



**DATE:** April 9, 2021  
**TO:** Statewide Transportation Advisory Committee  
**FROM:** Rebecca White, Director, Division of Transportation Development  
Kay Kelly, Director, Office of Innovative Mobility  
**SUBJECT:** Senate Bill 267 Year 3 Project Options

### Purpose

In February, staff provided a recap of the Senate Bill 17-267 (SB 267), Senate Bill 18-001 (SB 1), Senate Bill 19-262 (SB 262) funding decisions and fluctuations, and projects funded to date in Years 1 and 2 along with federal stimulus funding. In March, staff presented SB 267 Year 3 Project Options (Highway + Transit) focused on bringing us closer to our regional equity goals. The Year 3 project options assumed a funding scenario of approximately \$500 million.

This memorandum builds onto the information presented over the last two months to provide summary statistics about what the delivery of Year 3 projects will accomplish for the state.

### Action

No action is required.

### Background

In November 2019, the TC approved a \$1.6 billion list of highway projects for funding in FYs 2020-2022. This funding supplemented previous projects approved by the TC in November 2017 and July 2018 for FYs 18-19 Senate Bill funding and reflected the expected issuance of SB267 funding through FY22. In December 2019, the TC approved a strategic transit capital projects list totaling \$192 million. This transit list was expanded in March, April, and August 2020 when thirteen additional transit projects were identified and authorized by the TC.

Due to COVID-19's impact on the state's economy, CDOT had to scale back or defer some projects. These discussions were held with the TC beginning in the spring/summer of 2020, and concluded with add back funding scenarios. Financial circumstances changed again in late 2020 as Congress allocated stimulus funding to transportation and in January of 2021 the TC met to allocate approximately \$134M in new funding.

The constant throughout these fluctuations has been our steady delivery of the 10-year plan while maintaining regional equity and getting projects out the door to help the economy.

### Details

At the March meeting, CDOT staff presented project proposals for SB 267 Year 3 funds. The proposals remain consistent with the 10-Year Plan strategic pipeline of projects and "add back" projects previously approved by the Transportation Commission that were postponed. Since the exact Year 3 dollar amount is uncertain, staff has assumed a ~\$500 million year 3 funding scenario for highway projects and a ~\$50M funding scenario for transit projects.

The presentation this month provides summary statistics about what the delivery of Year 3 projects will accomplish for the state.

### Timeline and Next Steps

April:

- Statewide Transportation Advisory Committee
- Transit and Rail Advisory Committee
- Transportation Commission Workshop

Once the final SB 267 Year 3 amount including premium is finalized, staff will come back with any adjustments, including the opportunity to add projects.

### Attachments

SB 267 Year 3 Presentation



**SB 267 Year 3  
April 2021**



In February, staff provided a recap of the Senate Bill 267 funding decisions and fluctuations, and projects funded to date in Years 1-2 + stimulus.

In March, staff presented SB 267 Year 3 Project Options (Highway + Transit) focused on bringing us closer to our regional equity goals. The Year 3 project options assumed a funding scenario of approximately \$500 million.

This presentation will summarize roll up statistics and information about what the delivery of Year 3 projects will accomplish for the state.



