



**SB 267/SB 260 Workshop - TRAC**  
**July 9, 2021**



# SB260: New Transportation Funding

The passage of SB260 provides new, long-term and stable transportation funding to Colorado for the first time since the passage of FASTER in 2009.

The legislation also includes sizeable up-front funding made possible by stimulus and the fourth year of SB267 before tapering into longer-term annual funding supported by the new fees. Funding available this summer includes:

- \$170 M in stimulus funding for “shovel ready” projects

- \$147 M in MMOF (to discuss later this summer)

- \$22 M in Revitalizing Main Streets

Today’s briefing focuses on this first tranche of SB260 along with remaining premium from the year 3 of SB267.



- Available Funding Includes:
    - \$170,000,000 in SB 260 funds
    - \$53,831,368 in additional highway SB 267 premiums
    - \$14,535,000 in additional transit SB 267 premiums
- =~\$238 million to allocate to projects statewide**



# Continuing to Deliver the Plan...and SB260

- The 10-Year Plan continues to be our north star for this funding.
  - Due to additional stimulus funding and SB260, we are very close to fully delivering the first four years of the plan in just three years.
  - This means that we will need to select a new set of priorities from the out years of the plan to be ready for SB267 Year 4 and SB260.
  - Staff anticipates starting that process later this summer.
- Additionally, SB260 established clear requirements on greenhouse gases (and other air pollutants) for our planning process and in the environmental study phase of projects.
- While it will take several months to fully implement these requirements, CDOT has already begun incorporating this focus into planning and studies. This holds true for the list of projects proposed in this briefing.

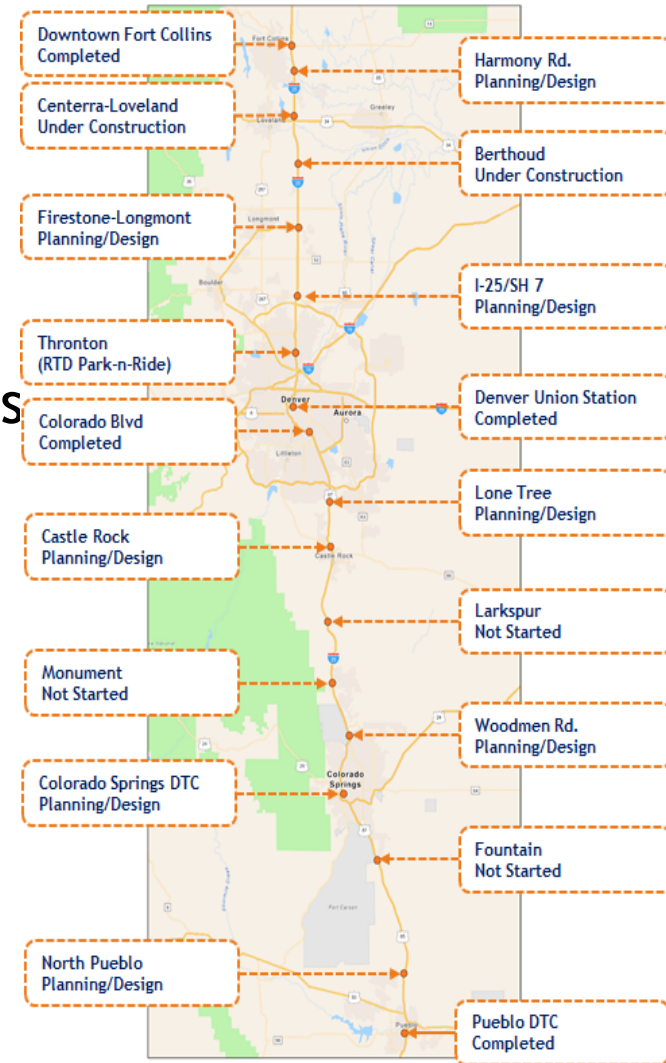


# Providing More Multimodal Options: I-25 Mobility Hubs

- 3b funding will make the I-25 North portion of CDOT's Mobility Hub vision operational, achieving a major milestone in this key statewide multimodal effort.
- In parallel, CDOT is working to significantly increase frequency of the popular North I-25 Bustang route over the coming months with the goal of reaching 18 hour/day service.

