



COLORADO

Department of Transportation

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DATE: July 12, 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 Development Process

Purpose

The purpose of this memo is to provide an update on the SB 267 strategic transit project development process.

Action

Information & discussion only, no action required.

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 these 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 with \$38 million allocated to transit and the second tranche of an additional \$50.0 million for transit projects is now available.

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 transit agencies 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 it would not award 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 and Year 2. In FY 18-19 a total of \$38.0M became available for transit projects, of which \$9.5M is reserved for rural infrastructure projects and program support. In FY 19-20 an additional \$50.0M became available, with \$12.5M reserved for rural infrastructure projects. Proceeds from SB 267 certificates of participation resulted in an additional \$4.0M, -\$3.0M for statewide projects and \$1.0M for rural projects. Funds from SB 18-001 totaling \$14.1M may also be applied toward statewide strategic transit projects.

SB 267 funding will enable CDOT to implement our strategic plan to increase multimodal transportation options and improve connectivity. This includes expanding Bustang service along the Front Range, on the I-25 corridor, and investing in new transit stations and mobility hubs to achieve 10 mile spacing and support future Front Range passenger rail. Along the I-70 corridor, Bustang service will also be expanded and investments will be made in transit stations and mobility hubs to achieve 30 mile spacing. In rural Colorado, Outrider service will be expanded and

additional connections with Bustang and Partner Agency transit will be facilitated through multimodal infrastructure investments.

Details

Selection Criteria and Ratings System

Staff compiled a list of high-priority projects culled from various sources such as the the Intercity and Regional Bus Study and the the Transit Development Program. Candidate projects were evaluated 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) Support of Statewide System. Projects will be rated as either Excellent, Very Good, Good, Fair or Poor.

Mobility Hubs

Where appropriate and feasible, CDOT is planning for development of “Mobility Hubs”. Mobility Hubs are transportation centers which emphasize multimodal options and include elements to provide connectivity between all modes of travel, ensuring first mile/last mile support, and allowing more citizens to take advantage of multimodal travel. Elements in Mobility Hubs could include: Bustang or other interregional transit services, local transit service connections, future passenger rail connections, ride sharing such as Uber and Lyft, electric vehicle charging stations, parking spaces, bicycle and pedestrian connections. These hubs may be connected to transit oriented development, offering access to business, housing and essential services.

In addition to providing increased multimodal connections, Mobility Hubs will increase transit ridership, improve safety, trip reliability, air quality and promote economic vitality. Other benefits include reduced travel time, vehicle miles travelled and congestion.

Remaining Available Funds

To date, the Transportation Commission approved SB 267 funds for the following projects on the I-25 corridor: 1) \$7.0M for design and construction for the Centerra-Loveland center median transit station, 2) \$3.0M for construction of the Bijou Street Storage & Maintenance Facility for Bustang, (formerly known as Troy Hill) in Colorado Springs, and, 3) \$0.70M for design of a center median transit station and park-and-ride at I-25 & SH 56 in Berthoud. Rural projects were solicited and awarded through DTR’s fall Consolidated Capital Call for Projects. Seven applications were received and five were awarded SB 267 funds: 1) \$0.12M for the Cripple Creek Maintenance Facility, 2) \$0.05M for the Poncha Springs Welcome Center, 3) \$1.0M for RFTA’s Maintenance Facility fuel tank replacement, 4) \$0.43M for the Summit County Operations Center, and 5) \$0.20M for the Winter Park Maintenance Facility. At present, the remaining SB 267 strategic transit funds total \$80.06M, with \$59.30M for statewide projects and \$20.76M for rural projects.

Internal Coordination

DTR will hold internal coordination meetings to present the approach used to identify and evaluate candidate projects and solicit input from: 1) the Office of Innovation and Mobility, 2) the Division of Transportation Development, 3) the Division of Accounting & Finance, 4) the Office of Policy & Government Relations, 5) Region Transportation Directors, 6) Region Planners, 7) Region Planning and Environmental Managers, 8) Professional Engineers, 9) Traffic Engineers, 10) Right of Way Managers, 11) the Division of Maintenance & Operations, 12) HPTE, 13) the Division of Aeronautics, and 14) the Colorado State Police. As transit infrastructure projects progress through the development phase, DTR will continue to engage with involved Divisions and agency staff.

External Coordination

CDOT will develop stakeholder management plans for all projects. External stakeholders include, but are not limited to, FHWA, FTA, MPO’s, counties, towns, private developers, railroads and local transit agencies.

Next Steps

DTR will provide frequent updates to committees, such as the Transit and Rail Advisory Committee, the Transit & Intermodal Committee, and the Transportation Commission. Next steps are as follows:

1. July & August: Hold internal coordination meetings to present approach and gather input on candidate projects and the strategic transit project development process.
2. August: Continue gathering project-specific information candidate projects and identify next package of projects to advance.
3. September: Present next round of strategic transit projects to the Transit and Rail Advisory Committee for recommendation to Transportation Commission for approval.

Attachment
Presentation