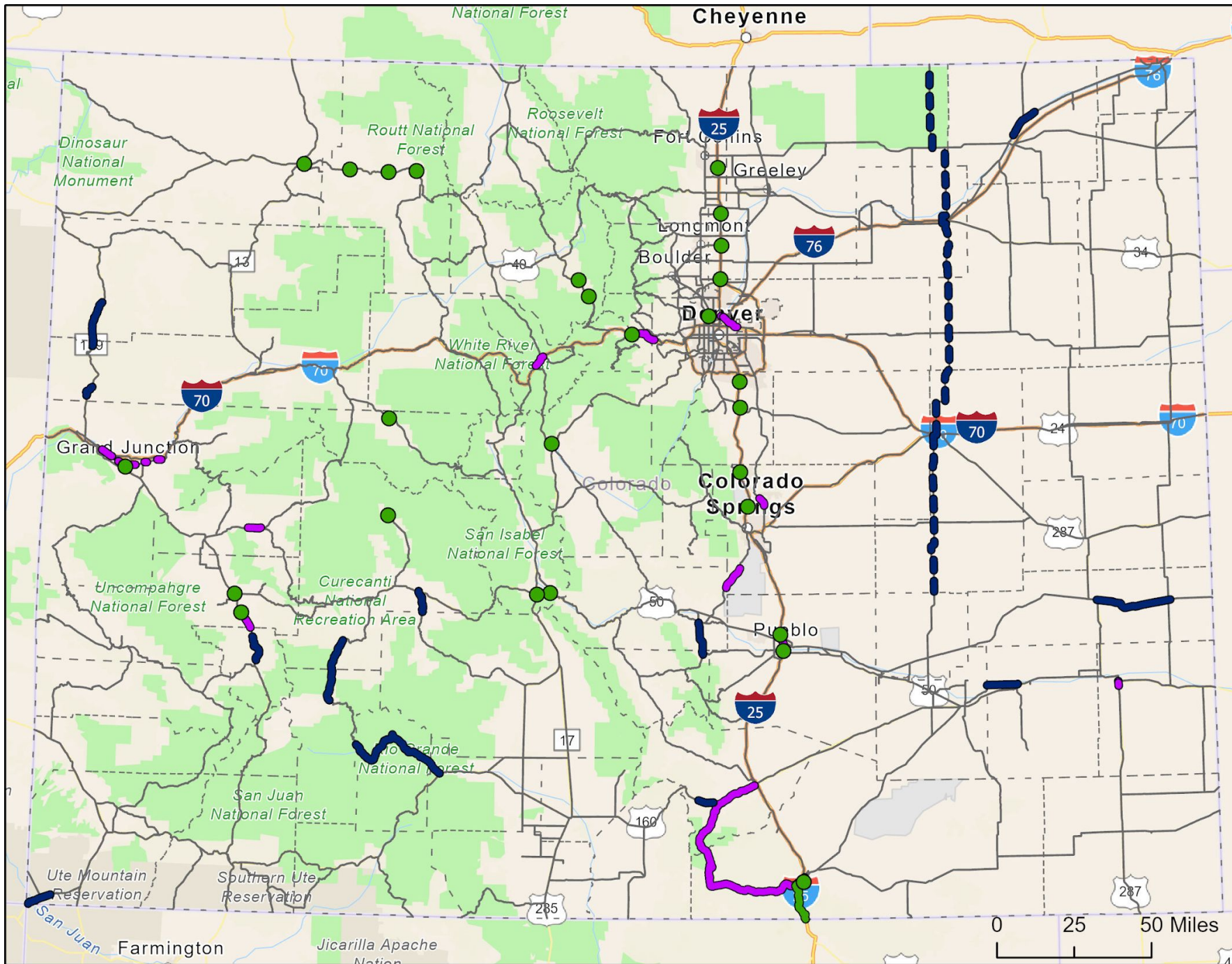
# SB 267 Year 3 Summary Stats

## Year 3:




- Assumes ~\$500M for Highway and ~\$50M for Transit projects
- 51 projects are being proposed
  - 18 Highway Capital Projects
  - 20 Transit Capital Projects
  - 13 Rural Paving Projects
    - This represents 100+ rural miles paved
  - ~\$28M for Highway and Transit project preconstruction. This will allow CDOT to deliver our Year 4 project commitments quickly once Year 4 funding becomes available, plus stand ready to move forward with projects in Years 5-10 should additional funding become available.



# Year 3 Projects Map



**Note: Dotted blue line indicates rural paving improvements will be targeted on the corridor pending further scoping.**

-  Capital
-  Rural Paving
-  Transit



# Summary Stats Years 1-3

- 100+ projects advanced from 10-Year Plan (includes proposed Year 3 projects)
  - 44 Highway (9 are complete or under construction)
  - 39 Transit (4 are complete or under construction)
  - 29 Rural Paving (10 are complete or under construction)
- Every corner of the state has been enhanced with the rural pavement program.
  - At least 580 miles of rural Colorado roads on the state highway system have been improved over the course of 2020.
- Mobility Hubs Program Progress
  - 4 Completed
  - 2 in Construction
  - 7 in Planning & Design
  - 7 more planned but not yet started







# Allocation Targets

Allocation Guidelines		Are we meeting the target?
Senate Bill Requirements	25% of funds must be spent in counties with fewer than 50,000 residents	✓
	10% of funds must be spent on transit projects	✓
TC Guidance	75% of funds directed to urban and rural interstate projects, 25% of fund directed to rural pavement projects, with 50% of the total investment to include elements of surface treatment and bridge asset management.	✓





# Equity Targets - Highway

- Ensuring regional equity over the 4-year SB267 funding horizon has been a guiding principle as dollars have come in and expected allocations have changed.
  - New stimulus funding has, to date, been held separate from these calculations.

