



COLORADO

Department of
Transportation

Statewide Transit Plan Implementation

Transit and Rail Advisory Committee

April 29, 2016



Statewide Transit Plan Background

Completed in March 2015:

- 18-24 month-long planning process
 - Stakeholder and Public Engagement
 - Transit Working Groups
 - Public Outreach – TPR open-houses
 - Telephone Town Halls
 - Results:
 - Statewide Plan
 - TPR plans
 - Coordinated Human Services Transportation Plans
- 5-year update cycle



Implementation Methods

Capital
Grants

Operating and
Administration
Grants

Rural-Regional/
Intercity
Network

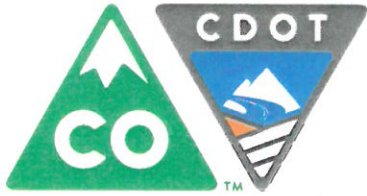
Bustang

State Planning
Grants

State Freight &
Passenger Rail
Plan

Coordinating
Councils

Studies/
Contracts



Funding Sources

Capital Projects

- FTA Section 5310, 5311, 5339 Grants
- FASTER Transit Capital Grants

Admin & Operating

- FTA Section 5310, 5311 Grants
- FASTER Transit Regional Operating Grants

Rural Regional/ Intercity Network

- FTA Section 5311(f)
- SB 228
- Faster Transit

Bustang

- FASTER Transit
- SB 228

Planning Grants

- FTA Section 5303 & 5304 Grants
- FASTER Transit Planning Grants

Freight Rail & Passenger Rail

- TIGER Grants
- FHWA FAST Act
- FRA Section 130 Program



Proposed Implementation Process

Regional Involvement

- Reconvene TPR Transit Working Groups
- Support LCC's, RCC/RTC's (& SCC)

CDOT Coordination & Integration

- DTR, DTD, & Regional Coordination
- Plan Integration

Project Selection

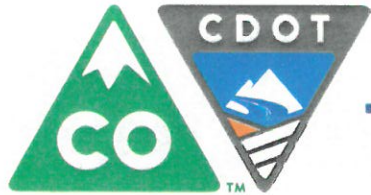
- Proposed projects must be included in Statewide Transit Plan

Tracking & Performance Measures

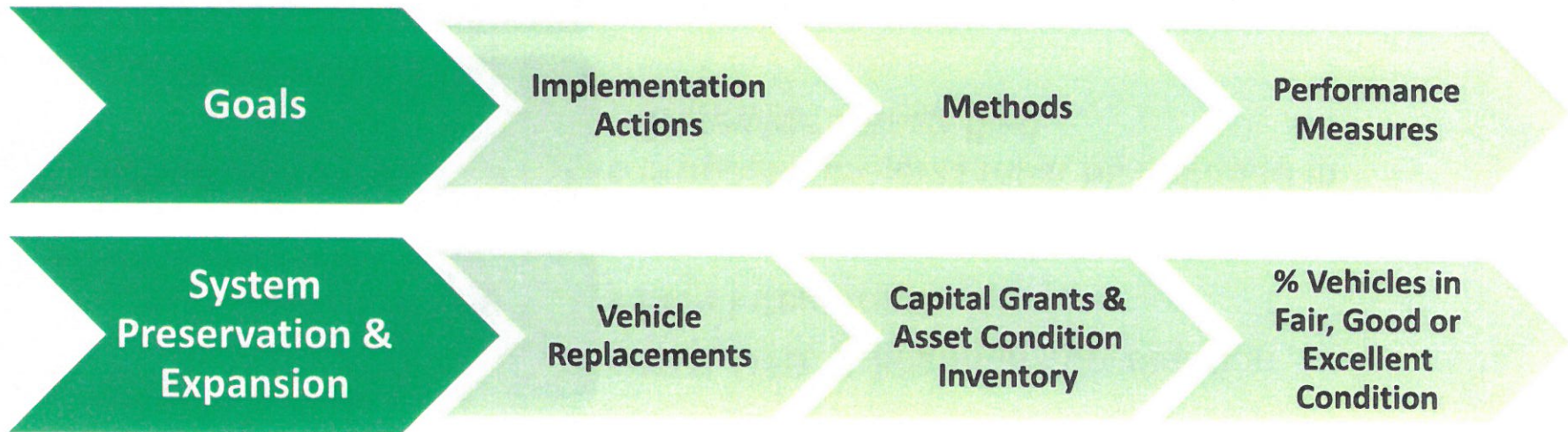
- Quarterly Reporting
- Geographic Distribution

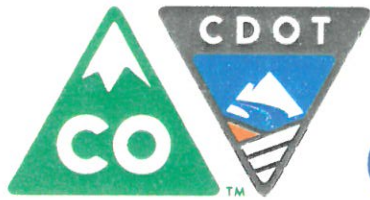
Assessment

- Result of short-term studies/Asset Management Plans
- Consider Plan Amendment Process

