



Waco Bus Rapid Transit Corridor
City Council Meeting
April 6, 2021

Agenda

- ▶ Introductions
- ▶ Current BRT Project Financial Overview
 - ▶ Small Starts Overview
 - ▶ Overview of costs
 - ▶ Options for cost savings
 - ▶ Funding Sources
 - ▶ Franklin Ave Improvements
- ▶ Next Steps
 - ▶ Route Re-alignment study
 - ▶ BRT

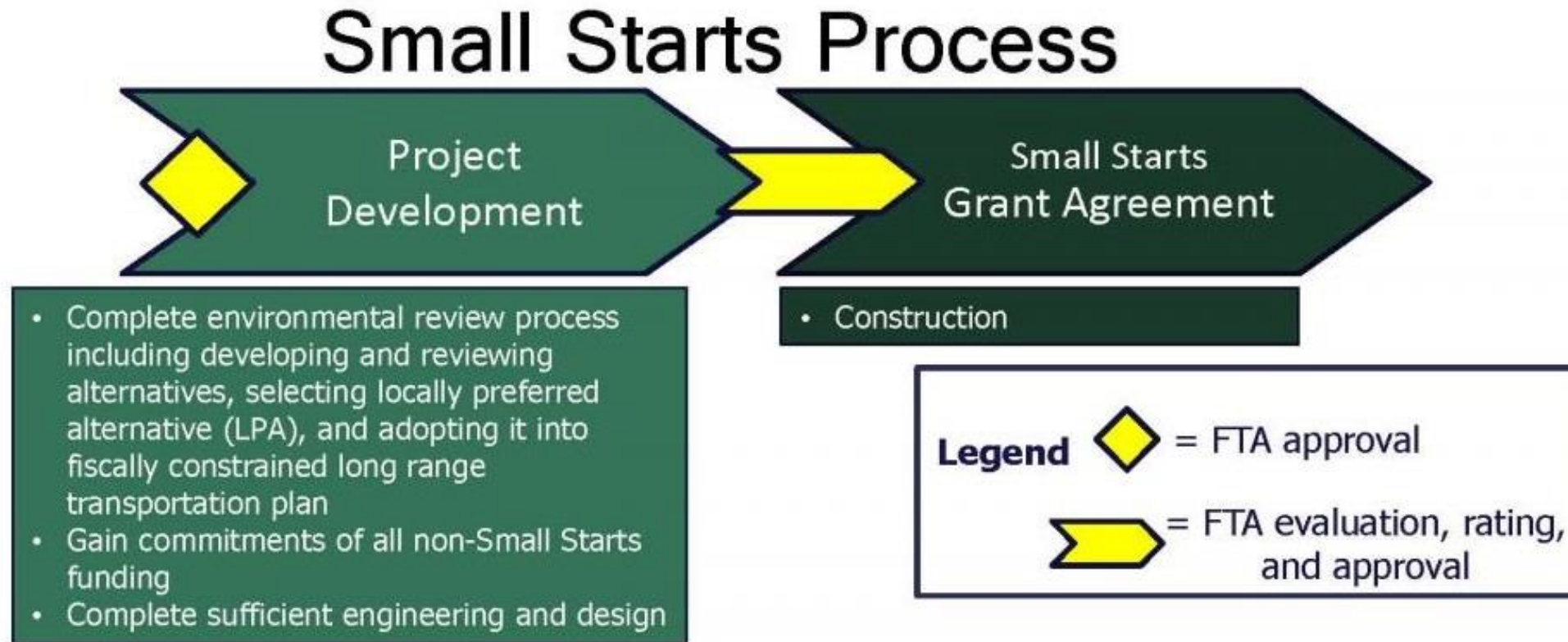




Small Starts Project Overview

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FTA Small Starts Process



Small Starts Project Eligibility

	Small Starts
Corridor	Corridor Based BRT is a substantial investment in a defined corridor
Project Features	Features that emulate the services provided by rail fixed guideway public transportation systems: <ul style="list-style-type: none">• defined stations• traffic signal priority for public transportation vehicles• short headway bidirectional services for 15 min. headways 14-hours per day
Guideway	No requirements regarding dedicated Guideway
Capital Cost	Less than \$300 million
CIG Funds	Less than \$100 million



Small Starts Financial Commitment

Law Requires:
Proposed projects must
be supported by an
acceptable degree of
local financial
commitment.

