DATE: May 11, 2018
TO: Transit & Rail Advisory Committee
FROM: David Krutsinger, Director, Division of Transit & Rail
Brodie Ayers, Grants Unit Manager, Division of Transit & Rail
Jeff Sanders, Planning Unit Manager, Division of Transit & Rail
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SUBJECT: Transit [Agency] Town Halls - Summary of Meetings

Purpose
The purpose of this memo is to share input/feedback from Transit Agencies around the State

Action
Informational only, no action requested.

Background
Each year, usually in the spring, the Division of Transit & Rail staff hold meetings around the state to discuss direction for the transit program with Transit Agencies. These meetings discuss how the Division of Transit & Rail is interpreting and implementing, or planning to implement, policies and guidance provided by the Federal Transit Administration (FTA) and the CDOT Transportation Commission. This gives Transit Agency partners, as sub-recipients of funds, the opportunity to become informed, ask questions, and provide feedback about policies and guidance, which affect how the business of transit gets done.

Details
The Transit Town Halls were conducted during the spring of 2018 in Pueblo, Durango, Glenwood Springs, Greeley, and Denver from April 3rd-13th. The attendees of the town halls were primarily representatives of local transit agencies, but also included other municipal staff, CDOT Region staff, and a handful of local government representatives.

Table 1: Participation			
Date	Location	Number of Agencies	Number of Agency Staff
Tuesday, April 3, 2018	Pueblo Police Department Community Room, 200 S Main St, Pueblo, CO	18	26
Wednesday, April 4, 2018	Durango Rec Center Window Room, 2700 Main Ave, Durango, CO	9	11
Thursday, April 5, 2018	Garfield County Library, 815 Cooper Ave, Glenwood Springs	16	27
Tuesday, April 10, 2018	Greeley Rec Center, 651 10th Ave, Greeley, CO	4	6
Friday, April 13, 2018	CDOT HQ Auditorium, 4201 E Arkansas Ave, Denver, CO	12	14
Totals		**59**	**84**

The agenda for the meetings covered nine topics, with many sub-topics as shown below in Table 2. The comments from the meeting are also summarized.

Next Steps: DTR to send out responses to questions and information as requested.

Attachment: Table 2 next page.

Table 2: Meeting Summary		
Topic	Sub-Topic Points / Messages	Feedback Received
Transit Grants Overview	• Grant compliance is necessary • Continual small efforts prevent compliance problems • Much of the reporting information can be re-used for local newspapers, transit agency boards, City Council, and/or County Commission staff • Share your successes	• A lot to know…Experienced transit agency staff can mentor newer agencies • DTR has improved a lot, compared to a few years ago. • Appreciate CDOT being more proactive with policy / technical changes to the program.
Training Opportunities	• The Rural Technical Assistance Program (RTAP) provides a lot of training classes/courses on a variety of topics. • Direct over-the-shoulder or consulting assistance is also available • Spring CASTA Conference May 15-18th in Greeley	• Rural Mobility Assistance in three TPR's will be especially helpful. • Other areas of the state need that too. • Would like to see a list of existing Coordinating Councils (LCCs & RCCs) • More on-line training might be better
COTRAMS Grant Interface	• Agency ability to update information in COTRAMS is improved • Risk Assessment forms for newly awarded projects are ready • Admin & Operating call-for-projects will be released in April, contracts starting Jan 2019	• Electronic screen-sharing is a good way to solve problems since it can be hard to describe in words what the problems are • New alerts and the new "home page" will be very helpful to users. • Please provide the updaded user manual
Transit Development Program	• A way to capture an estimate of all the needs around the state • $5.1+ Billion captured in a list so far • Goal 1: get to a semi-constrained list called "Tier 1", to match highway prioritization effort, approx $1 - $2 Billion list. • Goal 2: establish a method to estimate "shares" of funding that would go to each of the 15 Transportation Planning Regions	• There is a lot of need around the state. • Bus "barns" or maintenance facilities, and transit centers are key needs. • Many smaller agencies need operating money or expansion vehicles which appears to be below the current threshhold for getting on the list. • Please send a working copy of the TDP
Asset Management Planning	• New FTA requirement • All sub-recipients are "Participants" in the CDOT-created group plan, unless anyone opts-out and creates their own • Inventory of all vehicles, facilities, & equipment by asset condition • Prioritization of funding / replacement needs is the output	• Inventory of all assets might be a lot of work, even if that's the requirement. • Help some human service agencies split out "transit" from other aspects of their agency so reporting is correct.
FTA 5311 Policy (Methodology)	• Review of approved methodology & 5-year transition plan • Funding decided based on size and need/equity factors • 5-year estimate of funds created • Will adapt to changing conditions of agenies, i.e. ridership, local match funding, etc.	• No surprises. Few questions. • April "call", July decisions, August announcements of awards. Contracts before Jan 1, 2019.
Capital Call for Projects – Awards	• $30 Million in requests. $13 Million in available funds. • Needs this year favored replacement of older vehicles, not expansion vehicles or facilities. • VW funding will be a part of next year's capital call.	• VW funds cannot be applied retroactively, despite the interest there • Electrification &/or CNG interest is high. Transition will take time. • No bias for any one technology. Clean air and fuel efficiency are goals.
Statewide Transit Plan	• 2015 plan needs to be updated by 2020. • Data from all of the above efforts • Estimates long-term (25-year horizon) needs, projects funding, establishes recommendations to guide future spending, performance tracking, and policy.	• Existing Statewide Transit Plan and the 10 Rural Transit Plans are on-line. • Continue to consider more areas of the state for interregional and rural regional services. • Include technology effects on transit
Bustang & Outrider Implementation	• Bustang expanding to include Grand Junction – Glenwood segment of I-70 • Outrider providing buses and re-branding Lamar-Pueblo, Alamosa-Pueblo, Gunnison-Denver, and Durango – Grand Junction. • Prefer local agency to deliver service	• Consider partnering on maintenance facilities: Bustang + Local Transit • Shift from paper tickets and ticket agents to cash & electronic ticketing will be important to manage and learn from