

FASTER Distribution Meeting #5

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MONDAY, JUNE 30 2014
2-3:30 PM

Agenda for Meeting #5

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- Welcome & Introductions 2:00-2:10
- Review Recent Activities & Actions 2:10-2:30
- Framework & Proposals for Discussion 2:30-3:20
- Next Steps 3:20-3:30
- Adjourn 3:30

Goals for Meeting #5

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- Review Policy Level Approval by Transportation Commission
- Review call-for-projects framework from past “calls”
- Discuss “operationalization” of policy into forthcoming call-for-projects...goals & evaluation criteria
- Identify & outline next steps July through August

Review of Recent Activities & Transportation Commission Action

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PRIOR SUBCOMMITTEE MEETING: 4/10/2014
FULL TRAC MEETING: 4/11/2014
TR. COMMISSION WORKSHOP: 5/14/2014
STAC PACKET 5/9/2014 & BRIEFING: 6/13/2014
TRANSPORTATION COMMISSION: 6/19/2014

Transportation Commission – Approved Policy

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- Recommendations here are intended for 3-year period
 - CDOT commitment to provide stable expectations
 - CDOT work through unintended consequences of this new approach
 - CDOT fulfill performance-based data collection as basis for potential future adjustments to the FASTER transit distribution
 - Assess / revisit in calendar 2017 for distributions beginning FY 2019

- USDOT likely may need several years to fully interpret rules/guidance for either a re-authorization or continuing resolution for MAP-21
 - Transit Asset Management
 - Safety & Security
 - Capital Program (5309/5339) & State of Good Repair

Transportation Commission – Approved Policy

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- \$4.1 Million small agency capital (all except MMT, Transfort, RTD)
- \$0.9 Million large urban capital (MMT & TransFort)
-
- \$5.0 Million Local Pool
- \$1.0 Million for DTR Administration, Planning, Tech. Assistance
- \$3.0 Million for CDOT Interregional Express (IX) Bus Service
- \$1.0 Million Operating Assistance for Other Regional /
Interregional Bus Service
- \$3.0 Million for large urban capital (RTD)
- \$2.0 Million Statewide Competitive Capital Pool
-
- \$10.0 Million Statewide Pool

Local Pool Policy

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- **\$4.1 Million small agency capital needs**
 - Highest priority emphasizes a bus replacement program
 - ✦ Safe statewide fleet
 - Allocations guided by performance-based asset management tools
 - ✦ PD14: 65% or more of vehicles are in fair, good, or excellent condition
 - ✦ PD14: 100% of grant recipients have an Asset Management Plan by 2017
 - ✦ Vehicles are rated by age & mileage using FTA definitions & guidance
 - CDOT DTR provides annual “pre-call” process to address variances
 - ✦ Replacement needs in a given year exceed funds available
 - ✦ Earlier-than-planned replacements to deal with “lemons” or other special cases
 - ✦ Non-vehicle capital needs are considered
 - ✦ Input from & coordination with CDOT regions/divisions and other CO agencies

- **\$0.9 Million large urban capital needs**
 - \$0.7 M to MMT, \$0.2 M to Transfort, cannot compete in \$4.1 M pool
 - Agency-specific, not for the entire area / region
 - Required to submit list of eligible projects for evaluation & selection
 - May apply for statewide competitive pool of funds

Statewide Pool Policy

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- Emphasis on statewide network, connecting populations, and funding projects of regional, interregional, and statewide significance
- \$1.0 Million for DTR Administration, Planning, Tech. Assist.
- \$3.0 Million for CDOT Interregional Express (IX) Bus Service
- \$1.0 Million Operating Assistance for state partnerships in Regional / Interregional Bus Service
- \$3.0 Million for large urban capital (RTD)
- \$2.0 Million Statewide Competitive Capital Pool
-
- \$10.0 Million Statewide Pool

Operating Assistance Policy

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- **\$1.0 Million Operating Assistance for Other Regional / Interregional Bus Service**
 - PD14: statewide connectivity goal
- **Need identified in most TPR's during the State Transit Plan**
 - Difficult for local agencies to coordinate, create, and fund interregional service
 - CDOT has authority to operate or contract statewide
- **Generally for new service or expansion of service**
- **Limited applicability for existing services if:**
 - clear state role in replacing expired funds, i.e. CMAQ or similar,
 - participating agency (-ies) show a maintenance of effort
- **Recognized by the Intercity & Regional Bus Plan**
- **Maximum of 50% state match or \$200,000, whichever is lower**
- **Performance standards & monitoring**
 - Farebox recovery for priority services
 - Riders per mile or per trip for essential services
- **TC Approval with Annual FASTER Awards**

