



# COLORADO

## Department of Transportation

Division of Transit & Rail

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**DATE:** July 18, 2018  
**TO:** Transit & Rail Advisory Committee  
**FROM:** Jeff Sanders, Division of Transit and Rail, Transit Planning Manager  
**SUBJECT:** Senate Bill 228 Year 3 Project Recommendations

### Purpose

The purpose of this memo is to provide background information and discuss possible project selections using Senate Bill 228 transit funds. Staff will seek a resolution by the Transportation Commission, likely in August, to approve projects.

### Action

Approval of the SB 228 Projects at this July meeting, or at a special meeting prior to August 15<sup>th</sup>.

### Background

Senate Bill 09-228 (SB 228) provided \$200M in new revenue for CDOT in FY 2016, \$79M in FY 2017, and \$79M in FY 2018. At least 10 percent of the funds must be dedicated to transit, resulting in \$35.8 million for transit projects (\$20M + \$7.9M + \$7.9M). The legislation states that CDOT must use SB 228 funds for strategic, TC-approved projects with statewide or regional significance.

The Transportation Commission approved Year 1 projects in August 2016 and Year 2 projects in November 2017. Attachment 1 provides more information about those projects and their status.

### Details

Below are recommended projects for Year 3

**Bustang Bus Needs:** CDOT-DTR previously discussed with the Committee plans to expand the Bustang service by stopping in three metro area “outer ring” communities: Castle Rock, Longmont, and Idaho Springs. Bustang currently serves Idaho Springs. Adding stops in Castle Rock and Longmont will significantly increase ridership and require additional operating costs and buses to accommodate. We estimate the increased ridership needs will require five new buses (four in service plus one spare). Even without the Longmont park-and-ride in place, the North Route’s ridership growth is exceeding current capacity. DTR recommends purchasing two buses for the North Route to respond to the immediate need, and have the capacity available when the Longmont park-and-ride opens. The Castle Rock park-and-ride site exploration has not been conclusive to-date, but the I-25 Gap construction project has advanced to construction. As part of the construction mitigation, CDOT is proposing to initiate Colorado Springs to Denver Tech Center service, with a stop in Monument. Buses are needed immediately to support the mitigation effort, and during the construction period (18-24 months), the Castle Rock park-and-ride planning can reach a conclusion. Anticipated cost is \$3.2 million.

**Local Agency Equipment Needs:** DTR proposes to use SB 228 to supplement existing programs that provide grants to local transit agencies to purchase buses and other transit equipment. Improving the condition of the state’s rural transit fleet is a goal of the state embodied in PD 14 under System Maintenance. As approved in Resolution TC-17-11-13, DTR reallocated \$2 million annually in FASTER funds from capital grants to meet operating needs around the state. DTR proposes to use SB 228 funds to offset this reallocation. The Transportation Commission approved \$6.5M in Year 2 funds and DTR proposes an additional \$3.5 million in Year 3 funds. DTR will award the combined funds, \$10 million, over a five-year period. Anticipated cost is \$3.5 million.

**Pueblo Park and Ride:** Bustang is anticipated to begin service to Pueblo in the last quarter of calendar year 2018. The initial opening would originate in downtown Pueblo, and have a temporary stop proposed to be negotiated with an existing vacant Kmart. The Kmart property *could* be a permanent location if the price were right, and

Region 2 has also identified a property adjacent to the Region 2 Headquarters Office. A new park and ride in Pueblo will accommodate Bustang passengers and will also serve as a connection point for local service and for the Outrider route connecting Pueblo and Salida. DTR-CDOT has begun discussions with CDOT Region 2 and the Pueblo area MPO to identify a possible location. Anticipated cost is \$3.0 million.

**Tejon Park and Ride:** The Tejon Park and Ride is the originating stop for the Bustang South line. DTR proposes to use SB-228 funds to make operational improvements to the existing park and ride to improve safety and save time. The improvements include pedestrian crossings, curb cuts, signaling, and other minor improvements. Anticipated cost is \$0.5 million.

