



COLORADO

Department of Transportation

Division of Transit & Rail

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TO: Transit and Rail Advisory Committee
FROM: Sophie Shulman, Chief, Office of Innovative Mobility
David Krutsinger, Director, Division of Transit and Rail
Sharon Terranova, Planning Manager, Division of Transit and Rail
DATE: July 10, 2020
RE: Senate Bill 267 Strategic Transit Program Update

Purpose

The purpose of this memo is to provide an update on the recent changes to the proposed list of strategic transit projects to be funded by Senate Bill 267.

Action

Informational only. CDOT seeks input on the revised SB 267 Years 1 and 2 transit program. Action will be requested in August for new projects, and for budget revisions to previously-approved projects.

Background

The state legislature provided new transportation funding through Senate Bill 267 (SB 267). SB 267 provides \$192M for strategic transit capital projects over four years beginning in FY 2019. On December 3, 2019, the Transportation Commission 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, a few other projects were added and authorized by the TC in March (TC-RES 2019-12-3 and Mobility Systems Committee Review) such as the Pueblo Administrative and Maintenance Facility, and April (TC-RES 20-04-03) BUILD Grant match for Amtrak Southwest Chief track replacement.

Senate Bill Year 2 transit funds totaling \$56 Million were received in June 2020 bringing the total SB 267 transit funding for Years 1-4 to \$198 Million (\$42 + \$56 + \$50 + \$50). However, as a result of the recent COVID-19 pandemic and its impact on Colorado's economy, there is great uncertainty regarding SB 267 funding for Years 3 and 4. Without SB 267 Years 3 & 4, funding for transit would be \$100 Million less than expected, \$98 Million, not \$198 Million. Projects or portions of projects previously programmed, would need to be reduced to approximately 49% of the value of the original list. CDOT's concern over future SB 267 funding prompted staff to evaluate the full 4-year program and re-prioritize the previously approved project list with the goal of developing a 2-Year, \$98 Million strategic transit program. CDOT plans to stay true to the approved program, honoring the statewide planning process, and will advance remaining Year 3 & 4 projects as funding becomes available.

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 purchases, and other projects were deferred in their entirety.

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.

Four other rural projects were added in rural areas. Each of the projects was identified through the planning process for the Statewide Transit Plan. DTR will present these projects new projects to the Transportation Commission for approval in August 2020. The Division of Transit and Rail seeks input from the Transit and Rail Advisory Committee on this revised SB 267 transit program.

Next Steps

- If needed, additional special TRAC meeting in August, and/or STAC presentation.
- Transportation Commission approval of new projects and budget revisions (if needed) to previously approved projects.

Attachments

- Senate Bill 267 Transit, Part 2 Discussion