Operating Assistance Recommendation

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- Open Applications for FY16 (July 1 2015- June 30 2016)
- To be eligible for FY16:
 - Application must identify local funding source
 - Must commit to beginning service by December 31, 2015
- Expected applications from plan's "priority" list of projects
 - FLEX: Fort Collins to Longmont
 - RFTA to ECO Connection: Glenwood to Eagle County
 - ECO/Vail to Summit Connection: Vail to Frisco
 - These three, with 50%/200K cap, are expected to be approximately \$450,000
- Approximately \$550,000 available for other regional & interregional service proposals beyond plan's "priority" list
 - "Essential" & "Priority Candidate" service identified by Intercity & Regional Bus Plan
 - Eight expressions of interest received in response to call-for-interest
 - If eligible candidates apply, they may receive money in FY16
- After viable candidates are identified, remaining un-allocated funds are made available in the Statewide Competitive Pool.
 - Repeat process for FY17 & beyond

Framework for Past Call-For-Projects

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**SCHEDULE/CYCLES FOR ANNUAL CALLS FOR
PROJECTS**

MOST RECENT JOINT CAPITAL CALL

Current Schedule of Funding

- Admin/Operating includes all funding sources
 - Includes “capital operating” such as mobility management, travel training, etc.
- Application period is usually 45 days
- Scoping period includes time to get contracts signed by grant partner and CDOT
- Admin/Operating contracts go January 1 – December 31 each year
- Capital contracts last until December 31 two years after current year

	FTA Admin/ Operating	Consolidated Capital Call & FASTER Operating Assistance
Open Application	April	September
Applications Due	June	November
Review	June	November
Decisions	July	December
Announced	August	February
Scopes Started	September	February
Contract Executed	January	May/July

State Transit Plan & FASTER Calls

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- **Statewide Needs**

- Operating funds
- Regional, interregional and intercity service
- Better connectivity and coordination among services
- Enhanced transit service for transit dependent populations

- **Implementation**

- Plans include strategies and implementation actions to support transit vision and goals and performance measures
- Projects must be consistent with strategies identified in the Regional Transit Plans and the Intercity & Regional Bus Plan and included in the TIP/STIP to receive funds
- Section 5304 planning grants can be used to support an agency's efforts in addressing needs

Consolidated Capital Call-for-Projects

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- **Most Recent Evaluation Criteria**
 - Requests for Replacement of Rolling Stock (10 points total)
 - ✦ Mileage, Usage, Readiness (7 points possible)
 - ✦ Special Considerations (3 points possible)
 - Requests for Expansion of Rolling Stock (10 points total)
 - ✦ Demonstrated Need and Readiness (7 points possible)
 - ✦ Special Considerations (3 points possible)
 - Requests for Facilities, Design, Equipment (10 points total)
 - ✦ Readiness and Demonstrated Timetable (4 points possible)
 - ✦ Project Purpose, Cost Savings, and Efficiency (4 points possible)
 - ✦ Special Considerations (2 points possible)
 - Requests for Planning Studies (10 points total)
 - ✦ Project Purpose and Demonstrated Need (7 points possible)
 - ✦ Project Readiness and Sufficiency (3 points possible)

Consolidated Capital Call-for-Projects

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- Most Recent Selection Methodology
 - FASTER
 - ✦ A team made up of CDOT staff (from DTR, the Policy and Government Relations Office, and Region offices) will evaluate and score applications.
 - ✦ A recommended list will then be presented by the team to the DTR director and the executive director of the Colorado Association of Transportation Agencies (CASTA) along with its observations and justifications for its recommendations.
 - ✦ The recommended Statewide and Local FASTER lists will then be submitted to the Transportation Commission for approval.
 - FTA
 - ✦ The FTA grants will be selected in a similar manner, except that the projects do not require Transportation Commission approval; they are approved by the DTR Director.

