STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



- **DATE:** January 3, 2014
- **TO:** Transportation Commission/Transit & Intermodal Committee
- **FROM:** Mark Imhoff, Director, Division of Transit & Rail

SUBJECT: 2015 FASTER Transit Project Recommendations

Purpose

The purpose of this memo is to brief the Transit & Intermodal Committee on the FY 2015 FASTER Transit project recommendations, and to present the proposed guidelines for the development of a FASTER Transit funds redistribution for FY 2016 and beyond.

Action Requested

No action is requested in January; the agenda item is for information only, and T&I input is sought. The FY 2015 FASTER Transit project recommendations will be brought to the Transportation Commission in February for approval.

Executive Summary

The FY 2015 recommended projects for FASTER Local funds and FASTER Statewide funds are listed in the attachment following this memo; a table is also included for projects not recommended, with a brief reason. The FY 2015 project recommendations will come before the Transportation Commission in February for approval.

Staff is developing a recommendation for a redistribution process for allocating the FASTER Transit funds to begin in FY 2016, with emphasis on achieving the PD 14 performance objectives:

• Performance Goal, Infrastructure Condition; Transit Asset Condition.

• Performance Goal, System Performance; Transit Utilization and Transit Connectivity. We have begun a process through the Transit & Rail Advisory Committee (TRAC), and including the Region Planners and CASTA, to devise a more effective project selection process. We seek Transit & Intermodal Committee input on the redistribution guiding principles:

- Transit Utilization Fund the highest priority transit projects throughout the state.
- Transit Asset Condition Utilizing the capital inventory of local bus fleets, identify a replacement schedule for all urban and rural transit vehicles (excluding RTD). Focus the FASTER Transit Local funds, in combination with the FTA capital programs, toward replacing local vehicles when needed. Over time the goal would be to replace all transit vehicles (subject to funding availability); this is thought to be an equitable distribution of FASTER Local transit funds.

- Transit Connectivity The annual allocation of FASTER Statewide Transit funds to the Interregional Express bus program is a key element of the redistribution. In addition, encouragement to local entities to provide more regional services is sought, possibly through an annual allocation of Statewide Transit funds as operating assistance to local transit providers that operate regional service.
- Streamline the FASTER Transit distribution process if possible.

Background

In the past, FASTER Local funds were distributed to the Regions by formula, and each Region selected the respective projects following an application process and working in conjunction with the local MPOs and TPRs. FASTER Statewide funds were distributed based upon a statewide competition, using an application and evaluation process. Both the FASTER Local and Statewide processes followed a two-year planning horizon. Therefore, during the FY 2014-15 cycle FY 2014 projects were finalized and FY 2015 projects were tentatively (preliminary) selected, pending updates, additions, withdrawals and formalization during the FY 2015 cycle. Local entities have used the FY 2015 preliminary program of projects as a planning guide for their capital programs. Therefore, significant deviation from the FY 2015 preliminary list would be problematic at the local level, and is not recommended. The Regions have agreed to honor the FY 2015 preliminary program of projects.

MAP-21 made a number of significant changes to transit funding. Under SAFETEA-LU the FTA Section 5309 program utilized "earmarks" for distributing bus and facility capital funds. Colorado, through the Colorado Transit Coalition, submitted one 5309 application for the state's bus and facility needs, and did very well in the "earmark" system (\$8-13M/year in recent years). MAP-21 replaced this program with Section 5339, Bus and Bus Facilities, and now distributes funds to states on a formula basis. The MAP-21 Section 5339 program allocates Colorado \$2.1 Million to Colorado by formula for small urban and rural transit systems; the three large urbanized areas each receive their own formula funding, totaling \$2.7M. The resulting funding gap at the local level has caused a reassessment of the best utilization of FASTER Transit Local funds, and how best to ensure safe and reliable bus fleets. The PD 14 category, Transit Asset Condition, emphasizes this priority.