## Current Mobility Hub Status:

- 4 Fully Functional
- Future enhancements necessary to achieve vision
- 2 Under Construction
- 8 in Planning/Design

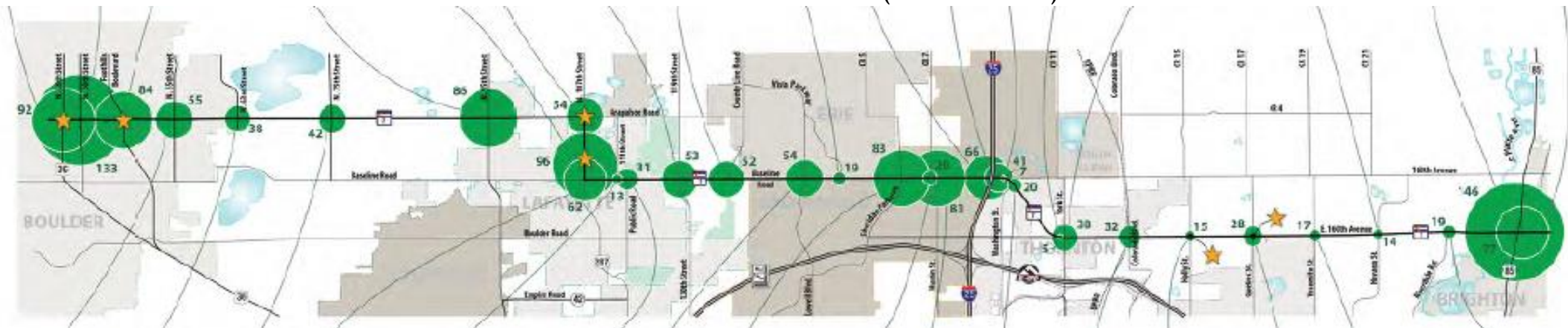




# Providing More Multimodal Options: SH 7

- SH 7 is a busy regional connection serving northern Denver communities. The corridor lacks transit and multimodal facilities for walking and bicycling.
- It also has a significantly higher crash rate compared to that of similar highways.
- This project includes intersection improvements at high-priority intersections along SH 7, helping to prepare for future Bus Rapid Transit (BRT), commuter bikeways, and other multimodal improvements.

Intersection Crash Patterns (2015 to 2019)





# Senate Bills 267 and 260 Transit Funding

## SB 267 Rules and Principles

- Transit receives 10% of all SB 267 funds to be used for Strategic Transit Projects
- 25% of SB 267 funds must be spent in rural counties (per 2015 population numbers)
- 85% of SB 267 funds must be spent within three years of receipt
- Transit distribution follows Region/TPR Equity as established with the MMOF formula

## SB 260 Rules and Principles

- Transit receives an unspecified amount of SB 260 funds to be used for a variety of projects and services
  - Policy discussion at TC?

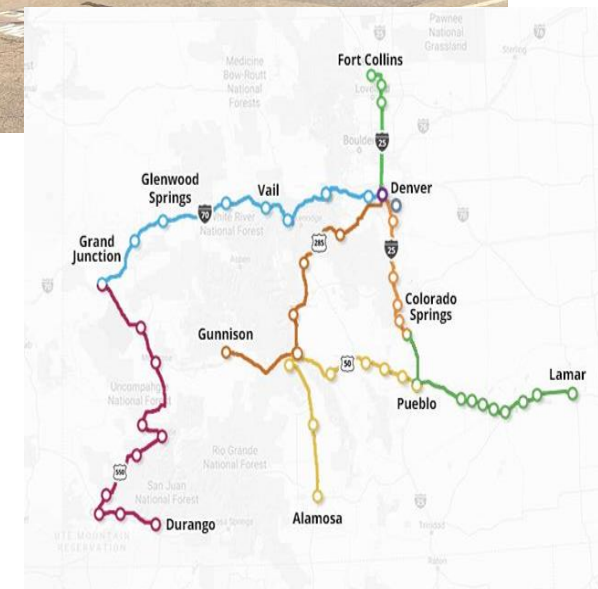
## Funding Outlook

- SB267 Year 3 proceeds and SB260 Tranche 1 available July 1
- SB267 Year 4 is expected at the end of FY22
  - Year 4 proceeds also anticipated



