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For Presentation at TRAC Meeting July 14, 2017

DATE: July 20, 2017

TO: Transit & Intermodal Committee

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

SUBJECT: SB 228 - Year 1 Quarterly Report; and Year 2 Transit Project Development Update

Purpose

The purpose of this memo is to provide an update on Year 1 SB 228 transit projects and to provide the status of projects recommended for Year 2 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.

The SB 228 transit funds are programed to purchase capital infrastructure needed to further develop a statewide and regional bus network. The CDOT interregional bus network, known as Bustang, provides service along the I-25 Front Range and I-70 mountain corridor and connects major urban areas and the state’s largest local transit systems. The rural regional network, being developed as Outrider, will connect rural communities to urban centers. These programs span the entire state and serve all five CDOT Regions. They are founded in goals contained in Policy Directive 14 (increase rural transit ridership and to maintain or increase the miles of regional and interregional service) and the vision contained in the Statewide Transit Plan to provide better rural-to-urban transit connections for essential services.

Last August the Transportation Commission approved the projects for Year 1 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. The Details section of this memo and the Attachment provide more information about each project.

Also in August a set of potential projects for Year 2 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 2. The Details section below outlines the coordination and planning work that has occurred over the last year 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. We anticipate having a set of recommended projects for the second year of SB 228 transit funds for T&I review and concurrence in September, a full Transportation Commission workshop in October, and TC approval in November.

Phase 1: State Fiscal Year 2016-2017	
\$20.0 M	Phase 1 Projects: Approved by Transportation Commission August 2016. See Detail section for status of these projects.
-\$2.0 M	Project Withdrawn: Rifle Park & Ride Relocation

\$18.0	Total Phase 1
Phase 2: State Fiscal Year 2017-2018	
\$0.8 M	Program & Construction Management of all the Phase 2 Projects Below
\$4.1 M	<p>Bus Purchases</p> <ul style="list-style-type: none"> • \$2.4 M = Four branded Bustang buses (\$600k each): <ul style="list-style-type: none"> ○ One for Grand Junction expansion ○ Two for Castle Rock expansion ○ One for Longmont/SH 119 expansion • \$1.7 M = Four branded Outrider buses (\$415k each) to be used for future phases of the Outrider service
\$4.0 M	<p>Outer Loop Park & Rides</p> <ul style="list-style-type: none"> • Idaho Springs / Clear Creek County (\$1.5 - \$2 M) • SH119 - Frederick, Firestone, Dacono, Erie, Longmont / Weld County (\$1.5 - \$2.0 M) • Castle Rock / Douglas County (\$250,000 - \$500,000)
\$1.0 M	Southwest Chief Tiger 9 project/matching funds pledge
\$9.9 M	Phase 2 Subtotal, Including \$2.0 M re-allocated from Phase 1
\$27.9 M	Total of Phase 1 + Phase 2

Details

Year 1 Project Update

The following table provides a brief description of each project and its current status. A more detailed schedule is included in the 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.	DTR conducted a competitive procurement and selected a bus vendor. Anticipated bus delivery is in spring of 2018.
I-25 Managed Lanes Project - Park & Ride near Loveland (\$5.0 M)	The Park & 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 & Ride at Kendall Parkway and I-25.	Partnership with Region 4. The larger managed lanes project is entering the procurement phase. DTR staff is working with region staff to establish design and construction specifications.
Woodmen Road Park & Ride Replacement (\$3.0 M)	Relocation and construction of the primary Bustang Park & Ride in Colorado Springs.	Partnership with Region 2. New Park & Ride site identified and working with Region 2 staff to negotiate with the landowner and acquire

		the property. The environmental review is complete.
San Miguel County Park & Ride (\$1.5 M)	Design and construction of a new Park & Ride outside of Telluride that will serve local and Outrider transit services.	Partnership with Region 5. An IGA was executed between CDOT and San Miguel County in May 2017 and the County subsequently hired a consultant to complete the design plans and contract documents. CDOT Environmental has agreed to obtain the environmental clearances for the project and has begun that process.
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 & Ride (\$2.0)	Relocation and expansion of a Park & 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 & Ride. DTR hopes to continue working with the City and Region 3 to build a Park & Ride in the area in the future.

Year 2 Project Update

Program and Construction Management

Similar to Year 1, DTR recommends to use a portion of the Year 2 SB 228 funds (\$0.8M) for program and construction management. Consultant assistance will help DTR and the Regions in all aspects of planning and delivering the approved projects. DTR has a contract with AECOM, the program/construction management consultant retained by the Bridge Enterprise, for technical assistance with Year 1 projects and a new task order will be executed for the Year 2 projects.

Bus Purchases

DTR recommends the use of SB 228 funds to purchase buses for the Bustang and Outrider services. Four Bustang buses (\$2.4M) will be used to expand services to Grand Junction, Castle Rock, and the Longmont area (SH 119). The stops in Castle Rock and Longmont will require Park & Rides for passenger parking (discussed below). DTR recommends to also use SB 228 funds (\$1.7M) to purchase four buses to implement the Outrider program. This is contingent on receiving approval from the Transportation Commission later this year in November to implement future phases of Outrider.

