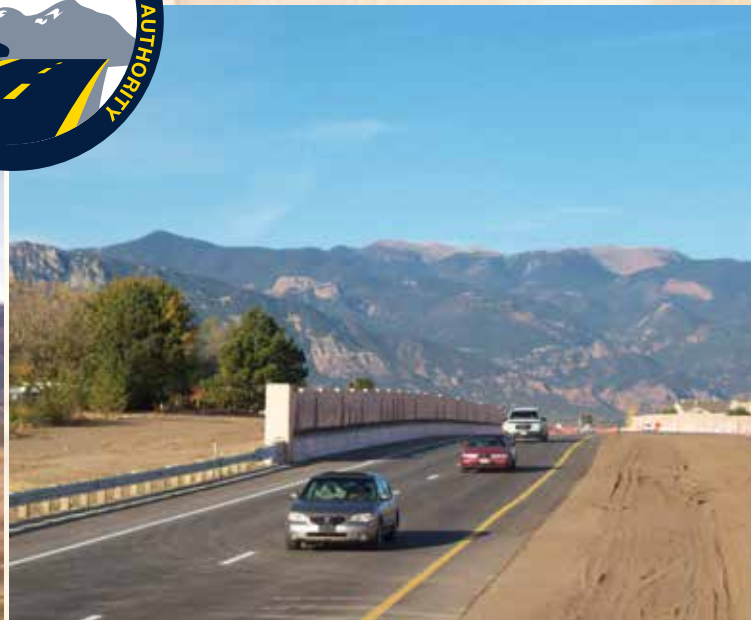
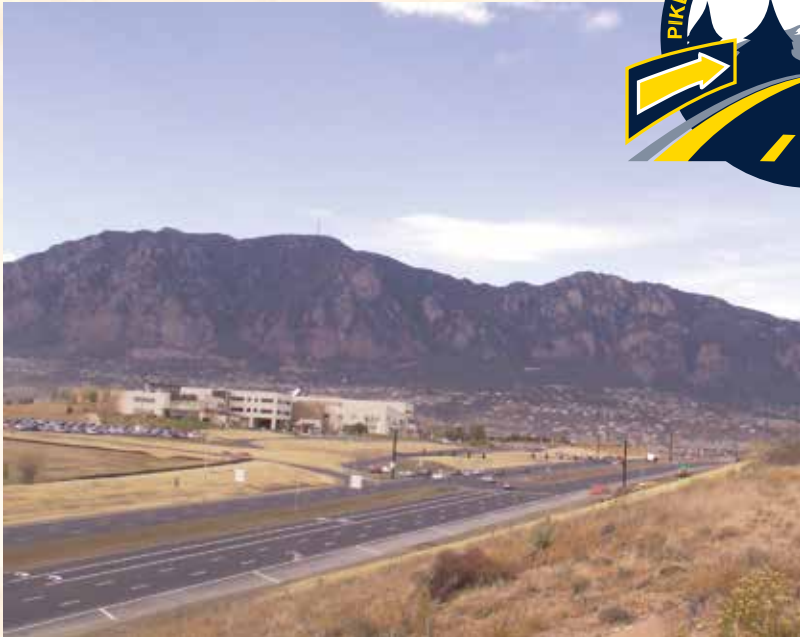


2016 Annual Report

COLORADO SPRINGS * EL PASO COUNTY
MANITOU SPRINGS * GREEN MOUNTAIN FALLS * RAMAH

Although this report focuses on work completed in 2015,
the title is based on its publication date.



Working to improve the Pikes Peak region's transportation system for over a decade



Cover photo: Newly completed three-span Baptist Road bridge over Monument Creek and railroad tracks

About the PPRTA

In 2003, Colorado Springs was named the most congested city of its size in the nation. Faced with a list of major transportation needs, a group of community, business, and local government leaders came up with a proposal for voters: what if we dedicated a portion of local sales tax to a focused transportation improvement program?

In 2004, voters approved that idea, the Pikes Peak Rural Transportation Authority, and agreed to tax themselves. In 2012, voters set a county record of nearly 80 percent approval to extend the PPRTA's capital portion for another decade.

The program is simple:

- A one-percent sales tax used only for transportation:
 - » 55 percent for a specific list of capital projects
 - » 35 percent for maintenance
 - » 10 percent for transit
- Participating communities – El Paso County, Colorado Springs, Manitou Springs, Green Mountain Falls, and Ramah – are allocated funds based on population.

- The list of specific capital projects expires in 10 years, while the maintenance and transit portions continue in perpetuity.
- Administration cannot exceed 1 percent of revenues, a provision voted by citizens to ensure efficient use of taxpayer dollars.

PPRTA'S SUCCESS

- In the past decade, the PPRTA has significantly improved transportation in the Pikes Peak region, and our homegrown program is the envy of many around the state.
- Key connections have been made on arterials that carry hundreds of thousands of citizens to work, school, and other destinations.
- Funds sustain a transit system that many rely on to get to work and medical appointments.
- Road repaving, bridge stabilization, and emergency repairs have saved taxpayers money by extending the life of critical transportation structures.
- Numerous projects have improved safety for drivers, pedestrians, and cyclists.

Dear citizens,

The Pikes Peak Rural Transportation Authority is your program, existing only because voters decided to dedicate your hard-earned tax dollars to improving local transportation. In the following pages, we report to you exactly how the dollars you've entrusted to us were used in 2015. Accountability is an important part of the PPRTA. Administration costs this year, capped at one percent, were kept well below this amount, to 0.67 percent of revenue.

In 2015, the PPRTA spent \$66 million in the community. That's our local money invested directly into our roads and transit system, creating jobs for our neighbors. Those dollars maintained existing roads, extending their lives and saving us money in the long run, made evening and weekend service possible on Mountain Metro Transit, and built the projects you'll read about in this report.

