PPRTA
WHAT YOU NEED TO KNOW

Prepared By:
Heather Spainhower,
Management Assistant
Transportation Department

City of Fountain
116 South Main Street
Fountain, CO 80817
The City of Fountain is to have a dedicated Streets Department staff made up of 9 field workers. These 9 field workers maintain a total of:

- Approximately 108.06 miles of roadway;
- 130 school crosswalks + additional crosswalks throughout the city;
- 7 bridges;
- 5 traffic signals;
- 2 calming traffic speed limit signs;
- 9 lighted school pedestrian crossings;
- 645 storm drainage inlets;
- 194 drainage culverts;
- 173 manholes;
- Multiple drainage detention ponds;
- Miles of drain pipes; and
- 273 drainage outfall structures.

In addition to the above maintenance operations, they also perform the following major responsibilities:

- Snow removal & ice control;
- Street sweeping;
- Street paving, patching, and crack sealing;
- Grading - gravel roads, alleyways;
- Street signs, traffic signs, and traffic signals;
- Traffic control for parades and emergency events;
- Storm drainage, curbs, culverts, storm drains, city-owned detention areas;
- Mitigation - mowing & weed control in street/drainage right-of-way, detention ponds, tree trimming;
- Community special events include: Dumpster days, Senior citizen curbside service, Labor Day Parade, Thunder in the Valley, and Trunk or Treat.

Currently the streets maintenance budget is $150,000 a year and the Moving Fountain Forward resurfacing budget averages approximately $500,000 a year.

Current roadway needs within the City of Fountain are estimated to be between 50 and 75 million.

The current resurfacing budget of 1/2 million a year will never address these needs.

The Pikes Peak Rural Transportation Authority (PPRTA) is reaching out to non-participating municipalities to get support for a truly regional solution. What is PPRTA? We're glad you asked.
The Pikes Peak Rural Transportation Authority (PPRTA) is a collaborative effort among six regional governments to improve and maintain roads and support public transit. The members of PPRTA are the cities of Colorado Springs, Calhan, and Manitou Springs, El Paso County, and the towns of Green Mountain Falls, and Ramah.

The area's most significant transportation concern is maintaining the aging infrastructure – roads, bridges, and drainage systems – in safe, reliable condition for public use. A major issue is maintaining roads and bridges that are already subject to overuse because of increasing population growth.

PPRTA has an establishing Intergovernmental Agreement (IGA) between all of the six-member governments that outlines the roles of the entity. The IGAs include details on:

- Purpose and Activities
- Allocation of Revenues
- Board of Directors membership, terms, and officers
- Powers of the Authority and the Board
- Boundaries
- Addition or deletion of parties or territory

The day-to-day work of PPRTA is performed by two full-time staff members and portions of time from several other staff members of the Pikes Peak Area Council of Governments (PPACG), under an administrative services agreement between PPACG and PPRTA.

The six-member governments submit their payment requests to PPRTA staff members, who review the requests for budgetary and contractual compliance and process them for payment. Other functions of the staff are the optimization of sales/use tax collections, providing staff support to the Board and the Citizen Advisory Committee, financial reporting, preparation of the Annual Report to the Citizens, maintenance of the website, and field verification reviews of the capital, maintenance, and transit improvements.

In short, PPRTA is funded through the optimization of sales/use tax collections. This tax is 1% on all procurements which our community already pays each time they make a purchase outside of City of Fountain limits.
The Board of Directors meets at 1:30 PM on the second Wednesday of each month. Meetings are held at the Pikes Peak Area Council of Governments Main Conference Room at 14 S. Chestnut. Meetings are guided by the PPRTA meeting procedures.

**BOARD FUNCTION**
The Board of Directors consists of ten members and their alternates appointed by the RTA member governments. Each director serves from January 1 to December 31. The Board makes all the final decisions regarding PPRTA. These decisions include, but are not limited to:

- Annual budgets and budget amendments
- Contracts (including the contracts for administrative, legal, and auditing services)
- Intergovernmental agreements
- Oversight of all PPRTA capital, maintenance, and transit activities, including the review of quarterly reports from member governments for compliance with state law, the PPRTA budget, contracts, and Board policies and practices
- Board financial practices
- Board policies
- PPRTA annual reports
- Board bylaws
- Citizen Advisory Committee bylaws
- Appointments of at-large members to the Citizen Advisory Committee
- Proceedings to go to the voters with a ballot measure
- Board meeting dates and locations
- Inclusion of additional government entities

The Board is governed by its bylaws.

*All PPRTA Board meetings are videotaped. If you are interested in obtaining a copy of the video of a specific meeting, please call PPACG at 719-471-7080.*
The Citizens Advisory Committee (CAC) meets at 1:30 PM on the first Wednesday of each month at 14 S. Chestnut, Colorado Springs, CO 80905. Meetings are guided by the PPRTA meeting procedures.

The PPRTA Board of Directors established a 17-member Citizens Advisory Committee to ensure that citizens are included as partners with the Board to ensure that the capital, maintenance, and public transportation projects and programs approved by voters are accomplished.

The CAC consists of members appointed by the member governments: three each from Colorado Springs and El Paso County, and two each from Manitou Springs, and one each Green Mountain Falls, Ramah, and Calhan. Six at-large members and four alternate at-large members (who vote only when a regular member is absent) are appointed by the PPRTA Board of Directors.

