



**Pikes Peak Rural Transportation Authority**

**Proposed 2012 Budget**

**Public Hearing date: December 14, 2011  
At the Pikes Peak Area Council of Governments  
15 South 7<sup>th</sup> Street, Colorado Springs, CO 80905**

# Table of Contents

Section I	
Summary comments.....	1-2
2012 Budget Calendar.....	3
2012 Budget Revenue Projection .....	4
2012 Comparison to 2011 Budget.....	5-6
Revenue & Expense Summary with Estimated Carryover.....	7-8
2012 Construction Inflation Projection.....	9-10
Capital Project Ten Year Summary.....	11-12
Section II	
Mountain Metropolitan Transit.....	13-15
Section III	
City of Colorado Springs .....	16-28
Section IV	
El Paso County .....	29-32
Section V	
City of Manitou Springs.....	33-34
Section VI	
Town of Green Mountain Falls.....	35
Section VII	
Town of Ramah.....	36
Section VIII	
Administration.....	37-38
Section IX	
Estimated Reserve Schedule.....	39



The Pikes Peak Rural Transportation Authority was formed in November 2004 when voters in Colorado Springs, Manitou Springs, Green Mountain Falls and El Paso County approved a one percent sales tax to address infrastructure and transit needs in the region. In November 2008 the voters of Ramah voted to join the Pikes Peak RTA. The RTA tax revenue is divided into three categories: 55% capital improvements, 35% maintenance, and 10% transit.

The Pikes Peak Rural Transportation Authority draft 2012 Budget will be presented to the Citizen Advisory Committee on November 2 and to the Board on November 9, 2011. Sales and Use Tax revenue for the Fiscal year 2012 is projected to be \$69,000,000 which reflects no increase above the 2011 amended revenue budget. Page 4 contains an illustration of the foundation of the 2012 revenue calculation and allocation among the member governments.

**Mountain Metropolitan Transit** budgets for 10% of PPRTA net revenue in the amount of \$6,794,000 and estimated fare box and advertising revenue of \$3,122,840 for total Transit revenue of \$9,916,840.

**Maintenance** activities receive 35% of the PPRTA net revenue or \$23,779,000. The percentage allocation amongst the member governments is based on the last 2010 Federal

decennial census and is summarized on the following page. The Board approved the appropriation of \$1,000,000 of non-TABOR reserve for a City of Colorado Springs critical bridge repair in 2009 that is not budgeted to be paid back to reserves in 2012.

**Capital improvements** receive 55% of the PPRTA net revenue or \$37,367,000. The ten year summary is included in the draft budget on page 11. Project costs due to construction inflation are not estimated to increase in the 2012 budget.

**Administration** expenses are budgeted for \$540,000 or .75% of budgeted revenues.

Additionally, Public outreach activities are budgeted for \$50,000 for a total of \$590,000, or .82 of the allowable 1% stated in the ballot measure language. Administrative funds budgeted and not expended are returned, and then allocated to Transit, Maintenance and Capital improvements (10%, 35%, and 55%) respectively in the following year.

## **Pikes Peak RTA 2012 Budget Calendar**

1. CAC recommends budget calendar..... 9/07/11
2. Board sets budget calendar ..... 9/14/11
3. Member governments submit budget requests to PPRTA staff..... 9/23/11
4. PPRTA staff meets with member governments to discuss requests .....9/26/11-09/30/11
5. Draft Budget is Delivered to Board; Board sets Public Hearing date via authorization to publish..... 10/12/11
6. Draft budget is presented to the CAC; CAC holds budget workshop ..... 11/02/11
7. Draft Budget is presented to the Board with input from CAC..... 11/09/11
8. Board holds Budget Public Hearing and approves budget via Resolution ..... 12/14/11

**Pikes Peak Rural Transportation Authority  
2012 Budget Revenue Projection**

	<u>Revised</u>
1 2011 Sales & Use Tax Revenue Projection	\$69,000,000
2 Estimated increase of Sales and Use Tax Projection	<u>0</u>
3 Projected 2012 Sales & Use Tax Revenue	69,000,000
4 Add: Estimated Interest to be earned on PPRTA funds	170,000
5 Less: Sales and Use Tax collection costs	(290,000)
6 PPRTA administrative costs	(590,000)
7 November 2012 ballot costs (pending PPRTA Board approval)	(350,000)
8 Add/(subtract) Reserve adjustment	<u>0</u>
9 Net Revenue excluding fare box revenue	<u>67,940,000</u>
10 Transit	10% 6,794,000
11 Maintenance	35% 23,779,000
12 Capital	55% 37,367,000
	<u>67,940,000</u>

	2010 Census %	Maintenance Allocation	2010 Census population
13 Maintenance allocation: (note)			
14 Green Mountain Falls	0.1089%	25,896	640
15 Manitou Springs	0.8494%	201,986	4,992
16 Colorado Springs	70.8586%	16,849,475	416,427
17 El Paso County	28.1621%	6,696,666	165,505
18 Ramah	0.0209%	4,977	123
	<u>100.0000%</u>	<u>23,779,000</u>	<u>587,687</u>

19 Capital allocation:	<u>37,367,000</u>
20 Green Mountain Falls	0
21 Manitou Springs	0
22 Colorado Springs	22,538,899
23 El Paso County	<u>14,828,101</u>
	<u>37,367,000</u>
24 Transit allocation	6,794,000
25 Add: Estimated fare box revenue	3,122,840
	<u>9,916,840</u>

Note: In the event that the Town of Green Mountain Falls' appeal to the Federal Census Bureau is successful, the PPRTA Board may revise the maintenance allocation. (per Board policy 22)



**Pikes Peak Rural Transportation Authority  
2012 Budget Compared to 2011 Amended Budget  
Revenue and Expense Summary**

	2011 Amended Budget	2012 Original Budget	Difference
<b>Revenue</b>			
<b>Tax Collections:</b>			
<b>Capital:</b>			
City of Colorado Springs	23,679,539	22,694,820	(984,719)
El Paso County	13,597,261	14,930,680	1,333,419
	<u>37,276,800</u>	<u>37,625,500</u>	<u>348,700</u>
<b>Maintenance:</b>			
Town of Green Mountain Falls	38,310	26,077	(12,233)
City of Manitou Springs	246,823	203,379	(43,444)
City of Colorado Springs	17,885,849	16,966,044	(919,805)
El Paso County	5,544,830	6,742,995	1,198,165
Ramah	5,788	5,005	(783)
	<u>23,721,600</u>	<u>23,943,500</u>	<u>221,900</u>
<b>Public Transportation</b>	<u>6,777,600</u>	<u>6,841,000</u>	<u>63,400</u>
<b>Reserve</b>	689,000	0	(689,000)
<b>Administration allocation of Tax Revenue</b>	535,000	590,000	55,000
<b>Total Tax Revenue</b>	<u>69,000,000</u>	<u>69,000,000</u>	<u>0</u>
<b>Less Sales &amp; Use Tax Collection expenses</b>	(290,000)	(290,000)	0
<b>Ballot Measure Costs</b>	0	(350,000)	(350,000)
<b>Total Tax Collection &amp; Ballot Measure Costs</b>	<u>(290,000)</u>	<u>(640,000)</u>	<u>(350,000)</u>
<b>Net Revenue before Other Income</b>	<u>68,710,000</u>	<u>68,360,000</u>	<u>(350,000)</u>
<b>Other Revenue Sources:</b>			
Public Transportation fare and other revenue	2,730,000	3,122,840	392,840
Interest Earnings	170,000	170,000	0
<b>Revenue before Reserve adjustment</b>	<u>71,610,000</u>	<u>71,652,840</u>	<u>42,840</u>
<b>Expenditures</b>			
<b>Administrative</b>	535,000	590,000	55,000
<b>Public Transportation</b>	9,495,600	9,916,840	421,240
<b>Maintenance</b>			
Town of Green Mountain Falls	38,243	25,896	(12,347)
City of Manitou Springs	246,386	201,986	(44,400)
City of Colorado Springs	17,854,181	16,849,475	(1,004,706)
El Paso County	5,535,012	6,696,666	1,161,654
Ramah	5,778	4,977	(801)
	<u>23,679,600</u>	<u>23,779,000</u>	<u>99,400</u>

	2011 Amended Budget	2012 Original Budget	Difference
<b>Capital</b>			
<i>Town of Green Mountain Falls</i>			
Ute Pass Widening	0	0	0
<i>City of Manitou Springs</i>			
Manitou Ave Improvements	0	0	0
<i>City of Colorado Springs</i>			
S. Metro Accessibility, Phase I	20,022,083	1,712,094	(18,309,989)
Constitution/Circle Drive Improvements	0	0	0
Congestion/Incident Mgmt. Signal Improvement	258,565	503,438	244,873
Powers Blvd Right of Way Protection	0	0	0
Roadway Safety and Traffic Operations	965,489	1,394,408	428,919
Pikes Peak Greenway Improvements	0	0	0
Woodmen Rd Widening & Interchange	0	2,330,620	2,330,620
On Street Bikeway Improvements	270,087	112,041	(158,046)
Fillmore Street Corridor (I-25 to Centennial)	400,000	3,451,114	3,051,114
Vincent Drive Bridge	612,931	4,073,320	3,460,389
Vincent Drive Extension	0	5,732	5,732
30th Street Corridor Safety Improvements	0	0	0
Austin Bluffs Corridor Improvements (Nevada to Academy)	200,000	4,337,713	4,137,713
Austin Bluffs Corridor Improvements (Barnes to Old Farm)	0	985,200	985,200
Austin Bluffs Bridge Widening		509,417	509,417
Hancock Avenue Bridge	896,616	2,973,802	2,077,186
25th Street Bridge		50,000	50,000
Garden of the Gods and Chestnut		100,000	100,000
	<u>23,625,771</u>	<u>22,538,899</u>	<u>(1,086,872)</u>
<i>El Paso County</i>			
County Line Road Upgrade	978,624	(204,928)	(1,183,552)
Hodgen Rd upgrade to Arterial (Roller Coast to Eastonville)	8,921,843	200,001	(8,721,842)
Marksheffel Road (PAFB to Black Forest)	2,174,369	0	(2,174,369)
Marksheffel Road (Mesa Ridge to SH94)	0	3,810,573	3,810,573
S. Metro Accessibility, Phase I		(1,900)	(1,900)
Meridian Road Extension (Falcon to US 24)	334,333	0	(334,333)
County Line Rd (I-25 to Furrow)		2,396,661	2,396,661
Meridian Road Widening (Woodmen to Rex Drive)	527,554	2,568,329	2,040,775
Stapleton/Judge Orr Extension (Eastonville to US 24)	300,000	0	(300,000)
Stapleton/Judge Orr Extension (US24 to Curtis Rd)	0	1,741,215	1,741,215
Baptist Rd (Mitchell to I-25)	200,000	844,729	644,729
Baptist Rd RR Crossing	148,306	3,473,421	3,325,115
	<u>13,585,029</u>	<u>14,828,101</u>	<u>1,243,072</u>
<b>Total Capital Expenditures</b>	<u>37,210,800</u>	<u>37,367,000</u>	<u>156,200</u>
<b>Total Projects and Transportation expenses</b>	<u>70,386,000</u>	<u>71,062,840</u>	<u>676,840</u>
<b>Total</b>	<u>70,921,000</u>	<u>71,652,840</u>	<u>731,840</u>
<b>Revenue Over/(Under) Expenditures</b>	<b>689,000</b>	<b>0</b>	<b>(689,000)</b>
<b>Reserve</b>			
Addition to reserve based on revenue	689,000		(689,000)
Replenish reserve for appropriation for Specialized Transit Board appropriation of reserves	0		0
	0		0
<b>Total Reserve</b>	<u>689,000</u>	<u>0</u>	<u>(689,000)</u>
<b>Revenue Over/(Under) Expenditures &amp; Reserve</b>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>