Documents Required:

- Financial Plan
- 20 – Year Cash Flow Statement
- Funding Commitments

To Demonstrate:

- Proposed Share of Total Cost from Other Funding Sources
- Current Financial Conditions (*Capital & Operating*)
- Commitment of Funds for Capital Cost and on-going O&M
- Reasonableness of Financial Plan





Overview of Project Costs

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FY 2020 Waco Transit System Funding Sources

► Federal Sources:

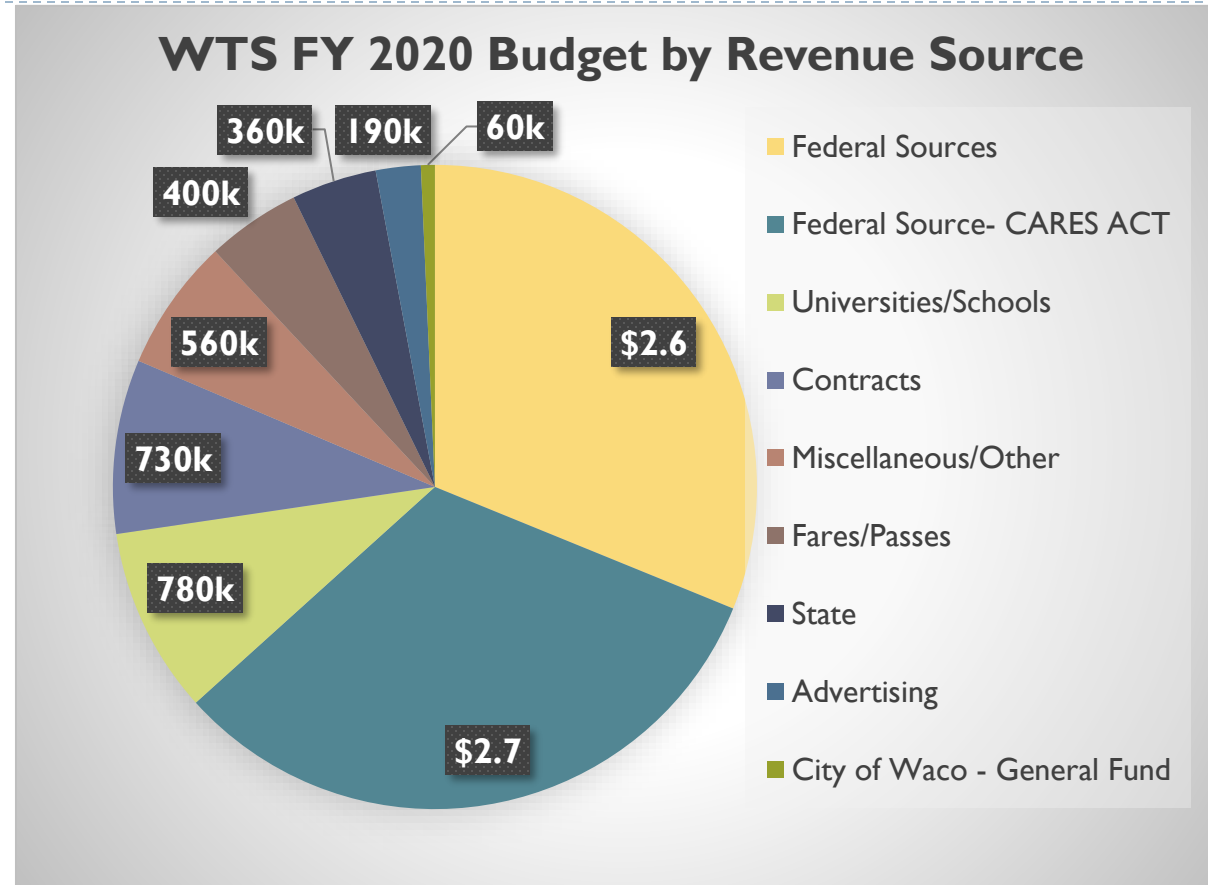
- 5307(a) – Urbanized Area
- 5339(a) Bus and Bus Facilities
- 5310 – Enhanced Mobility of Seniors/People with Disabilities
- CARES Act