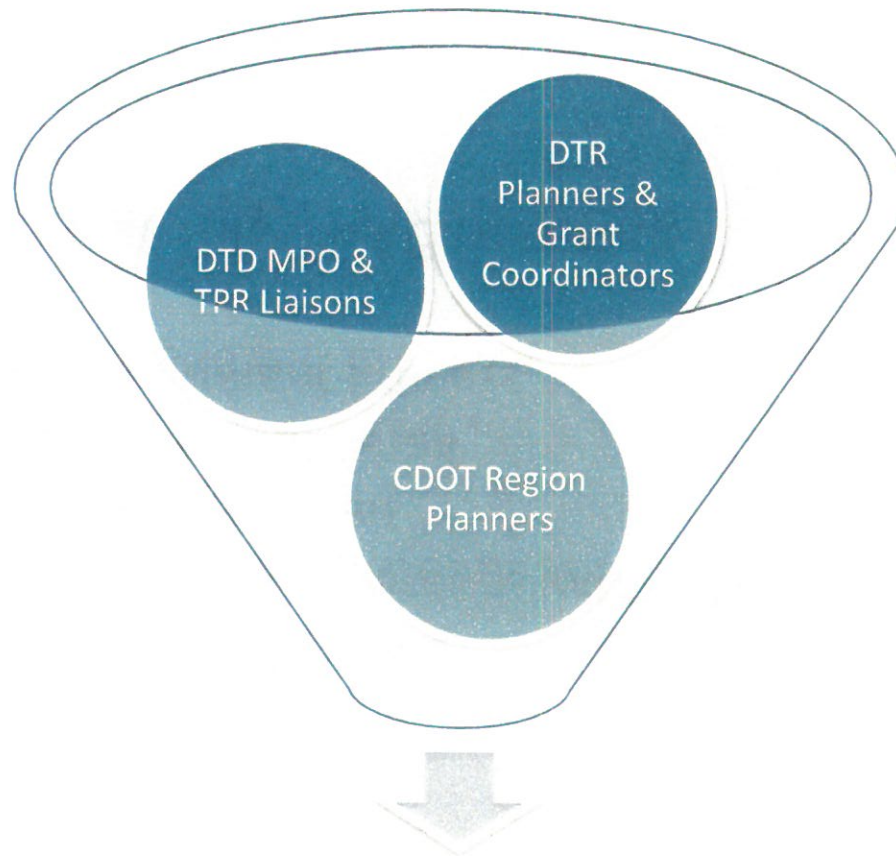


Tracking Progress Example

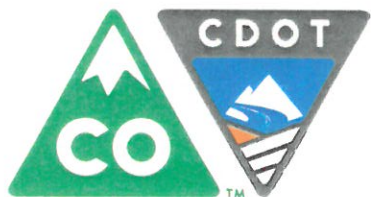




Collaboration within CDOT



Enhanced Coordination



Next Steps

- Modify COTRAMs
- (Re)Create TRAC Subcommittee
- Reconvene Transit Working Groups within TPR's
- Create GIS maps using C-Plan
 - Includes project level detail
- Evaluate Plan Amendment Process

Report progress at July TRAC meeting





Questions?

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THANK YOU!



COLORADO
 Department of Transportation
 Department of Transportation

4201 E. Arkansas Ave., Rm. 227
 Denver, CO 80222

DATE: April 20, 2016
TO: Transit & Intermodal Committee - Used for TRAC Meeting - 04/29/2016
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Bustang Quarterly Update

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the Quarterly Bustang Update on operational and performance measures.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 requires the Director of 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 January 2016 through March 2016.

Details for Third Quarter 2016

3rd Quarter Bustang Operations Data						
<i>Bustang System</i>						
	Q1 : Jul-Sep 2015	Q2 : Oct - Dec 2015	Q3: Jan - Mar 2016	16-Jan	16-Feb	16-Mar
<i>Revenue riders</i>	17,576	24,426	28,463	8,828	9,283	10,352
<i>Revenue</i>	\$ 172,660	\$ 258,905	\$ 291,392	\$ 92,920	\$ 94,546	\$ 103,926
<i>Cumulative Avg. Fare</i>	\$ 9.82	\$ 8.58	\$ 10.24	\$ 10.53	\$ 10.18	\$ 10.04
<i>Load Factor</i>	23%	26%	31%	30%	32%	32%
<i>Farebox Recovery Ratio</i>	28%	38%	42%	42%	42%	42%
<i>South Route</i>						
<i>Revenue riders</i>	7,206	9,665	10,614	3,309	3,436	3,869
<i>Revenue</i>	\$ 63,897	\$ 92,182	\$ 102,777	\$ 31,953	\$ 33,710	\$ 37,114
<i>Cumulative Avg. Fare</i>	\$ 8.87	\$ 9.54	\$ 9.68	\$ 9.66	\$ 9.81	\$ 9.59
<i>Load Factor</i>	19%	21%	24%	23%	24%	24%
<i>Farebox Recovery Ratio</i>	21%	28%	32%	32%	32%	32%
<i>North Route</i>						
<i>Revenue riders</i>	8,062	10,567	11,260	3,303	3,720	4,237
<i>Revenue</i>	\$ 68,909	\$ 90,661	\$ 88,244	\$ 26,725	\$ 28,872	\$ 32,648
<i>Cumulative Avg. Fare</i>	\$ 8.55	\$ 8.58	\$ 7.84	\$ 8.09	\$ 7.76	\$ 7.71
<i>Load Factor</i>	23%	26%	29%	27%	31%	30%
<i>Farebox Recovery Ratio</i>	32%	38%	39%	37%	38%	40%
<i>West Route</i>						
<i>Revenue riders</i>	2,636	4,396	6589	2,216	2,127	2,246
<i>Revenue</i>	\$ 43,470	\$ 79,089	\$ 100,371	\$ 34,242	\$ 31,964	\$ 34,165
<i>Cumulative Avg. Fare</i>	\$ 16.49	\$ 17.99	\$ 15.23	\$ 15.45	\$ 15.03	\$ 15.21
<i>Load Factor</i>	48%	56%	73%	73%	74%	74%
<i>Farebox Recovery Ratio</i>	41%	65%	70%	71%	70%	69%



Attachment A - Visuals - Load factor by week July 13, 2015 - March 31, 2016; ridership by quarter and ridership by month quarter 3

Attachment B - Visuals -Quarterly revenue; revenue by month quarter 3 and quarterly farebox recovery comparison

Note - Bustang March 2016 ridership exceeded 10,000 total unique passengers for the first time.