**Pikes Peak Rural Transportation Authority  
2012 Budget and 2011 Estimated Fund Balance  
Revenue and Expense Summary**

	<b>2011 Estimated Expenditure Carryover</b>	<b>2012 Original Budget</b>	<b>Total</b>
<b>Revenue</b>			
<b>Tax Collections:</b>			
<b>Capital:</b>			
City of Colorado Springs		22,694,820	22,694,820
El Paso County		14,930,680	14,930,680
		<u>37,625,500</u>	<u>37,625,500</u>
<b>Maintenance:</b>			
Town of Green Mountain Falls		26,077	26,077
City of Manitou Springs		203,379	203,379
City of Colorado Springs		16,966,044	16,966,044
El Paso County		6,742,994	6,742,994
Ramah		5,005	5,005
		<u>23,943,500</u>	<u>23,943,500</u>
<b>Public Transportation</b>		<u>6,841,000</u>	<u>6,841,000</u>
<b>Reserve</b>		0	0
<b>Administration allocation of Tax Revenue</b>		590,000	590,000
<b>Total Tax Revenue</b>		<u>69,000,000</u>	<u>69,000,000</u>
<b>Less Sales &amp; Use Tax Collection expenses <sup>1</sup></b>		(290,000)	(290,000)
<b>Ballot Measure Costs</b>		(350,000)	(350,000)
<b>Total Tax Collection &amp; Ballot Measure Costs</b>		<u>(640,000)</u>	<u>(640,000)</u>
<b>Net Revenue before Other Income</b>		<u>68,360,000</u>	<u>68,360,000</u>
<b>Other Revenue Sources:</b>			
Public Transportation fare and other revenue		3,122,840	3,122,840
Interest Earnings		170,000	170,000
<b>Revenue before Reserve adjustment</b>		<u>71,652,840</u>	<u>71,652,840</u>
<b>Expenditures</b>			
<b>Administrative</b>	0	590,000	590,000
<b>Public Transportation</b>	5,574,026	9,916,840	15,490,866
<b>Maintenance</b>			
Town of Green Mountain Falls	0	25,896	25,896
City of Manitou Springs	146,838	201,986	348,824
City of Colorado Springs	2,475,418	16,849,475	19,324,893
El Paso County	230,000	6,696,666	6,926,666
Ramah	5,000	4,977	9,977
	<u>2,857,256</u>	<u>23,779,000</u>	<u>26,636,256</u>

	2011 Estimated Expenditure Carryover	2012 Original Budget	Total
<b>Capital</b>			
<i>Town of Green Mountain Falls</i>			
Ute Pass Widening	0	0	0
<i>City of Manitou Springs</i>			
Manitou Ave Improvements	483,928	0	483,928
<i>City of Colorado Springs</i>			
S. Metro Accessibility, Phase I	2,074,950	1,712,094	3,787,044
Constitution/Circle Drive Improvements	4,454	0	4,454
Congestion/Incident Mgmt. Signal Improvement	63,000	503,438	566,438
Powers Blvd Right of Way Protection	229,098	0	229,098
Roadway Safety and Traffic Operations	573,000	1,394,408	1,967,408
Pikes Peak Greenway Improvements	396,785	0	396,785
Woodmen Rd Widening & Interchange	40,000	2,330,620	2,370,620
On Street Bikeway Improvements	400,000	112,041	512,041
Fillmore Street Corridor (I-25 to Centennial)	100,000	3,451,114	3,551,114
Vincent Drive Bridge	1,895,677	4,073,320	5,968,997
Vincent Drive Extension	0	5,732	5,732
30th Street Corridor Safety Improvements	40,749	0	40,749
Austin Bluffs Corridor Improvements (Nevada to Academy)	227,949	4,337,713	4,565,662
Austin Bluffs Corridor Improvements (Barnes to Old Farm)	2,016	985,200	987,216
Austin Bluffs Bridge Widening	0	509,417	509,417
Hancock Avenue Bridge	617,720	2,973,802	3,591,522
25th Street Bridge	0	50,000	50,000
Garden of the Gods and Chestnut	0	100,000	100,000
	<u>6,665,398</u>	<u>22,538,899</u>	<u>29,204,297</u>
<i>El Paso County</i>			
County Line Road Upgrade	204,928	(204,928)	0
Hodgen Rd upgrade to Arterial (Roller Coast to Eastonville)	3,368,807	200,001	3,568,808
Marksheffel Road (PAFB to Black Forest)	200,000	0	200,000
Marksheffel Road (Mesa Ridge to SH94)	0	3,810,573	3,810,573
S. Metro Accessibility, Phase I	1,900	(1,900)	0
Meridian Road Extension (Falcon to US 24)	334,333	0	334,333
County Line Rd (I-25 to Furrow)	1,793,172	2,396,661	4,189,833
Meridian Road Widening (Woodmen to Rex Drive)	670,000	2,568,329	3,238,329
Stapleton/Judge Orr Extension (Eastonville to US 24)	109,682	0	109,682
Stapleton/Judge Orr Extension (US24 to Curtis Rd)	0	1,741,215	1,741,215
Baptist Rd (Mitchell to I-25)	100,000	844,729	944,729
Baptist Rd RR Crossing	48,000	3,473,421	3,521,421
	<u>6,830,822</u>	<u>14,828,101</u>	<u>21,658,923</u>
<b>Total Capital Expenditures</b>	<u>13,980,148</u>	<u>37,367,000</u>	<u>51,347,148</u>
<b>Total Projects and Transportation expenses</b>	<u>22,411,430</u>	<u>71,062,840</u>	<u>93,474,270</u>
<b>Total</b>	<u>22,411,430</u>	<u>71,652,840</u>	<u>94,064,270</u>
<b>2011 Fund Balance net of reserves</b>	<u>22,411,430</u>		
<b>Revenue Over/(Under) Expenditures</b>		0	(22,411,430)
<b>Reserve</b>			
Addition to reserve based on revenue	0		0
Replenish reserve for appropriation for Specialized Transit	0		0
Board appropriation of reserves	0		0
<b>Total Reserve</b>	<u>0</u>	<u>0</u>	<u>0</u>
<b>2012 Beginning Fund Balance</b>	<u>\$22,411,430</u>		<u>\$22,411,430</u>
<b>Revenue Over/(Under) Expenditures &amp; Reserve</b>		<u>\$0</u>	<u>\$0</u>

Notes:

1. Includes \$50,000 for special sales tax collection efforts



## CITY OF COLORADO SPRINGS

City Engineering

**DATE:** September 23, 2011  
**TO:** Mike Chaves, P.E. – Acting City Engineer  
**FROM:** Dino Bakkar, P.E. – City PPRTA  
**SUBJECT:** 2012 Construction Inflation Projection

The following is a summary of our research to date on heavy construction inflation with a recommendation for the PPRTA Capital Project budget increase for 2012.

The research for this year's survey includes the Colorado Department of Transportation (CDOT) Construction Cost Index (CCI), the City of Colorado Springs Streets Maintenance, the consumer price index (CPI) inflation factor for Denver/Boulder, cost data per the Engineering News Record (ENR-Denver), and Associated General Contractors (AGC)

1. **Colorado Department of Transportation (CDOT):** The highway Construction Cost Index (CCI) - Price Trends Tabulation, for the weighted Average Composite Index, shows an annual increase through the second quarter of 2011 by 15.9%.
2. **City of Colorado Springs Overlay Costing:** Indicated an increase of 9.8% in SX mix overlay from 2010 to 2011 reflecting the increase experienced in oil prices. City in-house asphalt material was purchased at an increase of 6.5%.
3. **Consumer Price Index (CPI) - Denver/Boulder:** Indicates 2011 estimated increase at 2.7%.
4. **Engineering News Record (ENR):** The one-year Construction Cost Index increase for the Denver area through August 2011 was estimated at 8.2%.
5. **US Department of Labor and Associated General Contractors Producer (AGC):** Both agencies participate in establishing and publishing a Producer Price Indexes (PPIs). Select items are reviewed with specific relevance to the construction industry. Index analysis results indicate a 0.4% increase in inflation from July 2010 to July 2011.

The CDOT CCI reflected inflation rate of 15.9%. The ENR also tracks a statewide construction index and includes a broader range of construction data and has reported an increase of 7.8% inflation. Local City mill and overlay and in-house asphalt material purchase has experienced an inflation of 9.8% and 6.5%, respectively.

Based on the mix of local and state indicators, it is expected that 2012 local construction costs will experience a similar trend and follow suit. The average of all the data establishes a potential increase of 7.0% inflation rate for year 2012; however, since most of the large PPRTA projects have either been completed or are currently under contract, and the local economy tax revenue projections remain close to 0.0%, it is recommended at this point to hold a 0.0% construction escalation rate.

