



COLORADO

Department of Transportation

Division of Transit & Rail

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DATE: May 10, 2019
TO: Transit and Rail Advisory Committee (TRAC)
FROM: David Krutsinger, Director, Division of Transit & Rail
Sharon Terranova, Planning Manager, Division of Transit & Rail
SUBJECT: Request Approval for Troy Hill Bus Storage Facility and I-25 & SH 56 Transit Station projects

Purpose

The purpose of this memo is to request approval for two projects to be funded with Senate Bill 267 Year 1 Transit funds. The projects are the construction of the Troy Hill Bus Storage Facility and design of the the Berthoud (I-25/SH 56) Transit Station.

Action

The Division of Transit and Rail is requesting a recommendation from the Transit & Rail Advisory Committee to the Transit & Intermodal Committee for approval of two strategic transit projects. A total of \$3.7M in SB 267 funding is requested for construction of the Troy Hill Bus Storage Facility and design of the I-25 and SH 56 Transit Station, \$3.0M and \$0.7M respectively.

Background

Presently, SB 267 funding is available for Year 1 only, and in FY 18-19 a total of \$38.0M is available for transit projects. Of the total, \$9.5M must be reserved for rural infrastructure projects and program support. Candidate projects for the rural \$9.5M were solicited through the fall Consolidated Capital Call for Projects which was accepting applications from October 19, 2018 through December 14, 2018 and resulted in seven applications. Staff 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 to develop a comprehensive matrix of eligible projects (transit infrastructure projects such as facilities, park-and-rides, and other assets that typically have a 30- to 50-year useful life) and evaluated them based on how they address key criteria such as project readiness, strategic nature, statewide goal areas, support of the statewide transportation system, impacts to ridership, etc. This methodology was presented to the Transportation Commission in March, 2019.

Also in March, DTR recommended \$2.2M of rural SB 267 Year 1 funding for five rural infrastructure projects through the Consolidated Capital Call for Projects. Awards will be finalized by the fall. In April 2019, the Transportation Commission approved \$7.0M in non-rural SB 267 Year 1 funds for construction of the Centerra-Loveland express bus station. This transit station is part of a larger mobility hub connecting Bustang, local transit, and future transit oriented development, and was developed in conjunction with the North I-25 Managed Lanes project.

This month, DTR is requesting SB 267 funding for construction of the Troy Hill Bus Storage Facility and design of the I-25/SH 56 Transit Station. Both recommended projects are connected to existing, approved CDOT projects (in Regions 2 and 4) and as such, are time-sensitive and therefore proposed for funding now.



Details

Troy Hill Bus Storage Facility Construction

The Troy Hill Bus Storage Facility will be located at the Region 2 Vehicle Storage Facility in central Colorado Springs. The facility will be built for a 50-year service life and includes a secured 10-bay, climate-controlled garage. The building will also house an employee facility with workstations and a restroom (to be shared with Region 2 staff), as well as a storage area for replacement parts. Region 2's vehicle storage facility will include a maintenance bay and a vehicle wash which will be shared with Bustang. Thirty parking spaces will be provided for CDOT employees, Bustang drivers, road supervisors and maintenance employees. The cost of this facility is \$3.0 million.

Improved Bustang Operations & Reduced Annual Operating Costs

This facility will allow for on-site routine maintenance and bus washing/cleaning thereby eliminating the need for deadhead trips to Golden. "Deadhead" occurs when the bus proceeds to or from a route while not in revenue service for passengers. This is estimated to save CDOT up to \$164,000/year. Installation of an on-site sanitary sewer will provide for daily lavatory servicing and the buses will be swept and washed daily.

Improved Security

Currently, the Bustang buses are stored on this property but they are parked outside and protected only by a chainlink fence. This fence does not prevent theft; a battery valued at \$500.00 was recently stolen from one of the buses. The new fully-enclosed garage will require badge-access which will be limited to authorized personnel.

Reduced Weather-Related costs

The new garage will provide shelter and reduce costs attributable to weather. In 2016, a hail storm caused extensive damage to the buses which resulted in \$40,000 of repairs. Additionally, exposure to the elements causes the branded bus wraps to deteriorate more rapidly forcing more frequent and costly replacements. Another benefit of storing the buses in the garage is the reduced time and cost to heat and cool the buses in advance of service because the garage is climate controlled.

Schedule

Design is in progress and will be completed in mid-September with construction expected to begin in January 2020. It is critical that the Bus Storage Facility stay on the same schedule as Region 2's Vehicle Storage Facility project because one contractor will construct both buildings, resulting in cost savings to CDOT. To achieve this, the Division of Transit & Rail is requesting Transportation Commission approval of \$3.0 million for the Troy Hill Bus Storage Facility.

I-25 and SH 56 Transit Station Design

The North I-25 EIS identified the need for a new park-n-ride facility with express bus service to replace the existing carpool lot at the SH 56 interchange near the town of Berthoud. The EIS recommended that park-n-ride facilities be located throughout the I-25 corridor and identified the SH 56 park-n-ride location at the southbound off-ramp. In the eight years since the EIS was released, the preferred transit station location has progressed to the center-median design, where feasible and appropriate. Center-median stations provide safer bus movements by eliminating the need to weave from the inside express lanes to stations on the outside of the roadway and result in time savings.

Region 4 is redesigning the I-25/SH 56 interchange. The scope of the project includes safety improvements, realignment of I-25 to accommodate express lanes, and roadway and bridge improvements. The envisioned transit station would be within the center-median and include a park-n-ride lot on the northeast quadrant of the



interchange. In order to preserve the opportunity to build the center-median transit station at I-25 and SH 56 and the park-n-ride, SB 267 design funds are needed now.

During the design phase, CDOT staff will collaborate with the local community on mobility hub elements such as connections to local transit, bike and pedestrian trails, first/last mile transit options, transit oriented development plans, etc. Future front range passenger rail will also be considered for this location. Once design is completed, DTR will request additional SB 267 funding for construction (currently estimated at \$10 to \$12 million) from the Transportation Commission. By designing and constructing the transit station and park-n-ride as part of the I-25 North Segment 6 project, CDOT will realize cost savings due to economies of scale (similar to the recently-approved Centerra-Loveland station).

Schedule

Design of the I-25 North Segment 6 project is currently in progress. Construction is expected to begin in spring 2020.

Next Steps

1. Request TRAC recommend approval of \$3.7 million of SB 267 funds for Troy Hill Bus Storage Facility and I-25 & SH 56 Transit Station Design, \$3.0M and \$0.7M respectively.
2. Request Transportation Commission approval on 5/16.
3. If approved, transit funds to be transferred within CDOT, then added to R2 construction contract and R4 design contract.

Attachments

SB 267 -Troy Hill Bus Storage Facility and I-25 & SH 56 Transit Station Presentation

