

SPECIAL TRANSIT HOSTS OPEN HOUSE FOR NEW FACILITY

In February, Special Transit, a private non-profit organization that provides transportation and mobility options for older adults and people with disabilities, invited the public to tour its new facility in Boulder.

The \$11.65 million facility doubles the size of Special Transit's previous offices from 18,000 to 36,000 square feet and expands its footprint from 1.3 to 6.8 acres. Designed by OZ Architecture, the innovative facility is a model for sustainable building with features such as a solar panel array, low VOC interior finishes for better indoor air quality, energy efficient exterior glass that provides natural light, water reducing plumbing fixtures, extensive use of recycled content materials, a radiant floor slab in the garage/maintenance area, xeriscaping, high efficiency

heating and cooling with a heat recovery system, and self-dimming and occupancy sensing lighting. Golden Triangle Construction is the general contractor.

Despite tough economic times, Special Transit successfully raised all the funding necessary to build and move into the new facility debt free. Significant gifts early in the building campaign helped overcome the obstacle of the recession. The Daniels Fund committed \$500,000 in late 2008 and that was soon followed by a lead gift from Special Transit rider Alice Mae Bowen; the new building is named for her and her late husband, Aubrey. Speaking of her gift, Alice Mae said, "Special Transit gives people an opportunity to remain independent and able to get around. It is just such a wonderful organization that serves so many people, including me." ■



The honor of cutting the ribbon went to Lenna Kottke (Special Transit, Executive Director), Jon Kottke (Chair Capital Campaign), Alice Mae Bowen (Major Donor) and Jana Petersen (Board President)

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CDOT WELCOMES NEW EXECUTIVE DIRECTOR DON HUNT



Don Hunt was appointed by Governor John Hickenlooper to serve as the executive director for the Colorado Department of Transportation (CDOT) on January 11, 2011. In this position, Hunt is charged with leading the Department in planning for and addressing Colorado's transportation needs. Hunt will oversee 3,300 employees statewide and an annual budget of approximately \$1 billion to help CDOT continue its mission of providing the best multi-modal transportation system for Colorado that safely and most effectively moves people, goods and information.

Prior to his appointment with CDOT, Hunt spent the past eleven years as the president of the Antero Company, a project development and management firm. During this time, he consulted for both the private and public sectors, and was also appointed by then-Mayor Hickenlooper to manage the Better Denver Bond Program, a \$550 million infrastructure program.

Hunt worked twenty-five years with BRW, Inc., a national transportation and urban development consulting firm, where he was the principal for transportation and urban projects. During the last ten years of his tenure with BRW, Hunt was President and CEO. While there, he served as a transportation team member for the White House Comprehensive Design Plan

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FROM THE PRESIDENT

Is everyone ready for some training? It seems as though everyone in the industry is back on the training bandwagon these days. I have heard from a number of agencies throughout the region on their need for training in some fashion. At RTD there is a renewed emphasis on training in various capacities. And there have been a number of efforts looking at potential coordinated training for various reasons. Especially as we continue with a weak budgetary outlook, now is the time to take advantage of every opportunity for training there is, including, of course, the CASTA Spring Conference. But don't hesitate to look at other forms of training that might be available and inexpensive. We have been working with local disability groups that are more than eager to provide sensitivity and mobility device training to operators serving our mutual customers. There are also free webinars and training opportunities out there from vendors who are always interested in potential future sales. They often tie some effective training to a slight sales pitch and whether you are interested in their product or not, the training can often provide a lot of beneficial information as well as tips and tricks. Sometimes it just helps to spread the word about effective training opportunities. I heard about a webinar on call center staff scheduling from a



friend who works for a major media company in their customer operations center. So here's my homework assignment for everyone for the spring: get trained! Attend the CASTA Spring Conference, participate in a webinar, or even go to your local library for a seminar or two; local community colleges often have interesting topic based discussions as well. Learn something you didn't know before or get a refresher on something you thought you knew and take this opportunity to improve your knowledge base just a little. The time you spend will be well worth it in the long run. We can all use a little more education. Stay safe this Spring!

