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 Denver, CO 80222

Provided to the Transit & Rail Advisory Committee (Meeting date: April 14, 2017)

DATE: April 19, 2017

TO: Transit & Intermodal Committee

FROM: Mark Imhoff, Director - Division of Transit & Rail

SUBJECT: SB 228 Transit Quarterly Report

Purpose

The purpose of this memo is to provide an update on current SB 228 Transit Projects.

Action

Review only. No action needed.

Background

On August 18, 2016, the Transportation Commission approved \$20 Million in commitments toward a list consisting mainly of park-and-ride investments around the state, and bus purchases for rural regional services now branded as “Bustang Outrider”. Most of the park-and-rides will complete environmental clearances and final design in 2017, then go into construction in 2018. Bus procurement is under way.

Details

SB 228 Project Update

The following table provides a brief description of each project and its current status. A more detailed schedule is included as an attachment.

Project	Description	Status
Program and Construction Management (\$2.0 M)	Consultant assistance for project development and program/construction management for the SB 228 transit projects.	Executed contract with AECOM, the program/construction management consultant retained by the Bridge Enterprise for technical assistance.
Winter Park Express Platform (\$1.5 M)	Project to construct the Winter Park Express platform and related railroad improvements. CDOT partnered with Winter Park Resort, Amtrak, and the UP.	Project completed in partnership with Region 3. The official opening of the service was on January 6 th , 2017.
Bus Purchases (\$2.5 M)	Purchase of branded over-the-road coaches for Outrider.	Procurement process underway and the bus manufacturer selection should occur in May. Anticipated bus delivery in early 2018.
I-25 Managed Lanes Project - Park and Ride near Loveland (\$5.0 M)	The park and ride is part of a much larger project to build managed lanes from Loveland to Ft. Collins. This project includes Bustang slip ramps and a new park and ride at Kendall Parkway and I-25.	Partnership with Region 4. The larger managed lanes project is entering the procurement phase.



Woodmen Road Park and Ride Replacement (\$3.0 M)	Relocation and construction of the primary Bustang bus stop and park and ride in Colorado Springs.	Partnership with Region 2. New park and ride site identified and working with Region 2 staff to negotiate with the landowner and acquire the property. Also, environmental reviews under way.
San Miguel County Park and Ride (\$1.5 M)	Design and construction of a new park and ride outside of Telluride that will serve local and regional transit services.	Partnership with Region 5. CDOT is currently preparing the intergovernmental agreement with the County.
Frisco Transit Center (\$2.5 M)	Rehabilitation and expansion of a transit center in Frisco which serves local routes, Bustang, Greyhound, and private car rental businesses.	Partnership with Region 3. Local officials are currently producing design and engineering plans for the transit center. Construction planned to occur in 2018.
Rifle Park and Ride (\$2.0)	Relocation and expansion of a park and ride to better serve local and regional transit, and future Bustang service.	Project withdrawn. City officials encountered obstacles in working with the property owner of the preferred site and providing funds for off-site improvements associated with the park and ride. DTR hopes to continue working with the City and Region 3 to build a park and ride in the area in the future.

Next Steps

DTR will continue to advance the approved SB 228 projects and continue the development of recommendations for the next phase of SB 228 projects to be brought to the TC for approval over the summer. This will include working with the PMO Division, CDOT Region staff, and local transit agencies. The \$2.0M now available from the withdrawn Rifle park and ride will be added to the funds available for projects recommended this summer.