30 South Nevada Avenue, Suite 403 ● TEL 719-385-5918 FAX 719-385-5537  
Mailing Address: Post Office Box 1575, Mail Code 435 ● Colorado Springs, Colorado 80901-1575  
[http:// www.SpringsGov.com/CityEngineering](http://www.SpringsGov.com/CityEngineering)

**CONSTRUCTION COST INFORMATION FOR 2012 PPRTA BUDGET**

CDOT (Average)	2004	2005	2006	2007	2008	2009	2010	2011
				Q2	Q2	Q1	Q1	Q2
CDOT Highway CCI	8.8%	51.9%	12.0%	6.1%	15.2%	-4.2%	-12.2%	15.9%
Earthwork Index	4.0%	180.0%	-41.6%	-4.8%	56.0%	-44.2%	-18.3%	14.0%
Asphalt Pvrnt. Index	-2.2%	18.3%	34.7%	11.4%	10.5%	4.4%	-6.0%	13.9%
Concrete Pavement Index	38.4%	6.0%	10.1%	11.7%	-23.0%	63.3%	-32.6%	65.4%
Structural Concrete Index	11.8%	57.2%	-15.4%	27.0%	-7.2%	27.1%	-4.2%	15.0%
Reinforcing Steel Index	51.9%	14.9%	-4.0%	9.9%	15.6%	2.5%	0.4%	19.2%
Structural Steel Index	74.3%	-19.8%	159.2%	-46.7%	94.0%	-6.1%	-34.5%	NE

City of Colorado Springs	2005	2007	2008	2009	2010	2011
City Contract Overlay (milling and overlay)	10%	28%	8.0%	-5.0%	1.0%	9.8%
City in-house Asphalt Materials	29.7%	36.0%	7.1%	6.0%	2.0%	6.5%

Denver/Boulder CPI	2004	2005	2006	2007	2008	2009	2010	2011
Consumer Product Index	0.1%	2.1%	3.6%	3.5%	3.7%	-1.7%	0.6%	2.7%

ENR	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011
	(Dec)	(Dec)	(Dec)	(Aug)	(Aug)	(Aug)	(June)	(August)
Denver Construction Cost Index	8.7%	1.9%	0.1%	3.4%	2.9%	-0.2%	8.2%	7.8%

Associated General Contractors and US Department of Labor: Producer Price Index (PPI)	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011
	(Dec)	(Dec)	(Dec)	(June)	(June)	(June)	(June)	(June)
Producer Price Index (PPI)	3.3%	3.4%	2.5%	4.1%	5.0%	-4.3%	2.8%	0.4%
Highway & Street Construction	10.8%	14.1%	6.0%	9.6%	18.9%	-12.7%	4.0%	0.3%
Const. Machinery & Equipment	6.0%	4.9%	3.4%	2.2%	2.7%	2.6%	-0.3%	0.7%
Cement	7.9%	12.2%	10.4%	3.5%	1.1%	-0.3%	-7.0%	-0.4%
Concrete Pipe	5.5%	7.5%	3.8%	1.1%	12.7%	-2.5%	-5.4%	-0.3%
Ready-mix Concrete	8.7%	11.3%	9.8%	3.3%	2.9%	1.9%	-3.1%	0.4%
Construction Sand, Gravel, Crushed Stone	4.3%	7.7%	9.3%	8.6%	7.2%	3.2%	1.0%	0.6%
#2 Diesel Fuel	37.9%	46.7%	2.3%	33.9%	85.0%	-41.5%	16.1%	-1.8%
Asphalt	18.3%	17.8%	36.5%	5.8%	52.5%	-41.8%	29.6%	-3.4%

Average 7.2%  
Standard deviation 5%  
Variance 0.30%

Proj. No.	Project Name	Location	Orig. Cost Est.¹	Revised Cost Estimate	2008 Cost Est.	2009 Cost Est.	2011 Cost	2012 Cost	Managed By	2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2010 Actual	2011 Amended Budget	2012 Estimate	2013 Estimate	2014 Estimate	TOTAL	
<b>EL PASO COUNTY</b>			<b>\$290,622,000</b>	<b>\$282,622,000</b>	<b>\$379,093,165</b>	<b>\$357,145,896</b>	<b>\$360,419,244</b>	<b>\$360,948,953</b>													
9	Baptist-Hodgen Connection	SH 83 Hwy to R2Lintercoaster Road	1,070,000	1,070,000	\$2,062,003	\$2,062,003	\$2,062,003	\$2,062,003	County	\$11,603	\$519,989	\$1,530,401	\$1,774,838	\$3,227,706	\$5,726,988	\$52,960	\$2,339,217	\$2,339,217	\$2,339,217	\$2,062,003	
19	Baptist Road Widening <sup>5</sup>	I-25 to Teth Drive	6,200,000	6,200,000	\$8,773,026	\$8,773,026	\$8,773,026	\$8,773,026	County	\$965,325	\$1,800,008	\$5,788,585	\$4,338	\$4,338	\$4,338	\$204,928	\$204,928	\$204,928	\$204,928	\$8,568,100	
20	Bradley's Extension/Jackson Cr <sup>5</sup>	Falcon's Nest to Baptist Road	2,200,000	2,200,000	\$3,714,500	\$3,714,500	\$3,714,500	\$3,714,500	County	\$92,114	\$363,809	\$4,338	\$4,338	\$4,338	\$4,338	\$204,928	\$204,928	\$204,928	\$204,928	\$3,714,500	
32	Alers Drive	Constitution Ave to N Carefree	2,300,000	2,300,000	\$1,714,614	\$1,714,614	\$1,714,614	\$1,714,614	County	\$1,479,806	\$1,479,806	\$234,808	\$234,808	\$234,808	\$234,808	\$234,808	\$234,808	\$234,808	\$234,808	\$1,714,614	
5	South Metro Accessibility, Phase I	SH 115 to Powers Blvd	20,000,000	20,000,000	\$25,738,280	\$25,738,280	\$25,738,280	\$25,738,280	City/County	\$518,552	\$518,552	\$3,730,779	\$3,730,779	\$3,730,779	\$3,730,779	\$3,730,779	\$3,730,779	\$3,730,779	\$3,730,779	\$25,029,921	
8	County Line Road Upgrade	Falcon Hwy to US 24 Hwy	375,000	375,000	\$497,980	\$497,980	\$497,980	\$497,980	County	\$103,002	\$103,002	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$375,000	
10	County Line Road Upgrade	I-25 to Furrow Road	2,150,000	2,150,000	\$2,852,276	\$2,852,276	\$2,852,276	\$2,852,276	County	\$523,949	\$523,949	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$78,803	\$2,150,000	
11	Woodman Road Upgrade	Woodman Road to Rex Road	5,500,000	5,500,000	\$7,613,409	\$7,613,409	\$7,613,409	\$7,613,409	County	\$16,665,180	\$16,665,180	\$281,457	\$281,457	\$281,457	\$281,457	\$281,457	\$281,457	\$281,457	\$281,457	\$5,500,000	
12	Hodgen Road Upgrade to Arterial	Hodgen Road to Eastonville R	12,000,000	12,000,000	\$15,919,680	\$15,919,680	\$15,919,680	\$15,919,680	County	\$2,371,215	\$2,371,215	\$19,298,835	\$19,298,835	\$19,298,835	\$19,298,835	\$19,298,835	\$19,298,835	\$19,298,835	\$19,298,835	\$12,000,000	
18	Shapleton/Judge Or Extension	Eastonville Road to US 24 Hwy	1,250,000	1,250,000	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	County	\$19,298,835	\$19,298,835	\$1,044,729	\$1,044,729	\$1,044,729	\$1,044,729	\$1,044,729	\$1,044,729	\$1,044,729	\$1,044,729	\$1,250,000	
23	Wheatfield Road Widening & Extension	Wheatfield Road to Black Forest R	13,500,000	13,500,000	\$17,994,640	\$17,994,640	\$17,994,640	\$17,994,640	County	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$13,500,000	
1	Baptist Road Widening	Michael Avenue to I-25	\$750,000	\$750,000	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	County	\$1,044,729	\$1,044,729	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$3,621,727	\$750,000	
6	Baptist RR X-ing Overpass	At BNSF/UP / Monument Creek	2,600,000	2,600,000	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	County	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	\$3,449,264	\$2,600,000	
25	Wheatfield Road Widening	Mesa Ridge Parkway to SH 94	22,800,000	22,800,000	\$30,247,392	\$30,247,392	\$30,247,392	\$30,247,392	County	\$31,759,762	\$31,759,762	\$31,759,762	\$31,759,762	\$31,759,762	\$31,759,762	\$31,759,762	\$31,759,762	\$31,759,762	\$31,759,762	\$22,800,000	
26	Shapleton/Judge Or Extension	US 24 Hwy to Curtis Road	1,250,000	1,250,000	\$1,658,300	\$1,658,300	\$1,658,300	\$1,658,300	County	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	\$1,741,215	\$1,250,000	
<b>Total</b>			<b>\$93,945,000</b>	<b>\$93,945,000</b>	<b>\$124,488,285</b>	<b>\$124,488,285</b>	<b>\$124,488,285</b>	<b>\$124,488,285</b>		<b>\$0</b>	<b>\$1,128,324</b>	<b>\$5,488,834</b>	<b>\$12,708,281</b>	<b>\$18,546,401</b>	<b>\$7,210,245</b>	<b>\$13,783,577</b>	<b>\$31,301,408</b>	<b>\$14,929,101</b>	<b>\$13,221,845</b>	<b>\$13,221,845</b>	<b>\$130,942,470</b>
<b>Percentage of Total Capital Budget</b>			<b>32.33%</b>	<b>32.33%</b>	<b>32.84%</b>	<b>32.84%</b>	<b>32.84%</b>	<b>32.84%</b>		<b>24.56%</b>	<b>27.18%</b>	<b>34.43%</b>	<b>31.52%</b>	<b>28.15%</b>	<b>35.14%</b>	<b>39.89%</b>	<b>39.89%</b>	<b>39.79%</b>	<b>45.48%</b>	<b>36.28%</b>	
<b>CITY OF COLORADO SPRINGS</b>																					
2	Austin Bluffs Interchange	at Union Boulevard	31,700,000	31,700,000	\$35,781,318	\$35,781,318	\$35,981,318	\$35,981,318	City/County	\$1,785,175	\$2,388,657	\$15,785,284	\$14,888,317	\$907,545	\$426,330	\$110,670,917	\$229,088	\$3,467,612	\$3,534,963	\$3,534,963	\$35,981,318
4	Charron Street Bridge	at Conroy's Street	4,800,000	4,800,000	\$8,304,680	\$8,304,680	\$8,050,871	\$8,050,871	City/County	\$272,782	\$388,857	\$1,687,833	\$5,603,489	\$710,612	\$4,454	\$20,019,892	\$1,712,094	\$12,356,935	\$8,387,508	\$8,387,508	\$5,440,114
13	Austin Bluffs/Nevada Interchanges	Austin Bluffs/Nevada	3,995,000	3,995,000	\$4,156,478	\$4,156,478	\$4,156,478	\$4,156,478	City/County	\$3,889,912	\$3,889,912	\$16,186	\$16,186	\$16,186	\$16,186	\$449,007	\$449,007	\$449,007	\$449,007	\$449,007	\$3,995,000
14	I-25 Interchange/Companion Projects	Biplou/I-25, Nevada/Roadcut/I-25	10,300,000	10,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	City/County	\$1,688,816	\$2,050,000	\$1,085,185	\$882,418	\$37,000	\$37,000	\$2,477,122	\$2,477,122	\$2,477,122	\$2,477,122	\$2,477,122	\$10,300,000
15	Filmora/Union Interchanges	Filmora/Union	1,087,000	1,087,000	\$2,117,399	\$2,117,399	\$2,117,399	\$2,117,399	City/County	\$79,406	\$310,797	\$827,197	\$827,197	\$827,197	\$827,197	\$827,197	\$827,197	\$827,197	\$827,197	\$827,197	\$1,087,000
24	Academy/Fountain Safety Improv.	Academy Blvd/Fountain Blvd	395,000	395,000	\$917,400	\$917,400	\$917,400	\$917,400	City/County	\$80,023	\$20,818	\$13,513	\$22,757	\$281	\$281	\$40,749	\$40,749	\$40,749	\$40,749	\$40,749	\$395,000
31	30th Street Condo Safety Improv.	Garden of the Gods to Mesa Ave	60,000	60,000	\$77,280	\$77,280	\$77,280	\$77,280	City/County	\$6,023	\$20,818	\$123,976	\$11,824,447	\$109,885	\$109,885	\$4,454	\$4,454	\$4,454	\$4,454	\$4,454	\$60,000
34	Union/Palmer Park Interchanges	Union Blvd/Palmer Park	135,000	135,000	\$150,817	\$150,817	\$150,817	\$150,817	City/County	\$146,206	\$280,783	\$327,005	\$327,005	\$327,005	\$327,005	\$327,005	\$327,005	\$327,005	\$327,005	\$327,005	\$135,000
36	Constitution/Circle Dr Interchanges	Constitution Ave/Circle Drive	800,000	800,000	\$1,528,715	\$1,528,715	\$1,528,715	\$1,528,715	City/County	\$8,023	\$20,818	\$85,723	\$1,182,447	\$109,885	\$109,885	\$208,787	\$208,787	\$208,787	\$208,787	\$208,787	\$800,000
37	Filmora St Improvements	Templeton Gap to Hancock	548,000	548,000	\$607,798	\$607,798	\$607,798	\$607,798	City/County	\$27,550	\$27,550	\$42,668	\$143,438	\$3,135	\$3,135	\$487,789	\$487,789	\$487,789	\$487,789	\$487,789	\$548,000
39	Filmora/El Paso St Improvements	Filmora Street/El Paso Street	265,000	265,000	\$351,560	\$351,560	\$351,560	\$351,560	City/County	\$497,329	\$98,303	\$27,550	\$143,438	\$3,135	\$3,135	\$487,789	\$487,789	\$487,789	\$487,789	\$487,789	\$265,000
41	Constitution/Cheleon Interchanges	Constitution Ave/Cheleon Rd	40,000	40,000	\$27,550	\$27,550	\$27,550	\$27,550	City/County	\$27,550	\$27,550	\$42,668	\$143,438	\$3,135	\$3,135	\$487,789	\$487,789	\$487,789	\$487,789	\$487,789	\$40,000
43	Academy Blvd/Pikes Peak Ave	Academy Blvd/Pikes Peak Ave	860,000	860,000	\$962,941	\$962,941	\$962,941	\$962,941	City/County	\$321,970	\$321,970	\$730,414	\$557	\$557	\$557	\$557	\$557	\$557	\$557	\$557	\$860,000
17	Powers Blvd Right of Way Protection/Acquis	Woodman Road to SH 16	5,000,000	5,000,000	\$6,105,091	\$6,105,091	\$6,105,091	\$6,105,091	Transp. Planning	\$17,891	\$81,658	\$730,414	\$557	\$557	\$557	\$557	\$557	\$557	\$557	\$557	\$5,000,000
3	Woodman Road Widening & Interchange	at I-25 to Powers Blvd	40,000,000	40,000,000	\$53,678,720	\$53,678,720	\$53,778,025	\$53,778,025	City/County	\$109,111	\$1,130,603	\$349,389	\$568,416	\$285,725	\$4,944,639	\$110,670,917	\$2,330,620	\$3,467,612	\$3,534,963	\$3,534,963	\$31,778,025
5	South Metro Accessibility (Proxy Pkwy), Ph. 1	SH 115 to Powers Blvd	40,000,000	40,000,000	\$53,678,720	\$53,678,720	\$53,778,025	\$53,778,025	City/County	\$109,111	\$1,130,603	\$349,389	\$568,416	\$285,725	\$4,944,639	\$110,670,917	\$2,330,620	\$3,467,612	\$3,534,963	\$3,534,963	\$31,778,025
7	Austin Bluffs Corridor Interchanges	Nevada Ave to Academy Blvd	18,760,000	18,760,000	\$24,887,765	\$24,887,765	\$24,887,765	\$24,887,765	City/County	\$2,300,000	\$2,300,000	\$1,085,185	\$882,418	\$37,000	\$37,000	\$2,477,122	\$2,477,122	\$2,477,122	\$2,477,122	\$2,477,122	\$18,760,000
22	Austin Bluffs Corridor Interchanges	Barnes Rd to Old Farm Dr	2,732,000	2,732,000	\$3,624,380	\$3,624,380	\$3,624,380	\$3,624,380	City/County	\$3,889,912	\$3,889,912	\$16,186	\$16,186	\$16,186	\$16,186	\$449,007	\$449,007	\$449,007	\$449,007	\$449,007	\$2,732,000
30	Vincent Drive Bridge	at Cottonwood Creek	5,314,000	5,314,000	\$7,049,765	\$7,049,765	\$7,049,765	\$7,049,765	City/County	\$2,300,000	\$2,300,000	\$1,085,185	\$882,418	\$37,000	\$37,000	\$2,477,122	\$2,477,122	\$2,477,122	\$2,477,122	\$2,477,122	\$5,314,000
33	Hancock Avenue Bridge	at Templeton Gap Floodway	3,640,000	3,640,000	\$4,828,970	\$4,828,970	\$4,828,970	\$4,828,970	City/County	\$5,070,418	\$5,070,418	\$8,770,325	\$157,038	\$157,038	\$157,038	\$1,331,283	\$1,331,283	\$1,331,283	\$1,331,283	\$1,331,283	\$3,640,000
40	Vincent Drive Extension	Nevada Ave to Dublin Blvd	4,800,000	4,800,000	\$6,367,872	\$6,367,872	\$6,367,872	\$6,367,872	City/County	\$6,686,266	\$6,686,266	\$3,203,836	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$4,800,000
21	Filmora Street Corridor	I-25 to Centennial Blvd	4,800,000	4,800,000	\$6,367,872	\$6,367,872	\$6,367,872	\$6,367,872	City/County	\$3,203,836	\$3,203,836	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$487,540	\$4,800,000
29	Austin Bluffs Bridge Widening	at Cottonwood Creek	2,300,000	2,300,000	\$3,051,272	\$3,051,272	\$3,051,272	\$3,051,272	City/County	\$487,540	\$487										