With positive thoughts,
Rob Andresen, President ▪

OVERWHELMED AND UNDERFUNDED – THE FEDERAL COMPETITIVE GRANT PROCESS

In light of the recent developments in the FY 2011 and FY2012 Congressional budgeting process, (see related article, Congress Completes Fiscal Year 2011 Appropriations, Page 7) it appears likely that the bulk of discretionary transit funding formally allocated under the Section 5309 Bus and Bus Facility program will be allocated to the Federal Transit Administration for distribution.

This situation will be similar to what happened last year with the unallocated funds from FY2010. In that year, the Federal Transit Administration released no fewer than six grant programs within the space of seven weeks – an average of one grant a week. All told, over \$1.8 billion were distributed by September 30, 2010.

Grant Program	Notice of Funding Availability Released	Deadline for Applications	Amount
1. Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)	April 13, 2010	August 11, 2010	\$75.0 million
2. Clean Fuels	April 13, 2010	June 14, 2010	\$89.7 million
3. TIGER II Discretionary/HUD Community Challenge Planning	April 26, 2010	August 23, 2010	\$584.1 million
4. State of Good Repair	May 4, 2010	June 18, 2010	\$776.4 million
5. Transit in the Parks	May 13, 2010	June 28, 2010	\$24.6 million
6. Livability	May 28, 2010	July 12, 2010	\$292.2 million
		Total	\$1,842 million

Multiple competitive applications with tight deadlines and inconsistent application processes placed undue hardship on small, rural and mid-sized transit systems around the country. Many agencies were unable to apply for grants that would have been appropriate due to limited staffing. Some of the grant applications required additional data not typically collected by transit systems (energy use and savings for the TIGGER program), or required the development of complex relationships (the livability grant) -- which requires months if not years to develop agency capacity and competence.

Transit agencies were not aware from one week to the next which grants were to be released, or even what the full scope of granting opportunities would be. Many agencies applied for the first grants, not realizing that a later grant would be more appropriate for their capital needs. And many simply gave up after the first several applications, due to application fatigue and lack of staff time.

Faced with the daunting prospect of a similar granting cycle this year, transit agencies have no feedback from the FTA on what makes a successful application, the criteria by which projects are selected, and how to compete effectively.

CASTA met with the FTA recently in Washington DC and have secured commitment for the following improvements to the process:

- Publishing a list, at the beginning of the grant cycle, of all grant programs to be released, along with estimated dates of application release and deadline.
- Consolidating grant applications and grant submission formats so that agencies are not required to enter information in multiple formats and through multiple channels.
- Providing general guidelines for consolidated and statewide applications on formatting, submissions, and data verification.

In addition, CASTA and the Colorado Department of Transportation (CDOT) have teamed up to hire a grants researcher and writer. This consultant will pull together information on all the grants submitted last year (federal and state), which projects were awarded, and what still needs funding. This will allow Colorado to be most competitive in the FY2011 grants process. ▪

ADMINISTRATOR ROGOFF SPEAKS TO NARROWBANDING REQUIREMENTS

Dear Colleague:

I am writing to you today to follow-up on Narrowbanding requirements that are mandated by the Federal Communications Commission (FCC). The Federal Transit Administration (FTA) reminds transit operators that the FCC began a series of proceedings, beginning in 1992, to address the issues of Narrowbanding, also referred to as "Refarming." These requirements, announced in December 2004, mandated that all non-Federal public safety licensees using 25 kHz radio systems migrate to narrowband 12.5 kHz or lower channels by January 1, 2013.

The proceedings impact all Part 90 land mobile radio users in frequency bands between 150 MHz and 512 MHz who currently use 25 kHz wideband channels. This relates to radio systems traditionally used by transit operators for communications between dispatchers and drivers, by transit police using radios and walkie-talkies, and for basic data-oriented services such as automated vehicle location (AVL). The FCC mandate may have severe impacts on selected radio communications unless

affected transit operators retune their equipment, reengineer their systems, make modifications to their FCC licenses, or in some cases, replace their entire radio systems by the cut-off date.

