



**Meeting Agenda of the  
MOBILITY COORDINATING COMMITTEE  
April 24, 2018 - 9:30 a.m.  
PPACG Lower Level Conference Room**

Agenda items marked with ☒ indicate that additional materials were included in packets provided to members.

1. **Call To Order / Establish A Quorum / Introductions** (Six [6] voting members)
2. **Agenda Approval**
3. **Public Comments**  
Items not on the Agenda
4. **Fountain Transit-Overview and new Express Route details**  
Todd Evans, Deputy City Manager, City of Fountain
5. **CDOT Transit Development Plan** ☒  
Michael Snow, Transit Infrastructure Specialist
6. **Training/Information Sharing/Coordination Opportunities**
7. **Medicaid Transportation Subcommittee Topics**
8. **Action Items for Next MCC Meeting**
9. **Adjournment**



# COLORADO

## Department of Transportation

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

**DATE:** April 19, 2018  
**TO:** PPACG, Transportation Advisory Committee  
**FROM:** Michael Snow, Transit Infrastructure Specialist, CDOT Division of Transit and Rail  
**SUBJECT:** Transit Development Program, Tier 1 Capital Project Priorities

### Purpose

The purpose of this memorandum is to provide an overview of CDOT's Transit Development Program (TDP) and to outline a process by which the Pikes Peak Area planning region will identify the highest-priority, capital transit projects in the region.

### Background

Traditional transportation planning processes in Colorado provide an effective means to identify specific projects to be funded with expected transportation revenues. Planning only for expected funding, however, can be a challenge when the state needs to quickly identify projects if new funding opportunities arise. The TDP is a planning tool that supports the identification and prioritization of Colorado's capital transit project needs to effectively plan for and respond to future unexpected funding opportunities. Projects in this inventory, therefore, are transit and rail needs throughout the state for which there is no currently identified source of funding.

At the close of the last session, the Colorado legislature passed Senate Bill 17-267, which raises the potential for bond funding for transportation projects in the state. The legislature is discussing additional funding measures this year, plus a citizen-driven initiative to raise new sales tax revenues for transportation may appear on our 2018 Ballot. Any combination of these opportunities has the potential to bring significant increases in transit funding that will require cooperative statewide planning to be properly invested.

For this reason, CDOT's Division of Transit & Rail (DTR) is seeking the input and participation of local officials, planners, and transit stakeholders in each TPR to provide information on their transit and rail project needs and to collaboratively identify which of those projects are of highest priority within the region.

### Details

The current statewide TDP inventory contains roughly 215 projects representing over \$5 billion in transit funding needs statewide. This includes capital projects with an estimated cost of \$250,000 or greater, along with a handful of capital planning projects. Vehicle capital projects are included only when they are associated with a specific expansion of transit services. Not included in the TDP are Operational needs or Asset Management projects, which encompass vehicle replacements and repair or maintenance of existing facilities and equipment. While Operations and Asset Management needs are equally important, and potential new funding sources may likely be available for these purposes, planning for them will be addressed through separate processes.

The following process will be used to implement the use of the TDP:

1. **Project Identification and Compilation:** CDOT-DTR staff have compiled the current draft TDP by capturing projects already identified in statewide, regional, and local transit and rail plans or studies. The TDP is a living document and will grow and change over time as transportation needs and projects change. Local officials, planners, transit agencies, and stakeholders in each TPR/MPO are requested to review the draft inventory and identify additional projects or contribute updated information on existing projects.
2. **Prioritizing the Transit Development Program:** A Tier 1 Transit Development Program will be developed which will contain a subset of the TDP identified by the TPR/MPO that are the highest priority projects in each region. To guide the prioritization process, a Tier 1 Planning Target will be provided to identify the total dollar amount of projects statewide in Tier 1. To ensure geographic equity, a Regional Planning Allocation will also be provided to determine what portion of the Planning Target is allocated to each region of the state.
3. **Funding Decisions Using the TDP:** The TDP's principal purpose is to aid in quickly identifying ideal projects for new funding opportunities that have been prioritized through the public planning processes in each



TPR/MPO. When new funding opportunities present themselves, candidate projects are selected from the Tier 1 program that meet that funding program's criteria.

Planning Targets and Regional Planning Allocations are being developed collaboratively. A subcommittee of the Transit & Rail Advisory Committee (TRAC) that includes representatives of STAC and also rural and metro area transit agencies, has been formed to facilitate the process. The subcommittee will explore and recommend the total Tier 1 Planning Target and the Regional Planning Allocation formula and TRAC and STAC will finalize.

It is important to note that the Regional Planning Allocation formula is not intended to determine exact funding each region will ultimately receive. This is a planning allocation only, used as a general guide for statewide planning. Decisions about how funds get programmed to specific projects or whether and how they are distributed geographically is dependent on each particular new funding source and would be decided with further statewide and regional involvement by TPRs, MPOs, TRAC and STAC.

Further, 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 necessarily have to be identified in the TDP to be eligible for a grant through the CCCP. The \$250,000 threshold is somewhat arbitrary, but has been set because DTR's statewide capital awards program, which consists of about \$15-16 million annually, often cannot fully fund all the projects greater than \$250,000.

#### **Input Requested**

DTR is seeking participation by local officials, planners, and Transit Agencies at the TPR meeting to accomplish two things:

1. Identify additional capital projects not already on the TDP and provide updated information about projects already in the inventory. This includes information on the scope and description of the projects, notes about the goals and benefits of projects, and, importantly, updated cost estimates.
2. Collectively identify the Tier 1 priority list of projects for the region.

Stakeholders may provide this information during the meeting or a TPR representative may follow up via email with additional information if necessary. Since the Regional Planning Allocation formula is not yet determined, for the sake of today's discussion DTR staff will provide the TPR a suggested allocation range, and the final Tier 1 list can be finalized at a later time when the exact Regional Planning Allocation amount is determined.

**Included with this memo** is the current draft TDP inventory of projects identified in the region.

#### **Next Steps**

Key project selection decisions need to be made in the next 3-4 months, both for the forthcoming funds from the SB 267 measure passed in 2017 and for a portion of the potential 2018 sales tax Ballot Initiative. With the input of TPRs, MPOs, TRAC, and STAC, candidate projects will be selected from the statewide Tier 1 program.

The TRAC subcommittee will begin meetings next week to develop a recommendation for the Regional Planning Allocations, which will be reviewed and finalized by STAC in May or June. In the meantime, DTR will continue outreach to TPRs and MPOs throughout the state for input on the TDP and Tier 1 priorities.

Feel free to reach out to me directly with comments or questions.

Michael Snow, Transit Infrastructure Specialist, Division of Transit & Rail  
[Michael.Snow@state.co.us](mailto:Michael.Snow@state.co.us), 303-512-4123.



