

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transit and Rail
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TO: Transit and Rail Advisory Committee (TRAC)
FROM: Mark Imhoff, Director, Division of Transit & Rail
DATE: December 2013
RE: DTR Project Update

The purpose of this memo is to provide the TRAC with the current status on select DTR projects and initiatives.

Advanced Guideway System (AGS) Feasibility Study – The AGS study is considering high speed transit options between DIA and Eagle County Regional Airport. Like ICS, it is also evaluating technologies, alignments, and financial funding options. The study is strongly coordinated with the ICS to provide an integrated statewide answer on high speed transit options, statewide.

Status:

- Technology: feasible with commercially-available steel wheel/rail or maglev technology
- Alignment: 3 of 4 alignments analyzed appear feasible, with 5-8 total stations
 - Stations require 10-20+ acre sites, 500-3,000+ parking spaces
 - More than about 2 stations per county slows travel times, reduces competitiveness with the auto, and reduces ridership.
 - The alignment 100% within the I-70 right-of-way (i.e. median) is too slow to be feasible.
- Capital costs:
 - Golden to Eagle County Airport, \$11-\$14 B, Hybrid Alignment and Maglev Technology
 - Golden to Breckenridge, \$5-\$7 B, Hybrid Alignment and Maglev Technology
 - Steel wheel technology is as much as twice as expensive due to need for more tunnels
- Financial Feasibility:
 - Returns a Benefit/Cost Ratio of 1.0 or greater when Federal Funding is at least 20%.

- Existing Federal, State, or Local funding sources not committed or reasonably expected in the foreseeable future.
- For implementation a substantial new funding source must be created and approved.
- Overall Feasibility:
 - Consequences of not implementing any transportation improvement are unacceptable
 - Consequences of implementing highway widening options remain strongly opposed by local communities which would bear the brunt of widening impacts, and by some of the general public.
 - A Traffic & Revenue Study (T&R) is evaluating the proposed idea that toll-lanes may generate spin-off revenue which could be put towards AGS development.
 - AGS findings will be combined with ICS findings (below) and incorporated in the Statewide vision for a future high-speed transit network
 - Implementation of any segment of the high speed transit network hinge on establishing a significant new funding source.
- See for additional information:
 - <http://www.coloradodot.info/projects/AGSstudy/project-leadership-team-plt.html>
- Next Steps
 - November 12th, 10:00 AM- 12 noon, Summit County Meeting on study findings
 - November 12th, 2:30-4:30 PM, Eagle County Meeting on study findings
 - November 13th, 3-4:30, Jefferson County Meeting on study findings
 - November 18th, 5:30-7:00 PM, Clear Creek County Meeting on study findings
 - November/December – AGS PLT Meeting on Draft Report
 - December/January – CDOT Transportation Commission workshop on AGS Draft Report
 - January/February – CDOT Transportation Commission, Acceptance of Final Report

Duration: 18 months (April 2012 – September 2013) Extended to January/February.

Interregional Connectivity Study (ICS) – The ICS is evaluating technologies, alignments and financial/funding options for potential high speed rail along the Front Range from Fort Collins to Pueblo, and the “connectivity” with RTD’s FasTracks system in the Denver metro area. This study is working with a Project Leadership Team (PLT) comprised of representatives from CDOT, federal agencies, elected officials and staff from communities along the Front Range, railroads, and select advocacy groups.