► Universities and Schools

- Baylor University (largest contributor)

FY 2020 Revenue Total: \$8.3 Million

- FY 2015 – FY 2020 Revenue Totals between \$5.9 and \$8.3 million

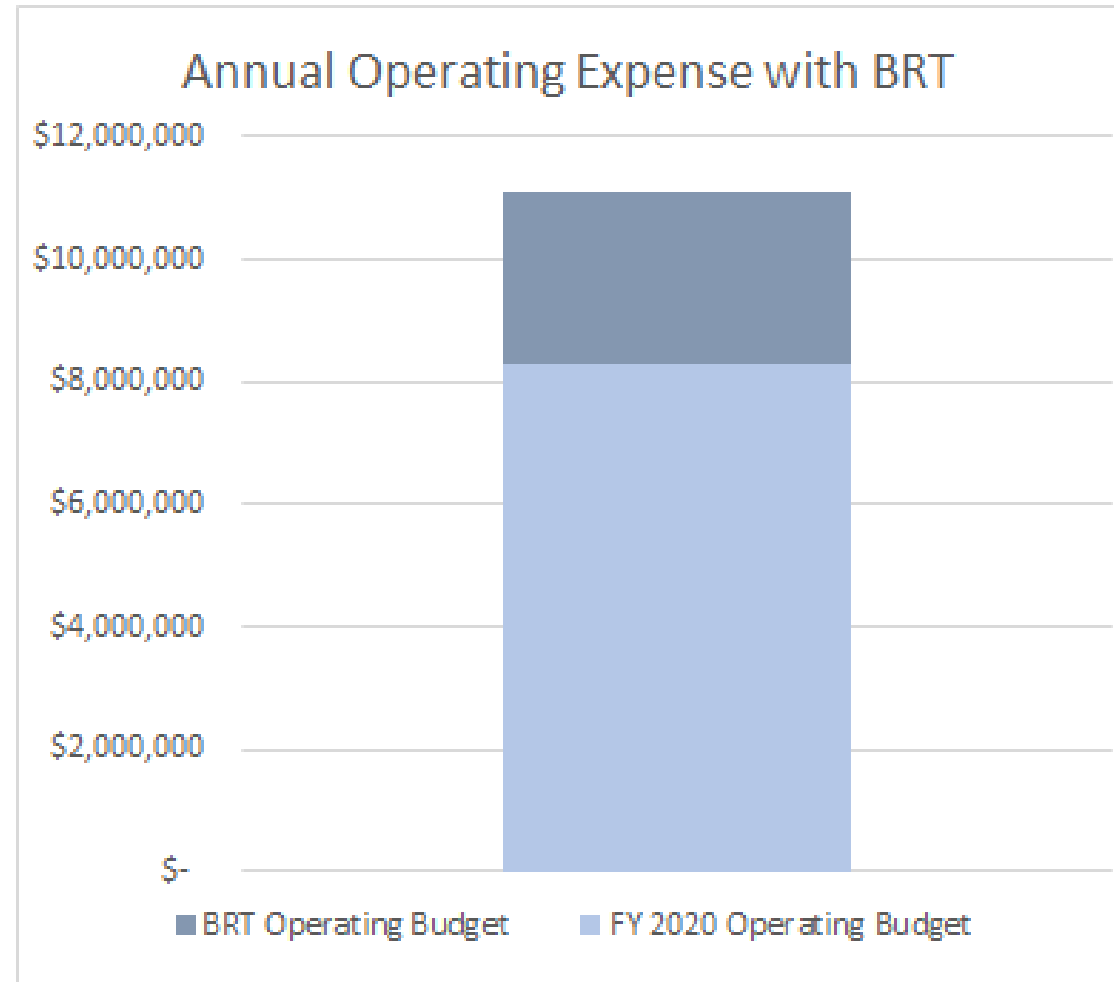


**Note: Federal funding in 2020 include CARES