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DATE: July 20, 2016
TO: Transportation Commission/Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: White Paper: SB228 Transit Recommendations

Purpose

This White Paper supplements the July 20 Transit & Intermodal memo, and gives a more comprehensive overview and project summaries for the SB 228 Transit recommendations for FY2016/17 (Phase 1) and FY2017/18 (Phase 2).

Background

In February 2015 the TC adopted PD 14 to guide future allocation of resources and investment decisions. Under "System Performance", the transit objectives are to increase rural transit ridership (Transit Utilization), and to maintain or increase the miles of regional and interregional service (Transit Connectivity). Bustang is CDOT's first attempt to provide interregional connectivity by connecting the six largest transit agencies over nearly 300 miles in the I-25 and I-70 corridors.

The Statewide Transit Plan was adopted by the TC a year ago, and one of the priority needs of rural communities across the state is for better rural to urban transit connections for essential services; i.e. medical, business, shopping, pleasure, connection to the intercity and interregional transit network, airports, etc. In response to that input, a performance measure was adopted within the Statewide Transit Plan that charges CDOT with working to improve the percentage of Colorado's rural population served by public transit.

Senate Bill 228 (SB 228) provides approximately \$200M in new revenue for CDOT in FY 2016, and forecasts an additional \$150M in expected new revenues in FY 2017; with at least 10% (approximately \$35M) dedicated to transit. The SB 228 program must be used for TC approved strategic projects with statewide or regional significance.

Details

Table 1 identifies the recommended transit projects to utilize the SB228 funding, followed by a more descriptive listing of project descriptions. Transit has been allocated approximately \$20M from FY2015/16; these funds are available for use now. Forecasts indicate an additional \$15M for FY2016/17; available at the end of the fiscal year. The projects identified in Table 1 are listed in priority order, with associated conceptual cost estimates. The projects would be developed/implemented in series, such that construction or manufacture bids would be in place before committing to the next projects in the series. If bids are less than the conceptual estimates, more projects can be undertaken; if bids are more than the conceptual bids, fewer projects can be undertaken. Any projects not completed within the \$35M allocation for transit will be included in the 10 Year Development Plan.

The first section of Table 1 contains the projects to be undertaken in FY2016/17; \$20M. The second section contains projects to be undertaken in FY2017/18. The final section identifies the projects that would be undertaken if any funding remains, or if the forecast for FY2016/17 is increased.

Table 1: Recommended Transit Projects for SB 228 Funding



Cost	Project Description
Phase 1: State Fiscal Year 2016-2017	
\$2.0 M	Program & Construction Management of all the Phase 1 Projects below
\$1.5 M	Winter Park Express Platform (approved Apr. 2016)
\$2.5 M	Six branded over-the-Road Coaches, 30-35 foot
\$5.0 M	I-25 Managed Lanes Project: Kendall Parkway replacement / expansion of existing Loveland park-and-ride at US 34 / I-25
\$3.0 M	Woodmen Road park-and-ride replacement / expansion in Colorado Springs
\$1.5 M	Lawson / Telluride / San Miguel County park-and-ride
\$2.5 M	Frisco Transit Center Expansion
\$2.0 M	Rifle Park & Ride Relocation
\$20.0 M	<i>Phase 1 Subtotal</i>
Phase 2: State Fiscal Year 2017-2018	
\$1.5 M	Program & Construction Management of all the Phase 2 Projects Below
\$4.0 M	Up to ten (10) Branded over-the-road Coaches for the Rural Regional System
\$10.0 M	Outer Loop Park & Rides <ul style="list-style-type: none"> • Idaho Springs / Clear Creek County • Castle Rock / Douglas County • Frederick, Firestone, Dacono, Erie, Longmont / Weld County
\$15.5 M	<i>Phase 2 Subtotal</i>
\$35.5 M	<i>Phases 1 + 2 Subtotal</i>
Phase 3: State Fiscal Year 2017-2018 and Beyond if Funds Available	
\$4.0 M	Pueblo park & ride for Bustang service extension
\$2.0 M	Brush Creek Park & Ride Expansion
\$3.0 M	Glenwood Springs Maintenance Facility to include Bustang, USFS Shuttle, RFTA
\$2.5 M	Harmony Road park-and-ride expansion
\$2.0 M	Tejon park-and-ride expansion
\$4.0 M	Monument park-and-ride access improvements, saving Bustang 10 minutes per trip, each direction
\$17.5 M	<i>Phase 3 Subtotal</i>
\$53.0 M	<i>Phase 1 + 2 + 3 Subtotal</i>