We're also excited to see progress begin this year on a new list of capital projects. Voters approved a new 10-year program in 2012 with overwhelming support, and in the ensuing three years, we've saved up enough dollars to break out the shovels and fire up the trucks.

We always want to hear from you about the PPRTA and how it's doing. Our meetings are open to the public, and we encourage you to stop by, drop us a line at PPRTA@ppacg.org, or read about projects, spending, and more at www.PPRTA.com.



Dennis Hisey, Chair
PPRTA Board of Directors



Jim Godfrey, Chair
PPRTA Citizen Advisory Committee

COLORADO SPRINGS

CAPITAL PROJECTS

(Numbers next to the names of projects refer to the map on the back cover.)

Vincent Drive Extension (#40) and Vincent Drive Bridge Replacement (#30)

PPRTA is providing the local match for a Federal Emergency Management Agency grant to stabilize Cottonwood Creek. Work started in early 2015 and includes improvements to Cottonwood Creek downstream of the stone-arch culverts to protect Vincent Drive from flood events in Cottonwood Creek. Project construction was 80 percent complete at the end of 2015; completion is scheduled for spring 2016. (Total project budget = \$19 million; PPRTA portion = \$15.4 million)

Austin Bluffs Bridge Widening (#29)

Colorado Springs began construction on the widening of the Austin Bluffs Parkway Bridge over Cottonwood Creek in March 2014, which included construction of a second parallel bridge north of the Woodmen Road intersection. The project was completed in the spring of 2015. (Total project budget = \$4.6 million; PPRTA portion = \$4.4)

Austin Bluffs Parkway Corridor Improvements (#7 & #22)

This project is a critical component in solving east-west mobility issues that have affected travelers for years. Three key segments of the roadway were widened from four lanes to six: Nevada Avenue to Union Boulevard, Union Boulevard to Meadowland Boulevard, and Barnes Road to Old Farm Drive. Construction started in June 2013 and was completed in August 2015.

Improvements to Greencrest Channel, parallel to Austin Bluffs Parkway, protect the roadway from damage during flood events. PPRTA provided the local match for a Federal Emergency Management Agency grant. Construction started in late 2014 and was completed in July



The new Austin Bluffs Bridge



Three key segments of Austin Bluffs parkway were widened from four lanes to six.

2015. (Total project budget = \$34.9 million; PPRTA portion = \$32.9 million)

Woodmen Road Corridor Improvements (#3)

This project will widen Woodmen Road to six lanes from east of Academy Boulevard to Lexington Drive. Construction will include an innovative continuous flow intersection at Woodmen Road and Union Boulevard. This intersection configuration will accommodate traffic volume through 2035. Eventually, the city plans on constructing a single-point urban interchange.

In 2015, Colorado Springs completed right-of-way acquisition and environmental clearance for construction. Construction will start as soon as the Colorado Department of Transportation completes required clearances for a federal grant that helps fund the project. Construction should begin in spring 2016. (Phase 2A project budget = \$35.2 million; PPRTA portion = \$21.8 million)



A rendering of the Continuous Flow Intersection planned for Woodmen Road and Union Boulevard

Academy over Cottonwood Creek Bridge Rehabilitation

The Academy over Cottonwood Creek Rehabilitation will improve traffic and pedestrian issues and complete a long-missing Cottonwood Creek Trail connection. An engineering firm will complete the design of the project in 2016, and construction is scheduled to start at the end of 2016. (Total project budget = \$1,280,000; PPRTA portion = \$1,280,000)

Centennial Boulevard Extension: Fillmore to Fontanero

Centennial Boulevard will be extended from Fillmore Street to Fontanero Street. Based on funding availability, the design has been divided into four phases: corridor development, preliminary design, final design, and construction. A design engineering firm was selected through a competitive process, and the preliminary design phase began in May. Construction should begin in 2017. (Total PPRTA project budget = \$10,500,000)

Chestnut Street over South Douglas Creek Bridge Replacement

This project was originally scheduled to begin in 2019, but flooding in August 2015 caused an infrastructure failure that required immediate attention. Construction is scheduled to be completed in October 2016. (Total project budget = \$2 million; PPRTA portion = \$1.8)

Emergency Bridge Fund

The Emergency Bridge Fund was created to address unfunded bridge needs. Many of our bridges were constructed in the 1970s and '80s using corrugated metal pipe. The pipe is now nearing the end of its service life.

The most dramatic pipe failure in Colorado Springs was when a sinkhole opened on the Chestnut Street



Chestnut Street Bridge sinkhole

Bridge following heavy rain in August 2015. The PPRTA Board quickly approved funding of \$500,000 to accelerate replacement of the bridge. Stabilization work has begun, final design is complete, and construction will begin in the spring of 2016.