Act (COVID-19 Funding)*

Source: WTS Financial Report; Waco Transit Advisory Board Meeting November 2020

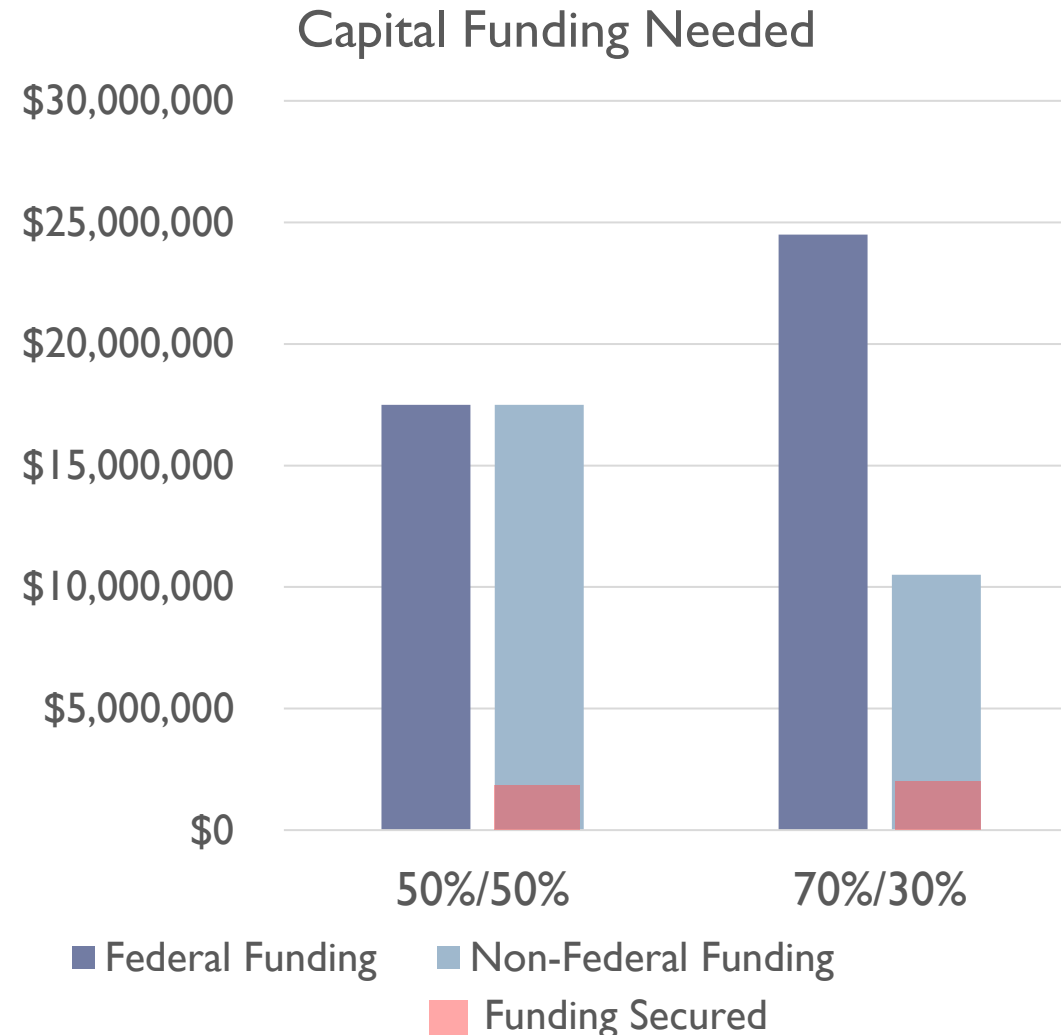
BRT Operating Costs

- ▶ BRT annual operating cost is anticipated to be ~\$2.3M-2.8 M per year, depending on scenario