Consolidated Capital Call-for-Projects

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- **Changes to Consider for Upcoming “Calls”**
 - Completed inventory with reliable / standardized condition assessment may mean:
 - ✦ Moving points for this criterion from “special considerations” to “mileage, usage, readiness”
 - ✦ Increased reliance on or share of points for condition assessment
 - Institute a threshold criteria that a project must be identified in the Statewide Transit Plan, or accordingly, the TPR plan for that region
 - Request a TPR ranking, reflecting a coordinated TPR decision

Operating Assistance Proposals for Discussion

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- **Operating Assistance Principles**

- Starting with a high “bar” assures best use of money
- Easier to relax stringent standards than it is to tighten loose ones
- Best chance to potentially increase operating assistance in the future is to show true successes and partnerships

- **“Regional” Service Principles**

- “Regional” serves outside transit agency boundary
- Intended for routes generally ≥ 30 miles in length
- Fixed Route service
- Generally well-spaced stops
- A large share of riders are traversing the transit agency boundary

Operating Assistance Proposals for Discussion

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- **Priority services Regional / Commuter / Urbanized**
 - Existing service funded at 50% for 1 year, then must meet farebox recovery rate
 - New service funded at 50% for 2 years, then must meet farebox recovery rate

Step	Farebox Recovery Rate	Eligible Share of FASTER Funding
0	<20%	Not eligible for regional / commuter / urbanized operating assistance
1	20% - 29%	30% FASTER share
2	30% - 39%	40% FASTER share
3	40%+	50% FASTER share (maximum)

Operating Assistance Proposals for Discussion

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- Failure to meet recovery rate will result in reduced funding in subsequent years
 - 5% increment reductions in FASTER share
 - Example:
 - ✦ End Year 2 recovery rate = 35%, and assume that max is 35%
 - ✦ Year 3 funding reduced by 5% to 45%
 - ✦ Year 4 funding reduced by 5% to 40%
 - ✦ Year 5+ remains at 40%
- Improvement in recovery rate results in increased FASTER share by 5% increments
- FASTER share is based on award amount, not the cost of the service

Operating Assistance Proposals for Discussion

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- For new services
 - If new service has available vehicle(s), then operating begins immediately at 50%
 - If new service needs vehicle(s), then application is “holisitc”
 - ✦ 1st year award is for up to 50% of projected operating costs
 - ✦ Amount to be used as 80% of capital cost (1st year, agency only needs 20% of annual operating amount)
 - ✦ 2nd year begins operating at 50%
 - Recovery rate standard begins in year 4
 - Consider state funding of vehicle capital

Operating Assistance Proposals for Discussion

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- Assumptions for Examples in the Table
 - New service needs a vehicle...Obtain vehicle in 2016
 - Vehicle assistance is moved to the “top” of the \$2 Million statewide pool
 - Start new service in 2017

	\$500K/yr svc \$550K vehicle	\$400K/yr svc \$250K vehicle	\$200 K/yr svc \$250 K vehicle	\$200 K/yr svc \$80 K vehicle
80% FASTER Capital Match	\$440,000	\$200,000	\$200,000	\$64,000
20% Local Capital Match	\$110,000	\$50,000	\$50,000	\$16,000
Max FASTER Operating Assistance w/ 50% / 200K topset	\$200,000	\$200,000	\$100,000	\$100,000
Local Operating Assistance Match	\$300,000	\$200,000	\$100,000	\$100,000
Observations	Will use \$240,000 of \$2M capital pool	No effect on \$2M capital pool	Capital match is greater than operating amount	Capital match is less than operating amount

Operating Assistance Proposals for Discussion

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- **Rural / Essential Services**
 - Not likely that these services are operated daily
 - Structure goals for rural service
 - Set achievement standards/goals in the contract
 - ✦ E.g. percent of seats filled or riders per revenue mile
 - ✦ Must be in Intercity & Regional Bus Plan or Regional Transit Plan
 - ✦ 20% Farebox minimum, but no sliding scale
 - ✦ Coordination benefits documented / shown
 - Maximum FASTER operating assistance amount for rural / essential services is approximately \$50,000/year

Next Steps

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

NEXT STEPS

Overall Schedule

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Month	Action
February	Initiate subcommittee, Meeting #1 Feb. 24
March	Subcommittee Meeting #2 March 14 and Meeting #3 March 24
April	Policy Options Workshops, April 8-18 Subcommittee Meeting #4 April 10 Full TRAC consideration, April 11 CDOT Commission T&I Committee, April 16
May	STAC Consideration (packet), May 9 CDOT Commission Workshop, May 14
June	STAC Consideration (presentation), June 13 CDOT Transportation Commission, June 19 Subcommittee Meeting #5 June 30
July	Draft Call for Projects
August/ September	Release Call for Projects

You Are Here



Next Steps

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- July - August
 - DTR To Do's?
 - Subcommittee Member To Do's?
 - Meet again, if so, when? How often?

Adjournment

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THANK YOU!