Attachments

SB 228 Program Roadmap



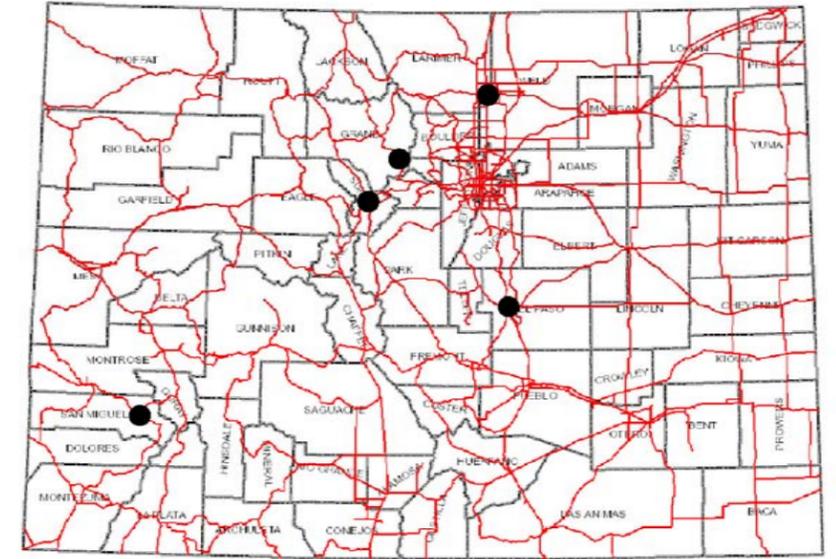


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SB 228 Program Roadmap

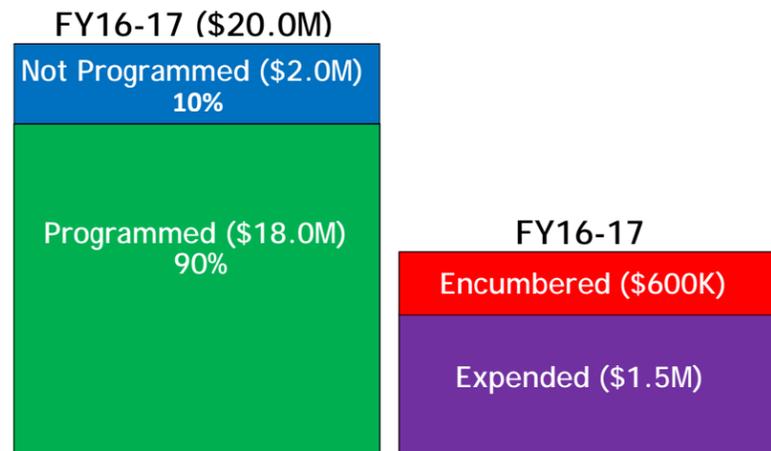
Senate Bill 228 (SB 228) provides approximately \$200M in new revenue for CDOT in FY 2017, and forecasts an additional \$150M in expected new revenues in FY 2018; with at least 10 percent (approximately \$35M) dedicated to transit. The SB 228 program must be used for Transportation Commission approved strategic projects with statewide or regional significance. This program roadmap allows DTR to depict key dependencies between major milestones, communicate the linkage between the strategy and the planned prioritized work, and provide a high-level view of key milestones and decision points.



● FY16-17 Projects

State Fiscal Year 2016-2017 Allocation																
Funding Request	Project Description	Jan-Mar 2017	Apr-Jun 2017	Jul-Sep 2017	Oct-Dec 2017	Jan-Mar 2018	Apr-Jun 2018	Jul-Sep 2018	Oct-Dec 2018	Jan-Mar 2019	Apr-Jun 2019	Jul-Sep 2019	Oct-Dec 2019	Jan-Mar 2020	Apr-Jun 2020	
\$2.0M	Program management and governance of all FY16-17 projects below	●●●●●●●●●●●●●●●●														
\$2.0M	Rifle park-n-ride relocation - withdrawn															
\$1.5M	Winter Park express train platform - complete	■														
\$2.5M	Six branded over-the-road coaches, 30-35 foot	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■										
\$5.0M	I-25 Managed Lanes Project: Kendall Parkway replacement	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
\$3.0M	Woodmen Road park-n-ride replacement / expansion in Colorado Springs	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■						
\$1.5M	San Miguel County park-n-ride	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■								
\$2.5M	Frisco Transit Center expansion in Frisco	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■							

■ Design / Environmental Clearance ■ Procurement ■ Construction / Deliver ■ Planning ▲ Annual STIP Deadline ✗ Construction End Deadline for FY16-17 funding ● Quarterly TC Meeting Report ●●●●●●●●●●●●●●●● Program Management Activities





DATE: April 19, 2017

TO: Transit & Intermodal Committee

FROM: Mark Imhoff, Director, Division of Transit & Rail

SUBJECT: SB 228 - Year 2 Transit Project Development

Purpose

To provide the Transit & Intermodal Committee (T&I) with the status of planning efforts focused on projects for recommendation as year two of the SB 228 transit program.

Action

No action requested, but seeking guidance on planning direction.

Background

Senate Bill 228 (SB 228) provided \$200M in new revenue for CDOT in FY 2016, and forecasts an additional \$79M in expected new revenues at the end of FY 2017; with at least 10% (approximately \$27.9M = \$20M + \$7.9M) dedicated to transit. The SB 228 program must be used for strategic, TC-approved projects with statewide or regional significance.