Quarterly Safety/Collisions - Ace Express noted five (5) preventable collisions and two (2) non- preventable collisions. All were minor collisions none resulting in significant property damage nor injury. Cumulative accident frequency rate for Fiscal 2016 is 2.8 collisions per 100,000 miles. The five "preventable" collisions were with fixed objects usually caused by inattentive driving and/or distraction. While no injuries nor fatalities have occurred in FY 16 Ace Express Coaches has been put on notice to provide an action plan to eliminate fixed object collisions in Quarter 4.

1/5 - Bus 38012 motorist illegally passed bus while on I-70 & Kipling on ramp making contact with right side of bus. Collision was rated non - preventable, and driver's record was not charged.

1/6 - Bus 38012 made contact with tree branches at 20th & Stout. Collision was rated preventable and driver's record was charged.

1/18 - Bus 38004 fuel door was damaged while driver was backing bus scraping a snow bank at the Ace Express facility. Collision was rated preventable and driver's record was charged.

3/1 - Bus 38012 made contact with wall at the Denver Greyhound Station while backing. Collision was rated preventable and driver's record was charged.

3/17 Bus 38006 made contact with chain link fence at the Bustang overnight parking CDOT lot on Platte Ave. East of Powers Blvd. Collision was rated preventable and driver's record was charged.

3/21 Bus 38010 made contact with a parked car in the US 34 & I-25 Park & Ride - Collision was rated preventable and driver's record was charged.

3/25 - Bus 38005- motorist illegally passed bus on the South Broadway on-ramp to I-25 south making contact with right side of bus. Collision was rated non-preventable and driver's record was not charged

Quarterly Other Incidents/Issues

1/27 - Bus 38011 Passenger fell while exiting restroom at Colfax & Lincoln - Passenger refused medical attention and no further action taken.

1/14 - Strong wind caused damage to door hinge on bus 38008 at Ace Express facility

2/24 - Bicyclist made contact with rear of bus 38001 at 19th & Arapahoe. No damage to either vehicle nor bicyclist. Cyclist refused medical attention. Rated as incident.

2/17 - Bus 38003 passenger removed from bus in Colorado Springs by Colorado State Patrol for illegally smoking marijuana while on board bus.

2/16 - 2/22- Bustang West Route operated between Denver and Eagle only due to the Glenwood Springs rock slide.

3/23 - All afternoon/evening service canceled from Denver due to blizzard conditions along the Front Range and I-70 mountain corridor.

3/31 - Bus 3007 - a non-disabled passenger urinated in a passenger seat enroute to Colorado Springs. Bus was removed from service for cleaning and sanitizing. Security camera was able to capture a picture of the individual and drivers have been instructed to deny further service for this individual.

Quarterly On-Time Performance -Departures:

- System - 99.1%
- West Line - 96.7%
- North Line - 99.2%
- South Line -99.0

RamsRoute - For the quarter, CSU Winter Semester started January 18 with Spring Break from March 12 returning March 20. RamsRoute operated 19 one way trips with 559 passengers and averaging 29 passengers per trip. One note



of interest- February 5 - 7 weekend, 33 passengers originated from CSU to Denver on Friday February 5 but only 4 returned on Sunday February 7 due to the Super Bowl.

Ticket Sales/Fareboxes Issues - The ten fareboxes loaned from the City of Colorado Springs were replaced with new Genfare Fast Fare Fare boxes. Some glitches were found in the report server and ticket acceptance. Those issues have now been rectified.

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 remain the same, but departure times were altered to better manage the demand. While ridership continues to grow on the North and South routes, demand on the South Route is showing marked improvement. Next change is scheduled for May 22. Transfort has agreed to allow all Bustang North Route departures to originate at the Downtown Transit Center which has and continues to be a priority request from passengers on the Bustang web site. Expectations are high that ridership will make significant improvements.

Social Media Update:

- Web Page hits for January averaged 902 hits per day, February 918 hits/day, March 928 hits /day.
- Facebook Likes grew from 846 in January to 986 in March; Facebook received 28 surveys rating Bustang 4.5 stars out of 5.
- Twitter followers grew from 277 in January to 379 in December.
- Facebook "reach" for each post 139 in January, 166 in February, 84 in March.

Public Comment

- No comments for additional service areas.
- Several comments about the March 23 blizzard regarding asking for information whether service will operate or be cancelled.
- Fare and schedule information requests.
- Many positive comments regarding the May 22 schedule change originating all North Line departures from the Fort Collins Downtown Transit Center during the last two weeks of March when the May 22 changes were placed on the ridebustang website.

Next Steps

May 22, 2016

- Next Schedule change - All North Line departures begin from Fort Collins Downtown Transportation Center.

RTD/INIT Intelligent Transportation System Integration:

- Final Scope of Work ready to submit to INIT for review and quotation for sole source procurement.
- Draft Service Level Agreement with INIT, RTD and Ace Express is going through final review.

MCI Coach Purchase

- Buses are scheduled for delivery middle of June 2016
- Planning for new bus utilization is ongoing.

RamsRoute

- Last RamsRoute trip for 2015-16 school year will be Friday May 13, 2016.
- Collaborate and plan service for 2016-17 school year with CSU Parking and Transportation Services.