The CAC, governed by its bylaws, reviews and makes recommendations to the Board of Directors for virtually all business that comes before the Board, including:

- Annual budgets and budget amendments;
- Contracts and intergovernmental agreements;
- General oversight of all PPRTA capital, maintenance, and transit activities, including status reports from member governments;
- Board financial practices;
- Board policies;
- the PPRTA annual report to the citizens;
- CAC bylaws; and
- Ballot measures that go to the voters.

The CAC also reviews the budgets of local government members to make sure that funding from the PPRTA will not be used to substitute for or reduce Colorado Springs’ funding to the existing transit system or to substitute for or reduce any member government’s funding for maintenance activities.
DIVISION OF PPRTA FUNDS

Below is a chart from PPRTA's 2023 Annual Report showing where the funding went in 2022 and the amounts for each entity involved with PPRTA.

Of the PPRTA's revenue, 55% is devoted to capital projects, 35% goes to maintenance and 10% is spent on transit needs.

Past projects financed by PPRTA include:
- Fontaine Blvd. at Security Blvd. and Widefield Blvd.;
- Main St. at Security Blvd.;
- A variety of road, bridge, and pedestrian maintenance projects; and
- Helping to support bus services in Colorado Springs.

HTTP://PPRTA.COM
## Capital Project Schedule

### 2022-2025 Schedule

**Legend:**
- **Green Box:** Complete
- **Yellow Box:** In Progress
- **Blank Box:** Not Yet Started

<table>
<thead>
<tr>
<th>Project Name</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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*Project schedules as reported in each jurisdiction’s 2022 fourth quarter reports.*

**http://pprta.com**
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<th>Project Name</th>
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<td>Corridor Study</td>
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<td>14 TUTT BLVD. EXTENSION: DUBLIN TO TEMPLETON GAP RD. (JOINT PROJ)</td>
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<td>Construction</td>
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<td>15 W. COLORADO AVE. RECONSTRUCTION: 31ST ST. TO US 24 (JOINT PROJ)</td>
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City of Colorado Springs Led Project
The PPRTA program is simple:
A one-percent sales tax used only for transportation:
- 55% for a specific list of capital projects
- 35% for maintenance
- 10% for transit

Updates on the 2023 budget and financial information can be viewed on the PPRTA website at www.pprta.com

* The 2023 budget estimates that administrative expenses will remain under 1% of the budget. Unspent funds can be returned and allocated to transit, maintenance and capital improvements.

**It is estimated by Fountain Finance Department that in the South Academy Highlands area along, we are losing 1.2 million plus to PPRTA projects that are outside of Fountain city limits.
Below is a list of capital & maintenance accomplishments for 2022 from PPRTA funds for your review:

**City of Manitou Springs:**

**Capital Funding:** $1,182,977

**Capital project:** "Manitou Avenue West End Pedestrian and Drainage Improvements" (MAPS)

**Goal:** To create innovative and sustainable solutions for parking, utility corridors, storm water drainage, street lighting, bicycle and pedestrian accessibility, and landscaping.

**Update:** Manitou Avenue, Park Avenue to Serpentine Drive (MAPS). Final section of reconstructing Manitou Avenue. also known as the 5C project. PPRTA funds were used as local match to federal funds. PPRTA Budget: $983,906

**Capital project:** "Manitou Downtown Sidewalk, Drainage, & Utilities"

**Goal:** Install new conduit and pull fiber optic cable along Manitou Avenue. Will provide fiber backbone through the City. PPRTA Funds were used as local match to federal funds. Construction is currently underway. PPRTA Budget: $106,400.

**Capital project:** "Transit Shuttle Parking"

**Goal:** Continued design services for the mobility hub and bathrooms at Hiawatha Gardens. PPRTA Budget: $92,671.

**Maintenance Funding:** $347,322

**Street Improvements:**

- 2" mill and overlay on Midland Avenue, Prospect Place, & Shoshone Place. PPRTA Budget: $81,985.
- 2" Mill and overlay on Canon Avenue. PPRTA Budget: $102,300.
- 2" Mill and overlay on Unita Road & Via Chula Vista. PPRTA Budget: $88,298.
- 2" Mill and overlay on Duncan Avenue, Mesa Avenue, & Michigan Avenue. PPRTA Budget: $152,889.

**Flood Event Protection:**

- Inspection and repair of Canon Avenue Floodgates. PPRTA Budget: $13,950.00

City of Manitou Springs Contact: Dole Grebenik, 719-492-2369
dgrebenik@manitouspringsco.gov
Below is a list of capital & maintenance accomplishments for 2022 from PPRTA funds for your review:

**City of Manitou Springs:**
Maintenance Funds: $370,921
Utilization: Approved for the remodel of the Manitou Springs Public Works Transportation and Maintenance Facility, Building B ($350,000).
Several mill and overlay maintenance projects were completed correcting several serious drainage problems as well as improving the durability and resilience of the roadways thus increasing their longevity ($242,002).

