



COLORADO
Department of Transportation
Division of Transit & Rail

2829 W. Howard Place
Denver, CO 80204-2305

TO: Transportation Commission
FROM: Sophie Shulman, Chief, Office of Innovative Mobility
David Krutsinger, Director, Division of Transit & Rail
DATE: August 19, 2020
RE: 2021 Consolidated Call for Capital Projects (2021 CCCP)

Purpose

Choose a direction for releasing a Consolidated Call for Capital Projects in August 2020.

Action

Provide feedback on the recommended approach. A future resolution is proposed for November/December when capital call projects have been evaluated, and action would be requested at that time.

Background

CDOT conducted a survey of transit agencies from June 17-24, 2020, and asked a series of questions about the financial standing of transit agencies. The survey asked about expectations in calendar 2020, and forecasts for 2021. While transit agencies commented that the severity and duration of COVID-19 impacts on transit service are difficult to predict, 85% of agencies expected 2021 to be the same or worse than 2020. In 2020, \$30 Million of CARES Act funds were passed through to Rural Colorado (excluding 5311(f)) agencies. If 2021 is similar, rural transit agencies will need another \$30 Million to maintain service at or near pre-COVID levels.

Outside of special programs, CDOT usually passes through \$11 Million in rural FTA admin & operating funds (primarily 5311 and 5310-Rural), and \$16 Million in a variety of capital funds.

- CDOT staff recommends utilizing up to \$10 Million in capital funds and “converting” it to admin & operating funding for transit agencies (A&O).
- Staff is collecting feedback on the amount of A&O that should be provided, and what should be released in 2021, when a trajectory on additional stimulus dollars and local revenue sources will be more clear.

Details

The following table illustrates the ability of funding in this post-COVID world to be responsive to transit agency needs. CDOT plans to move forward with the FTA and Volkswagen Settlement funds in this fall’s CCCP.

Funding Source	Staff recommendation for funding distributions
State FASTER Funds & SB 228 Funds for Local Purposes	Up to \$10 million converted to A&O; the remainder withheld for 2021
Federal “Rural” Transit Funds from 5310, 5311, 5339 Programs <ul style="list-style-type: none">• \$0.9M Rural 5311 & 5310• \$5.1M 5339(a) bus and bus facilities	\$0.9 million converted to A&O or held for 2021 \$5.1 Million in CCCP
Settlement Funds for Electric Buses	\$5 Million in CCCP

Proposed August CCCP Release	\$10.1 M = \$3.64 M Rural 5339 + \$1.46 M Small Urban 5339 + \$5 Million statewide Settlement
Total All Programs	\$21 Million

There is no adjustment to the “Settlement” Funds due to the inflexibility of their legally-allowable uses.

CDOT is responsible to fund and maintain a state of good repair for transit agencies participating in CDOT’s Transit Asset Management Plan (TAMP). CDOTs responsibility extends to 53 small urban and rural public transportation providers, and includes just over 1,300 vehicles. CDOT has averaged about \$9.3 M per year to rural and small urban agencies, and just over 50 vehicles to keep pace with replacement needs. The remaining \$6+ Million has been allocated to the large urban agencies: RTD, Mountain Metro, and TransFort.

Recommendation

The staff recommendation is to release the CCCP in August with FTA and Volkswagen Settlement funds. Additional A&O will be provided in the interim.

Next steps

Release a 2021 CCCP by August 31 based on feedback from TRAC and the Transportation Commission

Attachment:

None



COLORADO

Department of Transportation

Division of Transit & Rail

2829 W. Howard Place
Denver, CO 80204-2305

TO: Transportation Commission
FROM: Sophie Shulman, Chief, Office of Innovative Mobility
David Krutsinger, Director, Division of Transit & Rail
Brodie Ayers, Project Coordination Unit Manager
DATE: August 19, 2020
RE: \$1 Million Fund from the State Legislature regarding "Transportation Services for Vulnerable Populations, Including Seniors."

Purpose

Distribute \$1 Million in Vulnerable & Senior Transportation Funds to Appropriate Transit Agencies

Action

Approve the distribution of this \$1 Million in funds, with responsibility delegated to the five Metropolitan Planning Organizations (MPOs) in the state for the urban funds.