Attachments

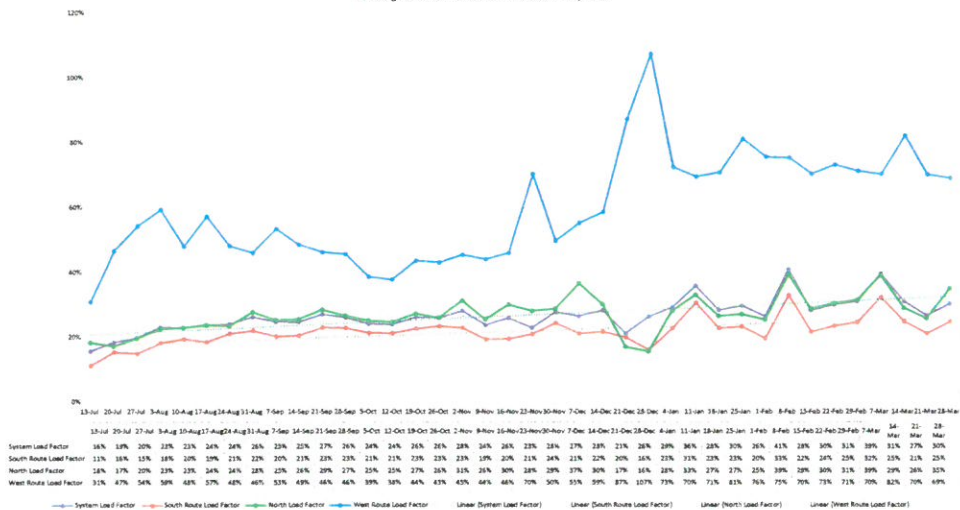
Attachment A - Graphs - Load factor by week July 13, 2015 - March 31, 2016; ridership by quarter; ridership by month quarter 3

Attachment B - Graphs -Quarterly revenue by quarter; revenue by month quarter 3; quarterly farebox recovery comparison

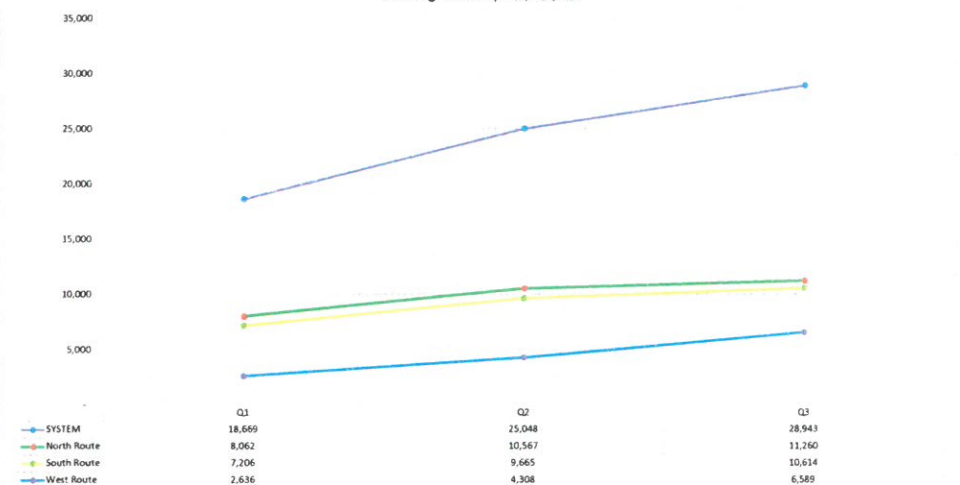


Attachment A

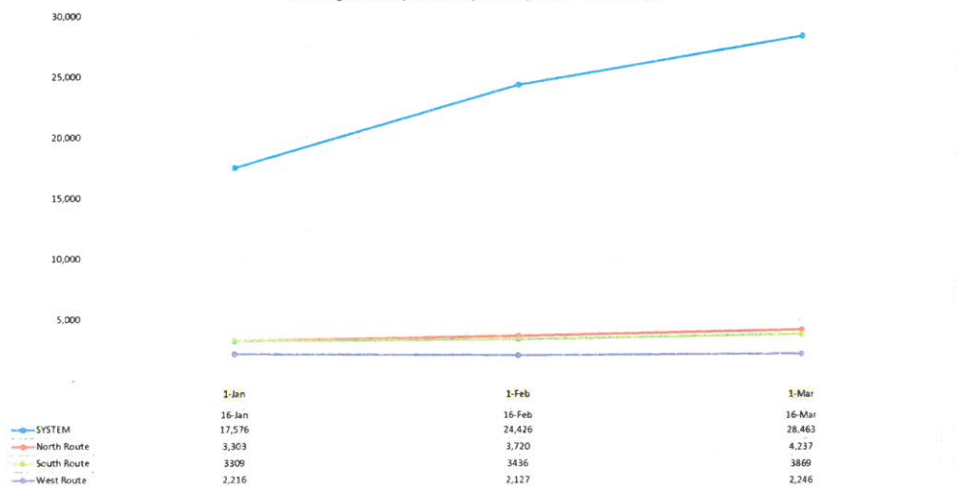
Bustang Load Factor from Launch to March 31, 2016