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

Equity Thru Year 3	
Region	Region %
1	33.47%
2	18.68%
3	14.84%
4	25.27%
5	7.74%
<b>TOTAL</b>	<b>100%</b>



# Equity Targets - Transit

- The approved 4-Year Equity Target is based on the Multimodal Options Fund formula and adjusted for Urban/Rural equity.

4-Year Equity Target	
Region	Region %
1	44.33%
2	17.04%
3	12.84%
4	21.20%
5	4.59%
<b>TOTAL</b>	<b>100%</b>

Equity Thru Year 3	
Region	Region %
1	42.73%
2	14.38%
3	16.45%
4	21.27%
5	5.17%
<b>TOTAL</b>	<b>100%</b>



# Project clarifications from the March Presentation

- Highway Preconstruction - Dollar amounts for highway preconstruction requests for Years 5-10 projects remain the same and the regions are collaborating with planning partners to determine which projects from Years 5-10 are best suited to receive preconstruction dollars as funding allows.
- Lone Tree Mobility Hub - Funding will be dependent on alternative selected and partnership funding, anticipated at \$8 M.





# What's left to accomplish

- We don't know yet the final Year 3 amount, including premium. Once that amount is finalized, we will come back with any adjustments, including the opportunity to add projects.
- Of the original projects approved by the TC for funding in Years 1-4, the following represents what remains for Year 4 (assuming Year 3 amounts come in as anticipated):
  - 12 highway capital projects
  - 11 rural paving projects
  - 10 transit projects
- Staff will present project options for Year 4 funding once we get closer to the issuance of Year 4 SB 267 funds.
- We also have six years of work left in the 10-Year Plan. Given the new funding opportunities on the horizon, staff will continue to advance projects as funding becomes available.



# Project Pipeline

## PROJECT PIPELINE MARCH 2021



### SOUTHWEST PROJECTS

	Project Type	Planning Project ID	Proposed Funding	Funded YRS 1-2	Proposed for YR 3 Funding	Proposed for YR 4 Funding	Unfunded YRS 5-10
<b>Highway &amp; Transit – Region 5</b>							
US 24	H	2039	\$8 M				✓
US 50	H	0073	\$3.9 M			✓	
	H	2456	\$2 M				✓
US 160	H	0075	\$7.37 M	✓			
	H	2038	\$8.8 M				✓
	T	1309	\$2.8 M				✓
	H	1303	\$3.56 M				✓
	H	1334	\$34.53 M				✓
	H	2091	\$5 M				✓
	H	2092	\$300 K				✓
	H	1315	\$6.5 M				✓
	T	1326	\$1.35 M				✓
	T	2523	\$2.69 M				✓
	H	2089	\$2.88 M				✓
	H	2061	\$3 M				✓
	H	2087	\$1.5 M				✓
US 145	T	2493	\$400 K	✓			
US 285	T	1319	\$500 K	✓			
	T	2492	\$250 K	✓			
	H	1051	\$33.68 M				✓
	H	2069	\$750 K				✓
US 550	H	0074	\$7.9 M	✓			
	H	0085	\$1.85 M			✓	
	H	1133	\$30.57 M				✓

**NEW!** Staff is working on a new format for the project tables in the Vision Doc to better show funding status of projects. New format also no longer separates out highway from transit projects. Both highway and transit needs will be organized together by corridor.



# Project Lists from March Presentation

- The following slides contain the project lists from the March presentation as a reference.





