

FASTER Transit Redistribution



TRAC PRESENTATION OCTOBER 11, 2013

- **STRATEGY SESSION- NEED INPUT**
- **CONCEPTUAL LEVEL SCENARIOS**
 - Easy to get hung up on details
 - Please stay out of the weeds!

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SB 09-108 Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

- \$5M/year – Local Transit Projects
- \$10M/year – Statewide, Interregional, Regional Transit Projects
- 5 year (3 cycle) History
 - 2010-2012
 - 2013
 - 2014 (current fiscal year)
- 2014/2015 applications last year
 - 2015 preliminary awards already made
- 2015/2016 Call for Projects October 18
 - Finalize 2015 recommendations
 - Establish 2016 preliminary awards
- Time to evaluate effectiveness of FASTER Transit program

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Current Distribution Practice **\$5M Local Pool**

- **Competitive at the Engineering Region Level**
- **Formula Based Distribution to Engineering Regions**
 - Population
 - HUTF lane miles
 - Performance/Ridership
- **Applications received by DTR**
 - Screened and prioritization guidance given to Regions
- **Regions working with MPO/TPRs make award recommendations**
 - Different methodologies used

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Current Distribution Practice **\$5M Local Pool**

- **Pros:**
 - New transit \$\$ to local entities
 - Population based distribution
 - Flexibility at Region level
- **Cons:**
 - Disproportionate transit needs
 - Lacks comprehensive planning
 - Grants small in nature
 - ✦ Typically too small to promote bus replacements

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Current Distribution Practice \$5M Local Pool

- **Recent Events:**
 - MAP-21 eliminates 5309 Capital Earmarks
 - ✦ Creates 5339 formula distribution to states
 - CDOT Region boundary consolidation
 - ✦ 5 Region Districts (down from 6)
 - TRAC Sub-Committee to evaluate Local Pool distribution
 - ✦ Modified formula based recommendation
 - Rejected by Transportation Commission
 - ✦ Direction - performance based budgeting
 - TRAC Sub-Committee proposes new distribution program/Option 1
 - DTR proposes new distribution program/Option 2

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Considerations

- **MAP-21 5339 formula to states**
 - Increases need to assist in capital program
- **PD-14 Transit Asset Condition**
 - Rural Transit Fleet
 - Asset Management Plans
- **DTR Capital Inventory/Programming**
 - Data base development/collection – Spring 2014
 - Vehicle replacement schedule

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MAP-21: 5339 Bus and Bus Facilities

- Capital formula to states
 - \$2.1M to Colorado for Small Urban & Rural systems
- Under old 5309 earmark program
 - Colorado Transit Coalition (CTC)/CASTA-then CDOT
 - ✦ One statewide earmark request to Congress
 - ✦ Largely focused on bus replacement needs
 - ✦ Colorado delegation unity - support
 - ✦ Highly successful: \$8-13M/year
- Changes/reduces flow of capital \$\$
- Changes local priorities

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Policy Directive 14 – Statewide Transportation Planning (Transit)

- Infrastructure Condition (Budget Category: Maintain)
 - Measure: Transit Asset Condition
 - ✦ **Maintain the % of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good or excellent condition.**
 - ✦ Ensure that all CDOT transit grantees have **Asset Management Plans** in place by 2017.
- System Performance (Budget category: maximize, expand)
 - Measure: Transit Utilization
 - ✦ Increase ridership of small urban and rural transit grantees at least an average of 1.5% annually over a 5-year moving average.
 - Measure: Transit Connectivity
 - ✦ Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

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Statewide Capital Inventory & Vehicle Replacement Schedule

PRELIMINARY, DRAFT, NOT FOR PUBLICATION, CAVEAT, CAVEAT, CAVEAT...

