

**CDOT Recommended List of Potential 'Ready To Go' Transit Projects
DRAFT 1/15/09**

"A" List

	Applicant	Project Description	Request	General Status/comments
1	City of Denver	Denver Union Station- ready to go portions	\$18,600,000	Ready to go
2	Summit County	Fleet maintenance facility	\$10,300,000	All things seem to be ready for this project. Will need to get CatEx.
3	CDOT/CASTA merged rolling stock	Replacement rolling stock	\$8,000,000	Would conduct competitive process soon, as we did in 2008. Recommend expanding to include bus equipment. Amount to be based on overall stimulus amount. Desire to limit amount dedicated to rolling stock.
4	Roaring Fork Transit Auth.	Signal prioritization @ 6 intersections for BRT	\$1,832,000	NEPA problem would delay. Can't separate from overall BRT clearance. Likely to fall to C list.
5	Denver Regional Council of Govts.	Vanpool expansion	\$216,000	Would easily be ready to go.
6	City of Colorado Springs	Intermodal downtown transportation station for Mountain Metro	\$14,000,000	Land not yet acquired, no design, NEPA not complete. Would have to be design-build. Likely to drop to C List.
7	Fruita/Grand Valley Transit	Multimodal transfer center	\$1,000,000	Land acquired, NEPA almost complete, almost ready for bid.
8	Eagle County/Avon	Joint regional transit operations facility shared with Town of Avon	\$24,000,000	Need to obtain NEPA clearance, probably CatEx. Reliat on design build, could be challenging.
9	RTD US 36 Queue Jump	Construct transit queue jumps at 4 intersections along US 36 to facilitate BRT	\$12,000,000	Propose to separate from larger project, with CatEx. Prelim design complete.
10	Fort Collins # 1	Expansion of bus maintenance facility	\$11,600,000	Mostly ready. They'd do design-build to expedite. Depends on success there.
11	Boulder County	Queue jump lanes at 3 intersections Hwy 119	\$2,000,000	Readiness is very reliant on CDOT Reg 4 hwy project. This could also be a hwy project.
12	City of Denver	Denver Union Station: utility relocation, mobilization, bus box dewatering, bus box excavation	Range up to \$69,400,000	Ready to go

"B" List

17	Eagle County	Interregional transit center in Gypsum	\$400,000	Needs NEPA, probably an easy CatEx. Challenge will be getting ROW from CDOT. Could slip to C without ROW.
18	Pikes Peak Area COG	6 flex fuel and 3 hybrid vehicles	\$244,000	OK.
19	North Front Range MPO	Replace 24 minivans for Van Go	\$120,000	OK.

20	RTD West Corridor	Passing light rail tracks w of Fed Center	\$2,600,000	OK
21	Ft. Collins	Replace 8 heavy duty 40 ft coaches	\$2,547,200	OK
22	Mt Village	Purchase 21 gondola cabins	\$798,000	Need to get Catex, should be no problem. Issue: if cabins must come from foreign maker, how does stimulate economy?
23	RTD Bus Replacement	Replace 30 over-the-Road coaches	\$11,760,000	OK
24	Steamboat Springs	16 bus shelters on Hwy 40 in Steamboat	\$320,000	Much depends on partnering with CDOT Hwy 40 road project, which is an approved project.
25	Grand Valley MPO	I-70 B pedestrian improvements	\$612,000	OK
26	RFTA	Phase I recommissioning of Aspen Bus Maintenance Facility - Interior	\$5,000,000	Design at 25%, would need to get Catex. Could complete both within 180 days
27	RTD	Power switches for entire Light Rail system, to replace manual switches	\$10,000,000	Design complete. NEPA existing. Ready to advertise.

“C” List

28	RTD	Pine Junction Park and Ride with 200 spaces		Preliminary design done. NEPA needed. Design-build needed.
29	RTD	Roof Replacement for District Shops	\$2,000,000	Design work not started yet. NEPA Catex likely. Design-build needed.
30	RTD	East Metro bus facility pavement repairs and replacement	\$1,500,000	Design work not started yet. NEPA Catex likely. Design-build needed.
31	RTD	Union Ave/Belleview Station Transit Enhancements	\$3,000,000	Design work not started yet. NEPA Catex likely. Design-build needed.
32	RFTA	Phase II recommissioning of Aspen Bus Maintenance Facility - exterior	\$5,000,000	Seems unlikely they could complete within 180 days. C List at best.
33	Town of Estes Park	Transit hub/parking intercept lot	\$1,155,000	Design and NEPA not complete.
34	TTCI - Transportation Technology Center, wholly owned subsidiary of the Assn. of American Railroads	Facility for Underground Rail Station and Tunnels (FURST) in Pueblo – a testing facility project for national application	\$18,000,000	Would need quick NEPA, which might be possible. Has political support. Benefit is for rail systems with tunnels. Would be better considered for national set-aside rather than coming out of Colorado's stimulus funding.
35	Town of Mountain Village	Two additional levels for parking garage	\$14,000,000	Design completed. Catex completed. Ready to bid now. Town hasn't had funds.
36	RTD	Photovoltaic Systems: install solar systems at 2 bus maintenance facilities	\$12,700,000	Design work not started yet. NEPA Catex likely. Questionable investment: At stated annual savings \$166k, would take 75 years to pay off!
37	Adams Co	Build RR grade separation	\$5,000,000	They are on Reg. 6 list as #3 for highway stimulus funding for same project, so they are dropped from transit list, but put here just as a placeholder. More appropriate as hwy project.

Notes: There was reluctance on the part of the SB 1 Transit Task Force to drop any projects from its original Phase II SB 1 list from the “A” List to the B or C List on the basis not showing a strong ability to be ready to go, given that it would be difficult to move back up to the A List.

However, there are at least a couple of A List projects that are very questionable in terms of their readiness. Staff will work with these projects to determine their readiness in more detail over the next few weeks. If they do not show suitable progress, they will likely drop to the B or C List.

The requested amounts are not set in stone. The Task Force was concerned that some projects requested more than they originally did for their SB 1 projects. While there may be good reason for such, the Task Force may wish to propose adjustments based on the final stimulus package amount. That adjustment might be in response to a desire to reach more projects across the state. In particular, there was concern about the Denver Union Station project. The project was listed at the top of the A List, based on its ranking in the SB 1 process, but it was listed at the \$18.6 million that was originally requested from SB 1, not at the \$88 million requested recently. Instead, a second entry was made for DUS at the bottom of the A List, listing a range of funding up to \$69.4 M.

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