# **Mountain Metropolitan Transit**

**Pikes Peak Rural Transportation Authority  
City of Colorado Springs - Transit Services Division  
2012 PPRTA Budget**

<b>Revenue</b>			Note
Tax Revenue	6,794,000		1
Fare and Other Revenue	3,122,840		2
2011 Carry Forward	5,574,026		3
<b><i>Total Projected Revenue</i></b>		<b><u>\$ 15,490,866</u></b>	
<b>Capital Expenses</b>			
Capital Grant Match		\$ 1,594,304	4
<b>Operating Expenditure</b>			
Fixed-Route Service	6,169,735		5
Fuel	2,097,803		6
FREX Operating Expense	797,929		7
ADA Paratransit Service	3,633,850		8
Human Service Providers	310,000		9
Contracts/Temporary Personnel	887,245		10
<b><i>Sub-Total Operations</i></b>		<b><u>\$ 13,896,562</u></b>	
<b><i>Total Capital and Operating Expenses</i></b>		<b><u>\$ 15,490,866</u></b>	

**Pikes Peak Rural Transportation Authority  
City of Colorado Springs – Transit Services Division  
2012 Transit Services Budget**

The Pikes Peak Rural Transportation Authority (PPRTA) Capital Funds will be utilized as local match for federal grants. Operating funds will be utilized for the provision of fixed-route service, Americans with Disabilities Act (ADA) paratransit service, FrontRange Express (FREX) service, fuel associated with the operations of these services, specialized human service providers, contracts, temporary personnel, and administrative costs that are shared between the PPRTA and the City general fund.

All forms of revenue, including advertising and miscellaneous revenue, are included in the PPRTA budget.

**Revenue**

**1. 2012 Tax Revenue ..... \$6,794,000**

Tax revenue projection is provided by the PPRTA in September 2011.

**2. Fare and Other Revenue ..... \$3,122,840**

Fare and Other Revenue includes \$2,497,290 fare revenue, \$258,050 advertising and miscellaneous revenues. This budget assumes \$367,500 from the continuation of the service contracts with the City of Fountain.

**3. 2011 Carry Forward ..... \$5,574,026**

Estimated 2011 carryover includes the planned carryover funds for transit operating reserves.

**Capital**

**4. Capital Grant Match ..... \$1,594,304**

Local match funds for 2012 are budgeted at the minimum requirements for capital cost of contracting, ADA paratransit offset, preventive maintenance, security, transit enhancement, computer software and hardware replacement and planning activities in 5307 formula grant. This budget also includes local match funds of \$250,000 for vehicle replacement.

**Operating**

**5. Fixed-Route Service ..... \$6,169,735**

Funds are budgeted for continuation of the fixed-route transit service. This budget includes the operational funds for the weekday fixed-route service and the planned carryover funds for transit reserve.

**6. Fuel ..... \$2,097,803**

This budget includes the fuel expenses for both fixed-route and ADA paratransit weekday services and planned carryover funds for fuel, and reflects the increased fuel price from \$2.58 per gallon in 2011 to \$3.16 per gallon in 2012.

**7. FrontRange Express ..... \$797,929**

This budget assumes the State's FASTER funding becomes available for FREX preventive maintenance in 2012. Total FREX operating budget is estimated at approximately \$2M in 2012. The difference is funded by the estimated fare revenue of \$735K, State FASTER funding of \$147K and projected carryover of \$300K from 2011.

**8. Americans with Disabilities (ADA) Paratransit Service ..... \$3,633,850**

Funds are budgeted for continuation of ADA paratransit service. This budget includes the operational funds for the weekday ADA paratransit service and the planned carryover funds for transit reserves.

**9. Human Service Providers ..... \$310,000**

Funds are budgeted for transportation costs associated with human service providers. An additional \$368,716 in the City General Fund and around \$525K in Job Access and Reverse Commute and New Freedom grants funding are also proposed for human service providers in 2012.

**10. Contracts and Temporary Personnel ..... \$887,245**

Funds will be utilized for the PPRTA's portion of transit maintenance and administrative costs. The shared administrative expenses include but are not limited to building and structure maintenance, computer software maintenance, utilities, schedule and route printing, office supplies, postage, credit card fees, towing, communication, memberships and dues, downtown terminal rent, ADA eligibility and ADA supplemental, public information, temporary staff, and legal expenses.

# **City of Colorado Springs**



**DATE:** November 10, 2011

**TO:** Robert F. MacDonald, PPRTA Board Secretary  
Rick Sonnenburg, PPRTA Program/Contracts Manager  
Beverly Majewski, PPRTA Finance Manager

**FROM:** Mike Chaves, PE – Acting City Engineer  
Craig Blewitt - Transit Services Manager

**SUBJECT:** Proposed 2012 Pikes Peak Rural Transportation Authority Budget

**SUMMARY:**

The City of Colorado Springs hereby submits its proposed 2012 budget for PPRTA staff review in the three major categories of expenditures as identified in the original ballot question and the PPRTA Intergovernmental Agreement. The three major categories are Capital (55%), Maintenance (35%), and Transit (10%). The breakdowns and narrative descriptions of the proposed 2011 budget in the major categories are attached as follows:

- Capital Budget – Appendix A
- Maintenance Budget – Appendices B, C, D and E
- Transit – Appendix F

**BACKGROUND:**

- **Capital Budget (Appendix A)**
  - Appendix A-1 is the Capital Program Spreadsheet. It includes the 2005 – 2010 actual expenditures, the 2011 amended budget, the 2012 proposed budget, and the remaining two years of the capital plan through 2014.
  - Appendix A-2 provides a narrative description of the intended capital projects, along with proposed 2012 budget amounts that are recommended for funding in 2012.
  - Typically, the Capital Budget includes a proposed adjustment for construction cost inflation. The average of all the data establishes a potential increase of 7.0% inflation rate for year 2012; however, since most of the large PPRTA projects have either been completed or are currently under contract, and the local economy tax revenue projections remain close to 0.0%, it is recommended at this point to hold a 0.0% construction escalation rate. (See Appendix A-3).
- **Maintenance Budget (Appendices B, C, D, and E)** includes narrative descriptions of each of the following maintenance budget categories:
  - Roadway Maintenance (including Roadway Resurfacing and Pothole Patching/Minor Roadway Repairs)

- Concrete Maintenance (including Curb/Gutter, Sidewalk/Concrete, and ADA Pedestrian Ramps)
- Bridge Repair and Maintenance
- Incident Management/Signal Upgrades
- City-wide Safety and Traffic Operations
- Capital Project Maintenance

- **Transit Budget (Appendix F)** provides a narrative description of the transit budget.

