RFTA Planning Department Monthly Update

February 11, 2016

RFTA Vision Statement

RFTA pursues excellence and innovation in providing preferred transportation choices that connect and support vibrant communities.

RFTA Planning Department Vision Statement

We will work creatively, cooperatively and comprehensively with our partners in the public, private and nonprofit sectors and other groups to create healthy and vibrant communities.

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Fixing America's Surface Transportation (FAST) Act – Transit and Rail Highlights

The following information was provided by Ron Papsdorf, CDOT's Federal Affairs and Local Government Liaison, at the CDOT Transit and Rail Advisory Committee meeting on Friday, January 26, 2016:

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act. The FAST Act authorizes Federal highway, transit, and rail programs for five years from 2016 to 2020 and represents the first long-term comprehensive surface transportation legislation since 2005.

The FAST Act is a five year (FY 2016 – FY 2020) $300 billion highway, transit, highway safety and rail bill. It provides approximately $225 billion in contract authority over five years for the Federal-aid Highway program, increasing funding from $41 billion in FY 2015 to $47 billion in FY 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State DOTs through formula programs. The bill creates a new National Highway Freight program (approximately $1.2 billion a year) that is distributed to the States by formula and creates a new discretionary program for Nationally Significant Freight and Highway Projects (approximately $900 million a year). The FAST Act gradually increases the percentage of the Surface Transportation Program that is sub allocated by population from 50 percent in FY 2015 to 55 percent in FY 2020. The bill also includes a $7.6 billion rescission of unobligated Federal-aid Highway contract authority in FY 2020.

The FAST Act provides approximately $61 billion over five years for Federal transit programs including $48.9 billion in Highway Trust Fund contract authority and roughly $12 billion in funding from the General Fund. For highway safety the bill provides $4.7 billion for NHTSA ($3.7 from the HTF) and $3.2 billion for the Federal Motor Carrier Safety Administration. The FAST Act authorizes approximately $10 billion over five years for the Federal Railroad Administration and Amtrak.

For Colorado, the bill increases highway formula funding from $516 million in 2015 to $542 million in 2016 and grows to $592 million in 2020. Overall, this represents an increase of about $250 million over MAP-21 funding levels over the five years of the bill. On the transit side, funding increases from $111.5 million in 2015 to $114.6 million in 2016 and grows to $124.8 million in 2020. Overall, this represents an increase of about $40 million over MAP-21 funding levels over the five years of the bill. A funding summary by program area is attached.

Transit Provisions Highlights

The FAST Act provides a total of $61.1 billion over five years and grows transit funding by more than 10% in year one and by almost 18% over the five years of the bill. The bill grows the Urbanized Area Formula program by less than 2% in 2016, staring at $4.5 billion. It is increased by 10.6% over the five-year authorization to $4.9 billion. The Rural Area Formula Program grows by 10.8% from $620 million in FY 2016 to $673 million in 2020.

Definitions

- Improvements to landscaping and streetscape must be 'functional' to be eligible as an associated transit improvement.
- Bicycle storage shelters and parking facilities and the installation of equipment are eligible.
- Allows leasing equipment or a facility for use in public transportation as a capital project without being subject to regulations that the Secretary prescribes limiting the leasing arrangements to those that are more cost-effective than purchase or construction.

- Now allows capital projects to include outfitting of commercial space or a part of a public facility not related to public transportation as part of a joint development improvement.
- Capital projects include the provision of non-fixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), but only for grant recipients that are in compliance with applicable requirements of that Act, including both fixed route and demand responsive service, and only for amounts not to exceed 20 percent of such recipient's annual formula apportionment under sections 5307 and 5311, if, consistent with guidance issued by the Secretary, the recipient demonstrates that the recipient meets at least 2 of the following requirements:
- Provides an active fixed route travel training program that is available for riders with disabilities.
- Provides that all fixed route and paratransit operators participate in a passenger safety, disability awareness, and sensitivity training class at least biennially.
- Has memoranda of understanding in place with employers and the American Job Center to increase access to employment opportunities for people with disabilities.
- Adds two new capital project types:
- Associated transit improvements.
- Technological changes or innovations to modify low or no emission vehicles.
- Defines Value Capture: recovering from the increased property value to property located near public transportation resulting from investments in public transportation.

