



COLORADO
Department of Transportation
Division of Transit & Rail

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DATE: August 14, 2020
TO: Transit and Rail Advisory Committee
FROM: Sophie Shulman, Chief, Office of Innovative Mobility
David Krutsinger, Director, Division of Transit & Rail
Sharon Terranova, Planning Manager, Division of Transit & Rail
SUBJECT: Approval of New Transit Projects and Budget Adjustments to Previously Approved SB 17-267
Transit Projects

Purpose

The dual purpose of this memorandum is to request a recommendation for the Transit and Rail Advisory Committee (TRAC) to the Transportation Commission for approval of five proposed new strategic transit projects to be funded by Senate Bill 17-267 and approval of budget adjustments to three previously-approved transit projects also funded by Senate Bill 17-267.

Action

The Division of Transit and Rail (DTR) requests a recommendation from the TRAC to the Transportation Commission to pass a resolution approving five new strategic transit projects and budget adjustments to three previously-approved transit projects funded by Senate Bill 17-267.

Background

The state legislature provided new transportation funding through Senate Bill 17-267 (SB 267). SB 267 provides \$192 million for strategic transit capital projects over four years beginning in FY 2019. On December 3, 2019, the Transportation Commission (TC) approved the strategic transit project list, via Resolution TC 2019-12-3. In March 2020, five local projects were awarded SB 267 funds through the Division of Transit and Rail's 2020 Consolidated Capital Call for Projects (CCCP). In addition to the CCCP, two other projects were added and authorized by the TC in March and April. The Pueblo Administrative and Maintenance Facility was reviewed and authorized by the TC's Mobility Systems Committee and in April, the Build Grant match for Amtrak's Southwest Chief track replacement was approved via TC Resolution 20-04-03.

Senate Bill 267 Year 2 transit funds totaling \$56 Million were received in June 2020, bringing the total SB 267 transit funding for Years 1 and 2 to approximately \$98 Million. In July 2020, staff presented the proposed revised transit program to the Transportation Commission. The revised program includes projects previously approved by TC Resolution 2019-12-3, which also provided funding for projects to be identified through the statewide planning process. Five new projects have been identified and are included in the proposed transit program.

Details

DTR staff worked with the Region Transportation Directors and Planners, as well as Transportation Planning Regions and transit agency partners to develop the prioritized project list. In some cases, projects had to be phased, e.g., designed with Years 1 & 2 funding, with construction deferred to later years, while others were scaled back, such as the Bustang bus replacements, and other projects were deferred in their entirety.

Five new transit projects were added totaling \$10,709,504; two in urban areas and three in rural areas. Each of the projects was identified through the planning process for the Statewide Transit Plan.

Region 1: Burnham Yard CRISI grant Match - \$5,980,959

Early in the re-prioritization process, the Burnham Yard project, was deferred beyond Year 2, the rationale being that CDOT could not afford to buy property for \$50 Million with only two years of SB 267 funding. However, two things happened to reverse that decision: 1) CDOT received \$55 Million in SB 267 premium funds (\$49M highway and \$6M for transit), and 2) the Federal Railroad Administration released a Consolidated Railroad Infrastructure and Safety Improvement (CRISI) grant notice of funding availability. On June 18, 2020, the Transportation Commission approved the use of CDOT's matching funds (\$4M highway + \$6M transit = \$10M) to apply for a \$40 Million CRISI grant.

Region 4: Estes Park Transit Improvements - \$1,029,504

These transit improvements are in Upper Front Range Transportation Planning Region (TPR), within rural Estes Park.

Region 5: Durango Transit Capital Improvements - \$2,000,000

This project encompasses numerous transit improvements, including those identified in Durango Transit's ADA Transition Plan and will provide safety improvements within the Southwest TPR.

Region 5: Pagosa Springs Multimodal Facility - \$1,080,000

This new facility will be ADA compliant, open to the public and store vehicles under shelter. The facility will include a 5000 square foot bus bay area, 1000 square foot office space with 2 public bathrooms and a Park-n-Ride lot with 50 spaces. The multimodal facility will be located within the Southwest TPR and will be built on Archuleta County land.

Region 5: Buena Vista Park and Ride and Intermodal Facility - \$600,000

This new facility in Buena Vista, within the San Luis Valley TPR will serve the Gunnison-Denver Outrider Route.

Budget Adjustments to Previously Approved Transit Projects - net reduction of <\$755,004>

Three approved transit projects require budget adjustments. In Region 3, within the Intermountain TPR, the Summit County Transit Operations Center Design and Engineering project increased from \$420,000 to \$425,000. In Region 5, within the San Luis Valley TPR, the Poncha Springs Crossroads Welcome Center Improvement Project (Construction) increased from \$500,000 to \$502,496. Each of these budget increases are due to rounding errors in TC Resolution 2019-12-3. The Frisco Transit Center - Phase 2 (Construction) project budget decreased from \$4,200,000 to \$3,437,500 due to overmatch provided by Summit County. The total budget adjustment for all three projects is a net reduction of <\$755,004>.

Options

Staff requests that the Transportation Commission take one of the following options:

1. Approve the five new projects totaling \$10,709,504, and the three budget adjustments for the previously approved projects with a combined project decrease of <\$755,004>.
2. Refer questions back to CDOT staff and delay approval of the new projects and budget adjustments. This delay could have negative impacts on project schedules/completions, and lead to missed construction seasons, and result in CDOT's failure to comply with the SB 267 requirement of completing 85% of all projects within three years of receiving the funds.

Next Steps

1. Transportation Commission pass resolution on Consent Agenda
2. If approved, CDOT will assign Project Managers, and proceed with project contracting and delivery

Attachments

Resolution