The FTA advises all affected transit operators to start assessing the inventory of their current systems and determine if they are impacted by the FCC ruling. This may result in operators requiring new or modified licenses and to update, modify or replace their equipment to bring systems into compliance. The radio systems that do not meet the FCC's requirements face possible loss of radio communication, substantial fines, or revocation of licenses. As of January 1, 2011, the FCC discontinued granting applications to expand existing or new systems for 25 kHz channels. Additionally, beginning January 1, 2013, land mobile radio systems must operate the narrowband, 12.5 kHz channel or less for each equivalent voice path; and 4800 bps/6.25 kHz for each equivalent data path.

The FTA is working closely with the transit industry and stakeholders on the Narrow-

banding issue, and FTA is coordinating with the American Public Transportation Association and the National Transit Institute to help organize training sessions and webinars on Narrowbanding. In addition, FTA is exploring other opportunities to increase transit agency awareness of this issue.

To find more background information on this important topic, please visit FTA's website at: www.fta.dot.gov. If you have any questions, please do not hesitate to contact Mr. Raj Wagley, General Engineer, Office of Technology at (202) 366-5386 or raj.wagley@dot.gov.

I look forward to working with you on this effort now to avoid any interruptions in transit service to our riding public.

Sincerely yours,
Peter Rogoff ▪

Don Hunt continued...

and Memorial Core Transportation Study in Washington, D.C., and as the chair of the Joint Venture Board for the design of the Salt Lake City light rail system. In Colorado, he was also involved in planning for the redevelopment of the Stapleton International Airport site as well as numerous other public works and infrastructure projects in Denver, Colorado Springs and Arapahoe County.

Hunt is on the board of directors of the Denver Union Station Project Authority, which is overseeing the \$484 million

transit redevelopment in historic Lower Downtown Denver. He has also served in a variety of positions with organizations including the Downtown Denver Partnership, Children's Museum of Denver, Denver Metro Chamber of Commerce, Stapleton Foundation and Crowfoot Valley Metropolitan District.

Hunt graduated from the University of Minnesota with dual degrees—a Bachelor of Environmental Science and a Bachelor of Landscape Architecture. He received

a Master of City and Regional Planning from Harvard University.

Don and his wife Diane reside in Denver and Summit County. They have a son and daughter, both married. Don and Diane are originally from Minnesota and have lived in Colorado for twenty-eight years. Don's first job out of college was with the Minnesota Highway Department working on corridor studies. Don and Diane are outdoor enthusiasts, and enjoy hiking, skiing, and golf. ▪

FTA REGION 8 UPDATE

The Federal Transit Administration (FTA) Region 8 welcomes the opportunity to provide CASTA members with recent updates in the FTA, Region 8, and Colorado. This inaugural column largely focuses on funding, as well as planning for funding opportunities.

Several weeks ago, President Barack Obama transmitted his FY 2012 budget to Congress which clearly demonstrates a commitment to investing in our nation's public transportation infrastructure. The budget proposes \$22.4 billion for FTA- a record level of funding and a 119% increase over FY 2010 levels. This boost reflects a commitment to put our collective work of providing transit solutions to people and communities across the country front and center.

The key priorities in FTA's FY2012 Budget:

- A new Bus and Rail State of Good Repair (SGR) program;
- A new Rail Transit Safety Oversight Program;
- A new Transit Expansion and Livable Communities Program;
- A new Transit Formula Grants Program for urbanized and rural areas; with temporary, targeted operating assistance for large urban area; as well as a Consolidated Specialized

Transportation Grant Program for New Freedom, JARC, and Elderly and Individuals with Disabilities program;

- A new Capital Investment Grant application process, to streamline New Starts;
- A new Public Transportation Emergency Relief program; and,
- A new Livability Demonstration Grant program.

The President's budget impels an equal commitment to planning. The budget proposal will bolster state and metropolitan planning; award funds to high performing communities; and empower the most capable communities and planning organizations to determine which projects deserve funding. The proposal also provides a reinvestment in rural transportation. The budget proposal makes the investments that we need to strengthen America's small towns and rural communities.

