Planning tool that supports the identification and prioritization of Colorado’s capital transit project needs to plan for and respond to future unexpected funding opportunities.
DRAFT Transit Development Program

- Inventory of Unfunded Transit **Capital** Projects
  - Identified in plans & studies
  - Developed through planning processes
  - Facilities, Infrastructure, Equipment, Service Expansions, Planning

- Part of larger total transit needs assessment:
  - Asset Management, Operations, Capital Expansion
Currently in Project Compilation Phase

Development Program
($5.1B)

- 215 projects currently and growing!
- $5.1B total capital cost
Next Step: Tier 1 Prioritization

Tier 1 Development Program
- High priority projects
- Identified by each TPR/MPO
- Ongoing planning process - Tier 1 will periodically update
Funding Decisions - Near term:

**SB267**
- State bonding - 20yr payoff
- $38m for Transit capital
- Decision needed in July

**2018 Sales-tax Ballot Initiative (.62%)**
- $103m/year for Multi-modal
  - Up to $800m for Capital Bonding
  - Remainder ($73m) to Local and statewide priorities (capital & oper)
- 50/50 Match requirement (flexible)
- Candidate bond projects needed by August
Tier 1 Development Program

Planning Target:

- $1.5B Statewide Planning Target

Regional Planning Allocation:

- Quantifies the proportion for each TPR/MPO
- Guides PLANNING, not FUNDING
- TRAC subcommittee recommended a formula
  - Population, Transit Dependency, Jobs, Existing Ridership
- Tier 1 Target for Denver Area: $945m
Status of DRCOG TDP

- Met with stakeholders
  - Names, scopes, descriptions, etc.
  - Capital cost estimates
  - Operating costs associated with projects

- Identify Tier 1 priorities
  - Prioritize three projects per agency (rank order)
  - Obtain RTD concurrence (if applicable)
Status of DRCOG TDP

- Challenges developing DRCOG TDP
  - Number of organizations represented
  - Time constraints
- Continue to develop a process that is comprehensive, inclusive, and fair
Ballot Measure and Multimodal Funding

▶ Bond for Multimodal Capital Projects
  • Up to $30M
  • 50% local match

▶ Local Multimodal Projects
  • After bonded funds removed, 85% used for local, non-bonded projects
  • 50% local match (reductions or exemptions allowed)

▶ Statewide Multimodal Projects
  • After bonded funds removed, 15% used for regional or statewide projects
  • No local match required
Candidate Bonded Projects Criteria

- Local prioritization
- Project type
- Project size
- Local match available
Ballot Measure and Multimodal Funding

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Next Steps

- Continue to work with project sponsors
- Updated list in July for Transportation Commission adoption