Status

- Technology: high-speed rail and maglev remain viable options for the Front Range corridor
- Alignment:
 - A single north-south alignment has emerged at a high level: north I-25 from Fort Collins to north Denver metro area, E-470 from north Denver metro area via DIA to south Denver metro area, and a combination of south I-25 and adjacent to freight alignment.
 - Three options remain for connecting mountain corridor to the north-south alignment: NW parkway quadrant, I-70/I-76, and C-470 SW quadrant.
- Level 3 Evaluation
 - Sensitivity testing of different transit fares revealed that ridership would increase from 12-14 Million at 35 cents/mile, to approximately 18 Million at 26.25 cents/mile.
 - Single track everywhere, but at stations, reduces capital costs by 30%, but also reduces ridership by 30% or slightly more.
 - Single track in only a few locations reduces capital costs 5-10% without loss of riders.
- Capital Costs
 - Fort Collins to Pueblo: \$12-\$14 Billion
 - Fort Collins to Briargate (Northern Colorado Springs): \$7.2 Billion
 - South Suburban (RTD SE Line) to Briargate: \$2.6 Billion
- Financial Evaluation
 - Existing Federal, State, or Local funding sources not committed or reasonably expected
 - For implementation a substantial new funding source must be created and approved
- Overall Feasibility:
 - ICS findings will be combined with AGS findings (above) and incorporated in the Statewide vision for a future high-speed transit network
 - Implementation of any segment of the high speed transit network hinge on establishing a significant new funding source
 - CDOT may pursue a North Front Range Strategic Rail Plan to update the North I-25 EIS findings of 2010 with both ICS and NAMS findings (below)
 - CDOT is may pursue a comprehensive multi-modal study for I-25 between Denver and Colorado Springs, which will establish a vision for a transit and highway improvements.

- See for additional information:
<http://www.coloradodot.info/projects/ICS/participate/plt-meeting-materials/>
- Next Steps
 - November 4th, 5:30 PM, Public Meeting in Windsor
 - November 19th, 5:30 PM, Public Meeting in Denver
 - November 20th, 5:30 PM, Public Meeting in Colorado Springs
 - November 21st, 5:30 PM, Public Meeting in Pueblo
 - December/January, Transportation Commission Workshop re: Draft Report
 - January/February, Transportation Commission Accept Final Report

Duration: 18 months (April 2012 – September 2013). Extended to January 2014.

Northwest Area Mobility Study (NAMS) – This study is managed by RTD, with HNTB under contract to RTD. The purpose of the study is to consider five aspects of the FasTracks Program: (1) Northwest Rail construction & service phasing options on BNSF track, (2) Extension of the North Metro rail line to Longmont in lieu of the Northwest Rail corridor construction to that location, (3) Evaluation of US 36 Bus Rapid Transit (BRT) completion options, (4) Evaluation of Arterial BRT service & facility options to support US 36 and Northwest Rail, and (5) Evaluation of bi-directional operation of i-25 “Downtown Express” carpool/toll lanes between downtown Denver and the US 36 / I-76 interchange.

Status

1. NW rail phasing cost analysis in October shows that with the first segment to Broomfield, there must also be the cost of the “franchise fee” (right-of-way use agreement) and diesel multiple unit (DMU) maintenance facility. This amounts to approximately \$600 Million for the segment from 71st / Lowell to 116th / Broomfield. Each subsequent segment is \$200 to \$300 Million more.
2. Options to extend North Metro rail line focused down to two alignments (of five total) in August, with ridership in September, and cost analysis in October. The extension is approximately \$700 Million, with 900 riders per day, compared to \$200 to \$250 Million from Boulder to Longmont segment and 1,600 riders per day. Based on this, the majority of the Policy Advisory Committee has recommended dropping this from further consideration as part of FasTracks, with a minority opinion suggesting it be kept on the table as part of ultimate passenger rail system development for the Front Range.
3. (No change)The HNTB study team validated RTD findings that the US 36 BRT program is among the leading BRT projects in the country with exclusive lanes, frequent service, and enhanced stations. The HNTB team will continue to support RTD and the corridor communities through existing efforts to define/choose one or more BRT vehicle(s), develop a branding strategy, determine whether stations should have level boarding, and confirm intelligent transportation system (ITS) elements supporting the other system elements. There is currently a \$114 Million

shortfall between FasTracks commitments, and what can be delivered with foreseeable funding.