Policy Directive 14, adopted in 2015 and updated since, provides guidance for resource allocation and investment decisions. Under “System Performance”, the transit objectives are to increase rural transit ridership (Transit Utilization), and to maintain or increase the miles of regional and interregional service (Transit Connectivity). The Statewide Transit Plan was adopted by the TC in 2015, and one of the priority needs of rural communities across the state is for better rural-to-urban transit connections for essential services, i.e. medical, business, shopping, pleasure, connection to the intercity and interregional transit network, airports, etc.

CDOT has responded in three ways to advance the transit connectivity measure:

1. Bustang services along the I-25 Front Range and I-70 Mountain corridors; connecting the state’s largest transit systems and offering long distance traveler choice in the most congested corridors.
2. Reconfiguration and further development of the rural regional transit network, now branded as Bustang Outrider; connecting rural communities to urban centers, and connections to intercity bus lines.
3. FASTER Statewide pool operating grants for rural regional services operated by local transit agencies; enhancing the rural regional network.

Operating dollars for the transit connectivity initiatives cited above are scarce; 1) \$3.0M/year of FASTER Statewide funds for Bustang operations, 2) \$1.7M/year of FTA Section 5311(f) funds for rural regional Outrider connections to urban centers, and 3) an additional \$1.0M/year of FASTER Statewide funds reserved for local transit agencies to operate regional service and complementing the statewide network. As we continue to refine and add service to the interregional and rural regional transit network within the operating fund limitations, investment in capital facilities (Park & Rides) and fleet (buses) helps to maximize the effectiveness and efficiency of the operating system. The SB 228 transit program brings capital funding to assist in the advancement of the interregional and rural regional transit system.

The Bustang interregional and Outrider rural regional system network spans the entire state and serves all five CDOT Regions. Transit is just one element in the comprehensive transportation system each Region delivers to the communities within its boundaries. In addition, each TPR and MPO has a Transit Plan that address both local and regional transit needs. The corridor planning and environmental efforts in the Bustang corridors drives much of the transit development projects:

- The North I-25 EIS, published in 2011, laid out a vision for the development of “express bus” in “tollled express lanes” (TEL), and with transit stops with park & rides identified. CDOT Region 4 and the CDOT

Division of Transit & Rail are implementing that vision incrementally. The language used today is slightly different, including “interregional bus” and “managed lane,” while the goal is still the same. CDOT is working to implement transit stops with park & rides on a 10-mile spacing basis: Fort Collins (Harmony), Loveland (US 34), Berthoud (SH 56), Longmont (SH 119), and Thornton/Broomfield/Adams County (SH 7/168th Avenue).

- Overall, the Idaho Springs/Clear Creek County Park & Ride is responsive to the I-70 Mountain Programmatic EIS published in 2011. It is one of a range of stops on 30-mile spacing for the entire corridor between Grand Junction and Denver. The PEIS record of decision included “non infrastructure improvements” as part of a three-pronged approach, the other two prongs being advanced guideway system (AGS) and highway widening. Within the non-infrastructure improvement category, there is emphasis on promoting and converting more trips to high-occupancy vehicles (carpools, vanpools, shuttle services) and to public transportation. A Bustang stop in Idaho Springs, plus enhancements at other locations, fulfills this intent.
- CDOT DTR and CDOT Region 1 South Program are in the process of considering options through the I-25 South PEL: Colorado Springs to Denver South study. Public comments from the meetings held the first quarter of 2017 and other public input stress the importance of transit playing a role in the corridor, and for near-term solutions (less than ten years away) being implemented. Commuter to higher-speed rail solutions appear to both require a much larger funding solution, and require a longer implementation timeline than ten years, so implementation of park and rides with bus service meets the more immediate needs.

The Bustang system draws from these efforts to establish a long range vision of service needs and the associated Park & Ride placement and spacing optimization. In general, for the I-25 Front Range corridors the Park & Ride spacing goal is approximately 10 miles, and for the I-70 Mountain corridor 30 mile spacing is the goal. The attached figures identify the Bustang Park & Ride network, both current and planned future expansion. The development of the SB 228 project recommendations is based upon the set of Park & Rides that will do the most to increase the ridership, and corresponding effectiveness and efficiency, of the Bustang system. To this end, the set of Park & Rides recommended for implementation are located around the outer metropolitan ring; SH 119 on the North Route, Castle Rock on the South Route, and Idaho Springs on the West Route. Each of these Park & Rides will serve significant population areas outside the Regional Transportation District (RTD) boundaries, and provide collection points for travelers headed to destinations away from the Denver metropolitan area. Thus, the outer ring Park & Rides will bolster ridership demand to the Denver core, and add ridership in the opposite directions, aka “reverse commute”. The increased ridership, particularly in the I-25 Front Range corridors will also require additional Bustang bus fleet.