# Providing More Multimodal Options: Expansion of Bustang Service

- Bus purchases (4 coaches) enable service expansion to Pueblo and Greeley
- Frequency enhancements to the new mobility hubs (North Line and West Line)
- Service and maintenance facilities (proposed in several locations) provide secure storage and maintenance of vehicle assets along with enabling expansion into new areas of the state







# Improving Safety: Holistic Look at Urban Arterials in Denver Metro

- The Safer Main Streets (SMS) grant program provided approximately \$75M in safety improvements along urban arterials in the Denver metro area.
- The response we received to this program suggests this is just the tip of the iceberg.
- Funding would support a comprehensive study and pilot program for 10-15 urban arterials/state highways.
- While this study will close out the 1st phase of the SMS program in the Denver Metro Area, it also serves to identify a longer term pipeline of projects for the area.





# Improving Safety: Preparing for Long-Term Statewide Revitalizing Main Streets Funding

- Looking statewide, we have an opportunity to reflect on the rapid investments we made to help communities adapt their infrastructure to respond to COVID-19.
- This second study will take a critical look at some of the complexities of changing street spaces (e.g., parking revenue loss) and help determine which of these changes we should hold on to --and continue to support--in the post-COVID period.
- This second study would be funded with the initial allocation of MMOF (~\$500k).





## Year “3B”

- 25 projects proposed
- \$238,365,680 amount proposed project allocations
  - Over 20% of this funding is proposed for transit and multi-modal projects. This mix of projects will help move vehicles & improve safety while improving access to options beyond the single-occupant trip.
  - The funded rural paving projects in Years 1-3, plus 3B requests, represent a ~\$400 million investment, with over 600 miles of rural Colorado roads on the state highway system improved.

## Year 3 (background)

- Earlier this year, TC approved highway and transit projects for Year 3 SB 267 funding.
  - Based on an assumed ~\$500M for Highway and ~\$50M for Transit projects.
  - 51 projects were selected for funding (18 highway, 20 transit, and 13 rural paving projects).
  - It also included ~\$28M for project preconstruction



# Senate Bill 267 Transit History

## December 2019

- TC approved a four-year transit program totaling \$192M; this included approximately \$4M in bond sale proceeds for SB267 Year 1

## March 2020

- DTR received direction to program projects using only Years 1 & 2 funds totaling \$92M

## June 2020

- Bond sale proceeds for SB267 Year 2 of approximately \$6M were made available, raising the Years 1 & 2 funds to \$98M

## May 2021

- TC approved Year 3 transit program totaling \$45M

## July 2021

- Bond sale proceeds of approximately \$12M and SB260 Tranche 1 funds were made available, raising the four-year transit funding program to \$238M





# SB 267 Transit Funding: Region 1

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Safer Main Streets : Urban Arterials Study and Implementation of Pilot Projects <small>Urban Arterials Study and Implementation of Pilot Projects"</small>	\$26,000,000	\$26,000,000	\$2,500,000	\$0	\$29,000,000
I-70 Bustang Pegasus/Floyd Hill Mitigation	\$0	\$0	\$2,000,000	\$18,000,000	\$20,000,000
Valley Highway Phase 3 and 4 (Burnham Yard)	\$5,000,000	\$15,000,000	\$1,630,000	\$0	\$15,000,000
I-25 and SH 7 Interchange Mobility Hub	\$0	\$1,500,000	\$12,500,000	\$0	\$14,000,000
Castle Rock Mobility Hub	\$12,500,000	\$300,000	\$0	\$13,470,000	\$13,770,000
Lone Tree Mobility Hub	\$10,000,000	\$10,000,000	\$0	\$0	\$10,000,000
Bustang Fleet Purchases	\$5,000,000	\$3,800,000	\$625,000	\$1,200,000	\$5,625,000
Bustang Heavy Maintenance Facility	\$7,000,000	\$500,000	\$0	\$4,500,000	\$5,000,000
Idaho Springs Mobility Hub	\$2,000,000	\$4,430,000	\$0	\$0	\$4,430,000
Remaining partner and local projects, SB 267 proceeds, and SB 260	\$37,877,245				
<b>Total</b>	<b>\$105,377,245</b>	<b>\$61,530,000</b>	<b>\$17,625,000</b>	<b>\$37,170,000</b>	<b>\$116,325,000</b>