The Mark Dabling Boulevard Bridge over South Rockrimmon Basin, which contains corrugated metal pipe with serious deterioration issues and utilities

problems, will be reconstructed beginning in the fall of 2016. (Total project budget = \$1,873,620; PPRTA portion = \$1,873,620)

Las Vegas Street/Royer Street/Union Pacific Railroad Crossing Relocation

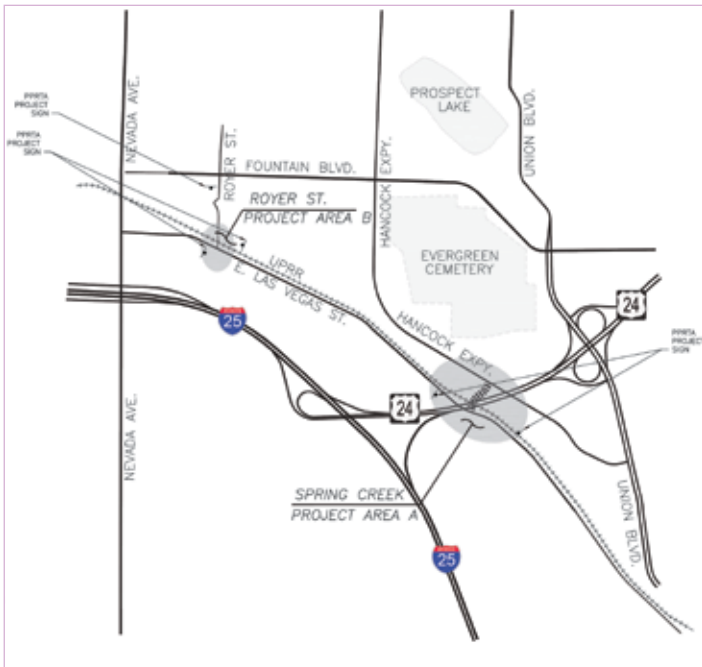
The intersection of Royer Street and the railroad tracks is not a standard crossing design due to steep vertical grades at the tracks and limited spacing between Las Vegas Street and the tracks. The Federal Railroad Administration has recorded 25 train-versus-vehicle accidents at this crossing since 1975. These accidents are primarily caused by “high-centering,” where a truck or car bottoms out while crossing the tracks and becomes stuck. Half of the accidents included injuries.

Colorado Springs will construct a new road, called Spring Creek Road, beginning at the existing traffic light on Hancock Expressway and Spring Creek, currently an access to a Colorado Springs Utilities facility. The new road will run south under the Martin Luther King Bypass (US 24) and connect to Las Vegas just east of the bypass, approximately 700 feet away.

When the new roadway and railroad crossing opens, the existing crossing at Royer Street will be closed. Modifications made to the roadway on Royer (i.e., installation of a cul-de-sac on the north side of the tracks, grading between Las Vegas Street and the tracks, etc.) will facilitate



Much of the corrugated metal pipe used in constructing our bridges is nearing the end of its service life.



The new crossing at Royer/Las Vegas Streets and the railroad tracks will greatly improve safety.

the closing of the crossing. The new crossing will provide a route that is safer for all modes of transportation, maintaining easy access across the tracks. It will also be a railroad “quiet zone,” so train horns will be silent along a large stretch of the corridor.

Design is 90 percent complete. The project is working through right-of-way, a CDOT agreement, County agreements, Public Utilities Commission applications, and UPRR coordination. The request for proposals for construction will be released in the second quarter of 2016. (Total PPRTA project budget = \$3,850,000)

Pikes Peak Avenue: Colorado to Printers Parkway Pavement Reconstruction

The reconstruction of Pikes Peak Avenue from Colorado Avenue to Printers Parkway is a PPRTA-funded capital project with a total project cost estimate of \$8,663,000. Pikes Peak Avenue is a primary east-west corridor leading into and out of downtown. The condition of the pavement, curb, gutter, and sidewalk in this section of Pikes Peak Avenue has now deteriorated to the point where a full reconstruction is the best option for returning the roadway to an acceptable level of service. An extensive evaluation of the road will be used to determine the extent and type of work required. An RFP was issued in October 2015 to solicit design services for this project. (Total PPRTA project budget: \$8,663,000)

Shook's Run Bridge Corridor Study

Shook's Run is a drainage basin and stream corridor

east of downtown Colorado Springs. From Constitution Avenue on the north to Fountain Creek on the south, the corridor includes adjacent neighborhoods and park amenities, pedestrian and bicycle trails, and several roadways crossing the stream. This section of Shook's Run is part of the Legacy Loop trail that rings the downtown area.

The majority of the infrastructure in the area was constructed from the early 1900s through the 1960s. The grid system of streets in the area results in numerous roadways of various functional classifications crossing Shook's Run. Many of these bridges are reaching the end of their service lives. To be fiscally responsible, the city's goal is to develop a sustainable infrastructure replacement strategy for the bridges in the Shook's Run Corridor. As a first step, the city is initiating a study of the corridor and surrounding area.

Public meetings were held in June, October, and January, with attendance ranging from 90–155 people. The project team is evaluating the input received and developing themes and values for the corridor. Additional information is available at www.EnvisionShooksRun.com. (Total project budget = \$2,994,600; PPRTA portion = \$2,750,000)

Centennial Boulevard Reconstruction – Garden of the Gods to Fillmore

Centennial Boulevard will be reconstructed from Garden of the Gods to Fillmore Street. The road was originally constructed in the '80s. The pavement has significantly degraded, and current conditions include rutting, differential settlement, potholes and excessive cross slopes. Field investigations and preliminary engineering are complete, and final design is in process. An extensive evaluation of the road has been performed



to determine the extent and type of work required. The northern two-thirds of the project are designed to be fully reconstructed from the roadbase up to an entirely new pavement surface. The southern third of the project is designed to have selective concrete replaced and to be milled and overlaid. The project is scheduled for construction advertisement in spring 2016. (Total PPRTA project budget = \$8,065,000)

Pedestrian, School and Neighborhood Sidewalk Improvements

The City's Comprehensive Plan, Intermodal Transportation Plan, and the Complete Streets Policy strongly recommend that streets be designed to accommodate safe and efficient pedestrian access. Many do not. Proposed pedestrian improvements will continue to:

- Construct missing pedestrian connections along transportation facilities, schools and neighborhoods
- Follow the Street Department quadrant approach, which schedules road maintenance by dividing the city into four areas and cycling through these areas in the course of four years
- Improve safety
- Improved pedestrian connectivity