# SB Year 3 Project Options

## Region 1

Project		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
<b>Highway and Transit - Region 1</b>					
I-70	I-70 West: Floyd Hill (pkg 0 and pkg1)	\$135,000,000	Capital	1-4	0004
	I-70 Corridor - West Metro Bridges (Ward Rd)	\$33,400,000	Capital	1-4	0087
	Idaho Springs Mobility Hub	\$4,130,000	Transit Capital	1-4	2716
I-25	Lone Tree Mobility Hub	\$8,000,000*	Transit Capital	1-4	2744
	I-25 and SH 7 Interchange Mobility Hub	\$1,500,000	Transit Preconstruction	5-10	2694
	Castle Rock Mobility Hub	\$300,000	Transit Preconstruction	1-4	2714
I-270	I-270: Improvements and Congestion Relief from I-76 to I-70	\$30,000,000	Capital	1-4	0002

\*Dependent upon alternative selected and partnership funding



# SB Year 3 Project Options

## Region 1

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
Highway and Transit - Region 1					
Non Corridor Specific	Bustang Fleet Purchases	\$3,175,000	Transit Capital	1-4	2718
	Bustang Heavy Maintenance Facility	\$500,000	Transit Preconstruction	1-4	2715
	Years 5-10 Preconstruction (Projects receiving precon funding may include next West Metro Bridge(s), Kings Valley, Bottleneck, Kinney Run Wildlife, US 85 Dan to Mead, I-70 escape ramps, I-25@SH7 (Interim Transit), I-70 Vasquez @ 60th, Multiple Grade Sep Trails, I-70 Climbing Lane, EJMT Maintenance as funding allows.)	\$19,000,000	Preconstruction	5-10	Multiple



# SB Year 3 Project Options

## Region 2

Project		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
<b>Highway and Transit - Region 2</b>					
<b>I-25</b>	I-25 Through Pueblo New Freeway	\$12,000,000	Capital	1-4	0014
	I-25 Raton Pass Phase 2- Other Safety Improvements & New State Park Access	\$1,000,000	Capital	1-4	0013
	Dillon Drive Interchange - Frontage Road Round-a-bout	\$1,500,000	Capital	5-10	2565
	North Pueblo Mobility Hub	\$3,900,000	Transit Capital	1-4	2723
	South Central Storage and Maintenance Facility	\$1,730,000	Transit Capital	1-4	1270
	Southwest Chief Track Improvements - CRISI Grant Match	\$1,000,000	Transit Capital	1-4	2734
	Woodmen Road Mobility Hub	\$600,000	Transit Preconstruction	1-4	2720
	Monument Park-n-Ride	\$100,000	Transit Preconstruction	1-4	2721





# SB Year 3 Project Options

## Region 2

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
<b>Highway and Transit - Region 2</b>					
SH 21	SH 21 and Research Parkway Interchange	\$19,500,000	Capital	1-4	0011
SH 115	SH 115 - Safety and Paving improvements from MM 20-39	\$42,000,000	Capital	1-4	0018
US 287	US 287 (Park Street South) - Lamar Downtown PCCP (Phase 2)	\$13,000,000	Capital	1-4	0010
SH 12	SH 12 PEL Implementation- Shoulder Widening (Southern Mountain Loop Trail)	\$4,000,000	Capital	5-10	1039
US 285	Fairplay Mobility Hub	\$500,000	Transit Preconstruction	1-4	1084
Non Corridor Specific	Pueblo Administrative and Maintenance Facility - 5339(b) Grant Match and additional funds (Relocation and construction of facility for Pueblo Transit. Also for use by Bustang/Outrider and SRDA.)	\$2,180,000	Transit Capital	N/A	N/A
	Colorado Springs Downtown Transit Center	\$1,500,000	Transit Capital	1-4	2719
	TBD: Region 2 will continue to consider final project needs pending final premium amounts.	\$10,000,000		1-4; 5-10	



# SB Year 3 Project Options

## Region 2

Project	Year 3 Request	Project Type	Pipeline Year
Rural Paving - Region 2			
SH 96 near Eads to Sheridan Lake	\$21,412,500	Rural Paving	1-4
SH 194A Surface Treatment and Drainage Improvements	\$5,982,225	Rural Paving	1-4
SH 67 from SH 96 to Florence	\$5,775,000	Rural Paving	1-4
SH 160 from SH 12 to La Veta Pass	\$9,902,126	Rural Paving	1-4



