



# COLORADO

## Department of Transportation

Division of Transit & Rail  
4201 E. Arkansas Ave., Shumate Bldg.  
Denver, CO 80222

**DATE:** February 23, 2018  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Michael Snow, Transit Infrastructure Specialist, Division of Transit and Rail  
**SUBJECT:** Transit Development Program

### Purpose

The purpose of this memorandum is to provide an update on the Transit Development Program and related planning outreach activities.

### Background

The Transit Development Program (TDP) is an inventory of capital project needs throughout the state for which there is not an identified source of expected funding. Similar to the Highway Element of the Development Program, this planning tool supports the identification and prioritization of Colorado's transit and rail capital needs to effectively plan for and respond to future funding opportunities.

In the original Development Program, which began inventorying needed projects in late 2015, DTR limited the program to Rural Areas and to projects related to Intercity and Inter-regional transit services (Bustang). Recent new and potentially larger funding sources, such as SB267 and the 2018 Ballot Initiative, have highlighted the need for the TDP to expand to also include transit and rail projects in metropolitan areas. DTR has therefore begun the process of inventorying transit and rail needs statewide. While the Highway Development Program has now been through several iterations and updates, and in January formalized an expanded priority list for the 2018 Ballot Initiative, the expanded TDP is now in the earliest stage of the overall Development Program process.

As described below, this memo provides information about the process DTR will facilitate to further develop and refine the expanded TDP.

### Details

The TDP will follow the same process the Highway Development Program followed:

1. Project Identification and Compilation: CDOT staff began by capturing major investment projects identified in statewide, regional and local transportation plans, studies and other previously created project lists. CDOT staff, Planning partners, local agencies and transportation stakeholders subsequently and continually identify additional projects and contribute to project information.
2. Prioritizing Development Program: The Tier 1 Development Program (which is the 2018 Ballot List in the current Highway Development Program) is a subset of the broader list of major investment needs that identifies those projects that are high priority. To guide the prioritization process, STAC, CDOT Staff and planning partners agreed upon an initial Tier 1 Planning Target (approx. \$2.5B in the original DP) and to ensure geographic equity, a Regional Allocation of that target amount was agreed upon based on the Regional Priority Program (RPP) formula.
3. Utilizing the Development Program: The Development Program's principal purpose is to aid in identifying priority projects for new funding opportunities by allowing candidate projects to be selected from the Tier 1 program.

As a result of DTR's expansion of its scope, the TDP is again in the "Project Identification and Compilation" stage described above. Projects listed in the draft version presented to STAC in January are those identified in Statewide or Regional Transit Plans, special transit or rail plans, or local transportation plans and studies. The draft TDP inventory, therefore, is not complete and should not be interpreted or used as a comprehensive list of project needs nor as an indicator of statewide priorities or likelihood of any certain projects being funded.



In the coming weeks, DTR plans to kick off an outreach effort to continue identification of projects in Step 1, and facilitate the prioritization process in Steps 2, above. DTR staff will visit each TPR and MPO to provide stakeholders the opportunity to identify additional projects, to provide more accurate project scope, costs, and other details and to discuss project priorities. DTR staff will also conduct outreach directly to Transit Agencies through stakeholder groups such as CASTA, through the Transit Town Halls scheduled in April, and through its monthly Grant Partner telephone information conferences. DTR will also notify local transit agencies about TPR meetings to ensure they have opportunity to attend and provide input.

In addition to refining the inventory of major projects, DTR staff will work with STAC and TRAC to discuss issues related to defining Tier 1 Planning Targets. Some of the questions to address include:

- What should be the overall dollar value of Tier 1 Transit Development Program?
- What is an appropriate Regional Allocation for the transit in the state? Should it be allocated by TPR/MPO region, by CDOT Region or some other method? For example, what proportion might be allocated to the metropolitan areas vs. rural areas? DTR will lead conversations to determine appropriate planning targets that provide acceptable geographic equity.

Several upcoming transit funding decisions are fast approaching that are dependent on prioritization of capital needs throughout the state, including the latter years of the SB267 program and the potential need to provide a project list to the proponents of the 2018 Ballot Initiative. The timing of these decisions will require a Tier 1 TDP be drafted by the early summer.

#### **Input Requested**

DTR is seeking input and questions from STAC regarding the status of the TDP, the proposed process to refine and develop its Tier 1 program and related funding decisions.

#### **Next Steps**

DTR and other CDOT staff are prepared to attend TPR and MPO meetings in March-May to seek input on the content and priorities in the program. Subsequent related discussions will be brought before the STAC and TRAC with the goal of defining a Tier 1 subset of the TDP and to address immediate funding decisions that will rely on a Tier 1 program, such as SB267 and a 2018 Ballot List.