Colorado Springs developed a 2015 construction list of approximately 60 locations, approved by the Citizens Transportation Advisory Board in December 2014. An engineering firm has constructed approximately 80,000 square feet of new infill sidewalk through December 2015. (Total PPRTA project budget = \$1,134,590 for 2015; \$1,099,000 for 2016–2022)

Tutt Boulevard Extension

The Tutt Boulevard extension is a joint Colorado Springs/El Paso County project. Tutt Boulevard will be extended north from Dublin Boulevard and connect with the existing Tutt Boulevard, a distance of approximately 1,500 feet. New development has been planned along the proposed Tutt alignment, so the schedule for this project has been expedited. Construction of the first phase from Dublin Boulevard to Vickie Lane was completed at the end of 2015. Design of the second phase began in 2015, with construction anticipated in 2016. (Total project budget = \$1.9 million; PPRTA portion = \$1.9 million)

MAINTENANCE

Bridge Repair and Maintenance Program

In 2015, the Bridge Maintenance Program completed emergency, structural, and safety repairs to numerous

bridges, including several large projects designed to lengthen the life of bridges vital to the Colorado Springs transportation network. These projects included the installation of waterproofing measures at the Voyager Parkway Bridge over Kettle Creek and the Garden of the Gods Bridge over Monument Creek.

Safety repairs in 2015 included 12 repairs to bridge guardrails and tree removal at locations where sidewalks, roadways, or waterways were restricted by trees. The safety of the tunnels on Gold Camp Road was improved by a scaling operation in summer 2015.

Multiple emergency repairs in 2015 included repairing flood damage at Broadmoor Bluffs Drive. This project was completed quickly to restore the roadway to its normal level of service.

Concrete Repairs

The PPRTA funds roadway repairs and improvements throughout Colorado Springs. In 2015, the Pre-Overlay Contracted Concrete Repair Program spent the majority of its funds (66%/\$5,300,000) to help prepare roads for resurfacing. This program uses a systematic approach to repair all significantly damaged concrete on designated streets. Resources to this program were increased to maximize scheduling flexibility and reduce concrete repair costs by working in advance of the paving operations.

The City also continued its two citizen-request concrete repair programs, which work city-wide to repair priority-rated damage outside of the areas to be resurfaced. The On-Call Program repaired 197 locations (\$791,000), and the Cost Share program served 123 households (\$156,000 plus \$111,377 in citizen contributions).

The combined concrete repair programs completed improvements to 16.72 miles of damaged curb and gutters and 6.11 miles of sidewalk, and installed or repaired 377 pedestrian ramps and 116 crosspans. Concrete repairs were also made to multiple medians, driveways, inlets, and alley entrances.

Resurfacing and Pothole Patching Projects

Streets are selected for resurfacing based on type, rated conditions, and general location. The 2015 Resurfacing Programs focused their efforts on streets in the City's Southern District. Specifically, \$4,800,000 funded mill and overlay on 67 lane miles of roadway. Contractors also covered 100 lane miles with a chip-seal preventative maintenance treatment, using a very hard, 100 percent recycled, local slag aggregate for longer wear. In support of the chip seal program, the city established a new



Paving operations

storage depot and purchased 11,136 tons of slag for use in the 2015/2016 program years. Pre-purchasing materials allows the city to obtain better pricing and guaranteed delivery of this limited material.

PPRTA funds also support general street maintenance through material purchases. Crews patched a total of 59,430 potholes in 2015 and placed 8,171 tons of asphalt on larger patches and road repairs. Additionally, 212,840 square yards of crack seal material prepared roads for the 2015 Chip Seal Program and reduced general road deterioration from water and ice.

Streets maintenance includes the manufacture and upkeep of various roadway signs. PPRTA funds purchased 27,415 square feet of vinyl sheeting and 10,557 square feet of aluminum sign blanks for the fabrication of new signs. City and contracted staff installed, repaired, or attended to a total of 5,562 signs within the city during the 2015 program year. PPRTA funds also contribute to the purchase and placement of crosswalks and school markings, painted lines, and guardrail maintenance.

TRAFFIC ENGINEERING

In 2015, PPRTA program funding was used to rebuild signals throughout the community that were installed more than 25 years ago and have exceeded their functional life.

Larger poles and bases allow the traffic signal heads to be higher for better visibility and vehicle clearance.

Eight traffic signal locations were completed in 2015:

- Cheyenne Road
- Southgate and Nevada
- Austin Bluffs and Stanton
- Austin Bluffs and Regents
- Austin Bluffs and Oro Blanco

CONTACTS

CITY OF COLORADO SPRINGS

Capital Projects and Bridges, Mike Chaves: 385-5408
 Potholes: 385-6808
 Streets and Alleys: 385-5934
 Pedestrian Ramps, Sidewalks, Curb & Gutters: 385-5411
 Signs and Markings: 385-5401
 Traffic Signals (Timing): 385-5966
 Traffic Signals (Maintenance): 385-6721
 Mountain Metropolitan Transit: 385-RIDE (7433)
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- Austin Bluffs and American, Meadowland
- Austin Bluffs and Woodmen, Ranch, and Union
- Boulder at Shook's Run trail

Five intersections along Academy Boulevard—including Austin Bluffs, Vickers, Montebello West, Lehman and Bijou—were contract designed and advertised

for construction in 2016. Over the past 10 years, 154 intersections have been rebuilt.

Hardware upgrades of existing controller cabinets are key to prolonging the life of traffic signals. A critical component to operation of the traffic signal is the 24-volt power supply. During summertime operation, cabinet temperatures reach 140° F, which often leads to signal failure. To date, 420 fully-electronic power supplies have been installed to replace older styles, with a remaining 164 to be completed. Of the 420 intersections completed, there were no heat-related failures during the summer of 2015.