Background

The State Legislature in June 2020, through HB 20-1381, retracted \$10 Million in multimodal option funds (MMOF) previously provided through SB 18-001. A general fund transfer of \$1 Million was then provided back to CDOT through CDOT's annual appropriation in the State Budget "Long Bill". The \$1 Million is dedicated to "Transportation Services for Vulnerable Populations, Including Seniors."

The Federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) provided funding for many transit agencies, but left out agencies who receive Federal Transit Administration (FTA) 5310 funds. FTA 5310 funds are dedicated to "Enhanced Mobility of Seniors and People with Disabilities." Some agencies receive both FTA 5311 and FTA 5310 funds, and CDOT has provided limited funding to such agencies through the CARES Act distribution process. The number of agencies who receive 5310 funds is around 39 (updated Listing attached)

Details

There are two key decisions: (1) rural/urban split, and (2) allocation of responsibility/accountability

1. There are three existing formulas which provide policy precedents for distribution of these funds:
 - FTA 2020 5310 Apportionments: 15% dedicated to rural areas, and 85% to urban areas.
 - State allocation for MMOF: 18% dedicated to rural areas, and 81% to urban areas.
 - State statute for SB 267: 25% dedicated to rural areas, and 75% to urban areas.

Beyond this higher level of rural/urban split, the urban areas would be allocated according to the 5310 ratios among the MPOs, and CDOT would contract directly with the rural sub-recipients. Even though the 25% dedicated to rural areas might appear to slant towards rural areas, the numbers come pretty close to parity, on average. The average urban area agency would receive \$33,000 in shares of this funding, vs an average of \$16,000 per rural agency. On a per-capita basis, the average urban area receives 16.6 cents per capita in shares of this funding, and the rural areas about 19.3 cents per capita. The statewide averages would be \$26,000 per agency, and 17.2 cents per capita. Given the relatively small amount of money to distribute, overall, this is a reasonable conclusion.

2. The State Controller has given CDOT permission to directly transfer some to all of these funds to speed the efficiency of distribution. If CDOT transfers the funds to metropolitan planning organizations (MPOs), rather than contracting them, the dollars are delivered to the intended sub-recipients more quickly, and accountability for the funds is also transferred to the MPOs (read: local control). On the other hand, if CDOT contracts with the MPOs, funding to the sub-recipients takes more time, and accountability for the funds is more consistent across MPOs. Under the "transfer" option, MPOs would have full authority to choose which agencies receive funding,

and how much per agency, based on each of their own Area Agency on Aging, MPO technical advisory committee, and MPO Board decision structures. Agencies could *not* count on the averages stated above, but instead, would be allocated funding based on goals, priorities, and performance measures established by the MPOs.

Recommendation

The staff recommendation is to use the 25% dedicated to rural areas, and 75% to urban areas, and to transfer funds to the MPOs, with allocations as follows:

- DRCOG \$375,000 directly transferred, DRCOG makes sub-allocation decisions
- GVMPO \$60,000 directly transferred, GVMPO makes sub-allocation decisions
- NFRMPO \$115,000 directly transferred, NFRMPO makes sub-allocation decisions
- PACOG \$60,000 directly transferred, PACOG makes sub-allocation decisions
- PPACG \$140, 000 directly transferred, PPACG makes sub-allocation decisions
- Rural/CDOT \$250,000 for rural agencies, CDOT to contract with sub-recipients

Policy Options

1. Accept and approve both the allocation and the delegation of responsibility to MPOs. (Staff Recommendation)
2. Accept and approve only the allocation, but direct CDOT to retain more responsibility through contracting. (Slower in distributing funds, but acceptable to CDOT staff).
3. Accept neither, and refer the staff to refine the proposal.

Next steps

- STAC & TRAC Reviews & Recommendations August 14th
- Transportation Commission Review & Approval August 19th & 20th, respectively
- August 24th begin contracting and/or transfers appropriate to the decision

Attachment: Listing of Potentially Eligible Agencies

Listing of Potentially Eligible Agencies

(5310 Transit Agencies Who Receive Funding from CDOT or MPOs/Others Who Coordinate with CDOT)

Denver Metropolitan Area / DRCOG Region

1. A Little Help
2. Broomfield, City and County of
3. Clear Creek County / Prospector Transit
4. Colorado Nonprofit Development Center (CNDC)
5. Continuum of Colorado
6. Developmental Pathways
7. Douglas County
8. Easter Seals Colorado
9. Goodwill Industries of Denver
10. Lakewood, City of
11. Laradon Foundation
12. Littleton Omnibus
13. Via Mobility