Regional transit connectivity is also a needed element in the statewide transit system/network. The development of the Statewide Transit Plan (on-going) is getting consistent feedback that more interregional and regional transit services are needed. The TBD Colorado effort of 2012 also received similar input around the state which led to a TBD recommendation: "The state should play an enhanced role in helping to catalyze and secure funding for transit projects, such as interregional bus service". In addition, during the Interregional Express Bus plan development, the supporting local transit entities stressed the need for operating assistance for local entities that provide regional service; without such operating assistance the ability to provide needed regional service at the local level likely will be infeasible. The PD 14 category, Transit Connectivity, emphasizes this priority.

These considerations prompted the evaluation of the FASTER Transit program, and whether a redistribution of funds could help to better meet the PD 14 performance objectives. The

proposed guiding principles listed above have been developed, and are proposed to guide staff and the TRAC Sub-Committee in re-structuring the distribution of FASTER Transit funds beginning in FY 2016.

Details

The immediate need is to finalize the FY 2015 FASTER Transit projects; the recommended projects for both Local and Statewide are listed in the attachment at the end of this memo. The FY 2015 project recommendations honors the FY 2014-2015 two-year planning cycle, and incorporates the Regional distribution formulas from that time. A revised system will be developed over the course of the winter for use starting in FY 2016.

The FY 2015/16 call for "capital" projects was a combined call for both FASTER (Local and Statewide) and the FTA capital programs (Sections 5310, 5311 and 5339). Assessing and programming all capital requests in one batch is a more comprehensive approach to capital funding. In total, for FY 2015 \$18.78M in capital funding is available:

- \$5.0M FASTER Local pool
- \$6.0 M FASTER Statewide pool (note: Total Statewide pool is \$9.0M with \$3.0M allocated to Interregional Express Bus program.)
- \$1.38 M FTA Section 5310
- \$4.3 M FTA Section 5311
- \$2.1M FTA Section 5339

For FY 2015 109 applications were received from 46 transit entities, totaling \$50.6M. The attached tables represent the FY 2015 FASTER project recommendations; FY 2016 was portrayed as a planning exercise to prepare for the revised FASTER distribution model. The FTA capital project awards have tentatively been assigned, and will be finalized and announced once funding becomes available through the federal FY 2014 cycle.

Key Benefits

Beginning in 2016, achieve a better utilization of the FASTER Transit funds, alignment with the PD 14 performance objectives and coordination with the award of FTA capital funds.

Next Steps

It is recommended that the Transportation Commission approve the FY 2015 FASTER Transit projects in February 2014.

A revised distribution program will be developed over the winter using the guiding principles listed above (updated to include T&I Committee input as appropriate) for use in distributing FY 2016 FASTER Transit funds. Recommendations will be brought to the Transportation Commission for approval by July 2014

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	\$200,000
NOTES:	\$6,000,000
(a): FY15 Preliminary Awards were made in February 2013	
(b): FY 15 Additional Awards are recommended based on consolidated call for capital projects issued 10/18/13 and utilizing funds not committed in February 2013	

