

# FASTER Transit Redistribution

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## **TRAC SUBCOMMITTEE MEETING #1**

**FEBRUARY 24, 2014**

# Agenda for Meeting #1

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- **Welcome & Introductions** 10:00-10:10
- **Review of FASTER Legislation** 10:10-10:20
- **Transportation Commission & Operating Committee Feedback** 10:20-10:30
- **FASTER Redistribution Principles** 10:30-10:50
- **Discussion** 10:50-11:20
- **Schedule for FASTER Redistribution** 11:20-11:30
- **Adjournment** 11:30

# Who Is on the Sub Committee?

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- Rob Andresen, Grants Mgr, CDOT-DTR
- David Averill, Plng & Infrastructure, CDOT
- Craig Blewitt, Mountain Metro Transit
- John Elias, RTD Syst. Plng/FasTracks
- Matthew Helfant, DRCOG
- Mark Imhoff, Director, CDOT-DTR
- Will Jones, Greeley Transit
- Lizzie Kemp, CDOT Region 1/FasTracks
- Lenna Kottke, Special Transit
- David Krutsinger, Rail & Spec Proj, CDOT
- Tracey MacDonald, Sr. Transit Plnr, CDOT
- Tom Mauser, Transit Section Mgr, CDOT
- Ryan Mulligan, RTD Syst. Plng/FasTracks
- Kurt Ravenschlag, General Mgr, TransFort
- Ann Rajewski, Co Exec-Director, CASTA
- Marissa Robinson, R4 Liaison, CDOT-DTD
- Vince Rogalski, Gunnison Valley TPR/STAC
- Mark Rogers, CDOT Region 3
- Mike Timlin, Bus Services, CDOT
- Elena Wilken, Co Exec Director, CASTA
- Kathy Young, Mesa County/GVT
- Anyone missing?

# Goals for Meeting #1

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- **Share policy background...a common foundation for framing / approaching this topic**
- **Explore (not decide) what CDOT's role(s) should be in fairly distributing FASTER dollars**
- **Understand how changes to FASTER distribution might relate to FTA funding pools and overall funding flows**
- **Raise questions/issues to be answered in future meetings**

# Review of FASTER Legislation

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**LEGISLATION OVERALL  
TRANSIT COMPONENT OF LEGISLATION**

# FASTER Legislation

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

- Signed March 2, 2009 by Gov. Bill Ritter
- \$200 Million per Year Total
  - \$80 Million/year - FASTER Safety (can grow/shrink)
  - \$105 Million/year - FASTER Bridge Enterprise (can grow/shrink)
  - \$15 Million/year - FASTER Transit (fixed amount)

# FASTER Legislation – Fees Collected

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

1. Two annual surcharges on motor vehicle registrations;
  2. Supplemental surcharges on oversize/overweight motor vehicles;
  3. Daily fees on rented vehicles (rental car companies pay a daily \$2 car rental fee); and
  4. Incremental fees for late motor vehicle registration.
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- Average of \$6 per vehicle per month is collected overall
  - Average of \$0.45 per vehicle per month to Transit

# FASTER Transit Legislation

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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
- 6 year History
  - FY 2010-2012
  - FY 2013
  - FY 2014 (current fiscal year)
  - FY 2015 (fiscal year starting July 1, 2014)