SB228 Projects for FY2016/17

- Project Development and Program/Construction Management (up to \$2.0M for the \$20M FY2016/17 program of projects) - AECOM is the program/construction management consultant retained by the Bridge Enterprise for technical assistance. They are available to assist with transit projects as well, and will be utilized on a project by project basis by task order.
- Winter Park Express Platform (\$1.5M) - This project was approved by the Transportation Commission at the April, 2016 meeting.
- Branded Over-The-Road-Coaches for the Rural Regional System (\$2.5M for 6 buses) - A procurement solicitation will be offered for bid to cover the full Rural Regional Bus Plan. The solicitation will be structured for a minimum bus order (six for FY2016/17), and a fixed price for additional buses when needed. The bus fleet will be ordered in phases to align with the final implementation schedule.
- I-25 Managed Lanes Project From Loveland to Fort Collins/TIGER VIII (\$5.0M) - The current Loveland Park & Ride at I-25/US34 utilized by Bustang is at/over capacity and has significant bus access/operation issues, and a replacement is needed. In partnership with Region 4 the I-25 Managed Lanes project includes a new Park & Ride at Kendall Parkway, including bus slip ramps and verticle connection. The Kendall Parkway Park & Ride will replace the current Loveland Park & Ride. If the I-25 Managed Lanes project does not happen, the \$5M will be used to find a suitable replacement location. The \$5M of SB228 transit funds was approved by the Commission at the April, 2016 meeting as part of the TIGER VIII commitment.
- Woodmen Road Park & Ride (\$3.0M) - The Woodmen Road Park & Ride is the primary Bustang stop in Colorado Springs, and is at capacity. In partnership with Region 2 we are evaluating sites for an expanded Park & Ride. The existing site would be sold with the proceeds being applied to the new location.
- Lawson Park & Ride (\$1.5M) - This will be a new Park & Ride in San Miguel County along SH145, outside Telluride. It will serve as a regional Park & Ride for the existing Road Runner interregional bus service between Durango and Grand Junction; and a key route in the Rural Regional network. San Miguel County is donating the land to the project.
- Frisco Transit Center Expansion (\$2.5M) - Summit County and the Town of Frisco are expanding the multimodal transit hub, which includes Bustang. The SB228 funds will be utilized in the expansion to add parking and better bus access.
- Rifle Park & Ride Relocation (\$2.0M) - The current Rifle Park & Ride is located near the downtown, a considerable distance from I-70. The relocation will be close to I-70 and therefore improve access for the current RFTA operations, and Bustang for the planned extension to Grand Junction.

SB228 Projects for FY2017/18

- Project Development and Program/Construction Management (up to \$1.5M for the \$15M FY2017/18 program of projects) - AECOM is the program/construction management consultant retained by the Bridge Enterprise for technical assistance. They are available to assist with transit projects as well, and will be utilized on a project by project basis by task order.
- Branded Over-The-Road-Coaches for the Rural Regional System (\$4.0M for up to 10 buses) - Utilize the fixed price agreement for additional buses; the bus fleet will be ordered in phases to align with the final implementation schedule.
- Outer Loop Park & Rides (up to \$10.0M) - Includes Idaho Springs, Castle Rock and SW Weld County, and would require inclusion/new stops in the Bustang service. These are communities that do not have local fixed route service to provide the first/last mile as an access option, and thus were excluded from the initial Bustang service plan. At the October T&I and November TC meeting staff was asked to explore the possible opportunities to cost share new Park & Ride facilities with these communities. We have worked with Regions 1 and 4, and interest exists in all of these communities, but we are not yet at a point to commit or assign cost estimates. Therefore, a place holder amount of \$10M has been designated until further negotiations can be held. In addition, also included in this category is the potential of adding a Bustang stop in the Denver Tech Center (DTC). We get numerous requests for a DTC stop, and we believe we would get increased ridership if a stop were added; however the current access time penalty is prohibitive. We are exploring the possibility of adding slip ramp type access to a current RTD light rail



station. Location and costs are unknown, and this potential project has been included in the Outer Loop Park & Ride category.

SB228 Projects for FY2017/18, if funds available

- Pueblo Park & Ride (\$4.0M) - New Park & Ride for Bustang planned extension to Pueblo.
- Brush Creek Park & Ride Expansion (\$2.0M) - RFTA VelociRFTA BRT Park & Ride is over capacity.
- Glenwood Springs Maintenance Facility (3.0M) - Facility expansion to include Bustang overnight storage, and Park & Ride for the Hanging Lake Shuttle.
- Harmony Road Park & Ride Expansion (\$2.5M) - Primary Fort Collins Park & Ride is nearing capacity.
- Tejon Park & Ride Expansion (\$2.0M) - South Colorado Springs Bustang Stop.
- Monument Park & Ride Access Improvements (\$4.0M) - Would improve Bustang travel time by 10 minutes.