4. An extensive workshop was held on October 22nd to develop, with technical team participation, the assumptions necessary to further analyze six potential arterial BRT corridors: (1) SH 119 between Longmont and Boulder, (2) US 36 / 28th Street between Canyon Blvd and South Boulder Road, (3) US 287 between Longmont and Broomfield, (4) SH 42 between Baseline Road and US 36/96th Street (Flatiron Crossing Area), (5) SH 7 / Arapahoe Road between Boulder and I-25, and (6) South Boulder road between Boulder and Lafayette (US 287). The technical team provided inputs in the number of stops/stations, whether stops/stations were “major” or “minor”, and whether right-of-way existed for exclusive lanes, queue jumps, and transit signal priority.
5. (No change) Bi-directional operations options have been proposed and “tabled,” based on existing actions being completed in the next two years. Bus-on-shoulder policy development and monitoring of bus delay & bus reliability are recommended for the short term beyond that. More expensive, longer-term options could be given additional consideration when warranted.

See for additional information: http://www.rtd-fastracks.com/nams_1

Next Steps

- Technical Advisory Committee Meeting #8, mid-November (TBD), re: rail results and funding/financing

Duration: 12 months (April 2013 – March 2014)

Statewide Transit Plan

Background:

The Statewide Transit Plan is being developed per state regulation by DTR staff with the assistance of a Consultant Team. The Statewide Transit Plan will identify local, interregional, and statewide transit and passenger rail needs and will be integrated into the Statewide Transportation Plan, currently underway. In addition to the Statewide Transit Plan, DTR is preparing the Regional Coordinated Transit Plans for the 10 rural transportation planning regions (TPR) of the state in accordance to FTA requirements.

Status:

October saw the completion of the second round of transit working group (TWG) meetings and public open houses around the state. The TWG meetings focused on review and finalizing of the regional vision, goals and objectives, existing providers and services within the region, coordination strategies and discussion on projects and prioritization. Follow up with providers is being conducted to finalize the list of projects in the short, mid and long term and identify the top priorities in the each region. Key themes we heard at the TWG meetings include:

- Enhanced funding for transit, especially for additional operating funds
- More flexibility with existing funding to meet locally identified needs
- Increased coordination and marketing of public and human service transportation information
- Better interregional and regional connections
- Enhanced transit service for transit dependent populations
- Increased information/education about funding sources and availability
- Linkage between land use and transit planning to improve connectivity

Sixteen public open houses were held across the state; two in each TPR except the Central Front Range, which only wanted one. While the public open houses did not have great turnout, the discussions were very informative. Attendees included general public, transit providers, elected officials and agency staff. Key themes we heard at the open houses include:

- Need additional and flexible operating funds. Can get a bus, but have no money to operate it.
- Need help with education, marketing and public awareness of local/regional service
- Need CDOT assistance with regional coordination among agencies and providers
- Need CDOT to facilitate communication with railroads where possible to further passenger rail options
- Elderly and disabled needs are significant and there are very few good rural options
- Multimodal connectivity is important: link transit to bike/ped and airports
- Regional connections linking rural communities to urban areas; need urban last mile connections
- Coordination is needed

The public involvement page of the website has over 400 views. Included on the site are the open house presentation in English and Spanish, the display boards, and a comment form, also in English and Spanish and links to a GIS based comment tool (Transit PIN Tool). To view material, go to

<http://coloradotransportationmatters.com/other-cdot-plans/transit/>

The statewide survey to assess the transportation needs of elderly and disabled has been sent to various agencies across the state and responses are beginning to come in from this distribution as well as from the on-line version. We are also in the process of direct mailing the survey to elderly and disabled individuals. Approximately 900 on-line surveys have been completed. Hope to have results early next year.

