



COLORADO

Department of Transportation

Division of Transit & Rail

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DATE: January 26, 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 present an update to the Transit Element of the Development Program and related project planning activities.

Background

The Division of Transit and Rail (DTR) has sought to strengthen its support and leadership in effective and proactive transit and rail planning in Colorado through the creation of a comprehensive Transit Development Program (TDP). The TDP is an inventory of capital project needs throughout the state for which there is not an identified source of funding. Similar to the Highway Element of the Development Program, this planning tool seeks to identify and prioritize Colorado's transit and rail capital needs so as to effectively plan for and respond to future funding opportunities.

Previous draft versions of the TDP were bound by DTR's role as a pass-through entity, whereby it administers FTA (federal) and FASTER (state) transit program awards for projects identified and sponsored by local transit agencies. For this reason, it included projects identified in Rural Regional Transit Plans and the Statewide Transit Plan, but NOT projects in metropolitan areas, which were generally omitted since transit agencies in these areas receive federal funds directly from the federal government. The reality is, however, that Colorado's capital transit needs (\$6 billion has identified in the TDP) are vastly greater than what is available in Federal and State programs and any likely new funding program would have to be significantly greater than our current funding programs to begin addressing its priority projects. Recent and future potential transportation funding initiatives, including SB 17-267 and the potential 2018 Ballot Initiative, bring significant amounts of new funding that will require cooperative statewide planning to properly dedicate their use.

For this reason, the TDP has been expanded to provide broad support for statewide transit and rail planning. This new resulting TDP is significantly larger in number and total estimated cost than the previous version in that DTR has since reached out to urban agencies in addition to rural agencies to identify statewide capital project needs.

Details

The TDP contains capital projects with an estimated cost of \$250,000 or greater, along with a handful of planning projects whose purpose is generally to identify or clarify scope and feasibility of needed capital projects. Vehicle capital costs are included only when they are associated with a specific expansion of transit services or routes. Not included in the TDP are Operational costs or projects nor does it include Asset Management projects, which encompasses vehicle replacements and repair or maintenance of existing facilities. The current TDP inventory, which is included in your STAC agenda packet along with the existing Highway Development Program, contains roughly 222 projects, representing over \$6 Billion in transit and rail funding need statewide. You'll find the projects contained in the TDP categorized as the following types:

- Planning/studies (P)
- Facilities (F) - Ex. structures, parking and passenger facilities, etc.
- Equipment (E) - Ex. ITS, technical equipment, signage, kiosks, etc.
- Infrastructure (I) - Ex. permanent roadway, guideway, or rail features, such as BRT lanes, etc.
- Service Expansions (S) - Ex. standard buses, bus stops, etc.

The purpose of the TDP is not intended as a means to prioritize capital projects that typically compete in DTR's annual Consolidated Capital Call for Projects (CCCP), nor does a project have to be identified in the TDP to be eligible for a grant through the CCCP. The \$250,000 threshold has been set because DTR's statewide capital



awards program consists of only about \$15-16 million annually, and larger projects of \$250,000 or more often cannot be funded fully.

It's important to note, this draft TDP inventory is not complete and should not yet be interpreted as a comprehensive list of project needs nor as an indicator of statewide priorities or likelihood of any certain projects being funded. Projects currently listed are local priorities identified in Statewide or Regional Transit Plans, special transit or rail plans, or Local transportation plans and studies. As our outreach continues, planning organizations and transit agencies will have opportunity to identify additional projects and to reflect more accurate project scope, costs, project details and priorities. A number of capital projects identified in transit plans had no given cost estimate but are still listed. As development of the TDP continues in coordination with TPRs, MPOs and transit stakeholders, these projects will either be further defined or removed until locally prioritized through planning processes.

Input Requested

DTR is seeking feedback and comments today regarding the purpose, contents and structure of the TDP as we continue outreach for information on project details and additional projects beyond what has been identified to date.

Next Steps

The SB267 funding measure in 2017 and potential funding initiatives in 2018 are a constant reminder of the need to identify and prioritize Colorado's vast Transit & Rail investment needs. Future work on the TDP will demand statewide engagement in a process to identify and prioritize transit and rail projects.

DTR requests STAC members, transit, rail and planning stakeholders help to refine the project information in this draft TDP and to prepare your constituencies for future conversations about priorities. DTR and other CDOT staff will be attending TPR and MPO meetings during winter and spring to discuss transit and rail topics and seek input on the content and priorities in the program. Subsequent discussions will be brought before the STAC and TRAC with the approximate goal of defining a priority subset of the TDP.

In the meantime, I invite you to reach out to me directly with comments, questions or input - Michael Snow, Michael.snow@state.co.us, 303-512-4123.