On-Street Bikeway Improvements (#28)

Colorado Springs installed approximately seven miles of new bike lanes, bike boulevards, and trail connections, including:

- Hancock Expressway
- Spring Meadow Drive
- 8th Street
- 26th Street
- Polk Street
- Beacon Street
- Midland Trail to 26th Street
- Midland Trail/Foothills Trail Bridge

Prospect Lake Drive was widened to complete the installation of contra-flow bicycle lanes, which allow bicyclists to go both with and against traffic, adjacent to Memorial Park. Buffered bike lanes, which provide separation between traffic and cyclists, were installed on Arcturus Drive, Astrozon Street, and Jet Wing Drive, bringing the total of buffered bike lanes in Colorado Springs to 4.5 miles. Colored pavement markings within bicycle lanes at Kiowa Street and Cascade Avenue raise awareness in high-traffic areas where cyclists and vehicles share a lane.

The Colorado Springs bike website (www.colorado-springs.gov/bikes) was updated, including adding online reporting of dangerous locations or obstructions and an updated bike map of existing facilities, and announcing the installation of the 26th Street warning beacon/bike counter for blind “S” curves.

Bike Enhancements: The Popcycle Bridge is a unique and exciting place for kids to learn the rules of the road. All-purpose bike repair fix-it stations were installed at five locations.

PPRTA was able to provide valuable funding to

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Commissioner Dennis Hisey, Chair
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Councilmember Larry Bagley
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Commissioner Amy Lathen
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Mayor Dennis Carpenter
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Town of Ramah

close expensive gaps in the system where other local monies or tax revenues were insufficient to cover high costs. For instance, the Prospect Lake Road widening in two locations helps facilitate a connection from downtown Colorado Springs to Prospect Lake and then east to Chelton Road. Other planned projects will take this connection and continue extending both east and southeast toward Peterson Air Force Base and other transportation-challenged areas of the city.

EL PASO COUNTY

CAPITAL PROJECTS (2005–2014)

Stapleton Drive Extension-US 24 to Curtis Road (#26)

In 2015, the Stapleton Drive Extension (East) advanced to final design. Construction began in June and was substantially completed in November 2015. The road extension provides a missing east-west link in the roadway network, extending two lanes of Stapleton Drive south-east from U.S. Highway 24 to the Judge Orr Road/Curtis Road intersection and includes turn lanes at the intersections of U.S. 24 and Judge Orr/Curtis Road. (PPRTA budget: \$5.25 million)



Stapleton Drive Extension (East): Roadway alignment before (left) and after (below) looking south and east from US 24



County Line Road (#10)

Construction on this safety improvement project along the corridor from I-25 to Furrow Road started in the summer of 2014. After a winter suspension, the project resumed construction in April 2015 and was substantially completed in July with the placement of the top mat of asphalt and final striping. Improvements included adding shoulders, revisions to the vertical profile and horizontal alignments, drainage improvements, providing turn lanes at key

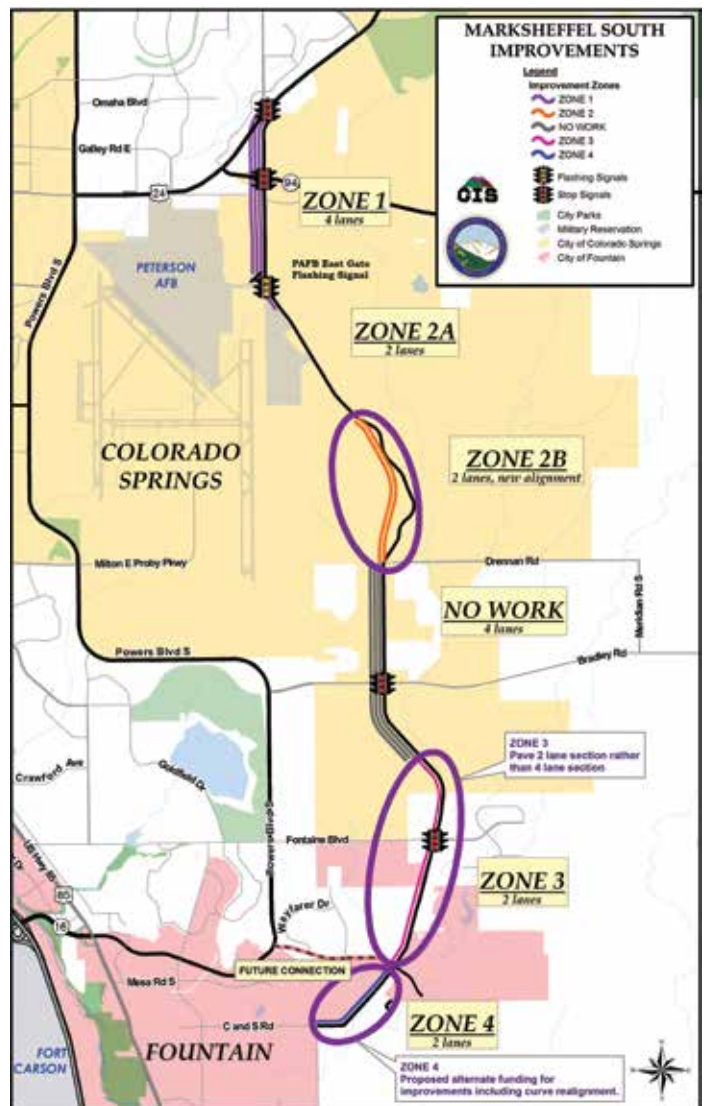


County Line Road, looking west

intersections, and major reconstruction and widening of the intersection at Furrow Road, including construction of two retaining walls to accommodate the vertical alignment changes. (PPRTA budget: \$7.4 million)

