

FASTER Redistribution Meeting #3

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MONDAY, MARCH 24, 2014
10-11:30 AM

Agenda for Meeting #3

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- **Welcome & Introductions** 10:00-10:10
- **Review Minutes & Action Items** 10:10-10:20
- **Scenarios Discussion** 10:20-11:20
- **Next Meeting** 11:20-11:30
- **Adjourn** 11:30

Goals for Meeting #3

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- Focus on emerging themes and working assumptions
- Evaluate Scenarios
- Provide advice on creation of recommendations as a next step for the subcommittee
 - Accept one scenario of those provided for discussion?
 - “Package” one or more new scenarios based on information?
 - Other advice?

Review of Minutes & Action Items

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PRIOR MEETING: 3/14/2014

Review of Minutes & Action Items

- Clarification / Edits to the Minutes?
- Status of Action Items

Start	Complete	Action	Lead(s) for Response
2/24/2014	3/24/2014	Any unfunded 5311 & 5310 operating requests?	Mauser, Andresen
3/14/2014	3/24/2014	Provide the resulting “weights” among riders, hours, miles implied by slide 21 on MPACT 64	Krutsinger, Kemp
3/14/2014		Verify 2013 bar data re: all FTA funds to Colorado being >\$100 Million lower than any prior year	Andresen, RTD
3/14/2014	3/20/2014	Provide the “charge” to the subcommittee by posing policy questions sooner before the next meeting re: scenarios. Hoping for mix of formula-only, discretionary/competitive – only, and both.	DTR
3/14/2014		Revise allocation bar charts for UFR & Eastern (re-allocate NECALG more to Eastern) and SLV & CFR (re-allocate Chaffee Shuttle more to SLV).	Martinson
3/14/2014	3/20/2014	Provide project lists showing “priority”, “essential”, and “secondary” from the Inter City & Regional Bus plan	Timlin
3/14/2014		When issues have been vetted well, draft new screening/selection criteria for future call-for-projects	Averill, Mauser

Answers to a few Questions

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- **Unfunded local operating requests from 5310 & 5311?**
 - 5310 only became available for operating recently under MAP-21, so not much experience there
 - 5311 local operating requests are nearly all funded at some level
 - ✦ A few poor-performing / ineligible requests do go unfunded
 - ✦ “Good” services typically awarded most of the funds requested
- **MPACT 64 “Weights” Among Riders, Hours, Miles**
 - 16% to Statewide Intercity/Interregional/Regional & Competitive
 - 17% to Demand Response / Point-to-Point services by population
 - 67% of funds to fixed-route @ 33% each among riders, hours, miles

Scenarios Discussion

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**THEMES / WORKING ASSUMPTIONS
SCENARIO TABLE & DISCUSSION
INTERREGIONAL & REGIONAL DISCUSSION**

\$5 Million Capital Program Themes

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- The emphasis of this program should be bus / vehicle replacement
- Allow continued spending on non-vehicle capital items on a limited basis, subject to vehicle funding priorities

Operating Assistance Themes

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- **“Operating Assistance” should be limited to regional and inter-regional services only** (from Meeting #2)
 - 5311/5311(f) funds can be used to accomplish regional operating assistance objectives in addition to, or instead of flexing more FASTER dollars to operating
 - Operating assistance commitments should be subject to performance review at least every 3 years
 - FASTER operating assistance for regional & inter-regional services should be limited to about \$4 - \$5 M/year =
 - ✦ \$3 Million for Interregional Express Service operated by CDOT
 - ✦ \$1.0 - \$2.0 M in other Regional Services operated Locally / IGA

Streamlining Grant Process - Themes

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- If taken, these actions could move more **FASTER** dollars out of year-by-year competitive requests into stable, programmed, recurring funding distributions:
 - \$5 Million / year Local Pool programmed to bus replacements
 - \$3 Million / year Interregional Express Bus Operations
 - \$1 Million / year Administration & Planning
 - \$1 - 2 Million / year estimated for Regional Bus Operations
 - \$1.5 - 3 Million / year for larger-agency stipends
 - \$11.5-\$14 Million / year (77% to 93%) in recurring funding
- Preliminary Recommendation: Maintain at least \$1.0 M in a discretionary / competitive pool

Overview of FASTER Scenarios

(Dollars are in Millions, For Discussion Purposes Only)