Innovative planning may entail any number of activities. Engaging in early, proactive planning may include incorporating monitoring techniques and performance measures, such as gauging the effectiveness of planning efforts by monitoring the amount of time appropriated funds remain unobligated (or obligated and unspent). This is particularly important under the present budgeting environment,

where there is increased discussion of the heightened potential to recapture funding shortfalls through unobligated or unspent funding. CASTA's recent initiative aimed at Advocating for Transit in Planning, coupled with the recent facilities workshop offered by the FTA and CASTA provide a springboard for innovative planning under the proposed budget.

The President's budget proposal marks a ground-breaking commitment to expand transit options for Americans and return our older transit systems to a state of good repair. It's an incredible vote of confidence in the ability of FTA grantees to perform as effective stewards of our tax dollars. And it's an important reflection of the role that transportation infrastructure plays in growing our economy, and strengthening our communities, for years to come.

The FTA looks forward to joining you once again for the CASTA Spring Training Conference. Region 8 will be holding a service kiosk during the conference as well, to provide assistance in systems or project planning, grant development and management, as well as oversight activity. In addition, we hope that you will be available to welcome FTA Administrator Peter Rogoff at the morning breakfast on May 12th. ▪

GOVERNOR HICKENLOOPER HITCHES A RIDE FROM ECO TRANSIT



Governor Hickenlooper made a stop in Eagle County on his Western Slope tour and hitched a ride on an ECO bus through the Town of Minturn. Minturn service is partially funded through 5311 operating dollars. Kelley Collier, ECO Transit Director, described the unique pilot programs and partnerships occurring between the Town of Minturn and ECO, including business and town marketing programs, bus pass outlets, and citizens groups. ▪

CREATIVE LOCAL MATCH DOLLARS

Although we're all crossing our fingers that the economy will continue improving slowly but surely, transit budgets are still very lean. Oftentimes a lean transit budget is one that has limited funds to use as federal match resulting in an agency leaving some federal dollars on the table.

Last month at the SWATA conference Lynda Pugh and Owetta Walton-Bost from ARK-Tex COG shared what their agency is doing to increase their local match dollars. It's not a program that results in a windfall of cash but they have found that every little bit can help.

Ark-Tex COG has taken a close look at the local vendors they use on a regular basis. They reviewed bills, assessed services and checked warranties and other benefits the relationships offered. They then determined ways individual companies could provide the agency with donations that had a real, documentable value. After that it was all about making the partnership work for both entities.

For instance, in looking at vehicle maintenance invoices the agency realized that they often paid \$200 a month or more in workshop fees alone. The \$25 fees, which were added to each service invoice (covers things like rags and other basic shop supplies) didn't seem like much until they were totaled up each month. ARK-Tex COG made a proposal to the shop owner that would ensure him their business if he would be willing to provide the shop fee as a donation to the agency. The shop owner agreed so the agency, rather than paying the \$200 or more a month in shop fees, can now itemize and document that amount as part of their local match.

In another case they were able to get their tire company to provide the off-site flat repair service as a donation. Again they promised their business for a reasonable time period and received as a donation something they had paid for in the past. The donation is easily documented because there is a price already associated with the service.

For some vendors, ARK-Tex COG instituted a "fast pay" agreement. If the company provides an invoice by Tuesday and the agency pays it by that Friday the agency can pay a pre-agreed amount less than the invoice and use the unpaid amount as local match.

This successful case study of generating local match dollars in creative ways can be adopted by your agency too. Look closely at the relationships your agency has in the community and think creatively about ways you can work together.