City of Manitou Springs Contact: Dole Grebenik, 719-685-2569
dgrebenik@manitouspringsco.gov

**Town of Green Mountain Falls:**
In 2022, the Town of Green Mountain Falls continued to undertake all regular road maintenance practices including the filling of priority potholes on the Town's limited paved roads. With respect to the remainder of the municipal street system that remains unpaved, Town staff subjected all roads to routine grading, compaction, and drainage upkeep operations. All unpaved roads were treated with a comprehensive application of magnesium chloride, both to mitigate dust impacts and preserve surface conditions. With PPRTA funds, the Town was able to purchase over 1,000 tons of road base to distribute over the aggregate roadway surfaces throughout the Town. In addition, these funds were used to purchase roadway signage materials to update the many old and outdated road signs throughout the Town. The Town was also able to hire out services to clean and restore function to a major drainage culvert and to have a crew replace worn out thermoplastic pavement markings as well as re-stripe the main road.

Town of Green Mountain Falls Contact: Becky Frank, 719-684-9414
manager@gmail.com
Town of Ramah:
The Town of Ramah did not expend any PPRTA funds in 2022. The town had a grant project improving drainage on Commercial Street but did not need any additional funds. Ramah has started a street sign inventory and will be replacing/upgrading and adding signs in town in 2023. Tree trimming along the intersections will also be a priority.

Town of Ramah Contact: Cindy Tompkins, 719-541-2163
townoframah@juno.com

Town of Calhan:
The Town of Calhan joined the Pikes Peak Rural Transportation Authority effective January 1, 2022. This was a great accomplishment for the town and Calhan looks forward to many years of road improvements. The Town only did minimal work in 2022 with PPRTA funds. Calhan trimmed quite a few trees that were a hazard to the roadways and installed new signage that has been sorely out of date. The Town has already made plans for a larger project in 2023 in conjunction with a water grant from the State of Colorado. The town is still identifying what it wants to spend funds on and are anxious to do more for the citizens of Calhan.

Town of Calhan Contact: Cindy Tompkins, 719-347-2586
townoframah@juno.com

The City of Colorado Springs and El Paso County both have extensive projects that are being completed with PPRTA.

We recommend looking at the full 2023 PPRTA Annual Report at:
http://pprta.com/financial-documents-library
Based off of the above financial formula, it is estimated by both PPRTA Staff and Fountain Staff (utilizing 2022 revenue information), the following estimated return for Fountain's population of 30,000 would have been:

- Approx. 2.2 million + for maintenance needs; and
- Approx. 3.5 million + for capital projects

*Currently the City spends $150,000 on maintenance, approx. $500,000 on resurfacing and we have no capital funding coming in for future street projects.*

**Summary of Why Fountain didn't join the original PPRTA.**

It is our understanding that previous decision was made based on the original PPRTA bylaws which did not guarantee that monies would be returned to the City of Fountain.

In a subsequent change in bylaws in PPRTA 2, it was determined that the distribution would be based on population and monies would come back to the municipality yearly.
On December 8, 2021, the Roadway Focus Group determined it would be beneficial to the Fountain community to join PPRTA based on the funding needed to maintain the roadways that will be impacted by growth in our region and requested.

PPRTA is already being funded by our community every time they shop outside of Fountain city limits.

This funding is being utilized for roadway improvements within our region, but not within Fountain city limits.
It is estimated by Fountain Finance Department that in the South Academy Highlands area, we are losing over $1.2 million to PPRTA projects that are outside of Fountain city limits.

At this time, there is no other way of determining the amount of tax revenue lost for road funding that is going to El Paso County or City of Colorado Springs for PPRTA projects.
To understand the difference between general and non-general funds, take a look at the stub of your paycheck. There you will see a total for your gross earnings or your revenue. However, your actual paycheck amount is somewhat less. Taxes, social security, workers' compensation, and possibly medical premiums are all deducted from your total revenue and directed elsewhere. Those deductions represent your non-discretionary dollars; they are dedicated and unavailable for you to use now as you please but they are still part of your gross revenue. Your net paycheck, on the other hand, represents your own personal general fund, which is largely at your discretion to spend.

Enterprise Funds may be used to report any activity for which a fee is charged to external users for goods or services. Incorrect use of these funds would be when only revenue sources are taxes, grants, and transfers (these activities should be reported in governmental funds; aka. General Fund).

For example, water or electric fees may only be used to support the delivery of those specific services but may not be used to support programs or services funded by the General Fund. Likewise, the fees collected from park usage may only be used to support parks programs.

- To understand the difference between general and non-general funds, take a look at the stub of your paycheck. There you will see a total for your gross earnings or your revenue. However, your actual paycheck amount is somewhat less. Taxes, social security, workers' compensation, and possibly medical premiums are all deducted from your total revenue and directed elsewhere. Those deductions represent your non-discretionary dollars; they are dedicated and unavailable for you to use now as you please but they are still part of your gross revenue. Your net paycheck, on the other hand, represents your own personal general fund, which is largely at your discretion to spend.
Going further, let’s look at an analogy for understanding the difference between discretionary and non-discretionary funds within your personal general fund – your own checkbook. Some funds in your checking account may be non-discretionary. For instance, if you have money automatically withdrawn to pay your mortgage or certain other bills, or funds automatically withdrawn and deposited to a savings account, those funds could be called non-discretionary, or dedicated funds. They aren’t available to pay for other expenses as you choose.

On the other hand, any funds remaining in your checking account after those automatic withdrawals are made would be similar to general fund discretionary dollars. You can use them, at your discretion, to pay for expenses as you choose.