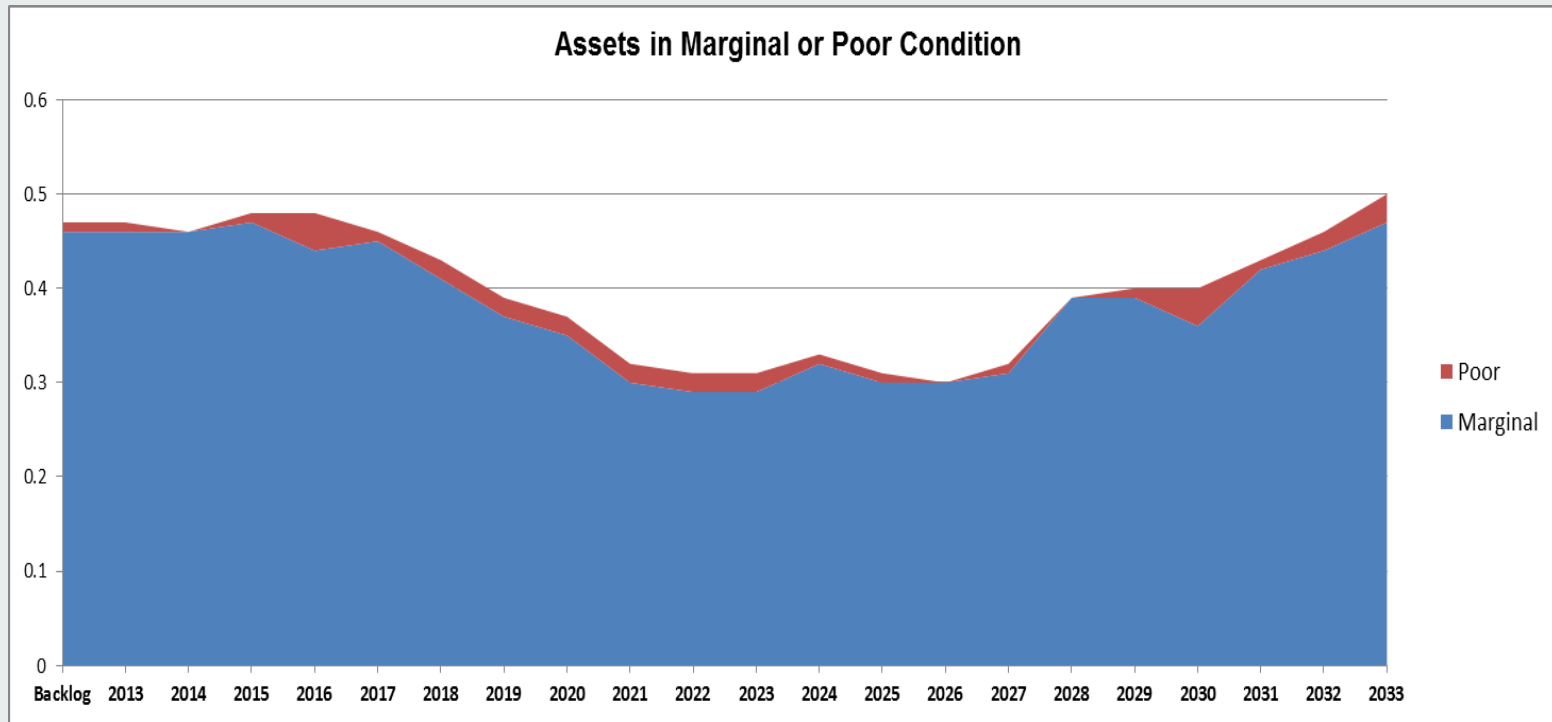
- Average annual bus replacement need: **\$30-35M**
 - Large & Small Urban and Rural
 - Excludes RTD
- FTA Capital Funds to CDOT for Small Urban and Rural Systems
 - 5310 & 5311: \$1.8M
 - 5339: \$2.1M
 - Total: \$3.9M
- Total capital buying power
 - FTA (5310, 5311, 5339): \$3.9M w/LM: \$4.9M
 - FASTER Local: \$5.0M w/LM \$6.2M
 - Total: \$8.9 w/LM **\$11.1M**
- Vehicle fleet funding gap: **\$20M+/year**
 - Does not include other capital needs

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Statewide Capital Inventory & Vehicle Replacement Schedule

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\$5M Local Pool Redistribution Proposal/Concept Option 1 (Sub-Committee)

- **Option 1 goals:**
 - Fund the highest priority transit projects throughout the state
 - Achieve equity statewide by distributing funds with the amount of FASTER tax dollars paid

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\$5M Local Pool Redistribution Proposal/Concept Option 1 (Sub-Committee)