For the legal documentation on this topic download the following link http://www.whitehouse.gov/sites/default/files/omb/circulars/a087/a87_2004.pdf, scroll to page 24 and look at item 12: Donations and contributions. For a sample of Ark-Tex COG's vendor agreement and in-kind value of services performed forms contact the CASTA offices at 303-839-5197 or deeannam@coloradotransit.com. ■

CASTA, PARTNERS DEFEND STATE FUNDING FOR TRANSIT

In January of this year a coalition of transit advocates led by CASTA successfully defended state funding for transit. House Bill 1075 would have eliminated \$15 million in state transit safety funding. In 2009, the Colorado legislature passed the FASTER legislation that raised over \$250 million for roads, bridges and transit through increased vehicle registration fees. Partners in the effort included:

- AARP
- Colorado Association of Transit Agencies
- Colorado Department of Transportation
- Colorado Contractors Association
- Colorado Environmental Coalition
- Colorado Municipal League
- Colorado Public Interest Research Group

- DRCOG
- FRESC, Good Jobs, Strong Communities
- MOVE Colorado
- Regional Transportation District
- Transit Alliance

The Colorado Department of Transportation (CDOT) has awarded the FASTER funds for 2010, 2011 and 2012. The funds are being used to upgrade transit fleets across the state. A full list of FASTER transit projects can be found on the CDOT website at www.dot.state.co.us/projects/faster.

Most of these projects would not be able to go forward without the FASTER money. Communities have been able to leverage these awards from the FASTER fund to pull in \$6 million dollars of new federal

funding to help keep Colorado's transit systems safe.

Some of the money from this fund is also funding the new Division of Transit and Rail within CDOT, which, among other things, is studying the feasibility of a high speed transit system to ease the congestion along I-70 in the mountains. "We are pleased that this dedicated source of state revenue for transit will remain," said Mark Imhoff, Director of CDOT's Division of Transit and Rail. "These funds are helping communities across Colorado address local and regional transportation needs rather than just highways." ■

CONGRESS COMPLETES FISCAL YEAR 2011 APPROPRIATIONS

On Friday, April 15, President Barack Obama signed H.R. 1473, the Department of Defense and Full Year Continuing Appropriations Act, 2011, (P.L. 112-10) which funds government operations through the remainder of the fiscal year ending September 30. The legislation was approved on Thursday, April 14, in the U.S. House of Representatives by a vote of 260 – 167. The Senate approved the bill by a vote of 81 – 19.

In accordance with the agreement reached, the legislation contains significant reductions to non-Trust Fund transportation programs. Most notably, the appropriations bill provides no funding for high-speed rail in FY 2011 and cuts the Capital Investment Grant (New Starts) program by \$400 million, in addition to a \$280 million rescission of FY 2010 New Starts funds.

To see a chart displaying an analysis of the FY 2011 enacted legislation compared to FY 2010 visit www.apta.com/gap/legupdatealert/2011/Documents/2011April20.pdf. The numbers for FY 2011 include the 0.2 percent rescission applied to all non-defense spending accounts.

Federal Transit Administration (FTA)

As shown in the chart, transit formula programs are funded at \$8.34 billion, the same level provided in FY 2010. Trust fund programs were not subject to the 0.2 percent rescission applied to all other non-defense general fund accounts.

Funding for Capital Investment Grants (New Starts) is reduced by slightly over \$400 million in FY 2011, for a total investment of \$1.59 billion. The legislation also rescinds \$280 million from FY 2010 New Starts funds, for an adjusted FY 2010 total

of \$1.718 billion.

The FTA's Energy Efficiency Grants (TIG-GER) program was reduced by one-third, to \$49.9 million in FY 2011 and there is a 10.4 percent reduction in the Research and University Research Centers program from \$65.7 million in FY 2010 to \$58.9 million in FY 2011.

Additionally, the Washington Metropolitan Area Transit Authority (WMATA) receives \$149.7 million instead of \$150 million due to the 0.2 percent across-the-board rescission.



Federal Railroad Administration (FRA)

The legislation provides no funding for the High-Speed and Intercity Passenger Rail program in FY 2011. The program was funded at \$2.5 billion in FY 2010, and the bill also rescinds \$400 million from those FY 2010 funds. As a result, the FRA retains \$2.1 billion of FY 2010 high-speed rail funds to distribute. Amtrak Capital and Debt Service Grants were cut by 8 percent to \$921.8 million, while Amtrak Operating Subsidy Grants were reduced by the 0.2 percent across-the-board rescission.