Marksheffel Road South (#25)

The Marksheffel South project will construct transportation and safety improvements for the 11-mile corridor that extends from State Highway 24 to the future connection with Mesa Ridge Parkway. The construction contract was awarded in November 2015. Construction will start in early 2016 and is expected to be completed by fall 2017. Additional road work funded with PPRTA maintenance funds will complement the capital project, and improvements between the future extension of Mesa Ridge Parkway to Link Road will be completed in 2016. (PPRTA budget = \$31.42 million)





Girder erection for Baptist West bridge

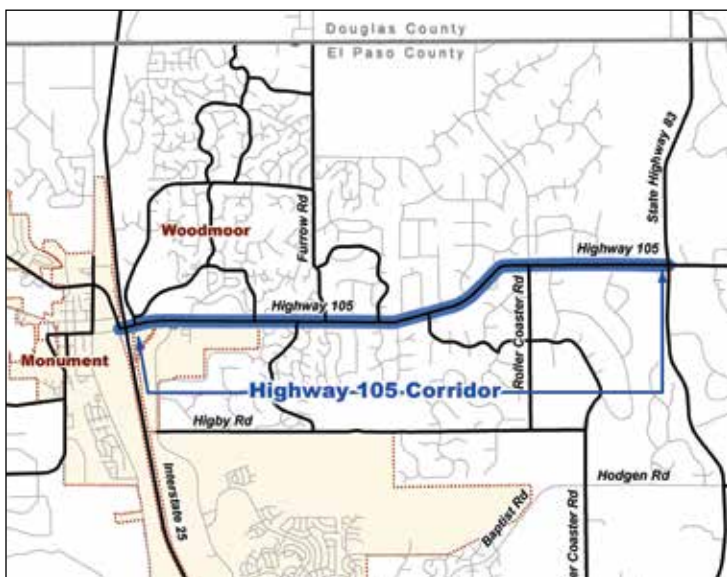
Baptist Road Widening-Mitchell Avenue to I-25 (#1) and Baptist Railroad Crossing Overpass at Monument Creek (#6)

This project consists of two A-list projects: Baptist Road widening from Interstate 25 to Forest Lakes Drive and the Baptist Road railroad crossing at the BNSF railroad. In late 2014, the construction contract was awarded and construction began in May 2015. Construction was advanced at an aggressive pace, and the approach roadway improvements, the roundabout at the Baptist Road/Old Denver Highway intersection, and the three-span bridge over the railroad and Monument Creek were completed in December. The new bridge and roadway alignment opened to the public in December, and final elements of construction will be completed by the summer of 2016. (Budget: \$13.16 million; \$11.41 million PPRTA, \$1 million state grant, \$0.75 million Baptist Road Rural Transportation Authority)

CAPITAL PROJECTS (2015–2024)

Highway 105

In 2015, the preliminary design was initiated for the five-mile-long Highway 105 corridor between I-25 and SH 83. Federal funds have been approved for a portion of



the improvements between Woodmoor Drive and Lake Woodmoor Drive. Surveying, updating of traffic data, and environmental scoping have begun for the entire corridor, with final design expected to start in late 2016. (PPRTA budget = \$18.314 million)

Monument Hill Road Safety Improvements

This safety improvement project aims to identify and correct deficiencies in the existing roadway. Anticipated enhancements include improvements to sight distance, horizontal and vertical alignments, drainage, and water quality; the addition of shoulders; and intersection and multimodal improvements. In late 2015, project design began and is planned to run through 2016. Construction is anticipated for 2017/2018. (PPRTA budget = \$3.965 million)

Old Meridian Road/McLaughlin Road Roundabout

The McLaughlin Roundabout will involve reconstructing the McLaughlin Road/Old Meridian Road intersection as a modern single-lane roundabout and upgrading Old Meridian Road toward Highway 24. The current intersection consists of three approaches with poor alignment, resulting in driver confusion and traffic conflicts. The project is a safety improvement that will include pedestrian facilities at the intersection and along Old Meridian Road to the southeast and McLaughlin Road to the northeast. Design for the project will continue in 2016 with construction anticipated for 2017. (PPRTA budget = \$2.376 million)

West Colorado Avenue

This project is a joint effort of El Paso County, the City of Manitou Springs, and the City of Colorado Springs. The planning phase of the project (funded by CDOT)



Preliminary design concept for Old Meridian/McLaughlin roundabout

concluded with a public open house in March 2013 in which the preferred three-lane option, as recommended by citizens and stakeholders, was presented to the public. Recommendations were made for short-term transportation and safety improvements and a long-range livable, walkable, economic vision for the 1.5 miles of West Colorado and Manitou Avenues between North 31st Street and the U.S. 24 interchange. The final design for the project should be complete in early 2016, and construction should begin in 2016. (Budget: \$15.581 million: \$12.178 million PPRTA)

Meridian Road Extension-Falcon Highway to US 24 Highway (#8) and New Meridian Road at US 24

This project includes:

- Intersection improvements at U.S. Highway 24 and both Old Meridian and New Meridian Roads
- The New Meridian Road Extension from U.S. 24 to Falcon Highway
- The Falcon Park and Ride, including the Swingline Road extension between Old and New Meridian Roads



Design concept for Meridian Road extension from U.S. 24 to Falcon Highway

These projects are being designed and constructed concurrently for cost and time efficiencies. The traffic signal at Old Meridian/U.S. 24 will be removed and access control at this location converted to a right-in/right-out. New Meridian/U.S. 24 will be completed as a



Paving operation on Terminal Avenue

full-movement signalized intersection. Improvements will maximize intersection operational efficiency, increase motorist and pedestrian safety, and provide better turn lanes and drainage improvements. Preliminary design is 90 percent complete, and final design will begin in 2016. The project involves ongoing coordination with CDOT, the City of Colorado Springs, Mountain Metro Transit, and other stakeholders. (Total budget: \$8.22 million; \$5.12 million PPRTA, \$2.52 million federal, \$0.58 million El Paso County)

MAINTENANCE PROJECTS

The inspection and testing for the maintenance projects was performed by the El Paso County Construction Services Section. (Note: All mileages indicated represent centerline miles.)

