

# **Overview of Transit and Rail Funding at CDOT**

# Glossary of Acronyms

**FTA**

**FHWA (Federal Highway Admin.)**

**FRA**

**NHTSA (Natl. Hwy. Traffic Safety Admin.)**

**HUTF - Highway Users Tax Fund**

**UZA - urbanized area (>50K popn.)**

**E&D - elderly and disabled**

# CDOT funding sources

- **FHWA**
- **State gas tax (HUTF)**
- **FASTER (thru HUTF)**
- **Federal Transit Administration (FTA)**
- **NHTSA**
  
- **FRA**

# Rail Funding

## FHWA Section 130 Rail-Highway Grade Crossing Program:

- \$2.2 M per year
- For the elimination of hazards at rail-highway crossings
- Identified & prioritized on accident prediction analysis and benefit/cost ratio
- At least half used for active warning devices at rail-highway at-grade crossings (about 5-7)
- Remainder for new grade separation structures (usually pooled)

# **FRA Rail Grants**

## **High Speed Intercity Passenger Rail Program (HSIPR):**

- **State Passenger & Freight Rail Plan**
- **Interregional Connectivity Study**

# Other Rail Activity

## **Senate Bill 1 funded:**

- DUS improvements \$16.8M
- RMRA High Speed Rail Feasibility Study \$1.2M
- Extension of FasTracks line in Longmont (expired)

RTD, Denver, DRCOG, CDOT purchase of DUS

FHWA PNRS earmark for DUS \$45M

CDOT funded rail relocation Cost & Benefits Study \$500K

FHWA earmark funded R2C2 \$2M

USDOT TIFIA and RIFF loans for DUS \$336M

# FTA Funding Setup

**Funding is either Formula or Discretionary**

Discretionary: Section 5309

Formula: Sections 5303, 5304, 5307, 5310,  
5311, 5316, 5317

# Section 5309

- **Starts-Fixed Guideway,  
BRT**

- New Starts- large, criteria driven
- Small Starts – ask < \$75M
- Very Small Starts - <\$50M
- Competitive, must meet certain criteria, funding varies by year
- In 2010:
  - RTD \$94M, Ft Collins \$49M, RFTA \$800K

# Section 5309 (cont'd)

- **Bus and Bus Facilities**
  - Usually earmarked by Congress
  - Varies by year
- **Fixed Guideway Modernization**
  - By formula
  - RTD \$8M

# Bus and Bus Facilities

- **Colorado Transit Coalition obtains funding through annual earmark**
  - 25 members in Coalition
  - CASTA administers
  - Coalition pays lobbyist, seeks delegation support
  - Statewide earmark divided among members
  - Range from \$7M to \$14M
  - Full delegation support thus far

# Section 5309 “Interim”

## “Boutique” programs

- Resulting from earmark suspension
- Awarded at FTA discretion
- States request on behalf of non-urbanized areas
  
- State of Good Repair
- Livability
- TIGGER grants/energy efficiency

# Section 5307 Formula

- **Direct to recipients (not thru CDOT)**
- **Large urbanized areas (over 200K popn.)**
  - Denver, Colo Spgs, Ft Collins
  - \$59M
  - Non-operating only
- **Small urbanized areas (50-200K popn.)**
  - Boulder, Grand Jct., Greeley, Longmont, Louisville/Laf., Pueblo
  - \$9.8M operating or non-operating

# Section 5311

- For non-UZA public transportation
- Given to states, which award \$
- Colorado \$8.3M
- Operating or non-operating
- Competitive application process
- 40 ongoing recipients
- 15% set-aside for intercity bus

# Section 5310

- **Capital for serving elderly & disabled**
- **Given to states, at their discretion**
- **Urbanized or non-urbanized**
- **\$1.7M**
- **Competitive application process**
- **Coordination emphasis**

# Other FTA Grants

- **JARC and New Freedom:**
  - **Specialty programs for employment & disabled transportation**
  - **Given to states and large UZAs**
  - **\$3.4M**
- **Planning Grants**
  - **Sec. 5303 for MPOs \$1.4M**
  - **Sec. 5304 to CDOT for rural, statewide \$300K**

# Expired: Senate Bill 1

- General Fund amts. Over thresholds
- 10% for transit
- Competitive application process
- Task Force recommended projects
- Capital & planning only
- \$65 M over 3 years, 2006-2009
- 23 projects

# **FASTER**

- **Increased vehicle registration fees**
- **Used for Bridges, Safety, Transit**
- **Transit \$15M per year in statute (not %)**
  - \$10M for statewide multimodal projects
  - \$5M for local transit grants
- **Capital & planning only**
- **86 projects**

# Local Funding

- A few have dedicated tax
- Resort rural systems get <5% operating from FTA
- Non-resort rurals get closer to 50% (the maximum)
- State provides no operating funds



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# Questions?

