

FTA Section 5309

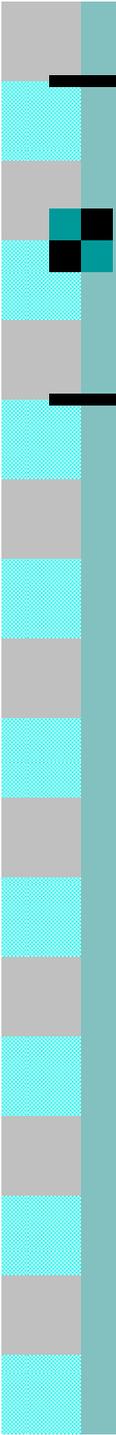
- Discretionary, not formula
- Only for capital
- Component programs: New Starts, Rail Modernization, **Bus and Bus Facilities**

Bus and Bus Facilities History

- Normally earmarked by Congress
 - Either: individual projects fought for Congressional delegation support
- or-
- Some type of statewide earmark was sought
 - In Colorado, Congressional delegation supported one earmark request, from Colorado Transit Coalition
 - Coalition paid a lobbyist to promote it
 - Earmark split among 25+ coalition members

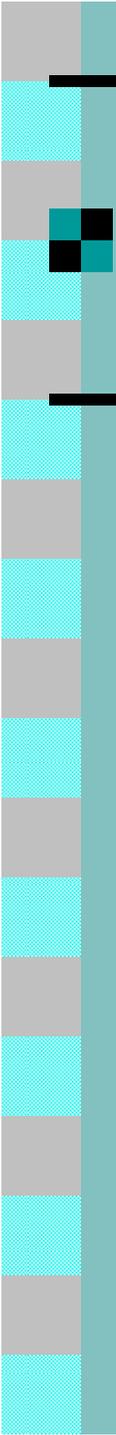
Congress Halted Earmarking

- Funds revert to the FTA
- Nationwide competitive applications
- Urbanized areas submit directly to FTA
- Rural areas submit through state DOT
- DOTs encouraged to prioritize
- FTA selects projects



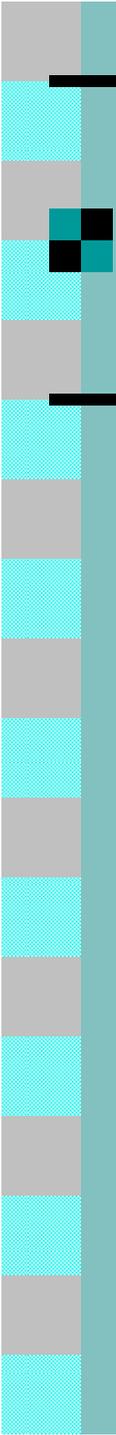
B&BF Program Subdivided

- State of Good Repair
- Bus Livability
- Clean Fuels
- Veterans Transportation and Community Living Initiative



CDOT Response

- DTR invited urbanized areas to join us
- DTR solicited rural projects
- Review team of DTR (2), DTD, and Policy scored and ranked project applications
- Used established criteria
- Revised criteria in response to age/mileage complaint last year



SGR Results

- 18 projects requested from 10 organizations
- 12 projects submitted to FTA
- The six projects scoring below 5 on scale of 1-10 were not submitted
- Submitted requests totaled over \$11.5 M
- Last year Colorado received \$3.3 M

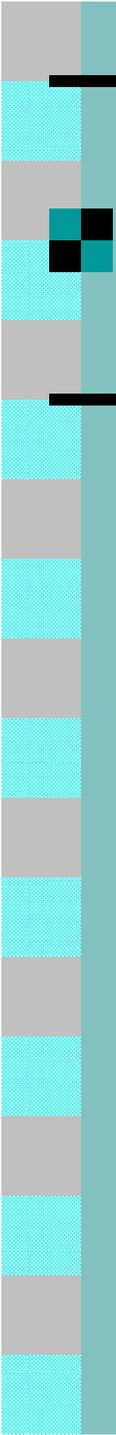
■ Reasons for Low SGR Scores

- Vehicles didn't reach FTA's minimum useful life for mileage and/or age, despite adjustment
- Particularly a problem in mountain towns with short, slow routes on slopes
- Durango project not seen as meeting criteria
- Wet Mt. project weak on match, sponsor



Other B&BF Results

- **Bus Livability:**
 - 4 projects requested by 3 organizations
 - All projects ranked and submitted to FTA
- **Clean Fuels:**
 - Only 2 projects requested, not ranked, both submitted to FTA
- **VTCLI:**
 - All four expected to be submitted when due



Other Results

- As extra means of transparency, DTR shares methodology and rankings with CASTA before submittal
- Projects not submitted are told what led to low score

■ Development of Better Process

- Coordinate process with other grants
- Use similar application template and criteria
- If not funded, automatically submitted for consideration in the other
- More uniform, transparent, predictable, need-based way to consider capital funding
- Steps toward a more formalized transit capital improvement program



Questions?