GVMPO Region / Grand Junction Area

1. Family Health West
2. HopeWest

NFRMPO Region / Fort Collins - Greeley - Loveland Area

1. North Front Range Metropolitan Planning Organization

PACOG Region / Pueblo Area

1. Seniors Resource Development Agency (SRDA)

PPACG Region / Colorado Springs Metropolitan Area

1. Community Services & Supports
2. Discover Goodwill of Southern and Western Colorado
3. Disability Services, Inc., dba Envida
4. El Paso Fountain Valley Senior Citizens Program Inc.
5. Rocky Mountain Health Care Services (RMHCS)
6. Silver Key Senior Services

Rural Agencies / CDOT

1. Baca County Seniors Van
2. Blue Peaks Developmental Services
3. Community Connections, Inc.
4. Community Options
5. Daybreak
6. Horizons Specialized Services
7. Inspiration Field
8. Johnstown Senior Center
9. Lake County
10. La Plata County Senior Services
11. Mountain Family Center
12. Mountain Valley Developmental Service
13. Northwest Colorado Center for Independence (NWCCI)
14. Northwest Colorado Council of Governments (NWCCOG)
15. Platteville, Town of
16. Routt County Government



COLORADO

Department of Transportation

Vulnerable & Senior Transportation Fund

August 2020



Vulnerable & Senior Transportation Fund Approach

Budget Line Item

Vulnerable Populations and Seniors

%	ACTIVITY	TOTAL
0%	Administration <ul style="list-style-type: none"> Handled through the CARES Act Funds 	\$0
75%	Urban 5310 & Other Senior Providers <ul style="list-style-type: none"> Direct transfer of funds to MPOs MPOs responsible for distribution & contracting Approximately 20 Agencies 	\$750,000
25%	Rural Colorado Transit Agencies <ul style="list-style-type: none"> Approximately 16 Agencies 	\$250,000
		\$1,000,000



Vulnerable & Senior Transportation Fund Approach - Urban / MPO Areas

Colorado Springs Metropolitan Area / PPACG Region

1. Community Services & Supports
2. Discover Goodwill of Southern and Western Colorado
3. Disability Services, Inc.
4. El Paso Fountain Valley Senior Citizens Program Inc.
5. Rocky Mountain Health Care Services (RMHCS)
6. Silver Key Senior Services

Grand Junction Area / GVMPO Region

1. Family Health West
2. HopeWest

Pueblo Area / PACOG Region

1. Seniors' Resource Development Agency (SRDA)

NFRMPO /Fort Collins - Greeley - Loveland Area

1. North Front Range Metropolitan Planning Organization

Denver Metropolitan Area / DRCOG Region

1. A Little Help
2. Broomfield, City and County of
3. Clear Creek County / Prospector Transit
4. Colorado Nonprofit Development Center (CNDC)
5. Continuum of Colorado
6. Developmental Pathways
7. Douglas County
8. Easter Seals Colorado
9. Goodwill Industries of Denver
10. Lakewood, City of
11. Laradon Foundation
12. Littleton Omnibus
13. Via Mobility



Vulnerable & Senior Transportation Fund Approach - Rural Areas

Agencies from Rural of Colorado

1. Baca County Seniors Van
2. Blue Peaks Developmental Services
3. Community Connections, Inc.
4. Community Options
5. Daybreak
6. Horizons Specialized Services
7. Inspiration Field
8. Johnstown Senior Center
9. Lake County
10. La Plata County Senior Services
11. Mountain Family Center
12. Mountain Valley Developmental Service
13. Northwest Colorado Center for Independence (NWCCI)
14. Northwest Colorado Council of Governments (NWCCOG)
15. Platteville, Town of
16. Routt County Government



Vulnerable & Senior Transportation Fund Approach

- NFRMPO \$115,000 directly transferred, NFRMPO makes sub-allocation decisions
- DRCOG \$375,000 directly transferred, DRCOG makes sub-allocation decisions
- PPACG \$140,000 directly transferred, PPACG makes sub-allocation decisions
- PACOG \$60,000 directly transferred, PACOG makes sub-allocation decisions
- GVMPO \$60,000 directly transferred, GVMPO makes sub-allocation decisions
- CDOT (Rural) \$250,000 divided nearly equally among 16 agencies, or approx. \$15,625/agency