# SB 267 Transit Funding: Region 2

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Colorado Springs Downtown Transit Center	\$8,000,000	\$5,000,000	\$1,000,000	\$2,000,000	\$8,000,000
Woodmen Road Mobility Hub	\$6,000,000	\$600,000	\$0	\$5,400,000	\$6,000,000
North Pueblo Mobility Hub	\$3,500,000	\$5,000,000	\$0	\$0	\$5,000,000
Fairplay Mobility Hub	\$4,000,000	\$500,000	\$0	\$3,500,000	\$4,000,000
Bijou Street Storage and Maintenance Facility	\$3,000,000	\$3,000,000	\$0	\$0	\$3,000,000
South Central Storage and Maintenance Facility	\$2,630,000	\$1,930,000	\$700,000	\$0	\$2,630,000
Pueblo Administrative and Maintenance Facility - 5339(b) Grant Match and additional funds	\$0	\$2,180,000	\$0	\$0	\$2,180,000
Pueblo Transit Downtown Transit Center Phase II Improvements	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
Bustang Fleet Purchases	\$0	\$0	\$1,250,000	\$0	\$1,250,000
Southwest Chief Track Improvements - CRISI Grant Match	\$300,000	\$1,000,000	\$0	\$0	\$1,000,000
Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	\$600,000	\$600,000	\$0	\$0	\$600,000



# SB 267 Transit Funding: Region 2

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Monument Park-n-Ride	\$500,000	\$100,000	\$0	\$400,000	\$500,000
Outrider Improvements at Colorado City Corners, Walsenburg and Aguilar	\$200,000	\$200,000	\$0	\$0	\$200,000
Outrider Improvements at Canon City and Cotopaxi	\$160,000	\$160,000	\$0	\$0	\$160,000
Cripple Creek Administration and Operations Facility (Design)	\$120,000	\$120,000	\$0	\$0	\$120,000
Prowers County Bus Barn Office Extension	\$0	\$105,000	\$0	\$0	\$105,000
Outrider Improvements at Pueblo West	\$80,000	\$80,000	\$0	\$0	\$80,000
Outrider Improvements at Tejon Park-n-Ride	\$80,000	\$80,000	\$0	\$0	\$80,000
Southwest Chief Thru-Car Study - CRISI Grant Match	\$50,000	\$50,000	\$0	\$0	\$50,000
Remaining partner and local projects, SB 267 proceeds, and SB 260	\$11,494,476				
<b>Total</b>	<b>\$40,494,476</b>	<b>\$20,705,000</b>	<b>\$4,950,000</b>	<b>\$11,300,000</b>	<b>\$36,955,000</b>



# SB 267 Transit Funding: Region 3

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Grand Junction Mobility Hub (I-70B Multimodal Improvements)	\$0	\$580,000	\$500,000	\$4,500,000	\$5,080,000
Snowmass Transit Center	\$0	\$4,500,000	\$0	\$0	\$4,500,000
Frisco Transit Center - Phase 2	\$4,200,000	\$3,437,500	\$0	\$0	\$3,437,500
Montrose Multimodal Transit Facility (All Points Transit)	\$0	\$3,234,955	\$0	\$0	\$3,234,955
RFTA Glenwood Maintenance Facility - Phase 3/7	\$0	\$2,976,000	\$0	\$0	\$2,976,000
Winter Park Transit Maintenance Facility - Phase 1	\$200,000	\$200,000	\$0	\$0	\$200,000
Winter Park Transit Maintenance Facility - Phase 2	\$0	\$2,600,000	\$0	\$0	\$2,600,000
Gunnison Valley RTA Storage Facility	\$1,500,000	\$1,700,000	\$0	\$0	\$1,700,000
Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor	\$1,500,000	\$1,500,000	\$0	\$0	\$1,500,000
RFTA Aspen Maintenance Facility Improvement - Phase 9	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000
Region 3 Outrider Storage in Montrose	\$500,000	\$500,000	\$0	\$0	\$500,000