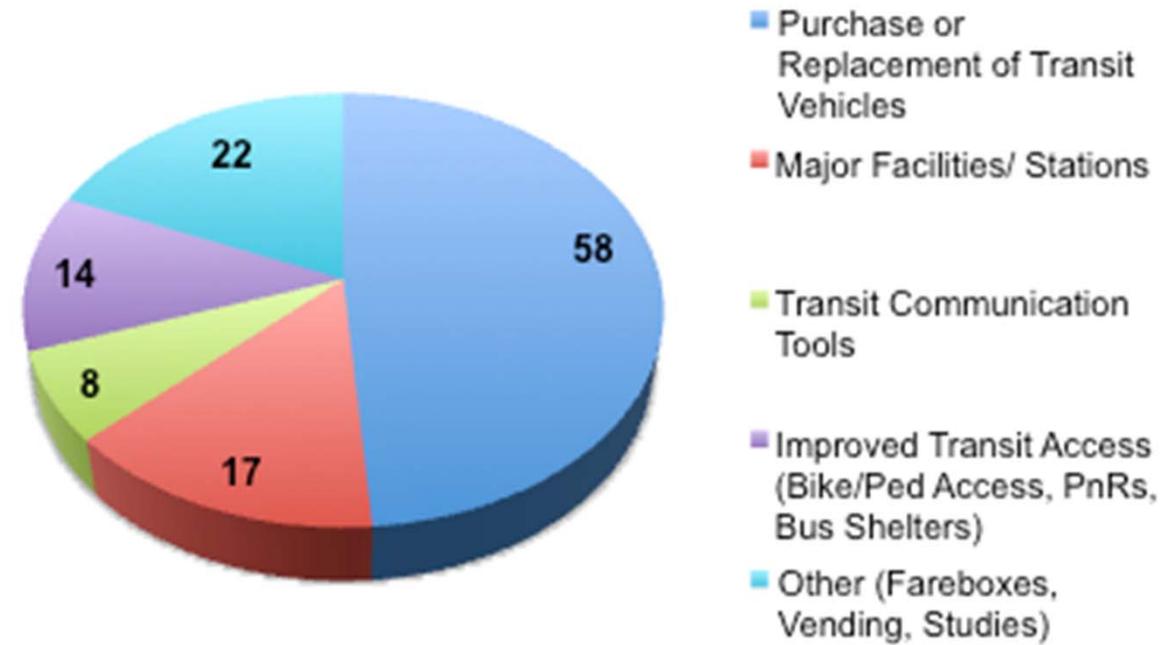
# FASTER Transit Project Award Practice

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- **\$5M Local Pool**
  - Competitive at the Region Level
  - Formula Based Distribution to Engineering Regions
  - Regions with MPO/TPRs make award recommendations
- **\$10M Statewide Pool**
  - Competitive at a statewide level

- ❑ Transit Vehicles
- ❑ Multimodal Stations
- ❑ Consolidated Call Center Equipment
- ❑ Transit Access
- ❑ Fareboxes, Vending, etc.
- ❑ Capital Studies / Pursuit of Federal Funds
  
- ❑ 119 Total Projects Funded To-Date

## ***FASTER Transit Grants & Projects***



## **FASTER Transit Project Awards 2010-2015**

# FY 2015 Award Process

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- **Combined Capital Call-for-Projects**
  - FASTER Local & Statewide pools
  - FTA capital programs
  - Comprehensive assessment and programming
  
- **Total capital pool - \$18.78M available**
  - FASTER - \$11.0 M available
    - ✦ \$5.0M Local/\$6.0M Statewide
    - ✦ Excludes \$3.0M Statewide allocated to IX Bus
  - FTA - \$7.78M Capital programs
  - 109 applications/46 transit entities, totaling \$50.6M requests/needs

# Transportation Commission & Operating Committee Feedback

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**TRANSPORTATION COMMISSION MEETINGS  
TRAC OPERATING SUBCOMMITTEE  
R.F.I. - POTENTIAL REGIONAL SERVICES**

# Transportation Commission Feedback

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- **March 2013 T&I Committee, Re: Transit Asset Management**
  - Performance-based allocation/distribution is overall TC direction
  - PD14 Measures for transit asset management discussed
  - TC/T&I committee support for asset management
- **June 2013 T&I Committee, Re: Operating Assistance**
  - Concern about operating uses, especially for transit agencies
  - “OK” to gather information and consider issues
- **September 2013 T&I Committee, Re: Transit Utilization**
  - 5-year average of 1.5% growth/year seems modest, restate as “at least 1.5%”
- **January 2014 T&I Committee, Re: FASTER Redistribution**
  - General support for the FASTER Redistribution principles
  - Strong caution on “connectivity” principle that CDOT funds not be used to bail out under-performing, locally unsupported services

# TRAC Operating Subcommittee Feedback & Operating Call for Interest

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- **September 4, 2013 Conference Call**
  - Goals: maintenance of effort, regionally significant, strong performance, commitment, incentivize forward momentum
  - Questions: define “regional,” need more than a one-year / short-term start-up funding, determine “best use” for FASTER funds overall
- **Request for Expressions of Interest in Regional Bus Funding, January 27 – February 14, 2014**
  - Gauge level of interest, potential benefits, connectivity
  - 9 Submissions / Expressions of Interest Received

# FASTER Redistribution Principles

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**REDISTRIBUTION GUIDING PRINCIPLES  
&  
RELATIONSHIP TO OTHER GOALS & PLANS:  
FTA FLEET & SAFETY POLICY  
POLICY DIRECTIVE 14 (PD 14)  
STATE TRANSIT PLAN**

# FASTER Transit Redistribution

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## Guiding Principles

- **Transit Utilization**
  - Fund highest priority projects
- **Transit Asset Condition – Local Pool**
  - Utilize capital inventory (on-going)
  - Focus on vehicle replacement program
- **Transit Connectivity – Statewide Pool**
  - Interregional Express Bus – annual allocation
  - Encourage locally provided regional service
    - ✦ Consider operating assistance
- **Streamline distribution process**