**FINANCIAL IMPLICATIONS:**

Current sales and use tax projections indicate that the 1% PPRTA Sales and Use Tax will generate \$69,000,000 for the year 2012, *for the entire region* (net revenue excluding estimated transit fare box revenue). This level of revenue will provide for the following:

- Capital Budget (55%).....	\$ 37,367,000
- Maintenance Budget (35%).....	\$ 23,779,000
- Transit Budget (10%).....	\$ 6,794,000

The City of Colorado Springs' portion of the Capital Budget is projected to be **\$22,538,899**. Refer to Appendix A-1 for the capital spreadsheet with budget amounts allocated to each capital project, and Appendix A-2 for a narrative description of each capital project that is funded in 2012. A summary of the 2012 capital budget amounts follows:

- Woodmen Road Widening.....	\$ 2,330,620
- South Metro Accessibility, Ph. I (Proby Pkwy) .....	\$ 1,712,094
- Austin Bluffs Corridor (Nevada to Academy & Barnes to Old Farm).....	\$ 5,322,913
- Vincent Drive Bridge & Extension .....	\$ 4,079,052
- Hancock Ave. Bridge Replacement .....	\$ 2,973,802
- Fillmore Street Corridor.....	\$ 3,451,114
- Austin Bluffs Bridge Widening .....	\$ 509,417
- 25 <sup>th</sup> Street Bridge.....	\$ 50,000
- Garden of the Gods and Chestnut.....	\$ 100,000
- Congestion/Incident Mgt. & Signal Improvements .....	\$ 503,438
- Roadway Safety & Traffic Operations .....	\$ 1,394,408
- On-Street Bikeway Improvements.....	<u>\$ 112,041</u>
CAPITAL TOTAL	<b>\$22,538,899</b>

The City of Colorado Springs' portion of the Maintenance Budget is projected to be **\$16,849,475**. The separate maintenance category budgets are proposed to be:

- Roadway Maintenance .....	\$ 6,234,306
- Concrete Maintenance .....	\$ 5,391,832
- Bridge Repair and Maintenance .....	\$ 1,684,947
- Incident Management/Signal Upgrade .....	\$ 336,990
- City-wide Safety and Traffic Operations .....	\$ 3,032,905
- Capital Project Maintenance.....	<u>\$ 168,495</u>
MAINTENANCE TOTAL	<b>\$16,849,475</b>

The City of Colorado Springs' portion of the Transit Budget is projected to be **\$15,490,866**. A summary of the 2012 transit budget amounts follows:

- 2012 Tax Revenue.....	\$ 6,794,000
- Box Fare Revenue .....	\$ 3,122,840
- 2011 Carry Forward.....	\$ 5,,574,026
<b>TRANSIT TOTAL</b>	<b>\$15,490,866</b>

**RECOMMENDATION:**

The proposed PPRTA 2012 Budget for Capital, Maintenance, and Transit is presented for your review. City staff anticipates presentation of the proposed 2012 PPRTA Budget to the PPRTA Board on November 9, 2012, and December 14, 2012.

**Attachments:**

- Appendix A-1 (2005-2014 PPRTA Capital Project List – Group A-with 7% inflated project costs for 2012)
- Appendix A-2 (Narrative of 2012 Capital Projects)
- Appendix A-3 (Cost Construction Inflation Information)
- Appendix B (Street Division PPRTA Roadway and Concrete Maintenance Programs)
- Appendix C (City Engineering PPRTA Bridge Maintenance Program)
- Appendix D (Traffic Engineering PPRTA Maintenance Programs)
- Appendix E (Capital Project Maintenance)
- Appendix F-1 (Transit PPRTA Program)
- Appendix F-2 (Transit Program Narrative)

- c. Nancy Johnson, Director Parks, Planning, Public Works  
Kara Skinner, Finance Manager  
Allen Peterson, Streets Program Supervisor  
Bard Lower – Streets Operations Manager  
Dave Krauth, City Traffic Engineer

**PIKES PEAK RURAL TRANSPORTATION AUTHORITY**

City of Colorado Springs

**2012 CAPITAL PROGRAM**

**CITY ENGINEERING CIP**

**1. Woodmen Road Widening ..... \$2,330,620**

Description/Scope: The Woodmen Road Corridor Improvement Project extends along Woodmen Road from I-25 to US Hwy. 24. The environmental clearance for the corridor was obtained in 2007. The City portion of the project extends from I-25 to Powers Boulevard, approximately five miles. The first City construction phase began in September 2009 and will be completed in 2011. This construction is between I-25 and Stinson Drive (located just east of Academy Boulevard) and will increase the number of lanes on Woodmen Road from four lanes to six lanes and build a grade-separated interchange at the Woodmen and Academy intersection.

Phase II of Woodmen Road Improvements will begin in the winter of 2012 with the corridor development task followed by a design task. The corridor development task will establish the remaining project improvement phasing and funding strategies. The design task will begin in early 2012 based on the determined phasing.

Estimated Program Cost: PPRTA funding = \$31.8 million.

Estimated Schedule:

1. Construction of the first phase began in 2009 and will complete by the end of 2011.
2. Design of the second phase is currently planned to begin in 2012.
3. Right of way acquisition activities will begin in 2012 for the phase II improvements.

**2. South Metro Accessibility, Phase I (Proby Parkway) ..... \$1,712,094**

Description/Scope: The South Metro Accessibility Project extends from SH 115 (Nevada Ave.) to SH 21 (Powers Blvd.), generally along the Academy Blvd. and Drennan Road alignments. The Proby Parkway project (the City's portion of SMAS) will construct a new four-lane expressway between Academy Blvd. and Powers Blvd., just south of existing Drennan Road, including a grade separated interchange at Proby Pkwy. and Academy Blvd. Construction started in spring 2010 and mainline Proby Parkway opened to traffic in summer 2011. The majority of the roadway construction is anticipated to be complete in late 2011. Final completion of landscaping and miscellaneous items will be in spring 2012.

Estimated Program Cost: PPRTA funding = \$56 million.

Estimated Schedule:

1. Final design and right-of-way acquisition is complete.
2. Construction to began in spring 2010.
3. Mainline Proby Parkway and ramps A, B, and C opened July 1, 2011.
3. Final completion should be in spring of 2012.

**3. Austin Bluffs Corridor Improvements (Nevada to Academy/Barnes to Old Farm) \$5,322,913**

Description/Scope: The corridor improvements will widen three different segments, namely from Nevada Avenue to Union Boulevard, from Union Boulevard to Meadowland Boulevard, and from Barnes Road to Old Farm Drive. Corridor recommendations were presented to the public in late 2010. The preliminary design process is completed and right-of-way requirements have been defined. Land acquisition efforts are underway and will continue into 2012. Final design efforts are expected to start in early 2012.

Estimated Program Cost: PPRTA funding = \$30 million

Estimated Schedule:

Preliminary Design/Right-of-Way: through spring 2011  
Final Design/ Right-of-Way Acquisition: 2011-2012  
Construction: 2012-2014

**4. Vincent Drive Bridge and Extension ..... \$4,079,052**

Description/Scope: The Vincent Drive Bridge and Road Extension is an important part of the interconnected street network in the northern part of Colorado Springs. The construction of the project has been separated into two phases, (1) Vincent Drive south from Dublin Boulevard to Nevada and (2) Vincent Drive north from Dublin Boulevard including the Cottonwood Creek crossings. Construction of the first phase is under way and is expected to be completed in late 2011. The second phase moves the Vincent/Dublin intersection easterly to the existing Current-USA driveway at Dublin Boulevard. The roadway will cross over the existing arch stone masonry culverts and the project will include rehabilitation of the culverts. Construction of Phase 2 is anticipated to be completed in late 2012.

Estimated Program Cost: PPRTA funding = \$16.1 million

Estimated Schedule:

1. Final design and right-of-way acquisition for the first phase was completed in 2010.
2. Construction of first phase to begin in winter 2010 and finish by late 2011.
3. Construction of second phase to begin in winter 2011 and finish by late 2012.

**5. Hancock Avenue Bridge ..... \$2,973,802**

Description/Scope: The proposed project is for a reconstruction of the existing Hancock Avenue Bridge over the Templeton Gap Floodway. The existing bridge is located along Hancock Avenue north of Fillmore Street and south of Austin Bluffs Parkway. The bridge is approximately 195 feet long and is a two-span pony truss bridge originally constructed in 1935 with an expansion project in 1961. The need for reconstruction of the bridge is due to its low sufficiency rating, the load posting of the bridge, and hydraulic issues related to the Templeton Gap Floodway.

Estimated Program Cost: PPRTA funding = \$5.1 million

Estimated Schedule:

1. Final design and right-of-way acquisition complete by summer 2011.
2. Construction to begin in fall 2011 and finish by summer/fall of 2012.

**6. Fillmore Street Corridor .....\$3,451,114**

Description/Scope: The goal of the project is to design and construct improvements which will address the congestion occurring on Fillmore Street, particularly at the I-25 ramps during peak travel. These conditions are expected to worsen in the future due to anticipated development within the immediate area. The design will be segmented into two phases - preliminary design and final design. The design will be completed in spring 2012. Construction is anticipated to begin in 2012.

Estimated Program Cost: PPRTA funding = \$6.7 million

Estimated Schedule:

1. Final design and right-of-way acquisition complete by summer 2012.
2. Construction to begin in early fall 2012 and finish by summer of 2013.

**7. Austin Bluffs Bridge Widening .....\$509,417**

Description/Scope: The goal of the project is to design and widen the existing Austin Bluffs Bridge over Cottonwood Creek (approximately 250 feet north of Woodmen Road) enhancing the north/south connectivity between residential and commercial activity centers. The bridge was original built for a future planned expansion of the roadway. The volumes of traffic across the bridge now dictate widening of the bridge to reduce the stacking of vehicles at the traffic signal at Austin Bluffs Parkway/Woodmen Road, thereby improving emergency response time and progression of vehicles through the corridor. Cottonwood Creek under the bridge will be improved and include trail enhancements to improve the connectivity of the trail system. A portion of the funds available in 2012 are being applied to this project to accelerate the design. This acceleration is important to obtain an accurate construction cost estimate and complete this "A" List project as planned.