**Program Support and Planning:** The Commission approved \$2 million for program and construction management in SB 228 Year 1. DTR anticipates additional funds will be needed to perform the same responsibilities for the remaining two years. Any leftover funds will be used for other projects. Anticipated cost is \$0.7 million.

The table below summarizes the recommended projects.

<b>Table 1 Proposed SB-228 Projects Year 3</b>	
\$3.2 M	Bustang Capital Needs <ul style="list-style-type: none"> <li>• Five 45 foot over-the-road coaches (\$629k each); service incorporation of Castle Rock and Longmont (SW Weld County)</li> </ul>
\$3.5 M	Local Agency Capital Needs <ul style="list-style-type: none"> <li>• Funding to improve state of good repair of local agency vehicles</li> </ul>
\$3.0 M	Pueblo Park and Ride <ul style="list-style-type: none"> <li>• A park and ride in Pueblo to accommodate intercity, regional, and local transit services.</li> </ul>
\$0.5 M	Tejon Park and Ride <ul style="list-style-type: none"> <li>• Minor improvements to CDOT-owned park and ride to better accommodate intercity and local transit services.</li> </ul>
\$0.7 M	Program Support and Planning
<b>TOTAL: \$10.9 M</b>	Total includes \$7.9 M from Year 3 plus \$3.0 resulting from withdrawn project in Year 1

Decision Options

- Approve the proposed Year 3 projects, either with or without modification.
- Request a special meeting to approve in advance of August 15<sup>th</sup> Transportation Commission meeting.
- Suggest an alternate approval schedule.

Next Steps

After receiving feedback and direction from TRAC, staff will prepare a resolution for the Transportation Commission in August.

Attachment:

Attachment 1: Approved Projects, SB-228 Years 1 & 2

## Attachment 1: Approved Projects for SB-228 Transit, Years 1 and 2

YEAR 1		
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.	<b>COMPLETED</b> Project completed in partnership with Region 3. The official opening of the service was on January 6 <sup>th</sup> , 2017.
Bus Purchases (\$2.5 M)	Purchase of branded over-the-road coaches for Outrider.	<b>COMPLETED</b> Six coaches were delivered in March 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 has awarded the contract with construction set to begin in 2018.
Woodmen Road Park and Ride Replacement (withdrawn)	Relocation and construction of the primary Bustang bus stop and park and ride in Colorado Springs.	Project withdrawn. Negotiations with the property owner of the identified site failed. CDOT will explore other methods to increase parking capacity of the existing site. The \$3 million in funds originally identified for the project will be re-programmed in Year 3.
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. Construction is currently underway and will be completed in 2019.
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 and construction will begin in 2019.
Rifle Park and Ride (withdrawn)	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. The \$2 million in funds originally identified for the project were re-programmed for Year 2 projects.
<b>TOTAL: \$15M</b>		

YEAR 2		
Project	Description	Status
Bus Purchases (\$2.4 M)	Purchase of four 45' coaches for intercity and rural regional transit capital needs. Two buses are for the Bustang West route, one for the Bustang South route, and another for the Outrider Gunnison-Denver route.	<b>COMPLETED</b> Buses were delivered in June 2018.
TIGER 9 Match (\$1.0 M)	CDOT portion of local matching funds for TIGER 9 Southwest Chief for route restoration and repair.	The TIGER application was successful. CDOT is currently negotiating with Colfax County, NM (lead agency) to complete the contracting and environmental work.
Local Agency State of Good Repair (\$6.5 M)	Funds available for local transit agency capital needs (bus replacements, transit stops, etc). Funds will be drawn down over the next three years.	CDOT-DTR awarded the first \$2 million to local transit agencies for bus purchases. DTR announced these awards in April 2018. DTR will award the remaining funds over the next three years.
<b>TOTAL: \$9.9M</b>		