# SB 267 Transit Funding: Region 3

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Summit County Transit Operations Center	\$420,000	\$425,000	\$0	\$0	\$425,000
Outrider Improvements at Steamboat Springs, Milner, Hayden and Craig	\$0	\$320,000	\$0	\$0	\$320,000
Outrider Improvements at Fraser, Granby, Kremmling and Hot Sulphur Springs	\$300,000	\$300,000	\$0	\$0	\$300,000
Outrider Improvements at Montrose, Delta and Gunnison	\$250,000	\$250,000	\$0	\$0	\$250,000
Outrider Improvements at Winter Park and Tabernash	\$0	\$160,000	\$0	\$0	\$160,000
Outrider Improvements at Grand Junction	\$80,000	\$0	\$0	\$0	\$0
Western Slope Storage and Maintenance Facility	\$2,700,000	\$0	\$0	\$0	\$0
Remaining partner and local projects, SB 267 proceeds, and SB 260	\$17,866,195				
<b>Total</b>	<b>\$30,516,195</b>	<b>\$23,683,455</b>	<b>\$500,000</b>	<b>\$4,000,000</b>	<b>\$28,183,455</b>



# SB 267 Transit Funding: Region 4

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Firestone-Longmont Mobility Hub	\$5,800,000	\$12,303,000	\$13,000,000	\$0	\$25,303,000
SH 119 BRT	\$10,000,000	\$2,000,000	\$0	\$8,000,000	\$10,000,000
SH7 Corridor Improvements - 95th/SH7 & Multimodal Preconstruction	\$0	\$0	\$13,438,913 (6,719,456 Transit)	\$0	\$6,719,456
Centerra-Loveland Mobility Hub	\$6,000,000	\$6,500,000	\$0	\$0	\$6,500,000
Berthoud Mobility Hub	\$5,000,000	\$6,000,000	\$0	\$0	\$6,000,000
Bustang Fleet Purchases	\$2,500,000	\$1,875,000	\$625,000	\$625,000	\$3,125,000
Northern Colorado Maintenance Facility	\$3,000,000	\$0	\$300,000	\$2,700,000	\$3,000,000
Estes Park Transit Improvements	\$0	\$1,029,504	\$0	\$0	\$1,029,504
Harmony Road Park-n-Ride Expansion	\$500,000	\$500,000	\$0	\$0	\$500,000
Outrider Improvements at Brush, Fort Morgan and Hudson	\$240,000	\$240,000	\$0	\$0	\$240,000
Outrider Improvements at Sterling	\$80,000	\$80,000	\$0	\$0	\$80,000



# SB 267 Transit Funding: Region 4

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Outrider Improvements at Lochbuie	\$80,000	\$80,000	\$0	\$0	\$80,000
Remaining partner and local projects, SB 267 proceeds, and SB 260	\$17,198,351				
<b>Total</b>	<b>\$50,398,351</b>	<b>\$30,627,504</b>	<b>\$20,644,456</b>	<b>\$11,325,000</b>	<b>\$62,596,960</b>



# SB 267 Transit Funding: Region 5

Project	December 2019 TC Approved Years 1-4	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total
Durango Transit Capital Improvements	\$0	\$2,000,000	\$0	\$0	\$2,000,000
SMART Purchase of Existing Real Property for Admin & Maintenance Facility	\$0	\$1,860,000	\$0	\$0	\$1,860,000
Pagosa Springs Multimodal Facility	\$0	\$1,080,000	\$0	\$0	\$1,080,000
Buena Vista Park-n-Ride and Intermodal Facility	\$0	\$600,000	\$440,000	\$0	\$1,040,000
Salida Transit Capital Improvements	\$0	\$480,000	\$0	\$0	\$480,000
Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	\$400,000	\$400,000	\$0	\$0	\$400,000
Outrider Improvements at Placerville, Ridgway and Telluride	\$250,000	\$250,000	\$0	\$0	\$250,000
Outrider Improvements at 3 locations between Alamosa and Buena Vista	\$250,000	\$250,000	\$0	\$0	\$250,000
Poncha Springs Outrider Improvements	\$0	\$80,000	\$0	\$	\$80,000
Poncha Springs Welcome Center (withdrawn)	\$500,000	\$0	\$0	\$0	\$0
Remaining partner and local projects	\$9,969,148				
<b>Total</b>	<b>\$10,919,148</b>	<b>\$7,000,000</b>	<b>\$440,000</b>	<b>\$0</b>	<b>\$7,440,000</b>