Estimated Program Cost: PPRTA funding = \$3.7 million

Estimated Schedule:

1. Final design will be completed in 2012.
2. Right-of-way acquisition will be done in 2012.
3. Construction to begin and finish in 2014.

**8. 25<sup>th</sup> Street Bridge .....\$50,000**

Description/Scope: The goal of the project is to design improvements to the 25<sup>th</sup> Street Bridge over Fountain Creek. The existing failing bridge structure needs to be repaired or replaced to maintain vehicle circulation along 25<sup>th</sup> Street. A design study will be done in 2012 to determine the appropriate remedial measures to ensure the bridge is safe for traffic using the bridge. A portion of the funds available in 2012 are being applied to this project to accelerate the design. This acceleration is important to obtain an accurate construction cost estimate and complete this "A" List project as planned.

Estimated Program Cost: PPRTA funding = \$.5 million

Estimated Schedule:

1. Design Study, final design, and right-of-way acquisition will be done in 2012.
2. Construction to begin and finish in 2014.

**9. Garden of the Gods and Chestnut ..... \$100,000**

Description/Scope: The goal of the project is to increase the efficiency of the intersection and reduce delays for vehicular traffic using the intersection. Key design elements include evaluating turn lane additions, modification of existing accesses and median, repainting and signal retiming. A portion of the funds available in 2012 are being applied to this project to accelerate the design. This acceleration is important to obtain an accurate construction cost estimate and complete this "A" List project as planned.

Estimated Program Cost: PPRTA funding = \$.6 million

Estimated Schedule:

1. Design Study, final design, and right-of-way acquisition will be done in 2012.
2. Construction to begin and finish in 2014.

**TRAFFIC ENGINEERING CIP**

**1. Congestion/Incident Management/Signal Improvements ..... \$503,438**

Description/Scope: This capital program funds traffic signal system improvements which will increase traffic safety and reduce motorist delays. Identified projects include the reconstruction of several span-wire intersections which have exceeded their life expectancy, intersection improvements to install left-turn and pedestrian signal heads, addition of new traffic signal poles, as well as modifying traffic signal timing plans. Project priorities include highly cost-effective improvements needed to address existing safety and congestion conditions.

Needs/Benefits: The list of prioritized traffic signal modification projects below include complete traffic signal rebuilds designed to extend their useful life by another 25 years. Other small projects may be funded out of this program including modifying traffic signal phasing, installing new poles and/or new signals, and upgrading signal equipment. Benefits resulting from these projects include improved reliability, performance, and functionality of the traffic signal system.

Estimated Program Cost: In 2012, this program includes funding of \$303,438 to address traffic signal deficiencies. Individual traffic signal project costs will range from \$5,000 to upgrade traffic signal phasing to \$250,000 for completely refurbishing a traffic signal with all new equipment. While most traffic signal modifications will be performed by City traffic signal technicians, funds will be needed for contractual services to complete projects.

- 8<sup>th</sup> St. & Cheyenne Blvd.
- Academy Blvd. & Astrozon Blvd.
- Academy Blvd. & Hancock Plaza
- Academy Blvd. & Chelton Rd.
- Chelton Rd. & Santa Rosa St.
- T-Gap & Van Buren St.
- Bijou St. & Weber St.

- Academy Blvd. & Austin Bluffs Pkwy.
- Meadowland St. & Westwood St.
- Union Blvd. & Ranch Dr.
- Dublin Blvd. & Rangewood Dr.
- Briargate Pkwy & Voyager Dr.
- 8<sup>th</sup> St. & Cimarron St.
- Circle Dr. & Monterey Dr.
- Nevada Ave. & Mountview Dr
- Platte Ave. & Hancock Dr.

**2. Roadway Safety and Traffic Operations .....\$1,394,408**

Description/Scope: This capital program includes intersection and corridor “spot” improvements to mitigate existing safety and traffic flow deficiencies. Proposed projects of this type will include the construction of traffic signals, roundabouts, auxiliary traffic lanes, traffic calming features, and other lower-cost geometric improvements. Other projects include traffic lane, signal phasing, median modifications, project designs, pedestrian facilities, and other improvements along some of the City’s busiest corridors and intersections. Project objectives include funding improvements that have the greatest cost/benefit impact to the traveling public. Projects identified typically fall into one of the following categories:

- Major Street Intersection/Corridor Traffic Congestion and Safety Improvements;
- Pedestrian and Bicycle Safety Improvements; and
- Traffic Improvements with Matching Federal/State/Other Grant Funding ( this will include grant reimbursements to the City for overmatch).

Needs/Benefits: This PPRTA capital program will fund lower cost “prioritized” traffic improvements to increase safety and reduce congestion along the highest traveled intersections. Many proposed projects are ones that have been identified in previous years to solve transportation related problems, but have not been initiated due to funding shortfalls.

Estimated Program Cost: This capital program includes \$815,489 that will be used to fund larger construction projects that were designed in 2010/2011. It is also anticipated that some funding will be used to cover costs of retaining consultants to prepare design work for 2012 projects.

Carryover funds from 2011 will be used to construct large scale projects in 2012.

- \$266,644 - Construction for the 2007 HES Project – East Platte Avenue from Union to Hancock
- \$226,949 – Las Vegas / Royer Railroad Crossing Design
- \$ 84,950 – Final design and construction for Neighborhood Traffic Management Program Projects:
  - Broadway
- \$500,000 – Traffic Signal complete re-construction
  - Locations to be determined, consultant study is underway

- \$200,000 – Design services for targeted signal reconstruction locations and project preparation for grant applications

**3. On-Street Bikeway Improvements.....\$112,041**

**Description/Scope:** The City's Comprehensive Plan and Intermodal Transportation Plan (ITP) recommend that streets be designed to accommodate safe and efficient bicycle travel and accessibility. There are many locations in the City where safe and adequate bicycle travel and accessibility are not provided. This project will improve access to the off-street trail system from roadways in residential and commercial centers, improve and construct designated bicycle lanes and bicycle routes, improve the safety of intersections for bicyclists, and develop and implement improved signage that directs cyclists to safer routes.

**Needs/Benefits:** Additional on-street bikeway facilities are needed to accommodate the needs of bicycle travelers, including but not limited to pavement markings for bicycle lanes, construction of intersection improvements, and installation of bicycle facility signage for safety and directional purposes. This project will improve the safety and accessibility of the City's transportation system for bicycle travel.

**Estimated Program Cost:** \$1,136,617

**Estimated Schedule:** Scheduled for completion in 2014

**PIKES PEAK RURAL TRANSPORTATION AUTHORITY**

City of Colorado Springs - Community, Infrastructure, and Development  
Streets Division

**2012 ROADWAY AND CONCRETE MAINTENANCE PROGRAMS**

The Pikes Peak Rural Transportation Authority (PPRTA) maintenance funds will continue to be utilized for a comprehensive citywide pavement and concrete maintenance/preservation program. The following is a brief description and projected expenditures for various activities within the program.

**1. Roadway Resurfacing ..... \$6,234,306**

**Description/Scope:** This funding is used for both pavement overlay and alternative treatments, such as chip seal, crack seal and tire rubber asphalt. (Note: The program will be accomplished through a combination of completely contracted resurfacing applications and purchasing of asphaltic materials with work performed by City of Colorado Springs' workforce.) The funding includes pothole patching and minor roadway repairs. The pothole activities are executed with the help of contract staff from temporary employment agencies using leased-purchased equipment.

**Needs/Benefits:** This ongoing program will help facilitate the necessary preventive maintenance and rehabilitation of the City's roadway infrastructure to improve ride quality and to provide safe driving conditions for the motoring public. The pothole patching and minor roadway repair activities allow the Streets Division to respond to citizen requests for potholes and other repair requests in a timely manner. The response time for fixing potholes will be two to three weeks on non-emergency requests and 72 hours on emergency requests. This response time ensures that safety of citizens is handled as efficiently as possible.

**Estimated Schedule:** The Overlay Program will start upon completion of the concrete curb and gutter work described below (approximately the first of June) and will continue until the work is completed. The pothole patching activities are year-round, weather permitting.

**2. Curb/Gutter, Sidewalk/Concrete, ADA Pedestrian Ramps ..... \$5,391,832**

**Description/Scope:** The majority of this funding will be used for the replacement of deteriorated public curb & gutter, sidewalk, and cross-pans in conjunction with the City's annual resurfacing program. In addition, this funding will be used to replace non-standard or deteriorated existing ADA ramps, as well as construct new ramps where none exist. The program will also fund the City's on-call concrete program for repair and replacement of deteriorated curb and gutter and sidewalk on an as-needed basis.

**Needs/Benefits:** This ongoing replacement program will provide positive benefits by significantly reducing the potential for water to get under the new pavement surfaces, thereby extending the service life of the pavement and also maximizing safety to the traveling public. In addition, these annual funds will provide much-needed resources to install new or replace pedestrian ramps to meet ADA requirements and the needs of pedestrians.

**Estimated Schedule:** The intent will be to schedule and complete curb/gutter, sidewalk/ concrete and ADA ramps ahead of the City's resurfacing program. In addition, other contracts not relating to street resurfacing will be packaged, bid and constructed on an annual basis.

**Cost Summary of Roadway and Concrete Maintenance Programs**

<b><u>Program/Activity</u></b>	<b><u>2010 Amended Budget and Reallocation</u></b>	<b><u>2011 Proposed Budget</u></b>	<b><u>2011 Amended Budget and Reallocation</u></b>	<b><u>2012 Proposed Budget</u></b>	<b><u>Comments</u></b>
Contract Resurfacing Pothole Patching / Minor Roadway Repairs	\$5,656,935	\$6,242,849	\$7,091,532	<b>\$6,234,306</b>	All activities related to roadway resurfacing - includes program management as well as activities related to pothole patching / minor repairs - includes manpower, equipment and materials.
**Alley Rehabilitation / Maintenance	--NA--	--NA--	--N/A--	--N/A--	All activities related to alley maintenance - includes program management.
Pothole Patching / Minor Roadway Repairs	\$592,531	--N/A--	--N/A--	--N/A--	Activities are rolled into Contract Resurfacing
Curb/Gutter, Sidewalk/Concrete, ADA Pedestrian Ramps	\$6,017,750	\$5,257,137	\$5,991,132	<b>\$5,391,832</b>	All activities related to curb and gutter, sidewalks, and ADA pedestrian ramps - includes program management.
<b>Total PPRTA Funds</b>	<b>\$12,267,216</b>	<b>\$11,499,986</b>	<b>\$13,082,664</b>	<b>\$11,626,138</b>	

**\*\*Alley Rehabilitation/Maintenance:**

- Alley program was suspended in 2008 due to the transfer of funds for emergency bridge repairs on Nevada Avenue.
- The program was deferred in 2009 to absorb escalation in asphalt and other materials costs.
- Since the 2010 budget has been reduced due to declining sales tax revenue, it is recommended we continue to defer this program until such time the budget is caught up to the 2006/2007 levels.