Potential BRT Capital Funding Mix

- ▶ **\$30~\$35 Million in capital cost**
- ▶ **Peer analysis**
 - ▶ Federal (50% – 70%)
- ▶ **Non-Federal Funding**
 - ▶ \$11-\$17.5 Million
- ▶ **Funding currently secured**
 - ▶ \$1.2 million



Capital Cost Estimate Update

28 Stations for \$6M to \$9M

- ▶ 40' long platforms (Franklin)
- ▶ 32' long platforms (elsewhere)
- ▶ Raised 12" above pavement (Franklin)
- ▶ 7" above pavement (elsewhere)
- ▶ Tactile indicators at boarding edge
- ▶ Docking guide strip (Franklin)
- ▶ Adjacent roadway paving
- ▶ Utility relocations
- ▶ Pre-manufactured shelter
- ▶ Seating
- ▶ Power & Communication
- ▶ Real-time signs



Capital Cost Estimate Update

Non-station costs at \$24M to \$26M

- ▶ New CNG-powered 40' vehicles
- ▶ Operator comfort stations
- ▶ Two new signalized intersections
- ▶ Transit Signal Priority at existing signalized intersections
- ▶ Sidewalk improvements
- ▶ Crosswalks
- ▶ Signing and Pavement Markings
- ▶ Maintenance of traffic during construction
- ▶ Mobilization