You may have obligations or plans for the discretionary dollars in your checking account, such as paying bills or making a special purchase. Similarly, the City Council may have ongoing programs such as police or parks programs that it wishes to fund or special one-time purchases it wishes to make. But, like you, the Council can only do these things with General Fund, discretionary dollars.
FACT SHEET PROVIDED AT APRIL 25, 2023 MEETING WITH THE FOUNTAIN CITY COUNCIL

A. Events and Issues in 2023

1. City of Fountain to present its formal request via City Council Resolution to joint the PPRTA at the May 22, 2023 PPRTA Board meeting.

2. TBD - PPRTA Special Board Meeting in Late May - Board directs the PPRTA attorney to prepare a Resolution for Board approval at the June 14 meeting.

3. June 14, 2023 PPRTA Board Meeting - Board approves the Resolution referring to the six member governments the City's request to join the PPRTA asking that the member governments' governing bodies vote and respond by August 1 (unanimous consent by all six member governments is required by 12.3 of the Establishing IGA at some point, but doesn't have to be now, but if there is a problem we need to know now).

4. August 9, 2023 Board Meeting - Board notifies the City of Fountain of the responses from the six member governments.

5. City of Fountain decides if it wants to proceed to a November election to become a member of the PPRTA, include its territory and impose the PPRTA tax (Election is conducted by the City).

6. If the City's ballot passes, prior to November 23, PPRTA will publish notice and the City must mail notices to all property owners in the City of the PPRTA Board's Public Hearing on December 13 regarding the inclusion of property.

7. If the City's ballot passes, the PPRTA Board holds a Public Hearing on December 13 to approve the inclusion of the City by at least a 2/3 vote.

B. Events and Issues in 2024, Assuming the City's Ballot Passes

1. The City's Director on the PPRTA Board is seated at the January Board Meeting, with 6/10 of a full vote (since per Section 6.15 of the Establishing IGA the 5th smaller entity reduces the smaller entities' vote from .75 each to .6 each of the 3.0 available votes).

2. The city would seat its one CAC member, possibly two CAC members like Manitou Springs (TBD), at the January CAC meeting.

3. The City would only get Maintenance funds for this year.

4. The PPRTA Board would ask the City to prepare and present its Capital projects list to the CAC and Board by May (earlier is better).
5. The PPRTA Board and the City would need to determine the shares of the cost for the PPRTA's ballot issue in November (The PPRTA's 2017 ballot measure to add CDOT's I-25 GAP project in northern El Paso County cost $201,000), TBD.

6. In July or August, PPRTA would then authorize a ballot measure in November for the whole PPRTA region, including the City of Fountain, with the El Paso County Clerk/Recorder to add the City's capital projects.

C. Events and Issues After the City Joins the PPRTA

1. Annual budget process starts in September, with delivery of the draft budget to the Board at its October meeting, then CAC and Board budget workshops in November, and Board approval in December.

2. If a PPRTA ballot measure in November 2024 to add the City's Capital projects passes, the City will start getting Capital funds as well as Maintenance funds in 2025 through 2034.

3. Allocation of Maintenance and Capital funds is by population using the most recent federal census.

4. Mid-Year budget process (normally to add revenue to the budget for distribution to the member governments) is usually June and July.

5. The member governments handle the vendor procurement process up to the point of CAC review and Board approval of the 3-party contracts.

6. Invoices to the City's PPRTA-approved vendors can be either reimbursement to the City and/or the PPRTA paying the vendors directly, with the City approval of the invoices and applying the account codes.

7. Invoices are processed and checks distributed every other week.
Primary Focus Areas for the City

- **Staffing**
  - In 2008 the Streets Dept was authorized 8 full time/4 seasonal employees
  - In 2017 the Streets Dept was authorized 6 full time/2 part time employees
  - Increased to 8 full time employees in 2018
  - 10 fulltime in 2022.

- **Funding**
  - 2017-Out of 67 Local Agencies surveyed in CAPA, Fountain ranked 64 regarding funds allocated for street repairs/paving per lane mile.
  - 2022- Out of 98 agencies surveyed, Fountain ranked 93rd

- **Prioritizing Projects**
  - Focus on Road Preservation
  - According to the American Association of State Highway and Transportation Officials, every $1 spent to keep a road in good condition avoids $6-$14 needed later to rebuild the same road once it has deteriorated significantly” (Smart Growth America, 2011, p. 5).
  - Think of it like a visit to the dentist.....corrective/preventive
Pavement Management Survey Results

Pavement Quality Index (PQI)
Overall PQI for the City of Fountain is currently - 34.6

**State Average**
75\textsuperscript{th} Percentile=PQI 78
Weighted Average=PQI 69
25\textsuperscript{th} Percentile=PQI 61

- Red(0-20)-Failed
- Orange(20-40)-Poor
- Yellow(40-70)-Fair
- Green(70-100)-Good

**Break down of numbers:**
- Arterials-61.9/21.9% of roadways
- Collectors-41.2/7.5% of roadways
- Residential-25.3/70.6% of roadways
QUESTIONS

Contact: Robert McDonald, Transportation Director
rmcdonald@fountaincolorado.org, 719-322-2070
If the City joined PPRTA we would be part of a regional roadway improvement program that will address traffic flow and roadway conditions in our backyard.
Q1. Right now, everyone seems to be feeling very positive about the PPRTA because of the changes that have been made to the way that the funds are allocated, but what happens if some time down the road the PPRTA as a body decides to change the allocations again?

Once a City is in do they have an opportunity to take it to a vote to get out if something like that happens?