Bustang Ridership Q1, Q2, Q3

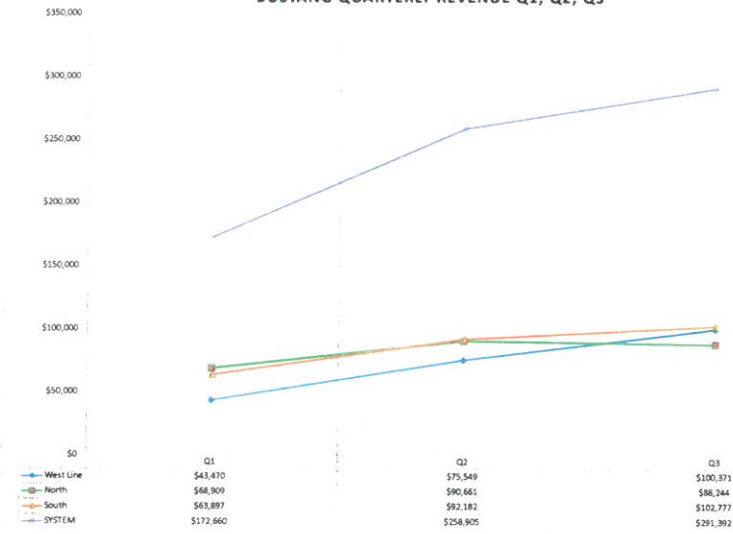


Bustang Ridership Summary January 2016 - March 2016

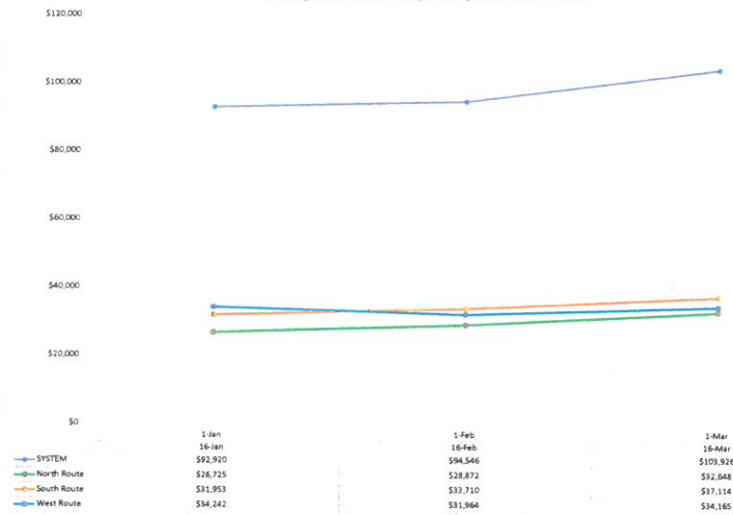


Attachment B

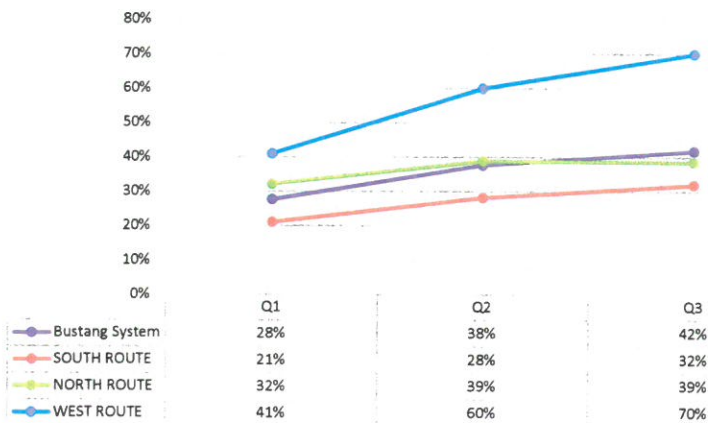
BUSTANG QUARTERLY REVENUE Q1, Q2, Q3



Bustang Revenue Summary January 2016 - March 2016



FAREBOX RECOVERY RATIO QUARTERLY COMPARISON





COLORADO
Department of Transportation

Transportation

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: April 20, 2016

TO: Transit & Intermodal Committee - Used for TRAC Meeting 04/29/2016

FROM: Mark Imhoff, Director - Division of Transit & Rail

SUBJECT: SB228 Transit Funding Update

Purpose

The purpose of this memo is to update the Transit & Intermodal Committee on the status of plans for the use of Senate Bill 228 transit funding.

Action

No action requested at this time. Item is informational only.

Background

In February 2015 the TC adopted PD 14 to guide future allocation of resources and investment decisions. Under "System Performance", the transit objectives are to increase rural transit ridership (Transit Utilization), and to increase the miles of regional and interregional service (Transit Connectivity). Bustang is CDOT's first attempt to provide interregional connectivity by connecting the six largest transit agencies over 230 miles in the I-25 and I-70 corridors. The Statewide Transit Plan was adopted by the TC a year ago, and one of the priority needs of rural communities across the state is for better rural to urban transit connections for essential services; i.e. medical, business, shopping, pleasure, connection to the intercity and interregional transit network, airports, etc. In response to that input, a performance measure was adopted within the Statewide Transit Plan that charges CDOT with working to improve the percentage of Colorado's rural population served by public transit.

Senate Bill 228 (SB 228) provides approximately \$200M in new revenue for CDOT in FY 2016, and forecasts an additional \$150M in expected new revenues in FY 2017; with at least 10% (approximately \$35M) dedicated to transit. The SB 228 program must be used for TC approved strategic projects with statewide or regional significance.

Details

Rural Regional Bus Plan update

SB 228 funds are not continuing long term, so are not appropriate for operating purposes and should be utilized only for capital investments. However, CDOT does have sources of continuing operating funds that could be used in conjunction with capital projects funded by SB 228 (buses and park and rides, for example) to develop a more refined and effective statewide bus network. CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds with guidance from FTA to support rural connections to the national intercity transit network, and to support the infrastructure of the intercity bus network including national commercial bus operators, such as Greyhound. Currently, the 5311(f) program in Colorado consists of individual routes proposed by others, and CDOT contracts to these public and private providers to operate the service. This current practice has benefits, but it is not coordinated into a state network, it includes amortized capital in the reimbursed operating costs, it does not guarantee that routes are established in the most needful areas, and is not branded as an integrated product. In addition to the FTA funds, the annual FASTER Transit Statewide program includes up to \$1.0M/year available for rural regional transit operations, of which approximately \$550K/year is currently utilized.

A Rural Regional bus conceptual plan has been developed to make effective use of the existing operating funds. Under this model, DTR will identify the Rural Regional network and contract with private and public operators to



provide the service. A complete briefing of the concept for an integrated Rural Regional Bus Plan was given to the T&I Committee in October and at a TC Workshop in November; an update was also given at the January T&I Committee meeting. TRAC reviewed and provided input in January and STAC was briefed at the March meeting. During April and May presentations are being made throughout the state to TRPs and MPOs, where we are asking for input on the Rural Regional conceptual plan, goals, and policy topics.

Once the Rural Regional routes and operating plan have been finalized, smaller buses sized to rural demand levels will be procured with SB 228 funds and utilized for the Rural Regional service. This approach optimizes the limited operating funds by leveraging SB 228 transit funds for bus capital purchases. Similar to Bustang, the Rural Regional system will be managed by CDOT through packages of competitively bid operating contracts. It is anticipated that operating packages of contracts could be bid in 2017 and the revised network of services can begin in 2018.