# SB Year 3 Project Options

## Region 3

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
<b>Highway and Transit - Region 3</b>					
I-70	I-70B East of 1st to 15th Street	\$7,885,938	Capital	1-4	0041
	I-70 Auxiliary Lane East Frisco to Silverthorne	\$25,000,000	Capital	1-4	0043
I-70 B	Grand Junction Mobility Hub (Grant application and preconstruction for a mobility hub in downtown Grand Junction)	\$500,000	Transit Preconstruction	N/A	N/A
SH 92	SH 92 Rogers Mesa to Hotchkiss	\$7,000,000	Capital	1-4	0039
US 550	US 550 Montrose to Ouray County Line Safety Improvements	\$5,250,000	Capital	1-4	0032
US 50	Intersection Improvements at US 50/550	\$250,000	Capital	1-4	0040
US 6	US 6 Fruita to Palisade Safety Improvements - 20 Road Intersection Road	\$6,400,000	Capital	1-4	0031
	US 6 Fruita to Palisade Safety Improvements - Clifton Roundabout	\$16,450,000	Capital	1-4	0031
	US 6 Clifton to Palisade Safety Study	\$1,500,000	Capital	1-4	0031





# SB Year 3 Project Options

## Region 3

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
Highway and Transit - Region 3					
SH 135	Gunnison Valley RTA Storage Facility (Previously known as Crested Butte Storage Facility)	\$900,000	Transit Capital	1-4	1110
Non Corridor Specific	Snowmass Transit Center	\$4,500,000	Transit Capital	5-10	1231
	Montrose Multimodal Transit Facility (All Points Transit) (Multimodal center in Montrose serving All Points Transit, San Miguel Authority for Regional Transportation, and Outrider. Funds were repurposed from Western Slope Storage and Maintenance Facility project.)	\$2,985,000	Transit Capital	1-4	N/A
	Region 3 Outrider Storage in Montrose (Storage for 2 to 4 Outrider buses in a Region 3 Maintenance Yard. Funds were repurposed from Western Slope Storage and Maintenance Facility project.)	\$500,000	Transit Capital	1-4	N/A
	Outrider Improvements at Steamboat Springs, Milner, Hayden and Craig	\$320,000	Transit Capital	5-10	1032
	Outrider Improvements at Winter Park and Tabernash	\$160,000	Transit Capital	5-10	1032



# SB Year 3 Project Options

## Region 3

Project	Year 3 Request	Project Type	Pipeline Year
<b>Rural Paving - Region 3</b>			
SH 114 Parlin West & CO 114 Resurfacing and Shoulders	\$4,200,000	Rural Paving	1-4
SH 139 Dinosaur Diamond	\$2,115,000	Rural Paving	1-4
SH 139 Douglas Pass North	\$8,305,000	Rural Paving	1-4
CO 149 Resurfacing and Shoulders North of Creede & SH 149 Lake City North	\$12,100,000	Rural Paving	1-4



# SB Year 3 Project Options

## Region 4

Project		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
<b>Highway and Transit - Region 4</b>					
<b>I-25</b>	Firestone-Longmont Mobility Hub Access Improvements (Safety improvement. Full movement signalized intersection to allow for left turns out of the park-n-ride.)	\$2,000,000	Transit Capital	N/A	N/A
	Firestone-Longmont Mobility Hub - Phase 2 (ROW)	\$1,000,000	Transit Preconstruction	1-4	2732
	Berthoud Mobility Hub	\$1,000,000	Transit Capital	1-4	2729
	Centerra-Loveland Mobility Hub	\$500,000	Transit Capital	1-4	2742
	Harmony Park-n-Ride Expansion	\$500,000	Transit Preconstruction	1-4	2733
<b>Non Corridor Specific</b>	Preconstruction (Preconstruction will go to SH 71 Corridor Improvements & SH 385 Corridor Improvements & SH 119 Safety and Mobility Improvements)	\$1,500,000	Preconstruction	1-4 & 5-10	Multiple
	Bustang Fleet Purchases	\$625,000	Transit Capital	1-4	2736



# SB Year 3 Project Options

## Region 4

Project	Year 3 Request	Project Type	Pipeline Year
Rural Paving - Region 4			
SH 71 Corridor Improvements (Climbing Lanes)	\$6,000,000	Rural Paving	5-10
SH 138 Sterling North from MP 3.0 to MP 13.5	\$1,750,000	Rural Paving	1-4