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	Funding Use / Category	1 Existing (Base)	2 Existing + Stipend	3 Existing + Regional Bus	4 Existing + Stipend + Regional Bus	5 Existing + Stipends + Regional Bus (Max)
Local Pool	Local Pool Capital/Bus	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0
Statewide Pool	IX Bus Operations	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0
	Regional Bus Operations	\$0.0	\$0.0	\$1.0 - \$2.0	\$1.0 - \$2.0	\$2.0
	CDOT Admin	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
	Large System Stipend(s)	\$0.0	\$3.0	\$0.0	\$1.5	\$3.0
	Competitive Capital Pool	<u>\$6.0</u>	<u>\$3.0</u>	<u>\$4.0 - \$5.0</u>	<u>\$2.5 - \$3.5</u>	<u>\$1.0</u>
	Totals	\$15.0	\$15.0	\$15.0	\$15.0	\$15.0
	Potential Large Agency Stipends*		RTD, MMT Transfort		RTD	RTD, MMT, Transfort

*Stipends: How to fairly fund large agencies such as RTD, MMT, TransFort, and RFTA?

Intercity, Interregional & Regional Bus Fund Distribution Discussion

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- **\$ 21.5 Million in Total Identified Needs**
 - \$3.0 Million in Interregional Express Service

 - \$4.6 Million subtotal of Regional Priority, Essential, and Secondary Regional/Essential Service Needs
 - ✦ \$2.0 Million in Regional High Priority Service Needs
 - ✦ \$1.6 Million in Essential Service Needs
 - ✦ \$1.0 Million in Regional Secondary Service Needs

 - \$13.9 Million in other service needs

Intercity, Interregional, & Regional Bus Local Matching-Fund Options

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- **Flat 50% FASTER match for all qualified projects**
- **Incentive match for New Services**
 - >50%, i.e. 80%, match for 3 years
 - 50% match year 4 and beyond
- **Qualifying match**
 - Create brackets / ranges for match rates
 - The higher the regional trip %, the better the match rate, up to 50%
 - Dis-incentivize projects that have majority local ridership

Responses to Call-for-Interest

50% Flat Match Example, \$200K Limit

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Applicant	Service Description	Expansion/ Existing	Request	Local Match	Award	Comments
Archuleta County	U.S Highway 160 Corridor -Pagosa Springs - Durango	Expansion	\$40,000	50%	\$20,000	
Steamboat Springs Transit	Steamboat Springs Regional Transit Service – Serving Steamboat Springs, Steamboat II, Milner, Hayden, Craig, Routt County and Moffat County	Expansion/ Existing	\$189,286	50%	\$94,643	
Transfort	FLEX Regional Service	Existing	\$350,000	50%	\$175,000	
SUCAP	La Plata County Rural Transit Frequency Expansion Project	Existing with Expanded Frequency	\$9,301	50%	\$4,651	
Eagle County	Garfield County Bus Service	Expansion	\$180,000	50%	\$90,000	
Eagle County	Leadville Service	Existing	\$157,500	50%	\$78,750	
RFTA	Grand Hogback – I-70 corridor from Glenwood Springs to Rifle	Existing	\$357,000	50%	\$178,500	
RFTA	Snowmass Village Station-Brush Creek BRT connection	Existing	\$440,000	50%	\$200,000	Maximum \$200,000
					\$0	
		Total	\$1,723,087	50%	\$841,544	
		Remaining for Future Projects &/or Contingency			\$158,457	

Next Meeting

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**REVIEW OVERALL SCHEDULE &
DATES OF UPCOMING MEETINGS**

SUGGEST ITEMS FOR AGENDA

Overall Schedule

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Month	Action
February	Initiate subcommittee
March	Subcommittee develops recommendation <ul style="list-style-type: none">- Meeting #2 March 14, 1:30-3:00 PM- Meeting #3 March 24, 10-11:30 AM- Meeting #4 April 10, 10-11:30 AM
April	Policy Options Workshops, April 8-18 th Full STAC consideration, April 11 th Full TRAC consideration, April 11 th
May	CDOT Transportation Commission Workshop
June	CDOT Transportation Commission Approval
July	Draft Call for Projects
August/ September	Release Call for Projects

You Are Here



Suggested Items for Meeting Agendas

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- **Concluding Remarks from Subcommittee Members**
 - What should be communicated at Policy Options Workshops?
 - Can we develop a recommendation in one more meeting?
 - Headed in the right direction?
 - Trust in the process? If any concerns, what will help?
- **Summarize Discussion**
 - Action Items for Future Meetings?
 - Additional outreach, presentations, communication?

Adjournment

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THANK YOU!