



COLORADO

Department of
Transportation



FASTER Re-Distribution Transportation Commission Workshop



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FASTER Transit Redistribution

- DTR Role & Responding to Changes
- DRAFT Recommendation
- Overall Recommendation Assumptions
- Overall Scenarios
- Addressing the Recommendation Components
 - Local Pool Recommendation
 - State Pool Recommendation
 - Large Urban Recommendation
 - Operating Assistance Recommendation
- Next Steps
- Suggestions & Questions?



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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



DRAFT 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 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 fulfill performance-based data collection as basis for potential future adjustments to the FASTER distribution
 - Assess / revisit in 2017

- 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



Overall Scenarios

	Funding Use / Category	0 Recent FY14	1 Existing FY15 (Base)	2 Existing + Urban System Capital	3 Existing + Regional Bus	4 Existing + Urb. Capital + Regional Bus	5 Existing +Urb. Capital +Regional Bus (Max)
\$5.0 M Local Pool	Local Pool Capital/Bus	\$5.0	\$5.0	\$4.1	\$5.0	\$4.1	\$4.1
	Large Urban Capital Mtn. Metro Transit	\$0.0	\$0.0	0.7	\$0.0	\$0.7	\$0.7
	Large Urban Capital TransFort	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2	\$0.2
\$10.0 M Statewide Pool	CDOT Admin	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0
	IX Bus Operations	\$0.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0
	Large Urban Capital RTD	\$0.0	\$0.0	\$3.0	\$0.0	\$3.0	\$3.0
	Regional Bus Operations	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	\$2.0
	Competitive Capital Pool	\$9.0	\$6.0	\$3.0	\$5.0	\$2.0	\$1.0
	<i>Totals</i>	\$15.0	\$15.0	\$15.0	\$15.0	\$15.0	\$15.0
						Staff Recommendation	



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

- \$1.0 Million for DTR Administration, Planning, Tech. Assist.
- \$3.0 Million for CDOT Interregional Express (IX) Bus Service
- \$1.0 Million for Other 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



Large Urban Capital Recommendation

- \$3.0 Million for large urban capital (RTD)
 - Includes all of RTD's service area, RTD cannot compete in \$4.1 M pool
 - Other operators within RTD's service area, may still participate in the \$4.1 Million local agency pool
 - Must submit list of eligible projects for evaluation & selection



Operating Assistance Recommendation, 1 of 3

- \$1.0 Million 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

Month	Action
February	Initiate subcommittee
March	Subcommittee develops recommendation <ul style="list-style-type: none"> - Meeting #2 March 14, 1:30-3:00 PM - Meeting #3 March 24, 10-11:30 AM - Meeting #4 April 10, 10-11:30 AM
April	Policy Options Workshops, April 8-18 th Full STAC consideration, April 11 th Full TRAC consideration, April 11 th CDOT T&I Committee Briefing, April 16/17 th
May	CDOT Commission Workshop, May 14/15 th
June	CDOT Commission Approval, June 19 th
July	Draft Call for Projects
August/ September	Release Call for Projects





Suggestions & Questions

...& Thank you