The 3rd Statewide Steering Committee meeting was held on October 30. The meeting presented information on what was heard at the TWG and open house meetings, review

of potential performance measures for the plan, and an overview of transit funding. Materials are available on the website at:

<http://coloradotransportationmatters.com/other-cdot-plans/transit/statewide-steering-committee/>

Next Steps:

- Continue work on performance measures: hold joint meeting with TRAC performance measure subcommittee and Transit Plan subcommittee on Nov. 20.
- Complete distribution of elderly and disabled survey to individuals.
- Develop draft annotated outline of Regional Coordinated Transit Plans; then draft documents early next year.
- Prepare for 3rd TWG meetings in January/February 2014.
- Plan for additional public open houses in the MPO areas in spring 2014.
- Develop draft outline for Statewide Transit Plan.
- Plan for 4th SSC meeting in Jan/Feb 2014.

Schedule:

April 2013 – June 2014 (15 months)

Interregional Express (formerly Regional Commuter Bus) Plan Development

To date, we have been referring to the proposed CDOT operated service as Regional Commuter Bus. There has been some definitional confusion with our stakeholders and among transit providers statewide over the term “regional”. Many local transit providers offer bus service outside their jurisdictional boundaries and/or of significant length to be considered regional. The proposed service that CDOT would operate connects regions and therefore we have begun to refer it as “interregional”. Our proposed service also is “express” in nature. From this point forward we will refer to the CDOT proposed service as “Interregional Express”.

Background:

In December 2012, DTR presented a concept to the Commission for CDOT to provide bus service in the I-25 corridor connecting Fort Collins, Denver and Colorado Springs; and on the I-70 mountain corridor between Grand Junction, Glenwood Springs, Vail, Frisco, and Denver. The goal was to focus service in congested, high-volume corridors at peak commuting times. FASTER Statewide Transit funds would be the funding source of the operations and maintenance, while the capital expenses of purchasing buses could be made up of a combination of remaining SB-1 Transit Funds and FASTER Statewide Transit funds.

Under the plan, CDOT would become the operating entity, purchase the buses, and contract with a private provider for the annual operation and maintenance. The CDOT buses would connect with local transit systems at key intermodal stations thereby

linking communities and providing good collection and distribution capabilities. No entity, except CDOT, has the jurisdiction and authority to provide interregional transit service, nor a stable funding source to pay for multi-jurisdiction transit services.

The statutory language creating the Division of Transit & Rail and the FASTER Statewide Transit funds gives CDOT the authority to develop and fund transit services, including the use of FASTER Statewide Transit funds for operations. In addition, the FASTER funds flow through the Highway Users Trust Fund (HUTF). The Colorado Attorney General's Office agrees and supports CDOT's authority to fund and operate transit service, and that the FASTER funds for the plan implementation do not violate the HUTF provisions.

The Commission directed staff to prepare an operating and implementation plan for consideration once developed.

Status:

DTR is developing the Interregional Express plan with the following guidance and assistance:

- Transit & Intermodal Committee input at their regular March meeting and a special April workshop.
- A Sub-Committee of the Transit & Rail Advisory Committee (TRAC) supplemented with transit providers in the I-70 and I-25 corridors; monthly meetings.
- Consultant expertise through the Intercity and Regional Bus Network Study. The Interregional Express element is near complete and the draft of this element will be provided as part of the November TC Workshop.

The conceptual plan presented last December has evolved over the past nine months. In March and April we received clear direction from the T&I Committee to (1) focus on the I-25 and I-70 corridors, (2) focus on express service, few stops over long distances, (3) scale the service for success, but start small with possible phasing, and (4) reserve options for serving shorter distance communities along the routes for TC future policy discussions and cost sharing provisions.

Service Plan:

The I-25 service will focus on commuter travel from Fort Collins and Colorado Springs to downtown Denver on weekdays; no weekend service. One off-peak trip will also be offered to provide flexibility to commuters when needed, and to accommodate other essential travel trip needs.

- Fort Collins to Denver
 - 5 round trips/weekday - 4 concentrated in the peak commute periods, 1 off-peak round trip; budget for expansion to 6 round trips/day if demand warrants.