The rural regional Outrider network serves lower population areas with less frequency. The need for service is less about commuting, and more about essential service trip purposes; e.g. medical, business, personal, and access to longer distance transportation (Bustang, DIA, Greyhound, Amtrak). The capital needs for the Outrider routes are largely for expanding the bus fleet.

Last August the Transportation Commission approved the projects for the first year of SB 228 transit funds (\$20M). These projects included Park & Rides for Bustang and Outrider routes, and for the purchase of smaller buses for the reconfiguration of existing rural regional Outrider service. Also in August a set of potential projects for the second year of SB 228 transit funding was presented and advanced to the development stage. The table below lists the current working list of those projects being developed for year two. The Details section below outlines the coordination and planning work that has occurred over the last two quarters to advance and refine these projects. The status of the three projects below is a snapshot in time; none of these projects are developed yet to the level where firm cost estimates and recommendations can be made. We will continue to coordinate and collaborate with the respective Regions to advance these projects, and the T&I Committee a more detailed update at the July Quarterly meeting. The goal is to have the set of recommended projects for the second year of SB 228 transit funds for T&I review and concurrence in October, and for full Transportation Commission approval in November.

Details

Idaho Springs Park & Ride - Project Development

Installation of street-side sign posts occurred in January 2016, with Bustang service to Idaho Springs beginning on January 22nd. CDOT Region 1 engineers, working with Idaho Springs and Clear Creek County representatives, have been exploring additional short-term solutions to do ramp-stop improvements such as adding a paved bus pull-out on the westbound on-ramp or off-ramp, and on the eastbound off-ramp. The short term solutions would remove Bustang from traveling through Idaho Springs on local streets, and make the stop more operationally efficient. Longer term solutions envision an integrated transit center and parking structure. The parking structure would be funded by a City of Idaho Springs ballot measure, with contributions by both CDOT Region 1 and SB 228 transit funds (see table below). The transit center and parking structure will serve primarily local businesses, secondarily travelers including both carpoolers and Bustang riders. Bustang service is currently averaging 5-10 rides per day to or from Idaho Springs since the service opened in January.

Phase 1: State Fiscal Year 2016-2017	
\$20.0 M	Phase 1 Projects: Approved by Transportation Commission August 2016. See separate status memo on these projects.
-\$2.0 M	Project Deferral: Rifle Park & Ride Relocation
\$18.0	Total Phase 1
Phase 2: State Fiscal Year 2017-2018	
\$0.9 M	Program & Construction Management of all the Phase 2 Projects Below
\$3.4 M	\$2.4 M = 4 Branded Bustang buses @ \$600K ea, for Castle Rock and SH119 capacity increase. \$1.0 M = 2 branded Outrider buses, 30-35 foot @ \$500K ea. for Outrider partnerships with local transit agencies.
\$5.6 M	Outer Loop Park & Rides <ul style="list-style-type: none">• Idaho Springs / Clear Creek County• SH119 - Frederick, Firestone, Dacono, Erie, Longmont / Weld County• Castle Rock / Douglas County
\$9.9 M	Phase 2 Subtotal, Including \$2.0 M re-allocated from Phase 1
\$27.9 M	Total of Phase 1 + Phase 2

SH 119 Update Park & Ride - Project Development

At SH 119, the parking infrastructure is in place. Pedestrian facilities connecting both sides of the highway, in the form of sidewalks and crosswalks are also already in place. Some relatively minor improvements would need to be made to both northbound and southbound interchange ramps to provide a place for Bustang to make a stop. The team has considered the current layout and continues to evaluate. The Regional Transportation District (RTD) currently carries in excess of 320,000 trips per year on Regional Route "L" between central Longmont and Denver Union Station. The volume of trips, on a six-day-a-week schedule averages about 1,000 passengers per day. Many of these riders live outside the RTD district boundary and may be better served by a SH 119 Bustang park and ride. It is anticipated that the addition of a SH 119 park and ride would require additional Bustang buses to accommodate the demand. In addition, a SH 119 park and ride provides the collection point for reverse commuters to Loveland and Fort Collins.