No funding is provided in FY 2011 for the Railroad Safety Technology Program, which was established to fund Positive

Train Control (PTC) grants. This funding was eliminated in a short-term continuing resolution passed earlier.

Other Transportation Programs

Funding for National Infrastructure Investments (TIGER) is reduced by 12.2 percent to \$526.9 million, compared to the FY 2010 enacted levels of \$600 million

Transit and rail were not the only transportation modes to receive cuts. The bill contains a \$2.5 billion rescission of prior year highway contract authority, and a \$630 million rescission of highway project earmarks that had been provided in TEA-21 and previous authorizing bills.

Of the twelve appropriations subcommittees, the Transportation, Housing and Urban Development, and Related Agencies jurisdiction experienced the largest reduction in funding. Its discretionary programs were reduced by \$12.4 billion to \$55.5 billion in FY 2011, compared to \$67.9 billion in FY 2010.

Finally, under Department of Homeland Security appropriations, the Rail and Public Transportation Security Grant Program was reduced to \$250 million, a \$50 million cut from FY 2010. ■

HOUSE PASSES BUDGET RESOLUTION INCLUDING SIGNIFICANT PROJECTED CUTS TO TRANSPORTATION

Last week, the House of Representatives also passed a Budget Resolution setting broad federal spending levels for FY 2012 and a long-term framework for federal spending through FY 2021. The House passed the measure 235-193, but its prospects in the Senate remain unclear.

The House-passed Concurrent Resolution on the Budget (H. Con. Res. 34) establishes mandatory and discretionary spending limits for general budget categories, such as transportation. If enacted by Congress, it would restrict overall spending available to the House Transportation and Infrastructure Committee for a surface transportation authorization bill. The House-passed resolution assumes that a multi-year authorization bill would need to be funded with existing trust fund revenues or general fund increases that would need to be offset by cuts in other domestic programs. It does not provide the so-called "reserve clause" included in prior year budget resolutions which had permitted authorization increases if

Congress increased dedicated revenues to the Highway Trust Fund (including revenues from a gas tax increase).

Based on this budget resolution, the House Budget Committee has projected cuts of 28 percent to highway contract authority. Detailed analysis of the impact on transit programs is more difficult, due to the discretionary general fund component of the program, but transit programs would probably be subject to similar cuts. If the House and Senate are unable to agree upon a concurrent resolution, the spending levels set forth in the House budget can still be expected to influence the spending levels in House Appropriations bills, including the Transportation, HUD Appropriations bill for FY 2012.

House Democratic Alternative Budget

During floor consideration, House Democrats offered an alternative budget resolution aimed at reaching "primary balance" for the budget (exclusive of interest payments on the debt) by FY 2018. The Dem-

ocratic proposal allowed for higher levels of spending on transportation through FY 2021, and also sought to classify transportation spending as "mandatory", just as the Obama Administration budget proposal and the National (Simpson-Bowles) Commission on Fiscal Responsibility and Reform had proposed. The Democratic alternative failed by a vote of 166-259. ▪

APTA URGES ACTION REGARDING FUNDING CUTS

- During the Spring congressional recess period, you are urged to contact your Members of Congress to ask that they oppose additional cuts in the FY 2012 budget to general fund transportation programs, such as New Starts and high-speed and inter-city rail programs;
- Tell them about what a nearly 30 percent cut in future year federal funding would do to your ability to serve your community's growing transportation needs;
- Urge your Members of Congress to oppose restrictions in the budget resolution that would preclude authorizing and tax committees from finding additional revenues for transportation;
- Continue to make the case about the importance of continued transportation funding to maintain transit assets in a state of good repair and allow for the expansion of mobility options in our nation, which are critical as gas prices continue to rise. ▪