- Park-and-ride/stations: I-25/Harmony Road, I-25/Us 34. Express to Denver Union Station.
- Colorado Springs to Denver
 - 6 round trips/weekday - 5 concentrated in the peak commute periods, 1 off-peak round trip; budget for expansion to 7 round trips/day if demand warrants.
 - Park-and-ride/stations : I-25/Tejon Blvd, I-25/Woodman Road, I-25/Monument Hill. Express to Downtown Denver with curbside stops at Civic Center Station, 17th Ave/Stout Street, with a final stop in Denver Union Station.

The I-70 service will have a focus on essential travel needs. The I-70 corridor is quite different in character from the I-25 corridor, and has a unique set of long distance travel needs. Initially the concept was to connect the commuting needs along the corridor between Grand Junction, Glenwood Springs, Vail and Summit County. In-depth dialogue and evaluation with the corridor stakeholders revealed the following: (1) The demand between Grand Junction and Glenwood Springs is too low to justify service at this time. (2) The service gaps between Glenwood Springs, Eagle County, Vail, and Summit County exist, but expansion of local/regional services already offered by the local transit entities is the more efficient and preferred solution. (3) There is a need and demand from Eagle and Summit Counties to the Denver metropolitan area for a multitude of trip purposes, or “essential travel”. Essential travel includes business, shopping, medical, air travel, pleasure and other trip purposes; recreational trips (like skiing) is not intended to be a primary purpose of the Interregional Express service.

- Vail Transit Center to Denver
 - 1 round trip/day; budget for expansion to 2 round trips/per day if demand warrants. The service schedule will be set to accommodate travel to Denver in the morning and return to Vail in the late afternoon, and to complement the existing Greyhound service in the corridor to offer flexibility and options to riders.
 - The local Eagle County, Vail, Summit County, and Breckenridge transit systems will provide coordinated feeder service to the Interregional Express.
 - Park-and-rides/stations: Vail Transit Center, Frisco Transit Center, Silverthorn Transit Center, the Denver Federal Center. Express to Downtown Denver with curbside stops at Civic Center Station, 17th Ave/Stout Street, with a final stop in Denver Union Station.

Rolling stock/vehicles:

The buses will be owned by CDOT and leased to the contract operator. Two bus types will be needed:

- 11 Over the Road Coaches for the I-25 service – 50 passenger capacity, handicap accessible, reclining seats with 3 point restraining belts, fold down tray tables, Wi-Fi and 110 electrical outlets, bike racks, and restrooms. For budgeting purposes we estimate \$600K per vehicle, or \$6.6M.

- 3 Small Coach for the I-70 service – 24 passenger capacity, handicap accessible, reclining seats with 3 point restraining belts, fold down tray tables, Wi-Fi and 110 electrical outlets, and bike racks; no restrooms. For budgeting purposes we estimate \$280K per vehicle, or \$840K.

An outstanding question we will address with the Commission at the November Workshop is

Whether or not the vehicle procurement should abide by Buy America. We are not using any federal funds to procure the bus fleet, therefore there is no requirement to meet Buy America. The primary issue is there is only one Over the Road Coach manufacturer that meets the Buy America provisions. The procurement specifications will require that any manufacturer be USDOT certified, and there are multiple manufacturers with this designation. There are more Small Coach manufacturers that meet Buy America, but more that don't. More competition will likely get a better price point, and delivery date.

Park and Rides:

All of the park and rides in the I-25 corridor exist, but need some improvements for opening day to accommodate buses, and one needs expansion. In addition, all park and rides in the I-25 corridor should have capital improvements to better accommodate and serve riders in the future. The I-70 corridor has existing bus accessible park and rides, and will need no capital improvements. Park and ride needs will be programmed for initial start-up and future years as part of the Interregional Express Financial Plan.

Fare Structure:

The fare structure evaluation and discussion with the TRAC Sub-Committee is on-going, but will be completed by mid-October. The fare structure concept being considered is based on \$0.17/mile for a single ticket purchase with significant discounts for multiple ride packages.

Operating Costs:

The Interregional Express service operations and maintenance will be contracted out to a private provider. The estimated operating costs are still in refinement, to be completed by mid-October.