**PIKES PEAK RURAL TRANSPORTATION AUTHORITY**

City of Colorado Springs – City Engineering

**2012 MAINTENANCE PROGRAM (BRIDGES)**

**Bridge Repair and Maintenance ..... \$1,684,947**

Description/Scope: This ongoing repair/maintenance program will continue to address the long list of existing issues with bridge and culvert structures in the City.

The City of Colorado Springs continues to address the over \$200 million in bridge rehabilitation, replacement and maintenance needs. In 2011 the Bridge Program created a 25 year Long Range Plan and was successful in creating a Regional Bridge Pool through PPACG using METRO Funds.

In 2011, the bridge program completed the first phase of the rehabilitation of the four Circle Drive bridges. In addition, it continued to quantify the condition of the City's bridges, paying special attention to the older structures. The poor condition of these structures, and the significant investment required to address their rehabilitation needs, is creating funding challenges. Also in 2011, Minor Bridge (greater than 4' but less than 20' in length) inspection of the 200+ bridges within the City was completed. This inspection has identified additional needs, some of which must be addressed very soon. The results of these inspections and maintenance needs have been imported directly into the City's Asset Management System (CarteGraph), a comprehensive bridge maintenance management tool. Combining this information with our CDOT bi-annual major bridge inspections has created a systematic prioritization and complete assessment of all the bridge needs within the City.

In 2012 the Bridge Maintenance Program will continue to focus on the rehabilitation needs, but will also focus on bridge repairs identified by the bridge inspection effort in 2011. In addition, 5-year block plans will be created to continue to quantify the future funding needs utilizing the City's Asset Management System.

Needs/Benefits: Ongoing bridge repair/maintenance is critical to: 1) maximize safety and maintain access to the traveling public; 2) avoid serious deterioration and more costly long-term maintenance, and 3) maximize the structure's service life. The City is concerned about a number of bridge issues with the potential to require closure of structures in the near future due to deteriorating conditions that currently exist.

Estimated Schedule: Develop two repair packages (5-7 months/package to bid and complete construction), complete additional bridge deck Program and Preventative maintenance, and continue to implement Bridge maintenance program tools. Update the programs 5 year plans based on information developed in 2011.

**PIKES PEAK RURAL TRANSPORTATION AUTHORITY**  
City of Colorado Springs – Traffic Engineering

**2012 MAINTENANCE PROGRAM**

**1. Incident Management/Signal Upgrades . . . . . \$336,990**

Description/Scope: The traffic signal maintenance program includes signal upgrades needed to facilitate improved signal coordination, operations, detection, and communications for the 567 traffic signals within the community.

Estimated Program Cost: Proposed funds will be used for traffic signal control equipment, ITS equipment and street light upgrades. Funding for these projects continue to be a priority since they offer significant paybacks with respect to traffic safety and signal maintenance.

**2. City-wide Safety and Traffic Operations . . . . . \$3,032,905**

Description/Scope: This maintenance program funds low-cost traffic safety and congestion mitigating projects, which include the installation of long-life pavement markings, sign and signal upgrades, school crossing improvements, and traffic safety/congestion improvements at "spot" locations.

Estimated Program Cost: Funding will be used to complete proposed citywide initiatives to improve traffic safety and reduce congestion along the City's busiest corridors and intersections. Below are the major funding allocations proposed by project:

<b><u>Program</u></b>	<b><u>Description</u></b>
Street Sign Upgrades	Repair and replace deficient roadway signs
Traffic Control Device Inventory	Asset collection and data management
Long-life Pavement Markings	Installation of durable pavement markings
Traffic Signal Upgrades	New and upgraded traffic signal equipment
Match Funds for Federal Projects	Corridor ITS projects, traffic signal upgrades
School Crossing Improvements	School flashers, signals and crosswalks
Guardrail Maintenance	Repair and replace damaged guardrail
Traffic Hazard Elimination Projects	Fillmore Transportation Needs Assessment

**PIKES PEAK RURAL TRANSPORTATION AUTHORITY**

City of Colorado Springs – City Engineering

**2012 MAINTENANCE PROGRAM (CAPITAL PROJECT  
MAINTENANCE)**

**Capital Project Maintenance ..... \$168,495**

**Description/Scope:** This new repair and maintenance program will address ongoing maintenance of PPRTA funded Capital projects, including landscape improvements and sound wall features.

In 2007, the City requested funding of PPRTA capital project maintenance of sound walls and landscaping on PPRTA capital projects. The motion passed by unanimous vote at the November 13, 2007 PPRTA Board meeting and was formalized with PPRTA Policy 15. Many of the PPRTA capital projects that qualify for this level of ongoing maintenance are coming out of the two year construction warranty period. During the warranty period the contractor is responsible for any maintenance issues that may arise. The City will be assuming all maintenance of many of the completed facilities beginning in 2011. Additional facilities will require City maintenance in future years as the warranty periods expire.

**Needs/Benefits:** Ongoing repair and maintenance is critical to: 1) maximize safety to the traveling public, 2) avoid serious deterioration and more costly long-term maintenance, and 3) maximize the structure's service life.

# **El Paso County**



COMMISSIONERS  
 AMY LATHEN (CHAIR)  
 SALLIE CLARK (VICE-CHAIR)

DENNIS HISBY  
 DARRYL GLENN  
 PEGGY LITTLETON

**Public Services Department**  
 Contracts and Procurement ~ Facilities ~ Fleet ~ Security and Parking ~ Transportation

**To:** Pikes Peak Rural Transportation Authority Board of Directors  
 Pikes Peak Rural Transportation Authority Citizen Advisory Committee

**From:** André P. Brackin P.E., Deputy Director/County Engineer  
 El Paso County Public Services Department

**Date:** September 26, 2011

**Re:** El Paso County 2012 Budget Summary

**Capital Program**

The proposed 2012 PPRTA capital budget for El Paso County projects is \$21,658,923, including an estimated carryover of approximately \$6,830,822 from prior year's budgets.

The proposed budget also reflects a line item transfer of the previous 2012 forecast budget for the completed SMAS (South Academy) project in the amount of \$219,761 to the County Line Rd project.

Line Item Budget Transfers	2012		
Capital Project	2012 budget (before transfer)	Transfer amount	2012 budget (after transfer)
SMAS (South Academy)	\$219,761	(\$219,761)	0
County Line Rd	\$1,970,074	\$219,761	\$2,189,835

In addition, line item transfers of unspent funds being carried over from 2011 to 2012 from the previously completed Baptist Rd Widening (I-25 to Tari Drive) in the amount of \$204,928, and from the completed SMAS –Phase 1 project (South Academy) in the

amount of \$1,900 are being transferred to the County Line Rd. project and are reflected in the assumed carryover amount (see tables) for the County Line Rd project.

Line Item Carryover Transfers	2011 to 2012		
Capital Project	Projected carryover before transfers	Transfer amount	2012 carryover after transfer
Baptist Rd (I-25 to Tari)	\$204,928	(\$204,928)	0
SMAS (South Academy)	\$1,900	(\$1900)	0
County Line Rd	\$1,793,172	\$206,828	\$2,000,000

Construction contracts on several projects awarded in 2010 have been or will be completed in 2011. These projects include Meridian Road North (Woodmen to Stapleton), Hodgen Road (SH 83 to Black Forest Road), Stapleton Road –West (Eastonville to SH 24), and Marksheffel Road (Colorado Tech Drive to North Carefree Circle).

In 2012, we anticipate that we will initiate or continue planning and design efforts on several projects and anticipate award of a construction contract for the County Line Rd project. A summary of the proposed budget for each project including the anticipated carryover from 2011 follows.

The Hodgen Road budget for 2012 is \$3,568,808. These funds will be programmed for improvements on the remaining portion of the road between Black Forest and Eastonville. This section was not reconstructed as part of the construction project being completed in 2011. Planning and design efforts for these improvements will proceed in 2012.

The Meridian Road (North) project has \$3,238,329 budgeted for 2012. Construction will be completed in 2011 on the first phase of improvements from Woodmen to Stapleton. These funds will be programmed for improvements on the remaining portion of the road between Stapleton and Rex.

The County Line road project budget for 2012 is \$4,189,835 (including the line item transfers and anticipated carryovers as mentioned above and reflected in the tables). Final design is proceeding and we anticipate being able to initiate the property acquisition phase by the end of 2011, with utility relocation and construction commencing in 2012.

The two remaining Baptist Road projects (widening between Mitchell Ave and I-25, and the railroad crossing overpass at BNSF/UP/Monument Creek), overlap and are being combined into one project which we will refer to as Baptist Road -West. Budgets for the two projects will be combined and the project will be advanced as one project.

We are recommending award of the corridor planning, alternative analysis, and conceptual design phase of the project in 2011 and anticipate moving into design in 2012. The proposed 2012 budget for the combined project will be \$4,466,148 (\$944,729 + \$3,521,419).

Approximately \$3,810,573 is budgeted for the Marksheffel– South project (Mesa Ridge Parkway to SH 94). Corridor planning efforts are anticipated to commence in 2012 and will evaluate the needs of the corridor and identify recommended improvements. Potential factors to be included in the evaluation of the needs of this corridor include the potential change in proposed land use associated with the change in ownership of the Banning Lewis Ranch property, potential expansion of Peterson Air Force Base, and the potential timing of other development along the corridor.

The Stapleton Road (East) project between US 24 and Curtis Road is budgeted at \$1,741,215 in 2012. Preliminary engineering studies along this corridor will commence in 2012.

Approximately \$334,333, will be utilized to advance design efforts on the Meridian Road, (Falcon Highway to US 24) project. This project includes construction of a park and ride facility in conjunction with the realignment of Meridian Road from US 24 to Falcon Highway. PPRTA funds for this project are limited. Additional funding for construction will come from Federal and County funds. We anticipate that final design for this project will be completed in 2012.

The remaining budget consists of anticipated unspent funds on the Marksheffel Road project (approximately \$200,000) and on the Stapleton Rd project – Eastonville to US 24 (approximately \$109,682). Once construction on the projects has been completed, staff will be making recommendations concerning the remaining unspent funds.

### **Maintenance Program**

The proposed PPRTA maintenance budget for 2012 is \$6,696,666 including an estimated \$230,000 of carryover funds from 2011.

As in the past, our maintenance program will include concrete repairs to curb, gutter and sidewalk for roads planned to be paved in the following year-2013; as well as, customer service requests requiring concrete repair or maintenance; pavement maintenance to protect and extend the life of paved surfaces including overlays, chip seals, and slurry seals; gravel road maintenance and rehabilitation; striping; shouldering; patching and other maintenance needs such as signal maintenance that are identified during the maintenance program evaluation process.

The specific elements within each category and the allocation of the available budget by category are still being evaluated. During this process we will evaluate the cost effectiveness of contracting all or part of the needed services versus purchasing



materials to accomplish the program while utilizing County forces and equipment to perform the work.