# SB 267 Transit Funding: Statewide Summary

Region	Target Allocation	Allocation Years 1-3	Allocation Year 3b	Tentative Allocation Year 4	Total Programmed	Unprogrammed (Target Allocation - Total Programmed)
Region 1	\$105,377,245	\$61,530,000	\$17,625,000	\$37,170,000	\$116,325,000	(\$10,947,755)
Region 2	\$40,494,476	\$20,705,000	\$4,950,000	\$11,300,000	\$36,955,000	\$3,539,476
Region 3	\$30,516,195	\$23,683,455	\$500,000	\$4,000,000	\$28,183,455	\$2,332,740
Region 4	\$50,398,351	\$30,627,504	\$20,644,456	\$11,325,000	\$62,596,960	(\$12,198,609)
Region 5	\$10,919,148	\$7,000,000	\$440,000	\$0	\$7,440,00	\$3,479,148
<b>Total</b>	<b>\$237,705,415</b>	<b>\$143,545,959</b>	<b>\$44,159,456</b>	<b>\$63,795,000</b>	<b>\$251,500,415</b>	<b>(\$13,795,000)</b>



# Equity Considerations

- At the beginning of the SB267 funding, the Commission approved an equity formula with the intention that we would seek to meet these equity percentages by the end of the four year revenue stream.
- While equity has fluctuated up or down in certain years, with the allocation of year 3, we came very close to hitting those equity targets.
- However, the passage of SB260 introduces another, longer-term funding source and the project proposals in this briefing include both SB267 and SB260 dollars.
- Additionally, as we have moved more deliberately into the space of creating multimodal projects (not solely highway or transit) it has gotten more difficult to distinguish between these categories.
- Thus, staff proposes showing equity for this \$238M inclusive of all dollars (SB267, SB260, transit and highway).



# Equity Summary

Equity Targets	
Region	Region %
1	34.23%
2	18.97%
3	15.07%
4	23.87%
5	7.86%
<b>TOTAL</b>	<b>100%</b>

Year 3B Requests	
Region	Region \$
1	\$88,255,000
2	\$48,950,000
3	\$38,141,260
4	\$43,660,420
5	\$19,359,000
<b>TOTAL</b>	<b>\$238,365,680</b>

Equity Thru Year "3B"	
Region	Region %
1	34.21%
2	18.89%
3	15.01%
4	24.10%
5	7.80%
<b>TOTAL</b>	<b>100%</b>

- These tables show the original equity formula, the Year 3B funding requests, and where that leaves us in terms of regional equity, accounting for the Years 1 - 3 funding allocated to date from SB 1 and SB 267, and the new Year 3B funding requests.



