



COLORADO
Department of Transportation
Division of Transit & Rail

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DATE: March 8, 2019
TO: Transit and Rail Advisory Committee
FROM: David Krutsinger, Director, Division of Transit & Rail
Sharon Terranova, Planning Manager
SUBJECT: Senate Bill 17-267 Strategic Transit Project Selection Process Update

Purpose

The purpose of this memo is to provide an update on the proposed process for selecting strategic transit projects using FY 2018-19 SB 267 transit funds. Staff seeks to establish a short-term subcommittee of the Transit and Rail Advisory Committee to provide input on the proposed selection criteria, rating system, and candidate project ratings for the recommended project portfolio, which will be submitted to the Transportation Commission for funding approval in May.

Action

Request formation of short-term TRAC subcommittee to vet proposed selection process and candidate project portfolio ratings.

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 up to \$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. The first tranche of SB 267 funding became available in October 2018: \$380 Million = \$38 Million for transit + \$342 for highways.

In September 2018, DTR first began discussing the transit component with TRAC and the Transit & Intermodal Committee (T&I). September’s meeting included an illustrative set of projects based on Bustang and Bustang Outrider park-and-rides across the state. In November, the conversation continued with discussion about what “appropriate match” should be for new park-and-rides that CDOT builds alone or in partnership. In January, DTR provided greater detail on proposed selection criteria and sought to gauge the level of interest from TRAC members in seeking SB 267 transit funds. Upon initial consideration, there was minimal interest due to the perceived financial risk. Since then, CDOT has clarified that CDOT would still not do pure grant projects for the non-rural funds (where risk is transferred to local government) but would enter into partnerships and carry the risk on the CDOT portion of the funds. Staff also requested and received input from TRAC and T & I regarding the project “portfolio,” or appropriate mix, of strategic transit projects. The committee members recommended a mix of CDOT park-and-rides and facilities, and Partner Agency projects. SB 267 funds 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, SB 267 funds will be used for transit infrastructure projects such as facilities, park-and-rides, and other assets that typically have a 30- to 50-year useful life.

At present, SB 267 funding is available for Year 1 only, and in FY 18-19 a total of \$38.0 million is available for transit projects. Of the total, \$9.5 million must be reserved for rural infrastructure projects and program support. Candidate projects for the rural \$9.5 Million were solicited through the fall Consolidated Capital Call for Projects which was “open” from October 19, 2018 through December 14, 2018 and resulted in seven applications. Staff has also compiled a list of high-priority projects culled from various sources such as the the Intercity and Regional Bus Study and the Transit Development Program. This memo highlights the candidate strategic transit projects and refined project selection process.

Details

Selection Criteria and Ratings System

DTR staff will evaluate the candidate projects by how well each addresses five selection criteria: 1) Project Readiness, 2) Strategic Nature, 3) Planning Support, 4) Statewide Transit Plan Goal Areas, and 5) Supports Statewide System. Projects will be rated as either Excellent, Very Good, Good, Fair or Poor. DTR staff will work with the proposed TRAC subcommittee to vet the project selection process and ratings.

Once evaluations and ratings are completed, staff will prepare a list of recommended projects to receive Year 1 SB 267 funding. This list will be discussed with a proposed TRAC subcommittee, then presented to TRAC, and T & I, and finally to the Transportation Commission for approval in May.

Next Steps

DTR will convene a TRAC subcommittee to help evaluate the candidate list of projects during March and April. CDOT staff may request approval for additional Centerra-Loveland Bustang station funding in April, and will seek approval of funding for the remainder of the recommended projects in May.

Attachment

Presentation