Potential Cost Savings

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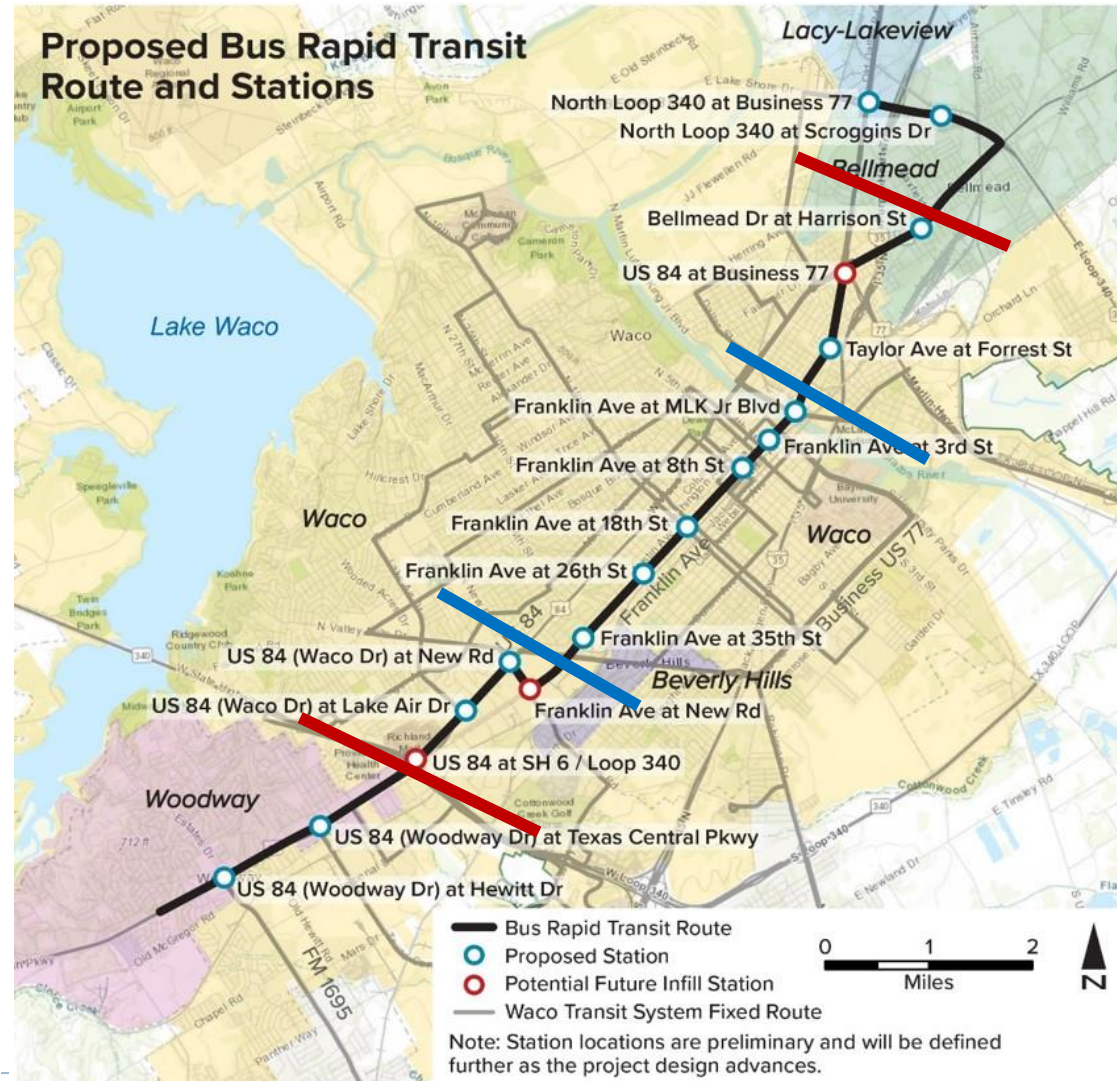
Primary Ways to Save Money

- ▶ **Option A: Providing fewer amenities at stations**
 - ▶ Standard curb height boarding
 - ▶ On-board fare collection
 - ▶ May negatively affect Travel Time, Number of Vehicles, resulting in increased capital or O&M cost
 - ▶ Real-time Information



Primary Ways to Save Money

- ▶ Option B: Providing enhanced amenities at fewer stations
- ▶ Transit Service could be provided the full length of the corridor, but enhancements only between 2 points i.e., every other bus goes the full length of the corridor.





Funding Scenarios

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Potential Funding Sources

Operating

- ▶ Fare Revenue
- ▶ General Fund
- ▶ Sales Tax
 - ▶ Would require reallocation and election
- ▶ Contract for service
- ▶ Advertisement

Capital Funding

- ▶ General Fund
- ▶ TIF District
- ▶ Sales Tax
 - ▶ Would require reallocation and election
- ▶ Bonding
- ▶ 5309 Small Starts Grant
- ▶ 5339(b) Buses and Bus Facilities Grant



Franklin Ave Improvements – Local Match

Incorporate Franklin Ave

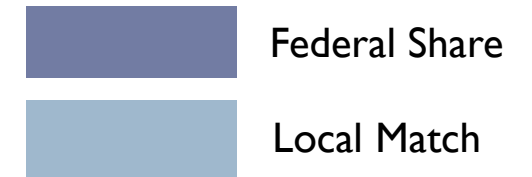
- ▶ Federalize Franklin Ave Project
- ▶ Incorporate into BRT NEPA
- ▶ Increase cost of BRT Project
- ▶ Delay of current Franklin Ave Project

