



**TRAC - OCTOBER 13, 2017**

**DATE:** September 20, 2017  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Transit Development Program Update

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee an update on the status of the Transit Development program.

Action

No action requested, but seeking guidance on planning direction.

Background

CDOT has been working over the past two years to compile a Transportation Development Program. Much of the focus to date has been on the highway system; CDOT owned and controlled facilities. The transit component takes on a different form as most of the state transit system that CDOT owns or monitors either through federal (FTA) or state (FASTER) programs has broad local delivery and control.

The Transit Development Program is an inventory of transit and rail projects identified through local, regional, and statewide planning processes. The Development Program will support our planning partners in several ways:

- As a tool to facilitate more comprehensive, cooperative, and continuing long-range transit planning. DTR intends to more closely integrate transit planning with existing transportation planning processes and organizations (TPRs, MPOs) to identify and update the transit needs throughout the state.
- It provides a bridge in transit capital planning between long-range strategic plans and short-term project implementation programs which are limited by fiscal constraint.
- As a tool to proactively prepare for unprogrammed funding opportunities; e.g. SB 228 and SB 267. DTR is creating the Transit Development Program as the way to maintain a single comprehensive list of projects for future funding sources, rather than creating a new project list for each new funding opportunity.

Details

DTR staff has developed an initial inventory of transit projects identified in local, regional, and statewide plan documents. The inventory is comprehensive in the types of projects it captures, including planning, capital, and operating projects. Example of projects include maintenance facilities, transit infrastructure such as park and rides, major equipment, and some groups of vehicles identified with specific service expansions. Individual vehicle replacement needs are not identified since DTR views the continual replacement of vehicles as a short-term need captured in the annual STIP and funded out of recurring funding sources.

The Transit Development Program is useful in facilitating the coordination and planning of highway and transit projects together. For instance, the inventory contains several Interregional (Bustang) Park and Ride projects that coincide with priority projects identified in the Highway Development Program. These opportunities for partnership will potentially save money and further the effective use of scarce resources.

The current inventory is not complete. To date it does include a compilation of projects from the TPR Transit Plans, but it does not yet contain projects identified in MPO areas, other than those identified from intercity/interregional bus plans. MPO projects are currently being compiled from plan documents.

Also, the numbers of projects between Regions varies greatly. This is largely due to the level of project documentation different TPRs chose to include in their plans. It's expected the number and total costs of all projects in the Transit Development Program will more closely represent the actual needs throughout the state as we subsequently reach out to planning partners and transit agencies for additional input.

#### Next Steps

- Ongoing definition/refinement of the scope, size and characteristics of projects
- DTR staff has reached out to planning colleagues in every CDOT Region for initial feedback which will be incorporated.
- Outreach to TPRs, MPOs and transit stakeholders to update project information, add projects or delete projects (Sept - Dec).
- By spring 2018, DTR intends to have a vetted Transit Development Program ready to use for the allocation of unprogrammed SB 267 funds.