1. ALLOCATION - THERE ARE TWO POSSIBLE DEFINITIONS FOR HOW THE PPRTA FUNDS ARE ALLOCATED:

   A. THE 55/35/10 ALLOCATION IS IN THE ORIGINAL BALLOT AND CAN ONLY BE CHANGED BY A NEW BALLOT QUESTION.

   B. CAPITAL ALLOCATION TO MEMBER GOVERNMENTS IS BY POPULATION VIA BOARD “PRACTICE.” MAINTENANCE ALLOCATION TO MEMBER GOVERNMENTS IS BY POPULATION (US CENSUS) VIA THE 5TH AMENDED ESTABLISHING IGA, SECTION 5.2, AND WHERE THE IGA CAN ONLY BE CHANGED BY A MINIMUM OF 2/3 VOTE OF EVERY MEMBER GOVERNMENT’S GOVERNING BODY.

2. PROCESS FOR A MEMBER GOVERNMENT TO GET OUT OF THE PPRTA IS VIA SECTION 12.4 OF THE ESTABLISHING IGA: "ANY PARTY MAY TERMINATE ITS PARTICIPATION IN THE AUTHORITY BY PASSAGE OF A RESOLUTION OF THE GOVERNING BODY OF THE POLITICAL SUBDIVISION, PROVIDED SUCH RESOLUTION IS PASSED BY A TWO-THIRDS MAJORITY OF THE MEMBERSHIP OF THE GOVERNING BODY."

Q2. Do you pay into PPRTA if you are shopping on-line?

YES, IF YOU ARE IN THE PPRTA BOUNDARY.

Q3. How much is projected to come to Fountain for road projects?

IT IS ESTIMATED BY BOTH PPRTA STAFF AND FOUNTAIN STAFF (UTILIZING 2020 REVENUE INFORMATION), THE FOLLOWING ESTIMATED RETURN FOR FOUNTAIN’S POPULATION OF 30,000 COULD BE:

- APPROX. 2.2 MILLION + FOR MAINTENANCE NEEDS; AND
- APPROX. 3.5 MILLION + FOR CAPITAL PROJECTS

*CURRENTLY THE CITY SPENDS $150,000 ON MAINTENANCE, APPROX. $500,000 ON RESURFACING AND WE HAVE NO CAPITAL FUNDING COMING IN FOR FUTURE STREET PROJECTS.

Q4. What can those funds be used for?

MAINTENANCE AND CAPITAL FUNDS WOULD BE UTILIZED FOR PROJECTS IDENTIFIED BY THE CITY AND APPROVED BY PPRTA ON THEIR BALLOT INITIATIVE EVERY 10 YEARS.
Q5. What will happen to our existing MFF funds? Will we remove that tax in place of PPRTA?

THE MOVING FOUNTAIN FORWARD (MFF) CAPITAL FUNDS SUNSETTED AND EXPIRED IN 2020.

THE RESURFACING PORTION OF THOSE FUNDS WILL CONTINUE PER PPRTA LANGUAGE.

THE TRANSIT PORTION OF THESE FUNDS WILL NOT SUNSET AND WILL CONTINUE TO HELP FUND OUR COMMUNITY BUS SERVICE.

Q6. How many seats on the PPRTA Board will fountain have?

FOUNTAIN WILL HAVE ONE SEAT AND ONE ALTERNATE SEAT.

Q7. Terminology of roadways: Arterial, Collector, Residential. What do those mean?

ARTERIAL ROADWAYS ARE IS A HIGH-CAPACITY URBAN ROAD THAT SITS BELOW FREeways/MOTORWAYS ON THE ROAD HIERARCHY IN TERMS OF TRAFFIC FLOW. (C&S RD.; JIMMY CAMP RD.; OHIO AVE.; FOUNTAIN MESA RD.; MARKSHEFFEL RD.; LINK RD.)

COLLECTOR ROADWAYS ARE MAJOR AND MINOR ROADS THAT CONNECT LOCAL ROADS AND STREETS WITH ARTERIALS. (PARTS OF C&S RD.; LEGEND OAK DR.; ANCESTRA DR.; PROGRESS DR.)

RESIDENTIAL ROADWAYS IS A QUIET NEIGHBORHOOD STREET SERVING WALKERS, CYCLISTS, AND DRIVERS WITH LOW TRAFFIC VOLUMES AND SLOW SPEEDS. (STREETS HOUSES ARE ON)

Q8. How much of the tax money is collected up by SAMS for PPRTA that Fountain does not receive?

WE ARE NOT ABLE TO BREAK IT DOWN SPECIFICALLY TO SAMS CLUB, HOWEVER, IN GENERAL, THAT IS ONE AREA OF THE CITY THAT IS CURRENTLY IN THE AREA OF PPRTA. OF THE AREAS WE HAVE OUR FINANCE DEPARTMENT ESTIMATED APPROXIMATLEY $1.2 MILLION. THE MAJORITY OF THAT IS GOING TO BE COMING FROM SOUTH ACADEMY HIGHLANDS. SO THAT IS MONEY THAT IS ALREADY COLLECTING IN THE CITY OF FOUNTAIN AND WE DO NOT GET ANY BENEFIT FROM IT. PLEASE REMEMBER THAT IT IS NOT JUST THAT AREA. IT IS ANY MONEY THAT THE CITIZENS OF FOUNTAIN GO AND SPEND IN WIDEFIELD, SECURITY, AND COLORADO SPRINGS. EVERYWHERE YOU GO AND SPEND IN THE COUNTY YOU ARE PAYING THAT 1% PPRTA, BUT NONE OF THAT IS COMING BACK TO THE CITY OF FOUNTAIN AT THIS POINT.
Q9. Is there any liability on the developers or contractors that constructed the residential roadways incorrectly?