- **Elements**

- Each CDOT Engineering Region receives \$275K for distribution (\$1.375M total)
 - ✦ Smaller agencies not competitive for FTA grants (5310, 5311, 5339)
 - ✦ Also available to build or rehab small transit facilities:
 - Bus stops, park and rides, etc.
 - ✦ Region planners coord with MPO/TPRs and transit agencies
- \$3.675M competitive process led by DTR
 - ✦ 1 call for projects, FTA capital programs and FASTER Local
 - ✦ Vehicle criteria, and facility criteria
 - ✦ Monitor geographic distribution – 5 year rolling average
- No Region could receive more that \$2M in any given year

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\$5M Local Pool Redistribution Proposal/Concept Option 2 (DTR)

- **Option 2 goals:**
 - Performance based budgeting: allocate funds to achieve prescribed measures
 - ✦ Maintain the % of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good or excellent condition.
 - Address vehicle replacement needs and funding shortfall
 - Equity – Over time entire statewide bus fleet replaced
 - Reprogram from 5309 Earmarks to 5339 formula distribution
 - Reduce bureaucracy/paperwork
 - ✦ No applications for scheduled bus replacements

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\$5M Local Pool Redistribution Proposal/Concept Option 2 (DTR)

- **Definitions:**
 - Large Urban Systems direct recipient of FTA funds
 - ✦ RTD, MMT, Transfort
 - Rely on FTA direct recipients (RTD, MMT, Transfort) to comply with FTA guidelines for vehicle replacement programs – monitor
 - Define RTD as a “regional” provider – i.e. Statewide Pool
 - ✦ Increases available funds for remainder
 - Define MMT and Transfort as “local” providers
 - ✦ FTA guidelines for vehicle replacement programs
 - ✦ Direct FTA fund recipients – not 5310, 5311, 5339
 - ✦ Need local match for vehicle replacements

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\$5M Local Pool Redistribution Proposal/Concept Option 2 (DTR)

- **Elements:**
 - Structure Bus Replacement Program with combined FTA capital programs and FASTER Local pool
 - ✦ Over time entire statewide fleet is replaced
 - ✦ Effective distribution of capital \$\$
 - Annual distribution program
 - ✦ Based on DTR Capital Inventory Vehicle Replacement Schedule
 - Small Urban & Rural providers
 - Over time all vehicles replaced
 - ✦ MMT – Local match to cover 4 vehicle replacements
 - ✦ Transfort – Local match to cover 3 vehicle replacements
 - Other capital needs born by local transit entities
 - ✦ Eliminates CDOT Region oversight of facility projects
 - No application process for scheduled replacements
 - ✦ Applications for special cases/replacement needs not on schedule

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\$5M Local Pool Redistribution Proposal/Concept Option 2 (DTR)

- Devil in the Details:
 - ✦ Capital Inventory completion - Spring 2014
 - Total transparent evaluation
 - TRAC Sub-Committee engagement
 - Assess backlog of replacement needs
 - ✦ Bus Replacement need greater than funds available
 - Balance through local match requirement???
 - Tier system for local match requirement???
 - County total property value per capita???

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\$10M Statewide Pool Redistribution Proposal/Concept Option 2 (DTR)

- Recent events:
 - PD-14 System Performance (Budget Category: Maintain)
 - ✦ Measure: Transit Connectivity
 - Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.
 - Interregional Express Plan Development
 - CASTA & transit agency input
 - ✦ Need operating assistance for locally provided regional service
 - \$5M Local pool defines RTD as “regional” provider

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\$10M Statewide Pool Redistribution Proposal/Concept Option 2 (DTR)

- **Goals:**
 - Develop a statewide transit system
 - ✦ Expand/increase connectivity
 - Provide sustainable funding for regional service
 - Include RTD as a regional provider

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\$10M Statewide Pool Redistribution Proposal/Concept Option 2 (DTR)

- **Elements:**
 - \$1M/year for DTR administration
 - \$3M/year for Interregional Express Service
 - ✦ Operations, maintenance and capital
 - \$1M/year for operating assistance to locally provided regional service
 - ✦ \$200K cap/route
 - ✦ Eligibility criteria to be established
 - Must operate outside jurisdictional boundaries
 - \$5M/year statewide, interregional, regional capital projects
 - ✦ Competitive process, applications required
 - ✦ RTD to receive a minimum of \$3M/year
 - In lieu of local pool eligibility

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??QUESTIONS??

COMMENTS/DISCUSSION