# SB Year 3 Project Options

## Region 5

Project	Year 3 Request	Project Type	Pipeline Year	Planning Project ID	
<b>Highway and Transit - Region 5</b>					
<b>US 50</b>	Salida Transit Capital Improvements (Two bus stops on US 50 with safe pedestrian crossings and ADA walkway improvements)	\$920,000	Transit Capital	N/A	N/A
<b>US 285</b>	Poncha Springs Outrider Improvements (Improvements to an Outrider stop in Poncha Springs. Funds were repurposed from withdrawn Poncha Springs Welcome Center Improvements project.)	\$80,000	Transit Capital	1-4	1319
<b>Non Corridor Specific</b>	Preconstruction funding (Projects receiving precon funding include US 285 Safety and Mobility Improvements between Center and Saguache, US 160 Elmore’s Corner East, Pagosa Springs Main Street Reconstruction and Multimodal Improvements, US 24 between Buena Vista and Granite Rural Paving, SH 17 West of Antonito Rural Paving, SH 151 between Ignacio and Arboles Rural Paving, and SH 172 between New Mexico to Ignacio as funding allows.)	\$1,778,300	Capital / Rural Paving Precon	5-10	Multiple





# SB Year 3 Project Options

## Region 5

Project	Year 3 Request	Project Type	Pipeline Year
<b>Rural Paving - Region 5</b>			
US 160 MP 0-8 Aztec Creek Resurfacing	\$14,000,000	Rural Paving	1-4
US 550 Billy Creek Resurfacing, Wildlife Underpass	\$3,700,000	Rural Paving	1-4
CO 149 Resurfacing and Shoulders North of Creede & SH 149 Lake City North	\$16,016,000	Rural Paving	1-4

**Statewide Transportation Advisory Committee Resolution on a 2021 Statewide Funding Approach.**

The Colorado Statewide Transportation Advisory Committee (STAC) is composed of representatives from each of Colorado's 15 Transportation Planning Regions, five of which are Metropolitan Planning Organizations.

**Approved by the Statewide Transportation Advisory Committee on March 12, 2021.**

**WHEREAS**, the Statewide Transportation Advisory Committee (STAC) was created by state statute in 1991, and their role and responsibility has since been expanded to provide advice to both the Department and the Transportation Commission on the needs of the transportation systems in Colorado; and

**WHEREAS**, the STAC represents both urban and rural Colorado and is charged with advising the Transportation Commission and the Colorado Department of Transportation; and

**WHEREAS**, STAC members represent ten transportation planning regions and five metropolitan planning organizations that work in cooperation through the STAC to make funding distribution recommendations recognizing the importance of regional equity; and

**WHEREAS**, current state and federal transportation funding is insufficient to fully meet statewide capital and state of good repair needs; and

**WHEREAS**, Colorado is ranked 47th in the nation for rural pavement condition and requires additional funding to maintain or improve the overall condition of our transportation assets; and

**WHEREAS**, Colorado's statewide economy depends on a transportation system that connects our urban areas with agricultural areas, tourist destinations, and abundant outdoor recreation opportunities; and

**WHEREAS**, approximately 79% of local communities in Colorado rely exclusively on trucks to move goods; and

**WHEREAS**, from 2018-2019 Colorado Front Range Counties had a 16% increase in population and 94% of Colorado's growth took place in Front Range Counties from 2010-2019; and

**WHEREAS**, congested roads, highways and bottlenecks personally cost Colorado drivers in the form of lost time and wasted fuel; and

**WHEREAS**, the COVID-19 pandemic has increased recreational vehicle travel statewide; and

**WHEREAS**, the STAC voted unanimously in August 2020 to support Colorado's 10-Year Vision adopted, which was developed through an inclusive and comprehensive planning process; and

**WHEREAS**, only the first four years of the plan is considered funded via Senate Bill 267.

**NOW THEREFORE BE IT RESOLVED**, the STAC supports the Colorado State Legislature committing to provide an increased, stable, and long-term revenue source for transportation; and

**NOW THEREFORE BE IT FURTHER RESOLVED**, that any transportation funding increases should support needs across the state to the benefit of all Colorado residents and our economy.



April 7, 2021

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Vince Rogalski, STAC Chair

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Date

Statewide Transportation Advisory Committee