Park & Ride Development Strategy Update

An important piece of the integrated statewide plan is to expand and/or enhance the current Bustang Park & Ride facilities. A consultant has been retained and is currently assisting DTR in the SB 228 Park & Ride program development. Within the current Bustang system the following Park & Rides are being evaluated:

- Fort Collins/Harmony Road - expansion
- Loveland/US 34 - relocation
- Colorado Springs/Woodman Road - relocation
- Outer Ring (Castle Rock, SW Weld County and Idaho Springs) - possible new Bustang stops.

We also are exploring the need to construct or expand other Park & Ride facilities that currently serve or may soon serve the enhanced statewide Rural Regional network. To this end, DTR is working to evaluate locations throughout the state (Pueblo, Telluride, and others).

Winter Park Express - Refer to separate TC agenda item and memo.

Next Steps

- Complete TPR and MPO outreach to refine the Rural Regional plan; Spring/early Summer.
- Prepare conceptual designs and cost estimates for Park & Rides; Spring/early Summer.
- Present results and SB 228 expenditure recommendations to the T&I Committee; quarterly meeting in July.
- Seek TC approval of the SB 228 expenditure recommendations; August.
- Procure buses and contract operators; Fall 2016 through 2017.
- Begin the expanded network of services in 2018.





COLORADO
Department of Transportation
Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: April 20, 2016

TO: Transit & Intermodal Committee - Used for TRAC Meeting April 29, 2016

FROM: Mark Imhoff, Director - Division of Transit & Rail

SUBJECT: Transit Grants Quarterly Report

Purpose

The memo provides the Transit & Intermodal Committee a quarterly update on the Transit Grants Program.

Action

Review only. No action needed.

Background

Policy Directive 704 states that the T&I Committee shall receive a quarterly update on FASTER Transit grants. Because FASTER and FTA funds are managed together as a whole, and each individually is approximately half of the overall CDOT transit program, this report includes information about both revenue sources and grants.

Details

Policy Directive 704 states, that the T&I Committee shall review quarterly reports submitted by DTR which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding. FTA Circular 5010.1D requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is assembled by members of the Division of Transit & Rail (DTR), the Business Office within the Division of Accounting and Finance (DAF), and the Office of Financial Management & Budget (OFMB).

FASTER Update

FASTER revenues were allocated by state statute into "local" and "statewide" pools. In June 2014, a TC decision further sub-allocated "local" into two uses, and "statewide" into five uses. This was done to move FASTER transit funds towards better performance management, to respond to the increasing demand for vehicle replacements which are more routine decisions by age/mileage criteria, and to spend money on transit operations for the first time (Bustang and other Regional bus service). The seven total use categories are shown as the "Available Overall" column of Table 1.

The rest of Table 1 provides a status update on State Fiscal Year (SFY) 2014-2015; projects awarded two years ago (February 2014), for which budget was available to write contracts (July 1 2014), and which are now 21 months into project completion since then. As compared to three months ago, these projects moved significantly further along toward being fully expended.

Table 2 shows the update on State Fiscal Year (SFY 2015-2016; projects awarded just over a year ago (February 2015), for which budget was available to write contracts (July 1, 2015), and which are now 9 months into project contracting and starting on their way toward completion.



Table 1: FASTER Funding Available SFY 2015: July 2014 - June 2015
Status Report as of March 31, 2016
(\$Millions, rounded)

FASTER Pool	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Unexpended	Contract Expended	Awarded But UnContracted	UnProg. Next Yr Roll Fwd
Local Pool							
Small Agency Capital Expenses	\$4.1	\$0.0	\$4.1	\$3.9	\$0.2	\$0.0	\$0.0
Large Urban Capital Expenses (MMT, FT)	\$0.9	\$0.0	\$0.9	\$0.1	\$0.8	\$0.0	\$0.0
Subtotal Local Pool	\$5.0	\$0.0	\$5.0	\$4.0	\$1.0	\$0.0	\$0.0
Statewide Pool							
DTR Admin, Planning, Technical Assistance	\$1.0	\$0.3	\$1.3	\$0.0	\$0.6	\$0.0	\$0.7
Bustang Interregional Express Service	\$3.0	\$10.0	\$13.0	\$0.0	\$8.6	\$0.0	\$4.4
Regional Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Large Urban Capital Expenses (RTD)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Statewide Competitive Capital Pool	\$6.0	\$0.0	\$6.0	\$2.2	\$1.3	\$2.3	\$0.2
Subtotal Statewide Pool	\$10.0	\$10.3	\$20.3	\$2.2	\$10.5	\$2.3	\$5.3
TOTAL	\$15.0	\$10.3	\$25.3	\$6.2	\$11.5	\$2.3	\$5.3

Table 2: FASTER Funding Available SFY 2016: July 2015 - June 2016
Status Report as of March 31, 2016
(\$Millions, rounded)