Castle Rock Park & Ride - Project Development

As evidenced by customer feedback and social media commentary, there continues to be great interest from local residents and others in having a Bustang stop in Castle Rock. CDOT DTR and CDOT Region 1 South Program are in the process of considering options through the I-25 South PEL: Colorado Springs to Denver South study. CDOT has

identified four possible locations. The City of Castle Rock identified two additional locations. The I-25 South PEL team is discussing principles for both short-term and long-term solutions. For example, a possible short-term mitigation measure could be devised where no more than \$600,000 is expended on a “throw away” solution that lasts only the several years during I-25 widening/construction between Castle Rock and Monument; the cost could be split three ways among Region 1, DTR, and the City of Castle Rock. The short term solution might leverage existing parking at a local shopping center, or use CDOT land, with only a gravel surface treatment. Longer term solutions with full paving, bus pull-outs or highway slip ramps, land acquisition costs, and traffic signalization is likely to be \$10 Million or more. When Bustang’s south route precursor, the Front Range Express (FREX) was operating, the Castle Rock stop served approximately 180 passengers per day: 145 (80%) to/from Downtown Denver, 16-20 (10%) to from the Denver Tech Center, and 16-20 (10%) to/from Colorado Springs.¹ It is anticipated that the addition of a Castle Rock park and ride would require additional Bustang buses to accommodate the demand. Like the SH 119 park and ride, a Castle Rock park and ride would provide a collection point for reverse commuters to Colorado Springs.

Denver Technological Center (DTC)/Inverness Park & Ride

There is a clear need and interest in a Bustang-served stop in the DTC/Inverness area. However, analysis by CDOT staff and consultation with Regional Transportation District suggest that easy locations to serve with a quick on-and-off bus movement, aren’t the best job centers, and vice-versa. Large job centers aren’t the easiest to serve without longer deviations to/from I-25, which inconvenience passengers destined for Downtown Denver. As noted above, the FREX experience suggests that 16-20 rides (8-10 individuals x 2 one-way trips) were served, while 145 other passengers (72 individuals x 2 one way trips) were inconvenienced to make a stop at the Arapahoe Park & Ride. Consultation with RTD suggests that better service planning and operational testing is likely to be a more fruitful approach to serving this need, rather than making a capital/infrastructure investment. For this reason, the DTC/Inverness Park & Ride consideration is removed from Phase 2 consideration for SB 228 funding.

Next Steps

- Continued project development and coordination with the adjacent municipalities, CDOT Regions, and RTD. Define implementable projects with documented cost estimates and implementation strategies.
- Present an updated list of year two SB 228 transit projects to the T&I Committee at the July Quarterly meeting for additional review, again in October for final review and concurrence, and the full TC in November for approval.

Attachment

Graphics depicting conceptual Bustang West, North, and South service locations.

¹ Coordinated Transportation Plan. Prepared for Douglas County by Transit Plus, Inc. February 15, 2008.

