



COLORADO

Department of
Transportation



**FASTER Transit Distribution Recommendations
STAC Presentation, June 2014**



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Transportation

Division of Transit & Rail

- Role: Manage State Transit Program
 - FTA Funds & Programs
 - FASTER Transit Funds & Programs
 - Large Urban Areas are direct recipients of FTA Funds
- Responding now to Changes
 - MAP-21 Loss of capital funding (\$8-\$9 M/year)
 - Federal and state direction to become more performance-based and coordinated
 - Fill service gap between transit systems in Colorado



Process & Input Received in Development of Recommendation

- Transit & Rail Advisory Committee (TRAC)
 - 3 full-membership TRAC meetings
 - 4 subcommittee meetings including statewide representation from transit & MPO reps.
- Policy Options Workshops w/ Transit Grant Partners
 - 4 meetings statewide
- CASTA Board Briefings (2)
- STAC Briefings / Memos
 - 2 meetings, 2 non-meeting memos, and 3 additional meetings on PD14
- TC Direction plus progress briefings to T&I Committee & TC Workshop
 - 5 meetings



Recommendation

- \$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



Overall Recommendation Assumptions

- Recommendations here are intended for 3-year period
 - CDOT commitment to provide stable expectations
 - CDOT work through unintended consequences of this new approach
 - CDOT to 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



Local Pool Recommendation

- \$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



Statewide Pool Recommendation

- 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
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- \$10.0 Million Statewide Pool



Operating Assistance Recommendation, 1 of 3

- \$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:
 - (a) clear state role in replacing expired funds, i.e. CMAQ or similar,
 - (b) 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, 2 of 3

- 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, un-allocated funds are made available in the Statewide Competitive Pool.
 - Repeat process for FY17 & beyond



Operating Assistance Recommendation, 3 of 3

➤ Policy Options

1. \$450,000 to priority service in FY16 if local funding is committed
Up to \$550,000 in additional awards beyond three priority services if eligibility and local funding is committed
 - a. Un-allocated funds are held (“banked”) for operating assistance in FY17
 - b. Un-allocated funds may be used for capital purchases for services which are ready-to-go except vehicles
 - c. Un-allocated funds made available for statewide competitive pool projects
2. \$450,000 to priority service in FY16 if local funding is committed
No services beyond three priority services until future date
Statewide capital competitive pool is revised to \$2.55 M for FY16
3. No CDOT-Agency partnerships for FY16
Statewide capital competitive pool is revised to \$3.0 M for FY16

Staff recommendation: 1c



Next Steps

- June 13th - STAC Update
- June 19th - TC Action
- June/July - Additional TRAC Subcommittee Meetings
- July / August - Draft Capital Call-for-Projects
- August / September - Capital Call-for-Projects
- October to December - Evaluate Projects
- January - Draft Award List to TC
- February - TC Approval