FASTER Pool	Available Overall	Prior Year Roll Fwd	Total Available	Contracts Un-expended	Contract Expended	Awarded But UnContracted	UnProg. Next Yr Roll Fwd
Local Pool							
Small Agency Capital Expenses	\$4.1	\$0.0	\$4.1	\$3.6	\$0.0	\$0.5	\$0.0
Large Urban Capital Expenses (MMT, FT)	\$0.9	\$0.0	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
Subtotal Local Pool	\$5.0	\$0.0	\$5.0	\$3.6	\$0.0	\$1.4	\$0.0
Statewide Pool							
DTR Admin, Planning, Technical Assistance	\$1.0	\$0.7	\$1.7	\$0.6	\$0.7	\$0.0	\$0.4
Bustang Interregional Express Service	\$3.0	\$4.4	\$7.4	\$4.1	\$2.5	\$0.0	\$0.8
Regional Operating Assistance	\$1.0	\$0.0	\$1.0	\$0.5	\$0.1	\$0.0	\$0.4
Large Urban Capital Expenses (RTD)	\$3.0	\$0.0	\$3.0	\$0.5	\$0.0	\$2.5	\$0.0
Statewide Competitive Capital Pool	\$2.0	\$0.2	\$2.2	\$1.0	\$0.0	\$1.0	\$0.0
Subtotal Statewide Pool	\$10.0	\$5.3	\$15.3	\$6.7	\$3.3	\$3.5	\$1.6
TOTAL	\$15.0	\$5.3	\$20.3	\$10.3	\$3.3	\$4.9	\$1.6

FTA Update

Table 3 shows the federal fiscal year (FFY) 2014-2015 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state, and to use for CDOT administrative purposes. In 2015, \$17.3 Million was available from FTA. Of the \$17.3 Million, CDOT has now obligated and sub-awarded to transit agencies \$15.4 Million of that (+1.7 M since last quarter), and has \$0.7 Million to administer the funds.

Table 4 shows the federal fiscal year (FFY) 2015-2016 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state. Table 4 also shows how roll-forward dollars from the prior fiscal year will be programmed to new capital projects just awarded in February/March 2016. Of the total \$18.0 Million, \$10.1 Million of the funds are obligated for calendar-year Administrative & Operating grants. The newly-awarded capital projects have not yet been contracted, and therefore \$6.2 Million shows up in the "Awarded" column. Roll-forwards for next fiscal year are unknown at this point.



Table 3: FTA Funding Available FFY 2015 Program Pools: October 2014 - September 2015

Status Report as of March 31, 2016

(\$Millions, rounded)

FTA Program	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Un-Expended	Contracts Expended	Awarded But UnContracted	Available as CDOT Admin	UnProg. Next Yr Roll Fwd
5304 - State/Non-Urban Planning	\$0.4	N/A	\$0.4	\$0.1	\$0.0	\$0.3	\$0.0	\$0.0
5310 - Senior/Disabled Large UZA	\$1.6	N/A	\$1.6	\$1.0	\$0.5	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	N/A	\$1.0	\$0.5	\$0.4	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	N/A	\$0.6	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3
5311 - Rural Transportation	\$11.0	N/A	\$11.0	\$3.5	\$6.9	\$0.0	\$0.4	\$0.2
5312 - Research & Technology	\$0.2	N/A	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	N/A	\$2.4	\$1.7	\$0.0	\$0.0	\$0.0	\$0.7
TOTAL	\$17.2		\$17.2	\$7.3	\$7.8	\$0.3	\$0.6	\$1.2

Table 4: FTA Funding Available FFY 2016 Program Pools: October 2015 - September 2016

Status Report as of March 31, 2016

(\$Millions, rounded)

FTA Program	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Un-Expended	Contracts Expended	Awarded But UnContracted	Available as CDOT Admin	UnProg. Next Yr Roll Fwd
5304 - State/Non-Urban Planning	\$0.4	\$0.0	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0	\$0.0
5310 - Senior/Disabled Large UZA	\$1.6	\$0.0	\$1.6	\$1.2	\$0.0	\$0.4	\$0.0	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	\$0.0	\$1.0	\$0.0	\$0.0	\$1.0	\$0.0	\$0.0
5310 - Senior/Disabled Rural	\$0.6	\$0.3	\$0.9	\$0.0	\$0.0	\$0.6	\$0.0	\$0.3
5311 - Rural Transportation	\$11.0	\$0.0	\$11.0	\$9.0	\$0.6	\$1.4	\$0.0	\$0.0
5312 - Research & Technology*	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	\$0.7	\$3.1	\$0.0	\$0.0	\$2.4	\$0.0	\$0.7
TOTAL	\$17.0	\$1.0	\$18.0	\$10.2	\$0.6	\$6.2	\$0.0	\$1.0

*Note: 5312 program is not a formula program, and therefore does not have consistent funding level from year to year.



Project Assistance / Lessons Learned

PD 704 asks DTR to more regularly identify projects that are experiencing significant changes to scope, schedule, or budget. Once identified, DTR staff then can apply more project management controls, offer more technical assistance, or it can serve as an advance notice to the T&I Committee that some projects may be subject to PD 703's rules regarding budget changes.

Project	Change being Experienced	Description / Response
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - FTA Funds 2015 - \$330,920 FASTER - \$120,000 FTA 5314	The project is substantially delayed. Delays occurred because the property sale / acquisition did not close as expected. The project cannot be cancelled, because it is a required "mitigation" action to CDOT highway re-construction through Trinidad. Federal funding has been withdrawn.	Not all partners in the project were able to fulfill original commitments. Partner entities (Trinidad, Amtrak, and others) have requested six months, through September 2016, to make a final determination about a minimalist shelter versus something closer to the original project scope. Only FASTER funding remains.
SH-7 / I-25 Carpool Lot - Thornton, CO - FASTER Funds 2014 - \$522,000 FASTER	Project appeared to have met selection criteria when awarded. As the project started, it became clear that the project did not fully comply with environmental clearance & design requirements. CDOT Region & DTR staff offered technical assistance to attempt to resolve.	CDOT interchange re-design at SH 7 / I-25 must be completed before a carpool lot or park-and-ride can be appropriately designed. CDOT notified Thornton in March 2016 that funding is being withdrawn.
Mountain Metropolitan Transit (MMT) - Multiple years - Over \$2 Million in un-expended FASTER dollars 2014 or older	CDOT has reviewed "the books" to identify FASTER projects for closure. Mountain Metropolitan Transit has 30 projects current, and dating back to 2010 which are less than 80% complete. Projects older than 2014 are in most need of review for completion/closure.	CDOT will engage MMT Director to reach agreement on project completion and closures. Several FREX projects, Bustang's precursor, remain on the books and should be easy to close.
Downtown Greeley Transit Center - FASTER Funds 2015 - \$1,509,920	As has been the case for highway projects, this project has experienced cost escalation as it transitioned from design to bid-for-construction.	CDOT has engaged program oversight consultant AECOM to do a review of the prior bid package and cost estimates. Based on the outcome of the review, CDOT will make a recommendation to the TC for this project.