Idaho Springs Park & Ride - Project Development

DTR is partnering with Region 1 to utilize \$1.5M to \$2.0M of SB 228 funds to contribute to an effort to develop and build an integrated transit center and parking structure in Idaho Springs. The structure will serve local businesses, Bustang riders, and carpoolers. Currently, Bustang service in Idaho Springs is using a temporary location for passenger pick-up and drop-off with no dedicated space for passenger parking.

The majority of the costs of the parking and transit structure would be funded by a City of Idaho Springs ballot measure anticipated for later this year. If the ballot measure does not materialize this year, or does not pass, the SB 228 funds will be re-programmed for other purposes. The City has identified a site and is working with property owners to obtain the land. The City has hired an architect who is conducting site planning.

SH 119 Park & Ride - Project Development

DTR is partnering with Region 4 to utilize \$1.5M to \$2.0M of SB 228 funds to improve the existing Park & Ride at SH 119 and I-25 to allow Bustang to service the Longmont area. Staff anticipates a high demand for service connecting the communities in the area (e.g., Longmont, Firestone, Frederick, Dacono) with neighboring urban areas. 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 & Ride. In addition, a SH 119 Park & Ride will provide a collection point for reverse commuters to Loveland and Fort Collins. It is anticipated that the addition of a SH 119 Park & Ride would require additional Bustang buses to accommodate the demand.

Needed improvements to the existing Park & Ride include:

- Expansion of the parking area. Currently the site has 116 parking spaces, which would more than double to accommodate the anticipated demand.
- Installation of bus platforms along the northbound and southbound interchange ramps, located and designed in a manner to promote pedestrian safety and avoid impeding traffic.
- Minor upgrades to the pedestrian infrastructure connecting both sides of the highway to the Park & Ride.

Based on preliminary cost estimates, these improvements would cost up to \$2 million and would require nearly two years to design and construct.

Castle Rock Park & Ride - Project Development

DTR is partnering with Region 1 to utilize \$250 - \$500K of SB 228 funds to pay for costs associated with establishing a short-term Bustang Park & Ride near Castle Rock. 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. 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 The FREX service began declining when sponsoring entities, such as Colorado Springs, cut their funding in response to revenue declines associated with the 2008-2012 recession. Like the SH 119 Park & Ride, a Castle Rock Park & Ride would provide a collection point for reverse commuters to Colorado Springs. It is anticipated that the addition of a Castle Rock Park & Ride would require additional Bustang buses to accommodate the demand.

CDOT staff have met several times over the last few months with officials from Douglas County and Castle Rock to identify a site for a Park & Ride. These meetings have occurred in the context of the I-25 PEL looking at the Colorado Spring-Denver South Connection. The team is discussing both short-term and long-term options, with SB 228 funds dedicated to funding a short-term solution:

- Short-term solution: The short-term solution will provide the Castle Rock area with Bustang service as a mitigation measure during the time it takes to plan and construct I-25 highway improvements between Castle Rock and Monument. This option may require an up-front cost that would likely be split three ways among Region 1, DTR, and the City of Castle Rock. The team is currently holding discussions with the developer of a shopping center to negotiate bus stops, parking areas, and improvements. If these negotiations are not successful, the team will explore other solutions including using CDOT- or Douglas County-owned land with only a gravel surface treatment.
- Long-term solution: The long-term solution will be identified during the PEL study and may include parking infrastructure, bus pull-outs or highway slip ramps, land acquisition costs, or traffic signalization. The PEL study is currently developing and evaluating alternative concepts, including transit alternatives, with a report due in early 2018. CDOT and local officials have identified several possible options that will be evaluated during the PEL. Similar to the short-term solution, the long-term Park & Ride will likely be a funding partnership between CDOT and local communities (though not funded through SB 228 funds).

Southwest Chief Tiger 9 matching funds

DTR is recommending that \$1.0M of SB 228 funds be reserved as matching funds for a Southwest Chief track rehabilitation Tiger 9 application. CDOT contributed \$1.0M to the La Junta's successful Tiger 7 SWC track rehabilitation project; and pledged \$1.0M to Lamar for their unsuccessful Tiger 8 project.

The Southwest Chief route through Kansas, Colorado and New Mexico on BN track is in need of rehabilitation to maintain passenger rail operating speeds. The total trackage needing rehabilitation was 158 miles. A Tiger 6 grant

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

to Garden City, Kansas (\$22 M) upgraded 48 miles of track (CDOT did not contribute matching funds). The LaJunta Tiger 7 grant (\$24 M) upgraded 60 miles of track (CDOT contributed \$1.0M in matching funds). The Lamar Tiger 8 effort was unsuccessful. A total of 50 miles of track traversing the three states still are in need of rehabilitation. It is anticipated that a local community will submit an application for some portion of the remaining trackage, with matching funds from the BN, Amtrak, the three states and numerous local jurisdictions. If Tiger 9 is cancelled, or if a Tiger 9 application is unsuccessful, the CDOT pledge of \$1.0M in SB 228 funds will be utilized for other transit projects.

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 2 SB 228 transit projects to the T&I Committee at the September meeting for additional review, followed by a full TC workshop in October, and TC approval in November.

Attachment

SB 228 Year 1 Budget and Schedule Summary