Finance/Budget Plan:

The Finance/Budget Plan is in development. It is evaluating existing unallocated FASTER Transit Statewide funds and remaining SB 1 funds dedicated for transit as a basis for the capital requirements needed for opening day. The on-going operating and maintenance, and future year capital requirements will be programmed to not exceed a budget of \$3M/year to be funded out of the annual FASTER Transit Statewide pool; fare box revenues would be used to supplement the \$3M/year budget.

Miscellaneous:

Other elements in development are procurement strategies, branding, PR and a customer service plan. All of these elements will be included and covered at the November TC Workshop.

Develop/Implement Transit Grants Module

Background:

In an effort to improve the grant award, reimbursement, and reporting processes DTR is undertaking the development of a new web portal on the Salesforce “in the cloud” development platform. This portal will streamline and automate some of the businesses processes that DTR is regularly engaged in, both with external (grantees) and internal stakeholders (business office, contracting, etc.). This project will also develop the database component of the Statewide Transit Capital Inventory.

Objective for the year:

Complete Phase I implementation – Agency Profile, Capital Inventory, Reimbursements request form, and grant applications.

Status and pending Schedule:

The Agency Profile, Capital Inventory, and capital grants applications went “live” and were released to grantees on 10/18. The reimbursement form functionality is still in the testing phase and should be up and running for the “new” grant cycle starting in the late winter/spring 2014.

Asset Management Program Development

Background:

We’ve been working towards a more comprehensive approach with regards to Asset Management for a number of reasons: a) the overall CDOT AM program needs a transit component; b) there is a current need for technical assistance in developing Asset Management programs at the agency level; c) and the new “big” push: TAM requirements in MAP-21.

We have two projects underway that are working towards the broader AM goals.

The Statewide Transit Asset Management Pilot program is a partner project with RFTA and several smaller agencies (acting as the pilot group) that endeavors to explore ways that DTR can provide technical assistance, in the form of purchasing and implementing an asset management software system, to grantees so that they can be better able to develop and undertake an agency level asset management system. Phase one of this effort is underway, which will see implementation of the EAM (Enterprise Asset

Management) system at RFTA. DTR is working with the CDOT's purchasing office to set the stage for Phase II of this project – which will implement EAM systems at the pilot agencies. RFTA used a grant award from the FTA to purchase its software; CDOT awarded FASTER funds for the pilot agencies' purchases.

The second effort, which will be underway shortly, is the Statewide Transit Capital Inventory (STCI) project. This project will collect information on all transit assets (including vehicles, park and rides, intermodal and support facilities) throughout the state. This inventory will be slightly different than those we've developed in the past, particularly in the level of detail we collect, and will ultimately be the backbone of any future Asset Management and mid- and long- range capital activities that DTR undertakes, including grant decisions.

We know thus far that MAP-21 legislation contains two particular requirements: that all agencies develop Transit Asset Management plans that at a minimum, contain an asset inventory; and that they have a prioritized investment strategy for capital refurbishment or replacement. There is a potential for other unknown requirements by about this time next year once the FTA starts developing the details. Still, even without the details, DTR believes it has gone a long way in helping its grantees meet or even exceed the FTA's requirements.

Objective(s) for the year:

TAM Pilot Project - Begin phase I of the project, which is the roll out of the TAM software at RFTA and begin to scale the project to the other pilot agencies (underway).

STCI – finalize the contract and get the project kicked off before years end.

Schedule: TAM Pilot Project – RFTA has finalized the contract with the selected vendor (Trapeze/Asset Works) and is beginning the work of implementing the system in-house.

STCI – RFP's have been received and reviewed, a vendor selected and we are in the process of finalizing the contract with an expected project kick off before years end.

Performance Measures

Background:

Continuing effort with the TRAC to build on the framework exercise we recently completed. MAP-21 FTA deadlines may end up driving some of this work in the long term.