# Guiding Principle & Performance Measures

Performance Measure	Guiding Principle	FTA	Policy Dir. 14	Transit Plan
Annual small urban and rural transit ridership measured with a five year rolling average (PD 14)	✓		✓	✓
Portion of CDOT grant partners with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017 (PD 14)	✓	✓	✓	✓
Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14)	✓	✓	✓	✓
Annual revenue service miles of regional, inter-regional, and intercity passenger service (PD 14)	✓		✓	✓
Percent of rural population served by public transit				✓
Percent of agencies providing static and/or dynamic online map/schedule information				✓
Percentage of grant partners reporting active involvement in local coordinating councils or other transit coordinating Agency				✓

# Transit Utilization

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- Annual small urban and rural transit ridership measured with a five year rolling average (PD 14)
  - RTD receives from and reports to FTA directly
  - Five-year average removes spikes from general trends
  - At least 1.5% per year...State Population Growth Rate

# Transit Asset Condition

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- **Portion of CDOT grant partners with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017 (PD 14)**
  - FTA Requirement to have Asset Management Plan
  - CDOT envisions providing template & technical assistance
- **Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14)**
  - At least 65% meet this definition, match or exceed existing status
  - Transit Capital Inventory Project...a measurement tool

# Transit Connectivity

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- Annual revenue service miles of regional, inter-regional, and intercity passenger service (PD 14)
  - Measure regional and “above” as target for state role in connecting local services
  - Transportation Commission aversion to funding local services, both due to limited funds, and due to separation of state and local duties
  - Intended to include public agencies, some intercity private operators, and Amtrak. Does not include taxis, ski/tourist/hotel vans & shuttles
  - Framework of Intercity & Regional Bus Study



# Streamline Distribution Process

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- **Recent & Current Efforts**
  - COTRAMS: better, more efficient grant partner interface
  - Grant applications which focus on required information only
  - Combined calls for projects:
    - ✦ FTA & FASTER capital call all-in-one, rather than two processes
- **Proposed by FASTER Re-Distribution**
  - With regular fleet replacements, focus more on achieving “state of good repair” goals than being grant “gatekeepers”
  - Improve predictability in flow of funding
  - Reduce unnecessary “hoops” to distribute the money

# Discussion

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**COMMON QUESTIONS HEARD SO FAR...**  
**WHAT ARE THE DEVILS-IN-THE-DETAILS?**  
**WHAT QUESTIONS SHOULD ALSO BE ASKED?**

# Transit Utilization Devil-in-the-Details

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- How will ridership factor into decision making process?
- How can it be structured to promote the goal of increasing statewide ridership?
- Can statewide ridership be increased without becoming micro-managing at the agency-by-agency level? If so, how?
- How is this goal balanced with other goals? How are small rural operator interests served fairly, when compared to resort and larger urban operators?
- How to balance the performance directives from the TC with the fairness goal?

# Transit Asset Condition

## Devil-in-the-Details

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- Will the need be greater than the funding? If so, what happens then?
- Will Asset Inventory project provide good enough information to program replacements? What are the “exceptions” to the programming rules? What about “lumpy” year-by-year needs?
- Does fleet replacement focus work equally well for all agencies? Rural? Resort? Small Urban? Fixed-Route and demand-response?
- What about agencies that want other capital funding?
- What about lemons, wrecked vehicles, and other unexpected events?

# Transit Connectivity Devil-in-the-Details

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- How can it be ensured that the money spent on operating assistance is a true success, (a)not a subsidy for an under-performing service, (b)not a local / pet-project “win” and statewide “loss”, (c)nor just another way to spread political “peanut butter” all over the state
- Is there a negative impact on capital funding needs?
- How to structure a fair, reasonable, demonstrably productive program for operations funding by CDOT for regional / interregional services?
- How can funds be used fully and completely?

# Grant Process

## Devil-in-the-Details

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- What are the cons to predictability: Potential for inflexibility? Potential for loss of local input?
- How will FASTER and FTA capital funds work together?
- What does a change in FASTER mean about how FTA Capital funds might be distributed?
- Are there any unintended consequences for FTA Operating funds?

# Schedule for FASTER Redistribution

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**GETTING TO THE NEXT CAPITAL “CALL”  
MORE IMMEDIATE NEXT STEPS**

# Schedule

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- August 2014 – FASTER & FTA capital call for projects
- June 2014 - Transportation Commission approval of FASTER Redistribution
- May 2014 – Transportation Commission Workshop on FASTER Redistribution proposal
- April 2014 – TRAC Meeting and Policy Options Workshop re: FASTER Redistribution proposal
- February & March 2014 - TRAC Sub-Committee Meetings to Work through issues/questions/details and develop a FASTER Redistribution proposal

# Next Steps

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- **Date(s) for Next Meeting(s)**
  - How many meetings & how often?
  - When are good times?
- **Agenda Items**
  - What are the most pressing issues to address?
  - What issues need to be addressed before others?

# Adjournment

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**THANK YOU!**