Letter of No Prejudice

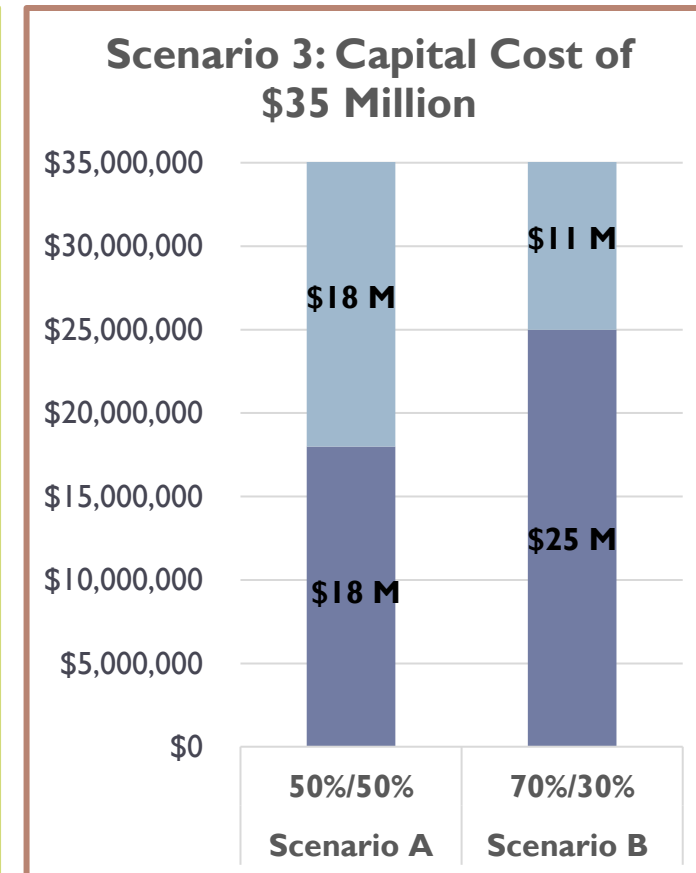
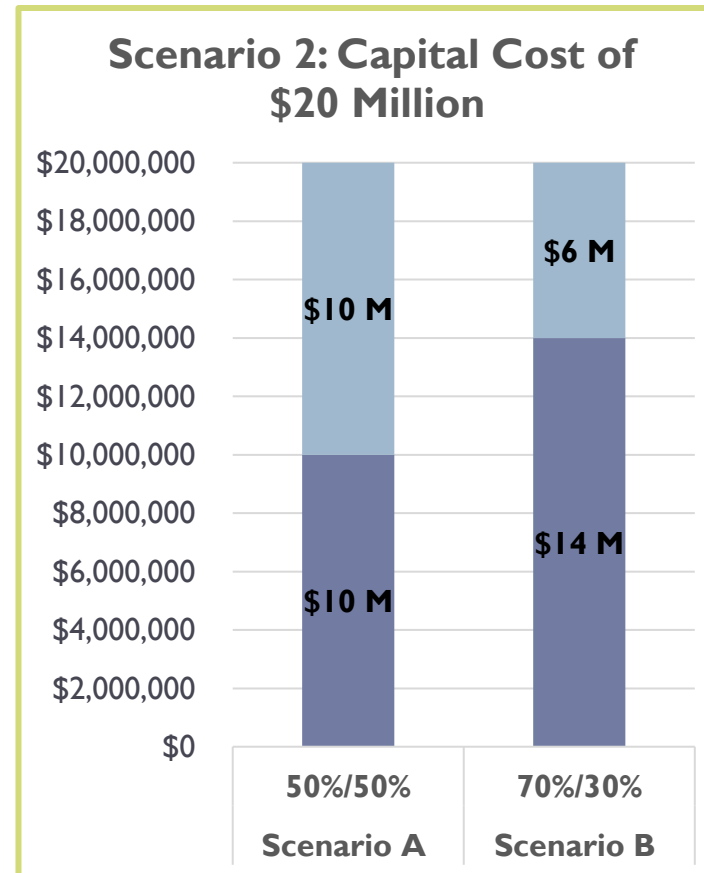
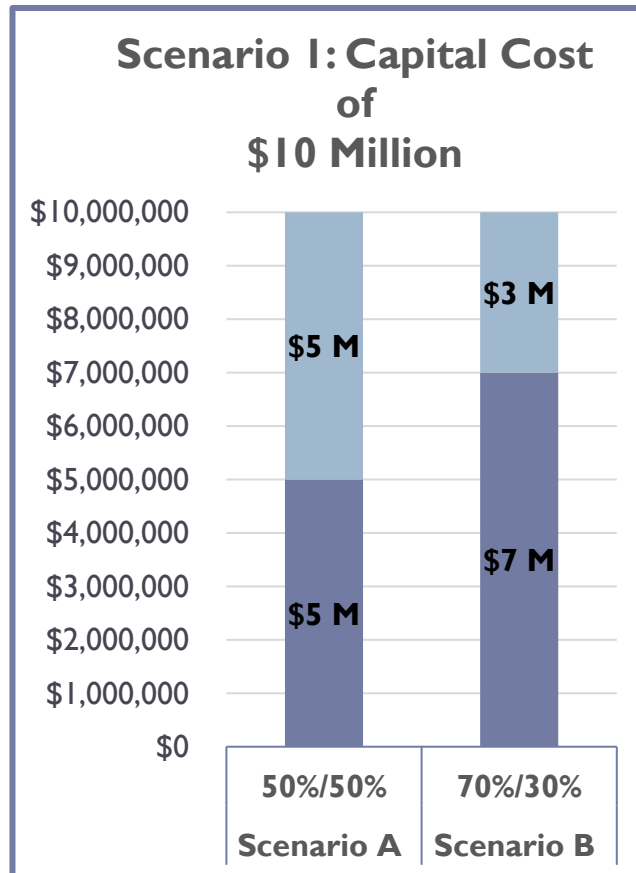
- ▶ NEPA Completed
- ▶ FTA evaluates and rates the project
- ▶ FTA's PMOC completes Risk Assessment and Readiness reviews
- ▶ Make a compelling case to advance Franklin before BRT