TOP 10 REASONS TO ATTEND THE CASTA SPRING TRAINING CONFERENCE

1. You can't wait to engage on the most compelling issues facing transit today, including Veterans Transportation, Livability, Safety & Security, Medicaid, Census Data, Serving Special Needs, Grant Writing, Civil Rights - and much, much, more!
2. You adore your CASTA staff and it's been entirely too long since you've seen us. We feel exactly the same way about you!
3. You want to take advantage of a week of networking opportunities and learning/sharing best practices with your peers.
4. You're excited to see FTA Region 8 staff perform magic tricks that make David Copperfield look like an amateur. Ha. Okay - perhaps they won't actually be performing magic as the stage may demand it, but FTA Region 8 staff will WOW you at the special kiosk they'll set up to provide assistance in systems or project planning, grant development and management, as well as oversight activity.
5. You suspect (correctly) that our host agency, Pueblo Transit, has a party that put the TAY in PAR-TAY. I'm not sure exactly what that means other than to say that they've teamed up with MV Transportation to put together a welcome reception that's going to rock your boat - - especially since there will actually be a gondola or two thrown into the festivities.
6. You look forward to getting an inside peek at the Transportation Technology Center, Inc. when we invade their facility for a tour on Wednesday, May 11th.
7. You're eager to hear the updates on CDOT's Division of Transit and Rail and to participate in welcoming its new team members and witnessing their successful completion of initiation rituals (*muahahaaaa*). CDOT will also host an information kiosk at the conference to provide you with technical assistance on the application for FTA Formula grants and any other grant management/oversight concerns you may have.
8. You've heard the rumor (which I'm starting now) that Tom Allen and Krissy Larson with South Central COG will be performing a routine from Lord of the Dance as the opening act for FTA Administrator Rogoff. I can neither confirm nor deny this rumor...that was only just fabricated.
9. You pause to consider once again the valuable training sessions that will be offered. Join us to better understand how to measure and report your impacts. Join us to learn about ADA paratransit eligibility screening. Come dive into forecasting need and demand for rural passenger transportation. Make sure you review our complete conference brochure to see all the content-rich sessions that are on the schedule! Please visit www.coloradotransit.com to check out the conference brochure.
10. You look forward to hearing FTA Administrator Rogoff deliver our keynote address. What an honor it is to have Administrator Rogoff visit our great state and to meet all of you who make transit in Colorado so exceptional!

UPCOMING EVENTS

For more information on events visit

www.coloradotransit.com and click on Conferences and Training.

- **CASTA Spring Training Conference 2011**
May 10-13, 2011
Sponsor: CASTA, RTAP
Location: Pueblo Convention Center, Pueblo, CO
- **Transportation Planning, Land Use, and Air Quality Conference**
May 10-11, 2010
Sponsor: The Transportation Research Board
Location: San Antonio, TX
- **CTAA EXPO**
June 5-10, 2011
Sponsor: CTAA
Location: Indianapolis, IN
- **Advanced Problems in Bus Collision Investigation**
July 11-15, 2011
Sponsor: TSI & RTD
Location: Denver, CO
- **How to Be and Effective Trainer**
July 18-19, 2011
Sponsor: CASTA
Location: Denver, CO
- **Defensive Driving Train-the-Trainer**
July 20-21, 2011
Sponsor: CASTA
Location: Denver, CO
- **Passenger Service & Safety (PASS) Train-the-Trainer**
July 20-22
Sponsor: CASTA
Location: Denver, CO
- **Vehicle Maintenance Management & Inspection (VMMI)**
July 20-22
Sponsor: CASTA
Location: Denver, CO
- **Principles of Transit Management**
August 9-11, 2011
Sponsor: CASTA, SURTC
Location: Ramada Inn & Suites Glenwood Springs, CO
- **CASTA-CDOT Fall Transit Conference & EXPO 2011**
September 6-9, 2011
Sponsor: CASTA, CDOT
Location: Sheraton Steamboat Resort Steamboat Springs, CO
- **APTA Annual Meeting**
October 2-5, 2011
Sponsor: APTA
Location: New Orleans, LA

In accordance with the provisions of the Americans with Disabilities Act and the Civil Rights Act of 1964, CASTA does not discriminate on the the basis of disability, race, color, national origin or gender. For more information about these statutes, or to file a complaint, contact CASTA Executive Director: 303.839.5197