Table B: Projects Recommended	d for FY15 FASTER Transit Local Funding, 1/3/2014				
Applicant (agency rank)	Project	FY15 preliminary award (a)	FY15 Additional Awards (b)	FY 15 Recommended Awards	
Region 1: \$2,535,750 available					
Breckenridge 2	Replacement buses (2)	\$450,000	\$0	\$450,000	
Douglas County	Replacement Vehicles to be Leased to private operator (4)	\$0 (c*)	\$48,000	\$0	\$48,000
Seniors' Resource Center 2 (d)	Replacement Vehicles (4)	\$24,720			
Summity County 2	Bicycle Racks	\$0 (c*)		\$0	
Arvada 2	Olde Town Arvada Bus Transfer Facility phase 2	\$1,338,521		\$0	
RTD 1	Civic Center Station Phase II	\$594,879		\$0	
Seniors' Resource Center 1 (d)	Vehicle Replacements - SRC Urban and A-Lift (8)	\$48,000 \$2,643,620		\$0 \$0	
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Region 2 \$765,500 available		64.046.000	6765 655		A767.633
Mountain Metro 4	Fixed Routed Vehicle Replacment (4)	\$1,216,000			
		\$1,216,000	\$765,000	\$0	\$765,000
Region 3 \$608,250 available					
Allpoints 1 (d)	Replacement Buses (7)	\$46,883	\$46,883	\$0	\$46,883
Crested Butte 3	Replacement 38 foot bus #28	\$132,000	\$132,000	\$0	\$132,000
Eagle County	Cutaway Replacement (3)	\$0 (c*)	\$50,000	\$0	\$50,000
Mesa County 1 (d)	Grand Valley Transit bus replacement (7)	\$521,737	\$239,367	\$0	\$239,367
Snowmass 2	Light-Duty Medium-Sized Cutaway Vans (4)	\$100,000	\$40,000	\$0	\$40,000
Town of Avon	Bus Replacements (3)	\$656,000		\$0	
		\$1,456,620	\$608,250	\$0	\$608,250
Region 4 \$830,050 available					
Boulder 2	Boulder Transit Stop Enhancements	\$54,800	\$54,800	\$0	\$54,800
Fort Collins 2	Implementation of Network Management System	\$120,000	\$120,000	\$0	\$120,000
Greeley 3 (d)	Fixed Route Service Vehicle Replacements (3)	\$179,478	\$179,478	\$0	\$179,478
Greeley 4 (d)	Paratransit/Demand Response Vehicle Replacements (4)	\$47,099	\$47,099	\$0	\$47,099
NECALG	Vehicle Replacement	\$94,788	0	. ,	-
City of Greeley	Greeley Evans Transit Regional Transfer Facility (e)	\$1,509,920	0	1 /	
		\$2,006,085	\$401,377	\$428,673	\$830,050
Region 5 \$260,450 available					
Durango 2	Type I vehicle replacement	\$0 (c*)	64,000	0	64,000
SUCAP 1 (d)	Road Runner Transit Fixed Route Bus Repl. (3)	\$11,200		0	
Town of Mountain Village 1	Gondola - Main Drives and Motors End-of-Service-Life Replacement	\$466,000		0	176,741
		\$477,200	\$251,941	\$0	\$251,941
NOTES:					
 (a): FY15 Preliminary Awards we (b): FY 15 Additional Awards are and utilizing funds not committee 	recommended based on consolidated call for capital projects iss	ued 10/18/13			
(c*): Requests shown as \$0 wer (d): Denotes funds that will be u	re requested for 2014 but deferred to FY15 due to lack of available used to match federal grant funds y project funded from FASTER Statewide (Table A)	funding in FY14			

Table C: Key Factors in the Evaluation of Proposed Projects Not Recommended for Full FY15 FASTER Statewide Transit Funding															
			FY 15 Recommended												
Applicant	Project	FY15 request		Key Factors											
	Church Ranch P-n-R Boarding			Partial award - large request relative to amount of funding available; consider additonal funding if any other funds are											
RTD 6	Platforms Relocation	\$2,604,781	\$1,031,978	returned											
				Route might l	e profitable	enough for p	private fun	ding: w	ill be cons	idered for F	TA fur	nding: DTR	would ha	ve to spo	onsor as
Blackhills Stage Lines	Vehicle Replacement (1)	\$448,800		FASTER canno	•	• •								10 10 501	
				Route might be profitable enough for private funding; DTR would have to sponsor and lease bus, as FASTER cannot be							not be				
Burlington Trailways	Vehicle Replacement (1)	\$497,970		a warded to a for-profit entity; will be considered for FTA funding											
	University Station MAX/BRT Bike			Considered a lower priority overall, especially as an expansion; unsure of impact on transit ridership; unsure of how man							of how many				
Colorado State University	Shelter and Wayfinding	\$115,709	\$0	bike securements used by transit riders as opposed to general student population											
				No local mate	h proposed;	DTR essentia	allyasked	to spoi	nsor the pr	oject but is	s not p	prepared to	o do so; n	eeds	
Vride	Public/Private Vanpool Partnership	\$289,075	\$0	further review	v; expansion	project		-							