THE CITY HAS LOOKED AT THAT SEVERAL TIMES, AND BASED ON THE AGE OF THE ROADWAYS, AND THE METHODS THAT WERE UTILIZED AT THAT TIME IN ACCORDANCE TO THE REGIONAL ENGINEERING STANDARDS THAT WERE FOLLOWED AT THAT TIME, THERE IS NO RECOURSE AVAILABLE. COLORADO SPRINGS IS FINDING THE SAME ISSUES AS WE ARE NOW. WE ARE ALSO PAST THE WARRANTY PERIOD. THIS IS SOMETHING WE ARE FIGHTING TO EXPAND AS IT IS ONLY A 2 YEAR PERIOD OF TIME AND THESE ROADWAYS ARE SUPPOSED TO BE DESIGNED TO LAST 20 YEARS.

Q10. If PPRTA were to pass, how will the roadway repairs be determined?

THE PAVEMENT MANAGEMENT SURVEY PROVIDES THE CONDITION OF THE ROADS, WHAT IS UNDERNEATH THE ROADS, AND THEN ESTIMATES THE COST OF THE REPAIRS NEEDED BASED ON MATERIALS REQUIRED TO COMPLETE THE PROJECT. FROM THAT POINT, THIS PROGRAM IS ABLE TO PROVIDE US WITH THE MOST FISCALLY RESPONSIBLE WAY TO PRIORITIZE OUR ROADWAY IMPROVEMENT SCHEDULE TO ENSURE THE MOST "BANG FOR OUR BUCK". IN ADDITION, WE ALSO TAKE INPUT FROM OUR ROADWAY FOCUS GROUP. SO AS WE LOOK AT ALL OF THE NUMBERS FROM THE ROADWAY MANAGEMENT SURVEY, TAKE INTO CONSIDERATION THE "20,000 FOOT VIEW" OF WHAT NEEDS TO BE DONE, AND THE CITIZEN CONCERNS SHARED BY THE ROADWAY FOCUS GROUP, WE ARE THEN ABLE TO SELECT THAT AREA AS A "COMMITTED PROJECT" AND WE CAN BRING IT HIGHER ON THE LIST.

Q11. If there were a member of City Council that ran on roads and infrastructure, as a part of their campaign, have we returned back to them to see what their original ideas were, and if their input has a solution for our issues today?

SEVERAL COUNCIL MEMBERS HAVE RUN THEIR CAMPAIGN WITH A PORTION OF IT FOCUSING ON ROADS AND INFRASTRUCTURE. WE'VE HAD LOTS OF WORK SESSIONS TO TALK ABOUT WHAT THE BEST WAY WOULD BE TO HANDLE THAT. THIS IS WHAT WE HAVE ALL AGREED TO IS TO RESEARCH PPRTA AND SEE IF THIS IS ONE OF THE PATHS WE WANT TO GO DOWN.

Q12. A while back we talked about the extra money coming from not being able to collect the fees for the bags, so eventually that would add up. So is there a way that we can make something happen with those funds?

THE BAG FEE IS VERY RESTRICTIVE ON THE WAY IT WAS PASSED BY THE LEGISLATURE AND WHAT IT CAN BE USED FOR; AND IT CAN NOT BE UTILIZED FOR ROADS.
Q13. Clarification, SAM’S Club is in the City Limits?

YES, HOWEVER, THAT PROPERTY WAS NOT IN CITY LIMITS WHEN THE RTA WAS FORMED. IT WAS IN THE COUNTY AND SO IT WAS VOTED IN TO THE RTA ALREADY BEFORE WE ANNEXED IT INTO THE CITY. THAT IS TRUE OF ANY FUTURE ANNEXATIONS THAT WE WOULD DO, IF IT’S ALREADY IN THE PPRTA DISTRICT THEN IT STAYS IN THE PPRTA DISTRICT.

Q14. In the presentation chart that was shown at the City Council Meeting on 4/25/2023, and Page 21 of this document, there was a chart shown with a blue line that was level and an orange line that was "climbing", what is that?

THOSE WERE THREE DIFFERENT BUDGET SCENERIOS THAT WERE PUT INTO THE PRESENTATION. THE GREEN LINE ON THE BOTTOM IS OUR CURRENT OVERLAY BUDGET FOR THE CITY OF FOUNTAIN, AT $700,000.00 PER YEAR. THE ORANGE LINE IS IF WE JOIN PPRTAA, AND IS BASED ON ESTIMATIONS OF FUNDING THAT WE MIGHT GET FROM PPRTA. THAT IS SOME OF THE POSSIBILITIES OF WHAT WE COULD DO WITH OUR INFRASTRUCTURE WITH THAT FUNDING. THE BLUE LINE IS IF WE HAD THREE MILLION DOLLARS A YEAR, IT WOULD DO NOTHING. IT WAS AN EXAMPLE OF HOW MUCH IT WOULD COST TO REBUILD ROADWAYS.

