



# COLORADO

## Department of Transportation

Division of Transit & Rail

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**DATE:** September 14, 2018  
**TO:** Transit & Rail Advisory Committee  
**FROM:** David Krutsinger, Director, Division of Transit & Rail  
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**SUBJECT:** Project Recommendations for SB 17-267 Transit Funds

### Purpose

The purpose of this memo is to provide background information and discuss possible project selections using SB 17-267 transit funds. Staff will seek a resolution by the Transportation Commission later this year to approve projects.

### Action

Informational only this month, with action requested in October or November.

### Background

SB 17-267 "Concerning the Sustainability of Rural Colorado" (SB 267) authorizes the execution of lease-purchase agreements on state facilities totaling \$2 billion, to be issued over four years, beginning in FY 2018-19. CDOT will be the steward of \$1.88 billion of those proceeds, of which 10% must go to transit (\$188 million) and a minimum of 25% to rural counties with a population of less than 50,000 as of July 2015. CDOT must use highway funds for "federal aid highway projects that are included in the strategic transportation project investment program of the Department of Transportation and that are designated for Tier 1 funding as 10-Year Development Program projects." For transit funds, "at least 10 percent of the proceeds shall be expended for transit purposes or for transit-related capital improvements."

The recent passage of SB 18-001 resulted in some uncertainty for the SB 267 funds. While the legislation confirmed the first year of 267 funds, future years are contingent on outcomes of ballot initiatives. This memo presents an approach for how CDOT will program the transit funds associated with SB 267. The first year of funds results in \$38 million for transit projects, \$9.5 million of which must be used in rural counties.

### Details

#### *Eligible Projects*

In November 2017, DTR presented the Transportation Commission with an approach to manage and administer all transit funds collectively as a program. DTR recommended that recurring, sustainable funds, such as FTA Section 5311 and FASTER, should be used for ongoing operational support of local, regional, and interregional transit services while other one-time funding sources, such as SB 228 and SB 267, should be used for capital purchases. SB 267 funds are further limited because the Certificates of Participation (COPs) associated with the legislation have a 20-year payback period whereas most buses and small capital items have an expected useful life of no more than 10 to 15 years. Based on this, DTR recommends SB 267 funds be used for transit infrastructure projects such as facilities, park and rides, and other assets that typically have a 40- or 50-year useful life.

#### *Selection Criteria*

DTR has used the following criteria to propose project selections for SB-267 funds:

- Project Readiness - The project has already undergone a significant level of planning and is ready to proceed to construction in the short term.
- Strategic Nature - Project is of regional or statewide significance or is part of a statewide programmatic need.
- Planning Support - The project is supported by relevant planning documents (Transit Development Program, Intercity Bus Plan, corridor NEPA documents)

- Statewide Transit Plan Goal Areas - Supports statewide plan goal areas of system preservation and expansion, mobility/accessibility, transit system development and partnerships, environmental stewardship, economic vitality, and safety.
- Supports Statewide System - Supports a statewide transportation system, with consideration of transportation needs throughout the state.

*Current Recommended Projects*

Project	Project Description	Non-Rural	Rural
Monument (I-25 / SH 105) bus slip ramps	<ul style="list-style-type: none"> <li>• Significant travel time savings for Bustang passengers</li> <li>• Cost savings if built with I-25 South “Gap” Project</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> </ul>	\$4.0 M	
Longmont (SH 119 / I-25) park-and-ride	<ul style="list-style-type: none"> <li>• Existing CDOT park-and-ride which can be activated for “reverse commute” transit service to Fort Collins</li> <li>• Also provides a Weld County stop for trips into Denver</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> <li>• Request of NATA and NFRMPO to have a connection in this area, with longer-term goal also at SH 7 / I-25.</li> </ul>	\$5.0 M	
Berthoud (SH 56 / I-25) park-and-ride	<ul style="list-style-type: none"> <li>• New park and ride consistent with North I-25 EIS</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> <li>• Cost savings if built with I-25 North Segment 6 Hwy</li> </ul>	\$12.4 M	
Kendall (near US 34 / I-25) park-and-ride	<ul style="list-style-type: none"> <li>• Project already funded with SB 228 funds, but improved design requires additional funds</li> <li>• Cost savings since built with I-25 North project</li> <li>• Fits PD14 goal for regional/interregional connectivity</li> </ul>	\$5.8 M	
Non-Rural Program Support	<ul style="list-style-type: none"> <li>• Project support, design, environmental clearance, etc for non-rural projects</li> </ul>	\$1.3 M	
Rural Infrastructure Projects	<ul style="list-style-type: none"> <li>• Currently unallocated funds that will be used for rural projects consistent with project selection criteria (more discussion below)</li> </ul>		\$7.5 M
Rural Program Support	<ul style="list-style-type: none"> <li>• Project support, design, environmental clearance, etc for rural projects</li> </ul>		\$2.0 M
<b>Total</b>		<b>\$28.5 M</b>	<b>\$9.5 M</b>

*Rural Infrastructure Projects*

Since the bill defines rural as counties with less than 50,000 people, most counties along I-25 and I-70 are not eligible. CDOT has already identified a few likely projects. For instance, Poncha Springs has approached CDOT to discuss a park and ride that would serve regional and local transit service. Another project is a park and ride in Park County (Fairplay) for a regional transit route. CDOT proposes to use its annual capital application process available in the fall to identify and evaluate the rural projects.

Next Steps

After receiving feedback and direction from TRAC and the T&I Committee, staff will prepare a resolution for the Transportation Commission in October or November.

CDOT-DTR will accept applications for rural infrastructure projects in the fall. The Transportation Commission will provide final approval for a recommended set of projects in spring 2019.