Funding Scenarios



- ▶ Higher local match percentage results in a more competitive grant application for 5339 (b) Bus and Bus Facilities
- ▶ MPO's forthcoming Route Re-Alignment Study help identify



Federal Funding Programs – Comparison Summary

	Small Starts (5309)	Grants for Buses and Bus Facilities (5339b)
Capital Cost	Less than \$300 million	No minimum or maximum amount
Total FTA Funds	Less than \$100 million	FTA: 80% of net capital project cost; No more than 10% of total funding available awarded to a single applicant
Timeline	<p><u>Step 1: FTA Approval - Project Development</u></p> <ul style="list-style-type: none"> • Complete environmental review process • Developing and review alternatives • Selecting locally preferred alternative, and adopting it into fiscally constrained long range transportation plan • Gain commitments of all non-5309 funding • Complete sufficient engineering and design • 20-year Capital and Operating Plan <p><u>Step 2: FTA evaluation, rating, and approval:</u></p> <ul style="list-style-type: none"> • PMOC review project scope, schedule, budget, and readiness review • Construction Grant Agreement • Construction 	<p><u>Step 1: Complete Supplemental Form & Submit to Grants.gov</u></p> <ul style="list-style-type: none"> • Information about Project • High-level Budget • Timeline • Demonstrate Need & Benefits: <ul style="list-style-type: none"> • Local/Regional Priority • Financial Commitment • Implementation Strategy <p>Spring Application: (January – April) Notice of Funding: (July – August)</p>



Next Steps

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Next Steps/Path Forward

- ▶ FTA Small Starts
 - ▶ Project Development
 - ▶ 3-year deadline timeframe
- ▶ Evaluating Local Funding Options
- ▶ Lower Project Capital Cost
- ▶ Route Re-alignment Study
 - ▶ With BRT
 - ▶ Without BRT





Questions?

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Thank You

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