**Budget Summary**

**PPRTA 2012 Budget and Forecast Carryover table  
 (after application of line item transfers from above)**

Capital Project	2012 Budget	Carryover	Total
Meridian - Falcon to SH 24		\$334,333	\$334,333
County Line Road – I-25 to Furrow	\$2,189,835	\$2,000,000	\$4,189,835
Meridian - Woodmen to Rex	\$2,568,329	\$670,000	\$3,238,329
Hodgen - Roller Coaster to Eastonville	\$200,001	\$3,368,807	\$3,568,808
Stapleton/Judge Orr Ext - Eastonville to US 24		\$109,682	\$109,682
Marksheffel - PAFB to Black Forest		\$200,000	\$200,000
Baptist Road Widening – Mitchell Ave to I-25 *	\$844,729	\$100,000	\$944,729
Baptist RR X-ing *	\$3,473,419	\$48,000	\$3,521,419
Marksheffel - - Mesa Ridge to SH 94	\$3,810,573		\$3,810,573
Stapleton/Judge Orr Ext – US 24 to Curtis rd	\$1,741,215		\$1,741,215
<b>Total Capital</b>	<b>\$14,828,101</b>	<b>\$6,830,822</b>	<b>\$21,658,923</b>
<b>Maintenance</b>	<b>\$6,466,666</b>	<b>\$230,000</b>	<b>\$6,696,666</b>

\* The two Baptist Rd projects will be combined into one project – Baptist Rd – West. Budgets will be combined bringing the 2012 budget for the combined project to \$4,466,148.

# **City of Manitou Springs**



September 27, 2011

Chairwoman Jan Martin  
Board of Directors  
Pikes Peak Rural Transportation Authority  
15 S. 7<sup>th</sup> Street  
Colorado Springs, CO 80905

RE: City of Manitou Springs, memorandum concerning the use of FY2012 PPRTA Allocated Funding.

Honorable Chairwoman Martin,

The City of Manitou Springs is currently in its budget deliberations. The following is a summary of the budgeted uses of the City's FY2012 PPRTA funding:

**Maintenance**

It is anticipated that the City of Manitou Springs will receive a maintenance allocation of \$201,986 in FY2012 with a carry-over of \$146,838 from FY2011 for a sum of \$348,824 available for spending.

The City undertook an overlay and chip-seal projects and other minor roadway related drainage projects in FY2011. Overlay projects have been scaled back by the City until its ARRA water and waste-water pipeline replacement project is completed in December of 2011. The City intends to increase paving and chip-sealing operations in FY2012, but the City intends to re-evaluate and prioritize a street list on the completion of the ARRA project and also ensure that patching operations undertaken as part of our ARRA project perform as per their warrantee. A note illustrating the City's FY2012 PPRTA maintenance revenues and expenditures is as follows:

Revenues:	
FY2012 Maintenance Allocation:	\$ 201,986
FY2011 Carry-over:	\$ 146,838
Total:	\$ 348,824

<b>Expenditures:</b>	
FY2012 Overlay Program:	\$ 250,000
FY2012 Chipseal Program:	\$ 50,000
FY 2012 Storm Drainage Program	<u>\$ 40,000</u>
Total:	\$ 340,000
FY 2012 Unexpended Balance:	\$ 8,824

**Capital**

Per the original ballot question, the PPRTA capital allocation given to Manitou Springs has been designated for use in "Manitou Avenue improvements". Since FY2008, the City has utilized its capital funds for design, construction management and as grant match to FHWA Metro Grants for the construction of PPRTA Manitou Avenue Phase 2 and design of Phase 3. The City has Federal Metro funding adequate to complete construction of phase 3 and will begin construction in FY2012. The City has entered into a design revision and construction management contract with Nolte Vertical Five during the latter half of 2011 to prepare for construction start in early 2012. A note illustrating the City's FY2012 PPRTA Capital Allocation balance and expenditures is as follows:

<b>Revenues:</b>	
FY2012 Capital Allocation:	\$ 0
FY2011 Carry-over:	<u>483,928</u>
Total:	\$ 483,928
<b>Expenditures:</b>	
FY2012 PPRTA Phase 3:	\$ 368,688
FY2012 Unexpended Balance:	\$ 115,240

Please contact me with any questions.

Sincerely,



**Bruno Pothier**  
Public Works Director

# **Town of Green Mountain Falls**

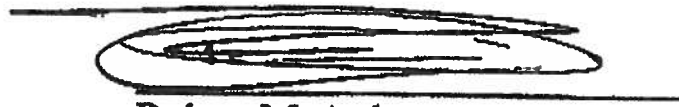
## **PPRTA 2012 Proposed Budget Report**

**Department of Public Works  
Road Division  
Town of Green Mountain Falls**

**To whom it may concern;**

**The following is a summary of projected maintenance expenditures based upon the anticipated revenue of \$25896.00 for the year 2012:**

<b>Road building chemicals/materials</b>	<b>\$ 2,628.55</b>
<b>Road building fuel</b>	<b>\$ 3,000.00</b>
<b>Equipment purchases/rental for road building</b>	<b>\$ 20267.45</b>



**Robert McArthur  
DPW Director  
Town of Green Mountain Falls  
11-11-11**

# **Town of Ramah**

**TOWN OF RAMAH**  
**P.O. BOX 129**  
**113 S. COMMERCIAL**  
**RAMAH, CO 80832**  
**719-541-2163**  
**FAX 719-541-3978**  
**Email: [townoframah@juno.com](mailto:townoframah@juno.com)**

---

November 10, 2011

Pikes Peak Rural Transportation Authority  
Board of Directors  
15 South 7<sup>th</sup> Street  
Colorado Springs, CO 80905

To Whom It May Concern:

The Town Board for the Town of Ramah has decided to use the amended 2012 budgeted amount of \$4977.00 (and the carry over) for the following:

1. Road maintenance for Second and Pikes Peak Avenue. This road is being paved with a CDBG grant, but additional maintenance items will be needed with the project.
2. Updating street signs for all roads within the town.
3. Road repairs to include crack sealing, pot hole fixes and any additional repairs needed.

If you need anything further, please let me know.

Cordially,

Cindy M. Tompkins  
Town Clerk

# **Administration**

<b>Pikes Peak Rural Transportation Authority Proposed 2012 Administrative Budget</b>		
	<u>2012</u>	<u>2011</u>
<b>Expenditures:</b>		
1. Personnel Costs (detail below)	\$312,000	\$314,000
Indirect Costs	108,000	106,000
	420,000	420,000
2. Contract Services:		
Legal	70,000	60,000
Auditing & Accounting	20,000	16,000
Total Contract Services	90,000	76,000
3. Insurance	17,000	16,000
4. Other Operational Expenses	13,000	13,000
<b>Subtotal Administrative expenditures</b>	<b>540,000</b>	<b>525,000</b>
<b>Percentage of Revenue Budget</b>	<b>0.75%</b>	<b>0.73%</b>
5 Public Outreach activities	50,000	10,000
<b>Total Administrative &amp; Public Outreach</b>	<b>\$590,000</b>	<b>\$535,000</b>
<b>Percentage of Revenue Budget</b>	<b>0.82%</b>	<b>0.74%</b>

PPRTA Administrative Staff	FTE	
Pikes Peak RTA Program Manager	1	1
Financial Services, Website Administration, Administrative Assistance, IT Support, Annual Report Preparation, GIS Support, and Executive Oversight	2	2
Total	3	3

1% administrative expense is allowable per the ballot measure language

The administrative contract extends through 2014. The contract for legal services extends through 2011 with a three year option for extension if the Board approves. The audit contract is currently out for bid.

## Exhibit A

### PIKES PEAK RURAL TRANSPORTATION AUTHORITY (PPRTA) 2012 ADMINISTRATIVE BUDGET DETAILS

#### **1. Personnel and Overhead Costs:**

Personnel costs include salary and fringe benefits for the proposed 3 Full-Time Equivalent (FTE) employees for the PPRTA. The three FTE's are employed through PPACG working on the PPRTA. The fringe benefits include payroll taxes, retirement contributions, and the various insurance programs: health, dental, vision, life, and AD&D. Duties include Program/Contracts Management and the Financial Management duties. Other portions of full time equivalents include the estimated time required of existing PPACG Administration staff to administer the PPRTA contract including, but not limited to, meeting minutes, packet construction, web site administration and annual report design and production. Some of the other services provided include processing payments to vendors, financial reporting, contract administration, field verification, Board and Citizen Advisory Committee research/support and optimizing sales/use tax revenue.

Overhead costs include postage, general office supplies, copying services, printing supplies, reference publications, software upgrades, building costs including maintenance, repairs, snow and garbage removal.

#### **2. Contract Services:**

Contract services include fees for auditing and legal services.

#### **3. Insurance:**

Insurance expense is for a million dollar Directors and Officers Liability policy.

#### **4. Other Operational Expenses:**

Other Operational expenses include mileage reimbursement for vehicle use to monitor construction projects, maintenance projects, public transportation services and capital projects in the PPRTA boundary. Additionally, this category includes specific office items, training, support for accounting and web site software.

#### **5. Public Outreach:**

Public outreach funds cover the cost of reproducing and publishing the annual report in the Pikes Peak RTA area.

**Pikes Peak RTA Reserve-2012 Budget  
Allocation of Reserve Balance Estimate**

		Total	Estimated TABOR	Non- TABOR/Board Designated
Reserve Balance		6,888,000	2,066,400	4,821,600
Transit	10%	688,800	206,640	482,160
Maintenance	35%	2,410,800	723,240	1,687,560
Capital	55%	3,788,400	1,136,520	2,651,880
	100%	6,888,000	2,066,400	4,821,600
Less Appropriation of reserves				
Maintenance-City of Colorado Springs from 2009		(1,000,000)		(1,000,000)
		<u>5,888,000</u>	<u>2,066,400</u>	<u>3,821,600</u>

Recap by funding category:		Total	TABOR	Non- TABOR/Board Designated	Less net Borrowings	Non-TABOR net of Borrowings
<b>Transit</b>		688,800	206,640	482,160	0	482,160
<b>Balance</b>						
<b>Maintenance</b>						
Town of Green Mountain Falls	0.1089%	2,625	788	1,838		1,838
City of Manitou Springs	0.8494%	20,478	6,143	14,335		14,335
City of Colorado Springs	70.8586%	1,708,260	512,478	1,195,782	(1,000,000)	195,782
El Paso County	28.1621%	678,932	203,680	475,252		475,252
Ramah	0.0209%	505	151	353		353
	100.0000%	2,410,800	723,240	1,687,560	(1,000,000)	687,560
<b>Capital</b>						
City of Colorado Springs	66.6666%	2,525,597	757,679	1,767,918		1,767,918
El Paso County	33.3334%	1,262,803	378,841	883,962		883,962
	100.0000%	3,788,400	1,136,520	2,651,880	0	2,651,880
<b>Grand Total</b>		<u>6,888,000</u>	<u>2,066,400</u>	<u>4,821,600</u>	<u>(1,000,000)</u>	<u>3,821,600</u>

Funds remaining after appropriation:	TABOR*	*NON- TABOR/Board Designated
Transit	206,640	482,160
Capital	1,136,520	2,651,880
Maintenance	723,240	687,560
	<u>2,066,400</u>	<u>3,821,600</u>

\* Please note that the Board Designated Reserve is an estimate and will likely be different due to the fact that the TABOR reserve is based on actual revenue which is not known at this time.