



COLORADO

Department of Transportation

Division of Transit & Rail

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DATE: September 14, 2018
TO: Transit & Rail Advisory Committee (TRAC)
FROM: David Krutsinger, Director, Division of Transit & Rail
Michael Snow, Transit Infrastructure Specialist, Division of Transit & Rail
SUBJECT: Statewide portion of the Multimodal Options Fund in SB18-001

Purpose

The purpose of this memo is to provide background and considerations related to the use of the Statewide portion of Multimodal Options Fund (MMOF) revenues created under SB 18-001. CDOT is now developing a framework for selecting projects using the statewide portion of the MMOF SB-1 funds and staff is seeking input from Committee members on various considerations.

Action

The Committee is requested to provide comments on the questions and considerations being explored to invest the state portion of the MMOF funds.

Background

Senate Bill 18-001 passed on the last day of the 2018 legislative session. Among other items, the legislation created the Multimodal Options Fund and directed transfers from the General Fund of \$495 million in FY19 and \$150 million in FY20 for transportation purposes. The funds are broken down into the following three categories:

- 70 percent to CDOT (\$451.5 M over two years)
- 15 percent to counties and cities (\$96.75 M over two years)
- 15 percent to the MMOF (\$96.75 M over two years)

The MMOF defined in SB 18-001 is similar to the fund of the same name in the proposed sales tax ballot initiative (i.e., Proposition 110). For instance, the legislation splits the MMOF funds into two pots: 15 percent for statewide multimodal priorities (e.g., Bustang, park and rides, bicycle and pedestrian projects, etc.); and 85 percent to local multimodal projects. However, a key difference between the two programs is that SB 1 does not set aside a portion of the funds for bonded transit projects such as the sales tax initiative does. This memo only discusses the statewide portion (15%) of the MMOF. CDOT will begin discussions on the local portion in November once the outcome of the ballot measures is known.

Despite the state legislature's passage of the bill, the legislature did not appropriate funds for the MMOF. CDOT is requesting a supplemental appropriation action in September. If unsuccessful, CDOT will wait until the 2019 legislative session for an appropriation.

Details

The legislation provides that, after a \$2.5 Million appropriation off-the-top to the newly created rail fund, 15 percent of the remaining funds in the MMOF be appropriated "to the Commission for state multimodal projects that are selected by the Commission." The result would provide approximately \$14.13 million combined in SFY19 & SFY20 for state multimodal projects.

The Bill defines multimodal projects as "capital or operating costs for fixed route and on-demand transit, transportation demand management programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, and bicycle or pedestrian projects."

CDOT staff have begun exploring the goals, requirements and options to consider within the Bill for state multimodal projects. The central goal that staff has identified for guiding the selection of state multimodal projects, is to: Provide connections and access for a complete and integrated multimodal transportation system. It was generally acknowledged that given the short, two-year funding opportunity, long-term operations projects would not be considered. Additionally, several preferred principles have emerged in the discussion pertaining to the evaluation and selection of projects, including:

- Projects should primarily benefit the state system (state highway system and statewide/regional transit)
- Must be simple and be delivered quickly (preferably within three years)
- Provide some geographic distribution, if possible

- Should be significant, integrated multimodal solutions

Major questions that remain to be explored and answered:

- How can CDOT most effectively select projects that are significant and offer integrated multimodal solutions while also considering some urban/rural balance?

Next Steps

CDOT staff will compile multimodal projects already identified in planning documents, identify opportunities for multimodal improvements that may benefit from partnering alongside existing roadway projects, and available data pertaining to needed ADA improvements. Together, these elements will provide staff information to explore how to most effectively evaluate and select the best state multimodal projects.

Attachment

N/A