BUSTANG: WEST

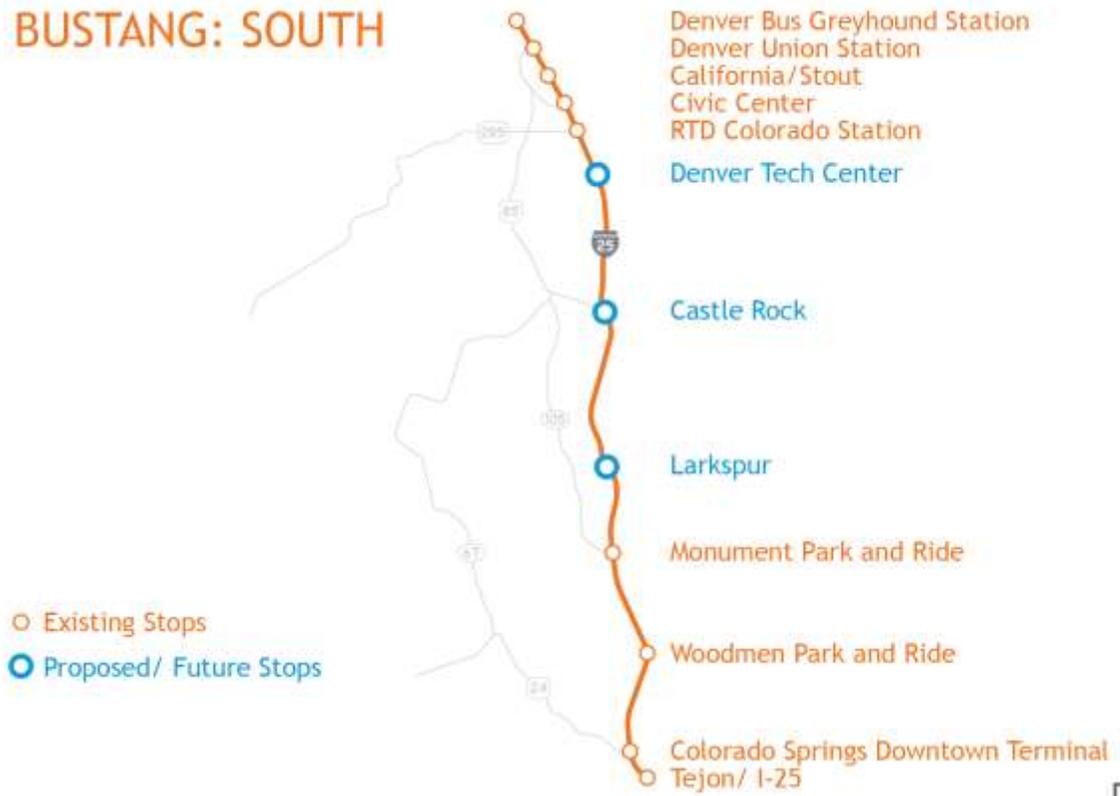


BUSTANG: NORTH



DRAFT

BUSTANG: SOUTH



- Existing Stops
- Proposed/ Future Stops

DRAFT



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Senate Bill 228 and the Development Program



Senate Bill 228

- New revenues for CDOT
 - \$200 million in new revenue in FY 16
 - Estimated \$79 million for FY 17
 - 10 percent set aside for transit (\$27.9M thus far)
- SB 228 projects must be statewide or regionally significant



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SB 228 Transit Projects

- CDOT has used funds to assist in the advancement of the interregional and regional transit system
- Planning Foundation
 - Statewide Transit Plan (2015)
 - Policy Directive 14: Provides overall planning framework and guides distribution of resources (2015)
 - Intercity and Regional Bus Network Plan (2014)
 - Corridor planning



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Senate Bill 228, Phase I

- [Status of Phase I](#)



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Senate Bill 228, Phase 2

- DTR developing recommendations for Phase 2 projects
- Seeking TC approval in November