Q15. Can Colorado Springs do something similar to the presentation chart utilized at the 4/25/23 City Council Meeting to show what they’ve done with the 1% they have been collecting for the past 19 years and how it has impacted Colorado Springs roadways?

AT THE CITY COUNCIL MEETING ON 4/25/23, THE PPRTA REPRESENTATIVE PROVIDED HANDOUTS THAT OUTLINED PROJECTS THAT HAVE BEEN COMPLETED THROUGH PPRTA. THIS SAME DOCUMENT IS AVAILABLE ON THE PPRTA WEBSITE AT PPRTA.COM. IN ADDITION, THE NEW ANNUAL REPORT IS NOW AVAILABLE AND DETAILS THE 2022 ACCOMPLISHMENTS.

Q16. Will the process of joining PPRTA document, being the steps we need to take, that was provided at the 4/25/23 City Council Meeting be made available to the public?

YES IT WILL BE.
Q17. Are there other things we are looking at that we can include along with joining PPRTA, not as part of joining PPRTA, but prevention measures such as increasing public transit, altering traffic flow, etc. Are there other things that can be done to help reduce the stress on the roads so that we would have to repair them less? What are some of those things that we are looking at, are there things that we are not implementing that we should?

YES, ONE OF THE PROBLEMS THAT WE HAVE, IS THAT THERE ARE DIFFERENT DESIGNS THAT WE COULD DO TO IMPROVE OUR ROADWAYS, BUT ONE OF THE THINGS PEOPLE FORGET, IS THAT FOUNTAIN IS PRIMARILY MADE OF UP OF ONE TO TWO LANE ROADS THAT WERE ORIGINALLY COUNTY ROADS, THAT HAVEN'T REALLY BEEN IMPROVED WITH TECHNOLOGY SINCE THEN. SO, A LOT OF THE DIFFERENT THINGS WE HAVE DONE THE TRAFFIC SIGNAL AT C&S RD. AND FOUNTAIN MESA RD. TO IMPROVE THE FLOW, AND WE'VE RECEIVED A LOT OF GOOD FEEDBACK ON THAT. WE ARE LOOKING AT DOING THE SAME AT JIMMY CAMP RD. AND OHIO AVE. BUT A LOT OF THE THINGS THAT STREETS DOESN'T REALLY HAVE AN OPTION TO DO IS USING NEW TECHNOLOGY TO IMPROVE TRAFFIC FLOW AND TO GET THINGS MOVING BETTER BECAUSE WE HAVE NO WAY TO FUND IT.

ANOTHER ISSUE WE HAVE IS THE TRASH TRUCKS THAT ARE CONTINUALLY RUNNING OVER WEIGHT ON OUR ROADWAYS THAT ARE TOO HEAVY FOR THE ASPHALT IN THOSE AREAS AND ARE RUNNING EVERY DAY OF THE WEEK. SOME HOA'S HAVE IMPLEMENTED ONE TRASH COMPANY, ONE DAY A WEEK TO HELP PRESERVE THE ROADWAYS IN THEIR SUBDIVISION AND THAT HAS DRASTICALLY REDUCED THE MAINTENANCE NEEDS IN THOSE HOUSING AREAS. ONE THING WE TRIED A FEW YEARS AGO WAS TO GO TO ONE TRASH COMPANY FOR THE CITY TO HELP REDUCE THE DAMAGE BEING DONE TO OUR ROADWAYS, BUT UNFORTUNATELY, WE DID NOT GET THE PUBLIC SUPPORT TO MAKE THE EFFORT SUCCESSFUL.

Q18. To Clarify, some of the funding from PPRTA will be very specific on what we can utilize the funding for. For example, maintenance funding would have to be utilized for repairs, but if the City wanted to do a road capacity project, that would have to be a capital project, which would take a second ballot measure through PPRTA, is that correct?

IF FOUNTAIN VOTERS ELECT TO JOIN PPRTA THIS NOVEMBER, THE CITY WOULD BECOME A MEMBER IN JANUARY OF 2024. AT THAT POINT THE CITY WOULD GET MAINTENANCE FUNDS ONLY IN 2024. BUT THEN PPRTA WOULD GO TO ALL OF THE PPRTA VOTERS, INCLUDING THE CITY OF FOUNTAIN VOTERS THAT HAD JUST VOTED TO JOIN, AND ASK TO ADD THE CITIES CAPITAL PROJECTS. THAT WOULD BE THE PPRTA GOING TO ALL PPRTA VOTERS IN NOVEMBER OF 2024. IF APPROVED, THEN THE CITY OF FOUNTAINS CAPITAL PROJECTS WOULD BE ADDED. THE CAPITAL FUNDING, ALONG WITH THE MAINTENANCE PROJECTS FUNDING WOULD BE ALLOTTED IN JANUARY OF 2025. THAT WOULD BE PPRTA 3, WHICH BEGINS IN JANUARY OF 2025 FOR THE NEXT 10 YEARS (2025-2034).
Q19. Clarification, there are several roadways that we do not control, these are Hwy 85/87 & Hwy 116 (Mesa Ridge Parkway) which are CDOT roadways; and several El Paso County Roadways such as the northern end of Fountain Mesa Rd., Fontaine Blvd., sections of Mark Sheffel Rd. to name a few. These are roadways that we will not be able to maintain or increase the capacity on those roads. That would have to go through PPACG for funding and CDOT.