Objective for the year:

a) Refinement of Performance Measures, including selecting preferred performance measures and ensuring that the data is available. b) Establish internal/external roles and responsibilities for implementation. This will include answering questions of who will provide data, who will measure and record performance, and thinking about how future additions and changes be incorporated into the performance measurement program. c) Continue to coordinate and integrate data with the broader CDOT

performance measures effort. d) work to anticipate any new requirements or regulations that may come about due to MAP-21.

Status and pending schedule:

The TRAC performance measures and asset management sub-committee met for an intensive two-day workshop in advance of the Fall CASTA conference, to further develop performance measures. Staff is currently undertaking an effort to mesh the categories that came out of this effort with those identified in the TRAC Performance Measures framework, as well as work that is being undertaken as part of the Statewide Transit Plan. We anticipate that the sub-committee will be meeting in November or December of 2013 to further refine this work so that it can be presented to the full TRAC.

Transit Grants Awards / Contracting / Processing

Background:

DTR conducts an application process every two years for FTA operating and administrative grant funds, and every year in a “rolling” application for capital funds from the State FASTER Transit program and from the FTA Section 5310, 5311 and 5339 grant programs. Each program has a particular set of eligibility criteria.

Objective for the year:

Conduct a transparent application process for FTA operating/administrative grant funds for calendar year 2014. Execute all operating/administrative contracts no later than December 31, 2013. Conduct a transparent application process for capital funds that is more focused on performance and a state of good repair, and that eases the burden on applicants by making the application for both FASTER as well as FTA funds.

Status and pending schedule:

Two Interagency Advisory Committees (IACs) reviewed and scored applications requesting FTA operating/administrative funds for CY 2014. DTR announced tentative FTA operating/administrative grant awards for calendar year 2014 at the CASTA/CDOT Fall Transit Conference in late September. Recipients were given an opportunity to switch funds between the operating and administrative categories and to express any concerns about the awards.

No applicant received a failing score or was denied any funding. Most applicants for Section 5311 rural operating/administrative funding received increases over 2013 funding of between 3% and 6%, depending on their evaluation score.

DTR is about to issue notification of the final awards, which will signal the opportunity for local agencies to formally appeal their award and for DTR to begin the contracting process.

DTR and the local agencies will now begin negotiating scopes of work; then CDOT's Procurement Office will issue contract offerings to the local agencies, all with the goal of executing contracts no later than December 31, 2013.

DTR must demonstrate the availability of funds to cover a contract before it can even offer a contract. For a number of years, including the current federal fiscal year, Congress has failed to pass a full year appropriations bill; instead it has passed numerous continuing resolutions that only provide short-term funding. Right now the federal government is operating on a resolution that provides funding only until January 15, 2014. This means DTR does not have access to the funds needed to cover the entire CY 2014 contract. Rather than execute numerous contracts and amendments with only partial funding, DTR has been successful for a number of years in obtaining a loan from the Transportation Commission's contingency fund to cover these FTA contracts until such time that a full year's appropriation is made.

In October DTR requested and was granted a \$5.3 million loan from the Transportation Commission to cover the operating/administrative grant contracts for 2013. DTR is also using \$3.6 million in carryover funds to cover these contracts. DTR did not request a loan to cover its FTA capital grants, as it had done in 2013, because the Commission intends to make most of its contingency funds available to assist with flood damage repairs. DTR will not be able to proceed with FTA capital contracts until it receives all of its FTA FY 14 funding or in sizable enough portions to proceed incrementally.

On October 18, DTR issued its call for capital projects in a broadly distributed Notice of Funding Availability. Applicants can request funding not only from the State FASTER Transit program but also from three FTA programs that offer capital funding. It is cumbersome and time consuming to submit applications for each program, so DTR has consolidated all capital requests into one application per year. In this way DTR can award funds from the most appropriate funding source and can also better respond to those who wish to use FASTER to match federal funds. As mentioned earlier, existing grantees will be able to submit their capital grant application using DTR's new Transit Grants Module.