# Equity Considerations - Transit

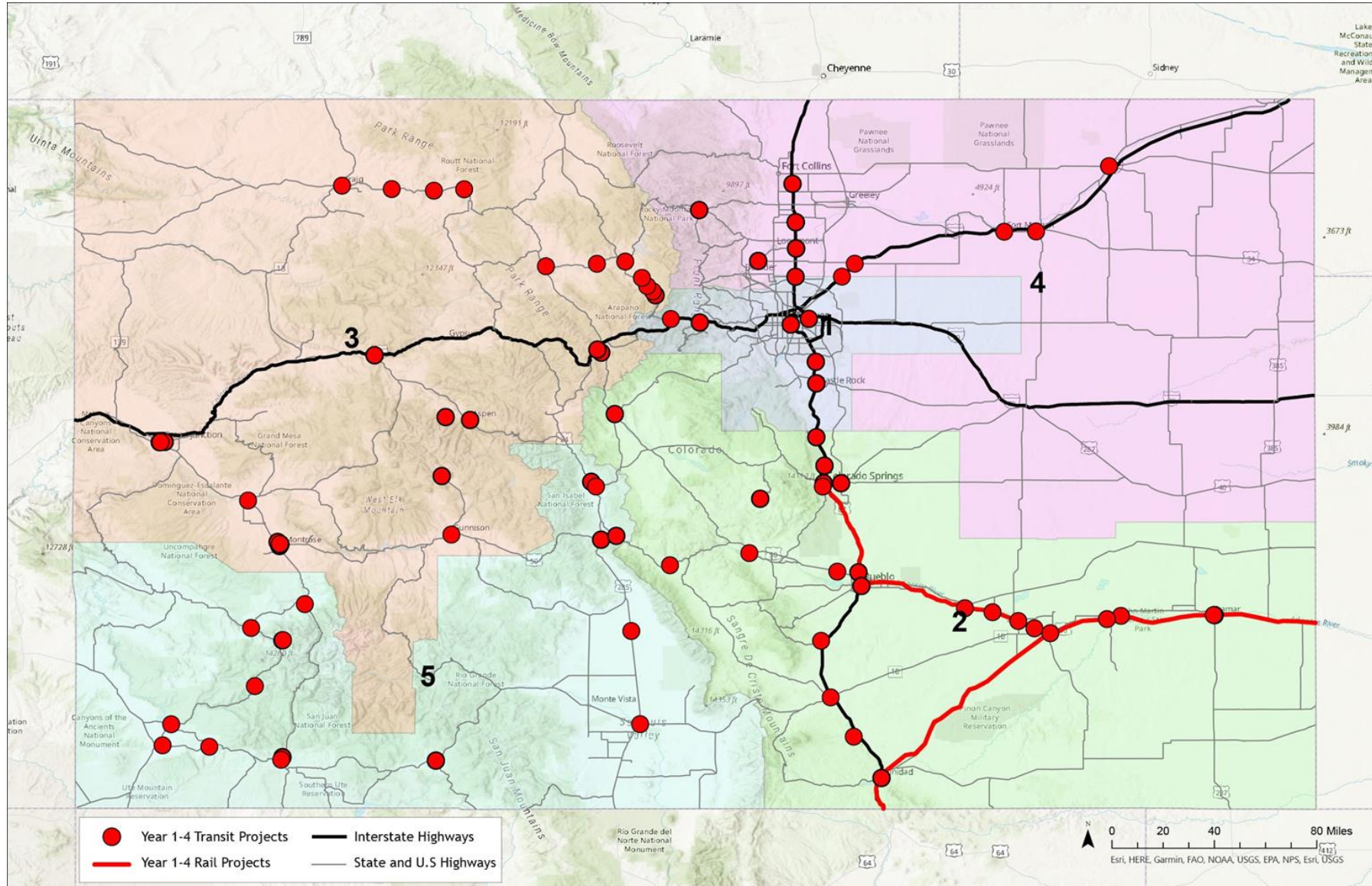
4-Year Equity Target		Equity Thru Year 3		Year 3b Requests		Equity Thru Year 3b	
Region	Region %	Region	Region %	Region	Region \$	Region	Region %
1	44.33%	1	42.86% ↓	1	\$17,625,000	1	42.17% ↓
2	17.04%	2	14.42% ↓	2	\$4,950,000	2	13.67% ↓
3	12.84%	3	16.50% ↑	3	\$500,000	3	12.88%
4	21.20%	4	21.34%	4	\$20,644,456	4	27.32% ↑
5	4.59%	5	4.88%	5	\$440,000	5	3.96% ↓
TOTAL	100%	TOTAL	100%	TOTAL	\$44,159,456	TOTAL	100%

- Transit receives 10% of all SB 267 funds for Strategic Transit Projects
- Transit receives an unspecified amount of SB 260 funds to be used for a variety of projects and services
- The approved 4-Year Equity Target is based on population and ridership





# Projects Map





# Next Steps

## 10 Year Plan

- 10 Year Vision Plan & Story Map is available [here](#)
- After year 3b is approved, 10-Year Vision Plan will be updated to reflect latest funding allocations and decisions



## Next Steps & Timeline

The near-completion of the first 4-years of the 10-Year Plan triggers the discussion on how best to complete the next 4-years of the 10-Year Plan - more to come on this topic at future meetings.

In August, staff would like to discuss the Multimodal Transportation & Mitigation Options Fund (MMOF) changes and considerations associated with SB 260.

### Timeline:

#### July

- Statewide Transportation Advisory Committee Year 3B Discussion / Action
- Transit and Rail Advisory Committee Year 3B Discussion / Action
- Transportation Commission Year 3B Discussion / Action

#### August

- Briefing on MMOF
- Begin planning discussions for funding and prioritization of projects for the next 4-years of the 10-Year Plan.



Thank you

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