Metropolitan and Statewide Transportation Planning

- Plans and TIPs for each Metro Area shall provide for intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers.
- Transportation plans must include the identification of intercity bus facilities.
- Transportation and transit enhancement activities must include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.
- Includes intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program as part of the private transportation providers that must be afforded a reasonable opportunity to comment on the Plan.
- Within a metropolitan planning area serving a transportation management area, the transportation planning process under this section shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this chapter and title 23 through the use of travel demand reduction (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects, and operational management strategies.
- The statewide transportation plan and the transportation improvement program developed for each State shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and

commuter vanpool providers) that will function as an intermodal transportation system for the State and an integral part of an intermodal transportation system for the United States.

- Public ports and intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program shall be given a reasonable opportunity to comment on the long-range statewide transportation plan.

Fixed Guideway Capital Investment Grants

- Removes weekend service requirement for corridor-based bus rapid transit projects.
- Adds small start projects in definition of Program of Interrelated Projects.
- Increases maximum size of small start grant from $75 million to $100 million and the maximum size of small start project from $250 million to $300 million.
- Redefines Corridor-Based Bus Rapid Transit Project to mean a small start project that emulates rail fixed guideway systems, the majority of which does not operate in a separated right-of-way dedicated for public transportation use during peak periods.

Enhanced mobility of seniors and individuals with disabilities

- Pilot program for innovative coordinated access and mobility to provide grants for innovative projects that improve the coordination of transportation services and nonemergency medical transportation (including the deployment of technology).

Formula Grants to Rural Areas

- Remainder of net project costs may be provided in cash from non-government sources or from revenues from the sale of advertising and concessions

General Provisions

- Grants or loans may not be used to pay incremental costs of incorporating art or nonfunctional landscaping into facilities, including the costs of an artist on the design team.
- Buy America waiver for the cost of components and subcomponents produced in the US remains 60% for FY 2016 and 2017, but increases to 65% for FY 2018 and 2019 and then 70% for FY 2020. Makes other changes to Buy America provisions.
- Grant recipients may use the revenue generated from value capture financing mechanisms as local matching funds for capital projects and operating costs.

Grants for buses and bus facilities

- Re-creates a competitive grant bus program which includes a 10% rural set-aside and a cap that not more than 10% of all grant amounts can be awarded to a single grantee.
- Allows states to submit statewide applications for bus needs, which would allow the State to distribute competitively, awarded funds.

- The competitive bus program includes $55 million annually for no/low emission buses and grows from $268 million in 2016 to $344 million by 2020.
- Grants may be used to replace, rehabilitate, and purchase buses and related equipment, including technological changes or innovations to modify low or no emission vehicles or facilities and to construct bus-related facilities.
- Each State will receive $1.75 million each fiscal year in formula grants.
- Non-Federal share may be provided from revenues generated from value capture financing mechanisms.
- Creates a new pilot program under which an eligible recipient of formula grant funds in an urbanized area with population of not less than 200,000 and not more than 999,999 may elect to participate in a State pool.
    - The purpose of a State pool is to allow transfers of formula grant funds among the designated recipients in a manner that supports their transit asset management plans.
    - A State, and eligible recipients in the State, may submit to the Secretary a request for participation in the program.
    - A participating State shall develop an allocation plan for FY 2016 through 2020 to ensure that an eligible recipient participating in the pool receives an amount that equals the amount that would have otherwise been available.

Innovative Procurement

- Allows the creation of a cooperative procurement contract between a State or eligible nonprofit entity and 1 or more vendors under which the vendors agree to provide an option to purchase rolling stock and related equipment to multiple participants.
- A grantee may participate in a cooperative procurement contract without regard to whether the grantee is located in the same State as the parties to the contract.

Consolidated Rail Infrastructure and Safety Improvements

This grant program is funded at $1.103 billion over five years with an 80-20 Federal-State split. At least 25% is reserved for projects in rural areas. Funds may be used for the following project types:

- Deployment of safety technology, including positive train control and rail integrity inspection systems.
- Capital projects identified by the Secretary as being necessary to address congestion challenges affecting rail service.
- Highway-rail grade crossing improvements, including installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.
- Rail line relocation and improvement projects.
- Capital projects to improve short-line or regional railroad infrastructure.
- Preparation of regional rail and corridor service development plans and corresponding environmental analyses.

- Any projects the Secretary considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.
- Development and implementation of a safety program or institute designed to improve rail safety.
- Any research the Secretary considers necessary to advance any particular aspect of rail-related capital, operations, or safety improvements.

