikes Peak Rural Transportation Authority Capital Program

**Presenter:**

Gayle Sturdivant, P.E., City Engineer/Deputy Public Works Director, Public Works Department  
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 Tim Roberts, Transportation Planning Program Manager, Public Works Department

**Summary:**

The Pikes Peak Rural Transportation Authority (PPRTA) Board of Directors (Board) has prepared a ballot question for the November 8, 2022, election to extend the fifty-five percent of the one-cent sales tax for transportation capital improvements for a period of ten (10) years. The ballot language includes both A-list and B-list priority projects. Funds under this extension can only be applied to the projects identified in the ballot. Funds are applied to projects on the A-list first. Once all A-list projects are funded, remaining funds can be applied to B-list projects.

The City went through an extensive public engagement process, collaborated with the City's Citizen Transportation Advisory Board (CTAB), and completed a technical evaluation before recommending projects to the PPRTA Board for inclusion on the ballot. The ballot includes 24 projects and 21 capital programs on the A-list for the City of Colorado Springs.

The City's projects include a wide variety of capital projects including reconstruction of bridges and streets, filling in transportation network gaps, signal upgrades, corridor improvements, sidewalk and trail construction, and transit enhancements. Five projects and two programs on the A-list are identified for regional collaboration, in which than one PPRTA member government may participate.

Staff is presenting the draft ballot language with the projects identified by all PPRTA member governments.

**Background:**

The PPRTA was initially approved by the voters in 2004. PPRTA funding consists of a one-cent sales tax and is divided into three funding areas: 35% for maintenance, 10% for transit operations, and 55% for capital improvements. The maintenance and transit portions of the funding are perpetual unless rescinded by voters. The capital improvements portion had an initial sunset in 2014; however, in 2012 voters extended the capital improvements portion to 2024.

Staff presented the initial capital list recommendations to City Council on March 7, 2022, for informal endorsement. Projects presented at that time were identified on the A-list and recommended for PPRTA capital funding. Projects on the A/B-list were highly recommended for PPRTA capital funding but may not advance to the A-list due to fiscal constraints. Finally, projects on the B-list were denoted as important projects for the City and should be considered for PPRTA capital funding once the A-list projects are fully funded.

Following the presentation, construction cost estimates, total project cost estimates, and further technical evaluations were completed. The PPRTA Board directed staff to plan for \$592M in capital funding for City projects during the extension, and fiscal constraints were applied to the A-list projects. Some of the City's initial A-list projects were reduced in scope of work or moved down to B-list priority projects to meet fiscal constraints. Project lists were presented to the PPRTA Citizen's Advisory Committee (CAC) and Board in May, June, and July 2022 for their review and consideration.

Staff presented updated project lists at the June 13, 2022, City Council Work Session and the June 28, 2022, City Council Regular Meeting. Following the June 28, 2022, meeting, staff was given a second informal endorsement of the project list. The project lists were finalized and accepted by the PPRTA Board on July 13, 2022.

Draft ballot language was prepared by the PPRTA attorney for review and consideration by the PPRTA and member government staffs. Following input from the member governments, it is anticipated the PPRTA Board will finalize and certify the language on August 10, 2022, for inclusion on the November 8, 2022, ballot.

Changes to the City's projects once incorporated into the draft ballot include the following:

- Added clarifying descriptors, such as reconstruction and improvements, to project titles to provide further clarity.
- Renamed the B-list 31st St Bridge Reconstruction over Camp Creek - Bijou St to Fountain Creek project for consistency with other bridge projects.
- Renamed the Ridge Rd/Midland Trail Grade Separation at US24 project.
- Combined two trail connection projects into one project to provide clarity. Projects were

previously “Trail Connection Shooks Run to Rock Island Railroad - Constitution Ave to Palmer Park Blvd” and “Patty Jewett New Trail - Cache La Poudre St along Shooks Run to Patty Jewett Golf Course,” and are now collectively referred to as the “New Trail Connection - South Edge of Patty Jewett Golf Course at Shooks Run to Rock Island Trail at Union Blvd.”

- Renamed Old Ranch Rd Shoulders and Sidewalk Improvements - Kettle Creek to Lexington Dr project.
- Renamed the B-list 8th St/Cheyenne Blvd Intersection Improvements project.
- Other minor clerical corrections.

Changes to projects from other member governments may occur.

Staff requests informal endorsement of the PPRTA extension ballot language, which includes the project lists for all member governments.

Staff will present the certified ballot language to City Council on August 23, 2022, for formal endorsement.

#### **Previous Council Action:**

Resolution 227-04 supporting the November 2, 2004, ballot issue to create the Pikes Peak Rural Transportation Authority.

Resolution 109-12 endorsing extension of the Pikes Peak Rural Transportation Authority Capital Program in 2012.

Informal endorsement of the City’s initial project list on March 7, 2022.

Informal endorsement of the City’s project list on June 28, 2022.

#### **Financial Implications:**

The PPRTA capital improvement revenue estimate for the City is \$592M over a 10-year period (average \$59.2M per year). The majority of the projects on the proposed PPRTA project lists need to be completed regardless of funding source. Without the PPRTA capital funding extension, the City would need to invest an additional \$59.2M annually for transportation projects.

#### **City Council Appointed Board/Commission/Committee Recommendation:**

Starting in August 2021, CTAB worked on the project scoring criteria and later scored the projects. On December 7, 2021, CTAB finalized the scoring criteria. Between December 13, 2021, and January 4, 2022, CTAB members scored the proposed projects. CTAB scores were discussed on January 14, 2022. On February 1, 2022, CTAB reviewed the Consultant and CTAB rankings with the Supplemental Community Input scores provided by staff. CTAB voted 6-2 to reaffirm their scores and provided further input for staff to reconsider the Supplement Community Input score for two projects.

The PPRTA CAC approved the draft project lists on May 4, 2022, and on June 1, 2022. The PPRTA Board approved the draft project lists on May 11, 2022, and June 8, 2022. The CAC and PPRTA Board approved the final project lists for inclusion on the ballot on July 6 and July 13, 2022, respectively.

#### **Stakeholder Process:**

Staff and CTAB relied upon the extensive public engagement efforts from ConnectCOS to develop the project lists. Staff has responded to numerous requests for project list information. Further stakeholder engagement has taken place at the June and July PPRTA CAC and Board meetings and the June 28, 2022, City Council meeting.

**Alternatives:**

Future action could be one of the following:

Disapproval of the Resolution would refrain from endorsing the ballot language proposed by PPRTA.

Approval of the Resolution would endorse the ballot language proposed by the PPRTA Board for the November 2022 election.

**Proposed Motion:**

Future motion could be the following:

Recommend endorsement of the referred PPRTA ballot language for the November 2022 election to extend the fifty-five percent of the one-cent sale tax for transportation capital improvements for a period of 10 years (2025 to 2034).

N/A