Paving: El Paso County spent \$3,837,854.29 for the 2015 PPRTA Asphalt Rehabilitation Program, paving 19.73 centerline miles of roadway. These roads were also patched, striped, and shouldered, and thermoplastic street markings were installed. Sub-grade repairs were performed as necessary.



Graveling on Scott Road



Applying chip seal



Curb and gutter pour on Burnam Street

Graveling: Gravel was installed on 7 miles of roads, including:

- Green Tree Road
- Warriors Path
- Arrowgrass Loop
- Snowbrush Drive
- Scott Road
- Windmill Road
- a portion of Wildridge

Chip sealing: Chip seal was installed on 46 miles of roads. A contractor was hired to crack seal the roads prior to the chip seal. Chip seal and crack seal protect the road from water, prevent potholes, and extend the life of the road.

Concrete: In 2015, \$2,352,586.20 was spent on concrete drainage projects at various locations. This amount was spent on pouring approximately 38,730 linear feet of sidewalk and curb and gutter, 115 pedestrian ramps, and 26 cross pans.

West Colorado Avenue Maintenance: Local residents, businesses and visitors are benefiting from a recent pavement overlay that improves the road surface on West Colorado Avenue between the U.S. 24 interchange and 31st Street. With the start date of capital improvements not anticipated until 2016, El Paso County performed critical maintenance to improve driving conditions in preparation for the winter driving season. This critical work on one of the most heavily-travelled major thoroughfares in the region was made possible through PPRTA dollars.

2016 PPRTA Budget in Brief

The PPRTA Ballot initiative allows administrative expenses of up to one percent of revenues.

Net Revenue: **\$84,931,500**

Allocation:

Capital (55%)	\$46,712,325
Maintenance (35%)	\$29,726,025
Transit (10%)	\$8,493,150

Capital **\$46,712,325**

Green Mountain Falls	\$51,384
Manitou Springs	\$397,055
Colorado Springs	\$33,100,353
El Paso County	\$13,154,191
Ramah	\$9,342

Maintenance: **Population** **\$29,726,025**

Green Mtn Falls	0.1089%	\$32,371
Manitou Springs	0.8494%	\$252,503
Colorado Springs	70.8586%	\$21,063,456
El Paso County	28.1621%	\$8,371,473
Ramah	0.0209%	\$6,222

Transit: **\$12,122,410**

(including fare box revenue and appropriation of a portion of Transit Reserve)

MANITOU SPRINGS

CAPITAL PROJECTS

Manitou Avenue Improvements

PPRTA funds will match another grant to fund engineering and design on the Manitou Avenue West End Pedestrian and Drainage Improvements project. This project is estimated to cost \$4,250,000.

Transit Shuttle Parking

In October 2015, the city entered into a contract to purchase property for a transit shuttle and surface or structure parking, located at 10 Old Man's Trail within the City of Manitou Springs. The property is adjacent to the pick-up/drop off location for the city's free shuttle program. Budget: \$300,000 for a down payment and \$3,209 for closing costs.



Manitou Springs shuttle

MAINTENANCE PROJECTS

Work began on an overlay project that involves seven streets for a total cost of \$216,760.

GREEN MOUNTAIN FALLS

Maintaining safe roads is a top priority for the Green Mountain Falls public works department. With so many variations of pitches and grades, roads must have sufficient amounts of road base, and the town needs proper chemicals to help keep the roads in good driving condition during the winter.



Motor grader used for road maintenance

During the 2015 season, the town learned from and improved upon past practices. With the funds we received from PPRTA, we were able to purchase road base and chemicals to treat gravel roads, to buy fuel to operate our road equipment, and to make timely repairs to equipment.

RAMAH

The Town of Ramah did a large street repair project throughout the town in 2015, which was necessary before starting a large chip and seal project that is scheduled for 2016. PPRTA funds allowed the town to make these much-needed large repairs to all our streets. With continued funding from PPRTA, the town will be able to ensure safe and reliable streets for the entire town.

Make your voice heard!

All monthly PPRTA meetings offer an opportunity for public comment.

PPRTA Board of Directors

Second Wednesday of every month
1:30 pm

PPRTA Citizen Advisory Committee

First Wednesday of every month
1:30 pm

at the

Pikes Peak Area Council of Governments

14 S. Chestnut St.

Colorado Springs, CO 80905

MOUNTAIN METRO TRANSIT

Using PPRTA funding, Mountain Metropolitan Transit improved its local fixed-route transit service and ADA paratransit service deliveries, and increased the funding for specialized transportation service for elderly and disabled customers. MMT has also completed several major capital projects, including fleet replacement, IT improvements, and ADA accessibility improvements at bus stops with assistance from the PPRTA.

2015 accomplishments

- MMT continues to enhance its fixed-route transit service by increasing frequency, improving on-time performance, adding weekday evening and week-



New 35-foot and 29-foot buses

end service, and improving access to high-employment corridors.