Federal-State Partnership for State of Good Repair

Provides $997 million over five years for this grant program. The Act directs the DOT to give preference to projects for which Amtrak is not the sole applicant, applications submitted jointly by multiple applicants, and projects with a proposed Federal share of less than 50%.

- Replace existing assets in-kind.
- Replace existing assets with assets that increase capacity or provide a higher level of service.
- Ensure that service can be maintained while existing assets are brought to a state of good repair.
- Bring existing assets into a state of good repair.

Fixing America's Surface Transportation (FAST) Act
Funding Summary for Colorado

Highway Programs	2016	2017	2018	2019	2020	Total
National Highway Performance Program	$297,705,132	$304,312,514	$310,098,755	$316,507,189	$323,099,910	$1,551,723,500
Surface Transportation Block Grant Program	$137,015,364	$140,516,942	$143,558,486	$146,342,615	$149,830,157	$717,263,564
Surface Transportation Block Grant Set-aside	$10,486,329	$10,486,329	$10,703,299	$10,703,299	$10,703,299	$53,082,555
STBGP Set-aside: Recreational Trails Program	$1,591,652	$1,591,652	$1,591,652	$1,591,652	$1,591,652	$7,958,260
Highway Safety Improvement Program	$29,431,653	$30,085,816	$30,649,742	$31,201,622	$31,834,485	$153,203,318
Railway-Highway Crossings Program	$3,236,539	$3,308,462	$3,380,386	$3,452,309	$3,524,232	$16,901,928
CMAQ Program	$42,132,383	$43,067,485	$43,886,376	$44,689,751	$45,597,422	$219,373,417
Metropolitan Planning	$5,266,924	$5,373,578	$5,486,478	$5,604,275	$5,734,725	$27,465,980
National Freight Program	$15,546,723	$14,870,779	$16,222,667	$18,250,501	$20,278,334	$85,169,004
Total	**$542,414,715**	**$553,615,574**	**$565,579,859**	**$578,345,232**	**$592,196,236**	**$2,832,151,616**

Transit Programs	2016	2017	2018	2019	2020	Total
5303: Metropolitan Planning	$1,807,282	$1,844,151	$1,882,878	$1,922,795	$1,963,558	$9,420,664
5304: Statewide Planning	$372,263	$379,857	$387,834	$396,056	$404,452	$1,940,462
5307+5340:Urbanized Area Formula	$74,345,208	$75,863,206	$77,506,323	$79,505,365	$81,219,297	$388,439,399
5329(3): State Safety Oversight Program	$536,630	$547,362	$558,857	$570,704	$582,803	$2,796,356
5310: Enhanced Mobility for Adults and People with Disabilities	$3,781,419	$3,857,047	$3,938,045	$4,021,532	$4,106,788	$19,704,831
5311+5340: Non-urbanized Area Formula	$11,158,622	$11,408,398	$11,674,316	$11,948,201	$12,228,030	$58,417,567
5311(b)(3): RTAP	$158,456	$161,625	$165,019	$168,518	$172,090	$825,708
5311(c)(1): Indian Reservation Formula	$182,995	$182,995	$182,995	$182,995	$182,995	$914,975
High Intensity Fixed Guideway	$13,880,464	$14,116,715	$14,360,514	$14,607,801	$14,859,341	$71,824,835
High Intensity Motor Bus	$420,108	$427,258	$434,634	$442,121	$449,735	$2,173,856
5339: Bus and Bus Facilities Formula	$6,225,267	$6,382,263	$6,550,237	$6,723,078	$6,899,443	$32,780,288
5339: Statewide Allocation	$1,750,000	$1,750,000	$1,750,000	$1,750,000	$1,750,000	$8,750,000
Total	**$114,620,730**	**$116,922,894**	**$119,393,670**	**$122,241,185**	**$124,820,552**	**$597,988,941**

Bustang

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 requires the Director of the CDOT Division of Transit and Rail (DTR) to report operational and performance measures to the Committee on a quarterly basis, by route based on the fiscal year. This quarterly update covers October 2015 through December 2015. The West Route from Glenwood Springs to Denver is the most productive route.