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Development Program

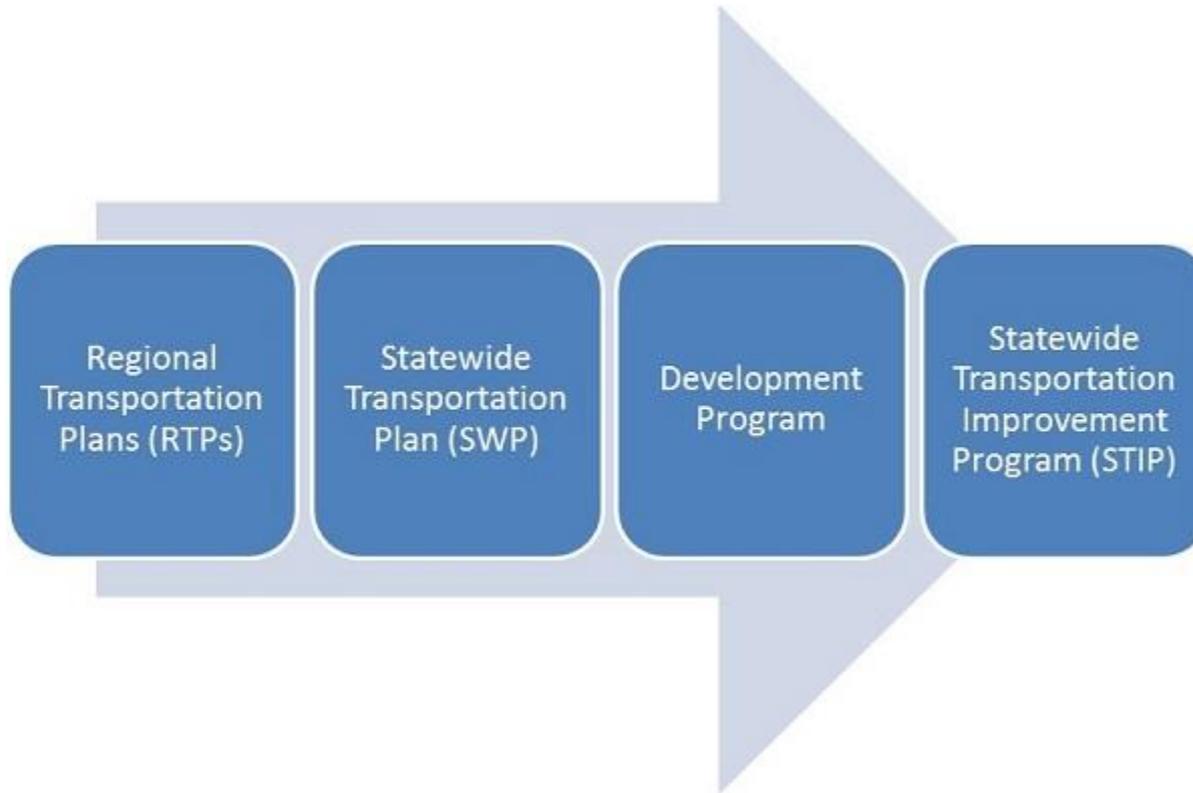


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Development Program





Development Program

- Captures “major” projects
 - Unlikely to be funded to completion through expected funding sources
 - Includes projects eligible for funding with revenues flowing through CDOT
- 10-Year Development Program: prioritized subset
 - a.k.a. “Tier 1” Projects
 - Tier 2 is either beyond 10 Years or phases that could come later

Development Program



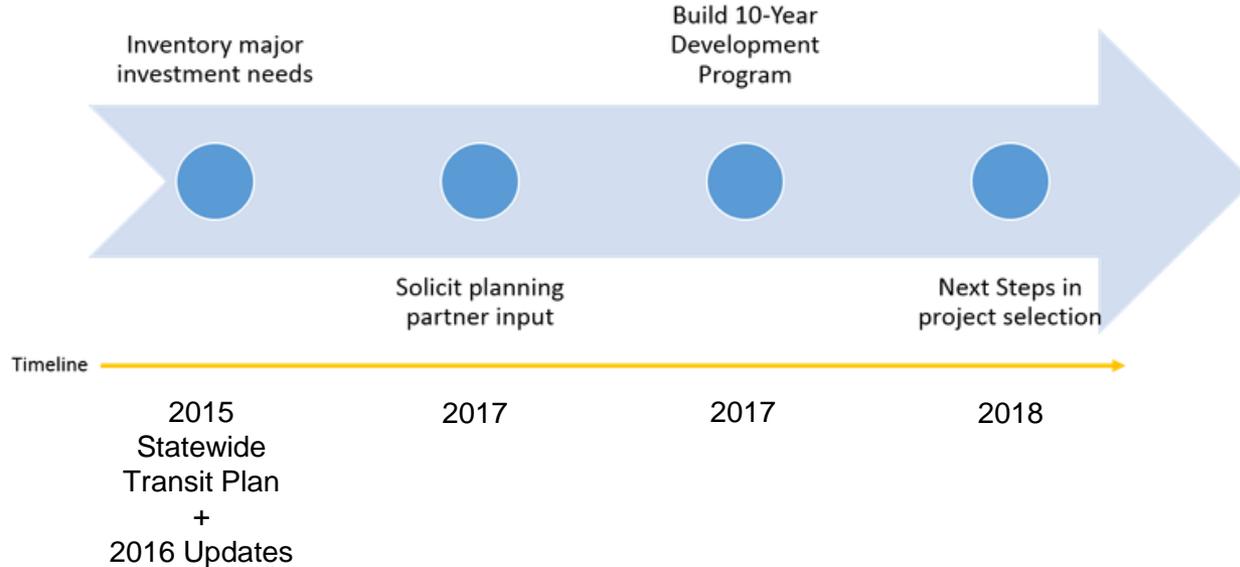


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Development Program





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Transit Development Program

1. Your input needed!
2. Looking for projects...
 - Projects with Statewide or Regional Significance and
 - Have significant mobility & economic development benefits and
 - Identified through planning processes and
 - CDOT is critical partner as administrator of Federal “pass through” funding and
 - Greater than \$1.0 Million “ask” or “match”
3. Performance / Eligibility Data to Be Collected for Each