- MMT provided more than 3 million fixed-route transit trips to the community in 2015. Fixed-route ridership has not topped 3 million since 2009.
- We won the American Public Transportation Association's 2015 Annual AdWheel first-place award for MMT's Ride Metro - General Ridership Ad Series.
- Twenty-five percent of MMT's Federal Transit Administration-funded contracts issued in 2015 were awarded to disadvantaged business enterprises. This exceeded the FTA-approved 6 percent goal.
- MMT operated the Manitou Springs Summer Shuttle service with a record-high ridership of more than 115,000, up nearly 28 percent from 2014.
- New ticket vending machines were installed at the Citadel Mall transfer center, the Pikes Peak Community College transfer station, and Voyager Parkway transfer center, giving our customers more options to purchase fare instruments and speeding up the boarding process.

Citizen Advisory Committee Members

GOVERNMENT ENTITY MEMBERS

- Rick Hoover, Colorado Springs Citizens Transportation Advisory Board (CTAB)
- Jim Egbert, Colorado Springs CTAB, 2nd Vice Chair
- Steve Murray, Colorado Springs CTAB
- Ed Dills, El Paso County Highway Advisory Committee (HAC)
- Richard Williams, El Paso County HAC, 1st Vice Chair
- Joan Lucia-Treese, El Paso County HAC
- Amy Filipiak, City of Manitou Springs
- Michael Cullinane, Town of Green Mountain Falls
- Jonathan Dooley, Town of Green Mountain Falls
- Cindy Tompkins, Town of Ramah

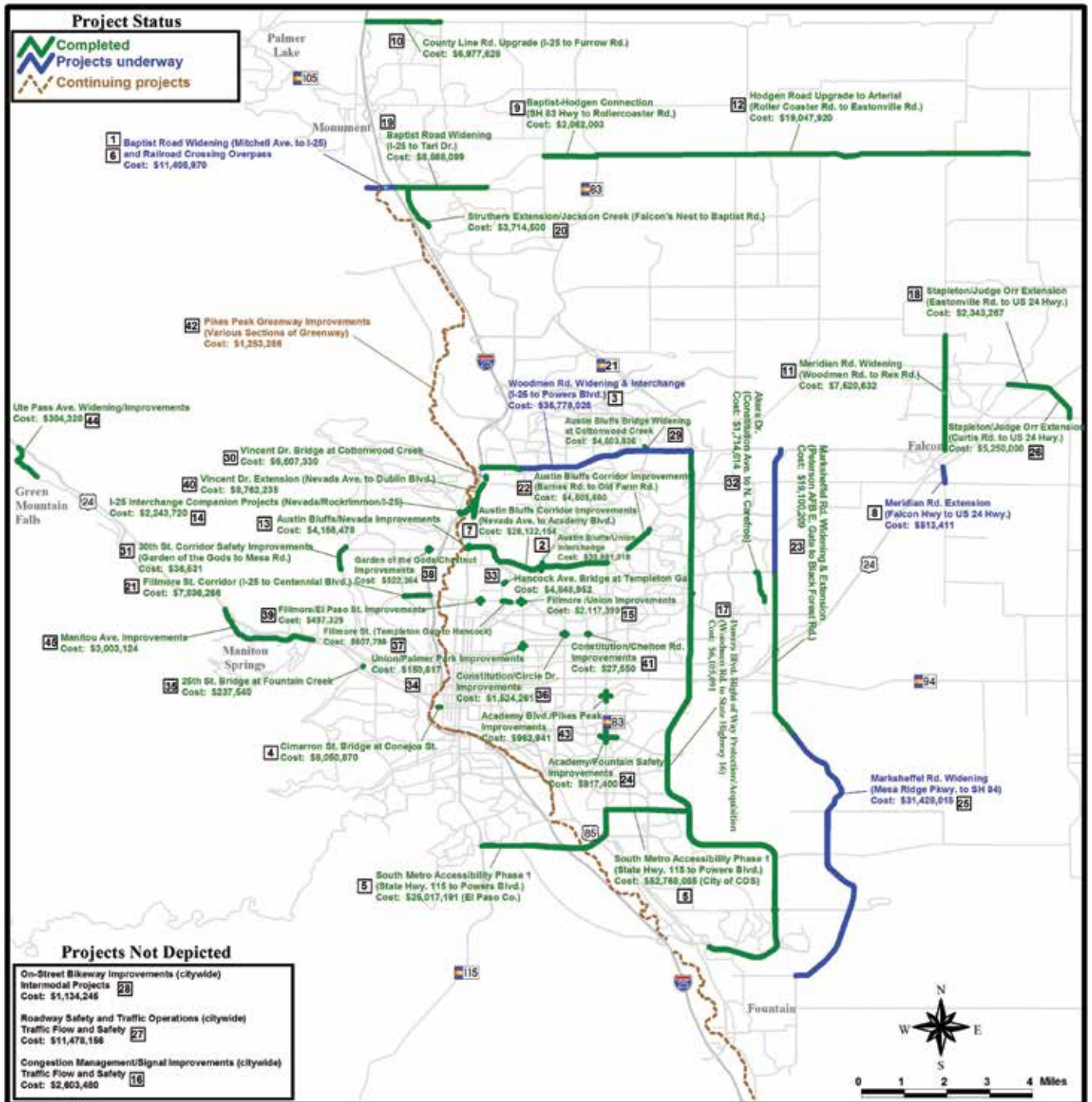
REGULAR AT-LARGE MEMBERS

- Jim Godfrey, Chair
- Tom Vierzba
- Jim Null
- Karla Heard-Price
- Brian Wess

ALTERNATE AT-LARGE MEMBERS

- Tom Rogers
- Jake Michel
- Gene Bray
- David Chestnutt

Current Capital Project Status



Project numbers correspond to project descriptions in this report; these same numbers were used on the 2004 ballot measure.