Bustang Operations Data

	Q1: Jul-Sep 2015	Q2: Oct - Dec 2015	Oct 2015	Nov 2015	Dec 2015
Total / Average for all Routes					
Revenue riders	17,576	24,426	7,753	7,844	8,829
Revenue	$ 172,660	$ 258,905	$ 79,652	$ 80,188	98,795
Cumulative Avg. Fare	$ 9.82	$ 8.58	$10.31	10.22	$11.19
Load Factor	23%	26%	22%	22%	28%
Farebox Recovery Ratio	28%	38%	35%	38%	40%
South Route					
Revenue riders	7,206	9,665	3,421	3,022	3,222
Revenue	$ 63,897	$ 92,182	$ 34,135	$ 27,468	$ 30,579
Cumulative Avg. Fare	$ 8.87	$ 9.54	$ 9.98	$ 9.09	$ 9.49
Load Factor	19%	21%	20%	21%	21%
Farebox Recovery Ratio	21%	28%	30%	28%	27%
North Route					
Revenue riders	8,062	10,567	3,450	3,603	3,514
Revenue	$ 68,909	90,661	$ 32,853	$ 28,424	$ 29,384
Cumulative Avg. Fare	$ 8.55	$ 8.58	$ 9.52	$ 7.89	$ 8.36
Load Factor	23%	26%	23%	29%	26%
Farebox Recovery Ratio	32%	39%	41%	38%	37%
West Route - Glenwood Springs to Denver					
Revenue riders	2,636	4,396	878	1,216	2,214
Revenue	$ 43,470	$ 79,089	12,664	24,107	$ 38,778
Cumulative Avg. Fare	$ 16.49	$ 17.99	$ 14.42	$ 19.82	$ 17.51
Load Factor	48%	56%	37%	54%	72%
Farebox Recovery Ratio	41%	60%	36%	62%	75%
revenue and ridership report failed December 30 & 31- data recovery in process - this report includes estimates for both days					

Other Details

January 4 Schedule Changes

– Schedule and ridership analysis, including inception to date trends, survey requests and public comments led to service refinements that went into effect on January 4. The number of runs in each corridor remains the same, but departure times were altered to better manage the demand.

Social Media Update

- Web Page hits for October averaged 817 hits per day, November 1,050 hits/day, December 1,028 hits /day.
- Facebook Likes grew from 736 in October to 846 in December; Facebook received 22 surveys which rated Bustang 4.6 stars out of 5.
- Twitter followers grew from 208 in October to 277 in December.
- Facebook “reach” for each post reached 136 users in October and grew to 173 in November and December.

Customer Survey/Comment

- An on-line customer survey was conducted in November 2015.
- Schedule adjustments based on survey input and general public comment were implemented and effective January 4.
- A few requests for Castle Rock, Denver Tech Center, Longmont, Johnstown, Georgetown and Idaho Springs service.
- Many requests for direct service to DIA
- Many accolades for West line weekend service.
- Many requests for Denver area winter recreational day schedules.

West Route Daily Service:

- Average Saturday/Sunday ridership – 66 passengers per day.
- Thanksgiving Day- 34 passengers handled.
- Christmas Day – 23 passengers handled.
- 13 extra buses operated for overloads; 9 between December 21 and December 31.
- Between December 21 and December 31 – 106% load factor without extra buses, 84% with extras.
- Heaviest travel days – West Route December 30 with 185 passengers handled; followed by December 31 with 165 passengers handled.

Grants Activity

Grant Program/Year	Project	Amount Requested	App. Deadline	Award Date	Status
CY2015 FTA 5311	AMF Phase 4	$896,278	12/1/2014	3/17/2015	Grant Executed
FY2016 FTA 5311 Admin/Operating	General Operating Expenses	$1,014,550 ($1,065,278 RFTA match)	6/5/15	9/14/15	RFTA received the NTP on 1/6/2016
CY 2016 FASTER Operating	Hogback Operating	$200,000 + $200,000 RFTA match	11/14/14	2/6/15	Grant Executed
DOLA Alt Fuels	Incremental cost of CNG Carbondale Circulator Vehicle	$34,000	9/1/2015	9/24/15	The final grant agreement was executed on 10/30/2015. Vehicle delivery is projected for July 2016.
DOLA Alt Fuels	Incremental cost of CNG engines for (6) MCI CNG Coaches	$1,000,500	12/1/2015	March 2016	
Garfield County Federal Mineral Lease District (GCFMLD)	(1) One MCI CNG Coach Bus	$300,000	2/28/2016	April 2016	The primary use for this bus, initially, will be for Grand Avenue Bridge mitigation
State Trails Program	Rio Grande Trail Enhancement & Maint. Plan	$200,000	11/5/15	March 2016	Awaiting grant award announcements