Capacity/Expansion normally for PPRTA is considered a capital project. Putting an inch or two inch of asphalt is normally maintenance, chip seal/slurry is considered maintenance, curb, gutter, ped ramp placement is normally maintenance. Traffic signal repair is maintenance, however, sometimes traffic signal replacement is considered capital. So, there is not a hard and fast rule between the definitions of maintenance and capital. There is no codified or legal document of PPRTA that defines maintenance. So sometimes, some of the PPRTA member governments want to stretch the envelope and then our citizens committee and our board make a decision, but in most instances it is the standard maintenance items.

Q20. What is the proposed contribution annually that citizens will be making to PPRTA?

It is based off of the annual sales tax revenue Fountain receives. Our finance department has determined, and the PPRTA have confirmed, that we would be putting in less in taxes than we would be receiving back, based on the population formula that PPRTA now utilizes.

In the financial calculations that PPRTA completed approximately one year ago, our finance department, along with the help from the city's finance department, the PPRTA finance manager estimated that it would be $3.752 million that the city of Fountain would be contributing to the PPRTA. The first year of funding, which is maintenance only, Fountain would receive $2.2 million. Then assuming all PPRTA voters approved Fountain's capital projects, Fountain would receive an additional $3.5 million for the capital projects. So, Fountain would receive $3.5 million for capital, plus the $2.2 million for maintenance, in 2025, based on the contribution of $3.752 million.
Q21. What percent of capital projects are approved each year?

FOUNTAIN STRATEGICALLY PLANS AND PRIORITIZES A GROUP OF 10 CAPITAL PROJECTS IN COORDINATION WITH OUR CITIZENS, CITY COUNCIL, AND OUR ROADWAY FOCUS GROUP OF WHAT THE COMMUNITY NEEDS ARE. WE THEN PRESENT THAT GROUP OF PROJECTS TO THE PPRTA TO BE VOTED ON BY PPRTA, AND ONCE THOSE ARE APPROVED, THEN THOSE ARE THE PROJECTS THAT WE WOULD UTILIZE THOSE FUNDS FOR.

SO THE PROCESS WOULD BE, THAT GROUP OF 10 CAPITAL PROJECTS BE PRESENTED TO CITY COUNCIL AS RECOMMENDATIONS, WE WOULD RECEIVE PUBLIC INPUT FOR THOSE PROJECTS, ONCE APPROVED THOSE 10 APPROVED CAPITAL PROJECTS WOULD GO TO PPRTA FOR A VOTE, THEN ONCE APPROVED BY THE VOTERS, THAT IS WHAT WE WOULD SPEND THOSE FUNDS ON TO COMPLETE THOSE 10 CAPITAL PROJECTS.

Q22. How many capital projects would we complete each year?

WE WOULD HAVE TO UTILIZE THE FUNDING FROM PPRTA AS OUR BUDGET ON THE CAPITAL ITEMS. WE WOULD HAVE TO TAKE THE NEEDS OF OUR CAPITAL PROJECTS, THE NEEDS OF OUR NEIGHBORHOODS, THEN PRIORITIZE THE CONDITION OF THE NEIGHBORHOODS AND CREATE A TIMELINE IN WHICH WE PLAN TO COMPLETE THOSE CAPITAL PROJECTS BASED ON THOSE NEEDS. DUE TO THE COST OF SOME PROJECTS, WE MAY ONLY BE ABLE TO COMPLETE 2 IN THOSE 10 YEARS, OR WE MAY BE ABLE TO COMPLETE MORE, IT REALLY COMES DOWN TO THE COST OF THE PROJECT.

Q23. How much of an impact does poor roadways have on our public safety?

IN ORDER FOR PUBLIC SAFETY TO RESPOND TO CALLS, THE ROADWAYS HAVE TO BE OPERATING WHEN WE GET THERE. TRAVELING AROUND THESE ROADS IN THE NEIGHBORHOODS ARE NOT EASY. IT IS DIFFICULT TO KEEP REGULAR MAINTENANCE UP ON OUR VEHICLES WITHOUT THE ADDITION OF DAMAGE CAUSED BY POOR ROADWAYS. SMOOTH ROADWAYS WOULD SIGNIFICANTLY INCREASE OUR RESPONSE TIMES. ALL MAJOR ARTERIES ARE DIFFICULT TO TRAVEL ON SAFELY.

THE FLEET DEPARTMENT DOES SEE A LOT OF THE SUSPENSION ISSUES THAT ARE CAUSED BY THE POOR CONDITION OF OUR ROADWAYS. SO ONE THING DEFINITELY LEADS TO ANOTHER. WE NEED TO FIX THE ROADWAYS SO WE CAN FIX SOME OF THE OTHER ISSUES THAT ARE IMPACTED FROM THEM. THIS ALLOWS FOUNTAIN TO BE BETTER STEWARDS OF YOUR TAX DOLLARS.
THANK YOU.

FOUNTAIN CITY COUNCIL
Sharon Thompson, Mayor
Gordon Rick, Ward 1
Tamara Estes, Mayor Pro Tem, Ward 2
Cory Applegate, Ward 3
Detra Duncan, At-Large
Frederick Hinton, At-Large
Richard Applegate, At-Large

ROADWAY FOCUS GROUP
Jennifer Herzberg
Darryl Couch
Bryan Johnson
Richard Applegate
Suzanne Foster
Ken Lippincott

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