Continuing Grants Improvement in 2016

For several years, the Division of Transit & Rail, the Business Office (DAF), OFMB, and the Office of Procurement have been working to improve several areas of the management of all transit grants, affecting both FASTER and FTA revenues. A LEAN process was undertaken several years ago to streamline some steps. In other areas, controls have been tightened or changed to improve the capability of CDOT to complete contracts in a timely manner, to pay invoices in a timely manner, and to prevent instances of spending occurring outside a contract (i.e. before it's signed, or after it expired). Table 4 below summarizes the year-over-year progress. Figure 1 provides graphic representation of the timely contracts goal.

The following are additional documents DTR expects to finalize in 2016 to further the overall management of the program, in compliance with State Legislature and FTA triennial State Management Review expectations, and for transparency of the process:

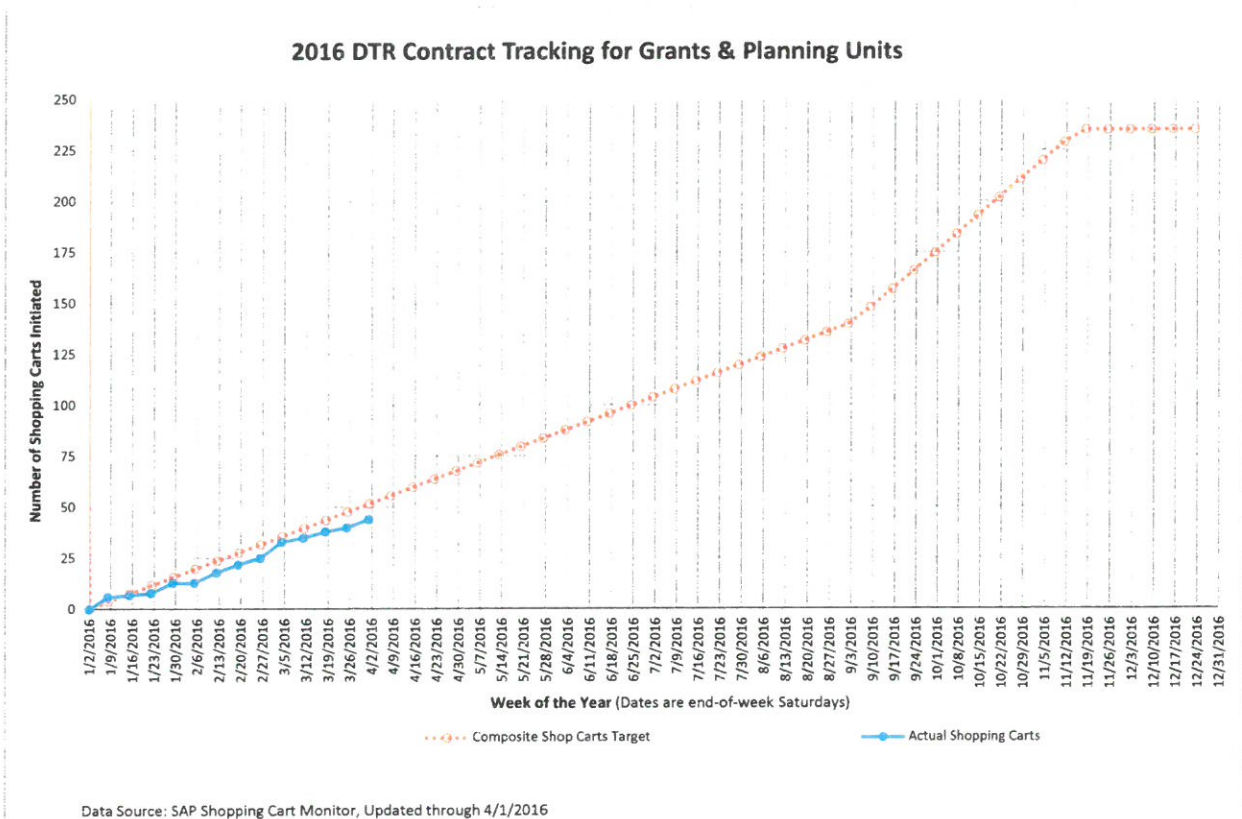
- State Management Plan
 - Policies for Management of FTA & FASTER Funds
 - Released Draft January 2016, comment period closed February 2016, Final expected May 2016



- Grant Partner Manual
 - Instructions & Guidance for Grant Partners / Grant Recipients
 - Released Draft early April 2016, comment period closes April 29th
- Standard Operating Protocols
 - Instructions & Guidance for CDOT Staff
 - Went “live” in April 2016 for staff use
 - Additional protocols being added on an on-going basis

Table 4: Summary of Grants Improvement in 2015	
Goal Area	Results
Timely Contracts	Normal Year: 150 to 175 Contracts 2015 Goal: 210 Contracts by Thanksgiving. Met goal. Finished with 228 for the year. 2016 Goal: 235 Contracts and complete most (~200) a month earlier by mid-October.
Timely Payments (Average Days)	45 days to payment, average for FY Jul 1 2013 - Jun 30 2014 35 days to payment, average for FY July 1 2014 - Jun 30 2015 30 days to payment target for FY July 2015 - Jun 2016 Fiscal year to date: 28 days to payment through March 31 st .
No Statutory Violations	12 Statutory Violations occurred in 2014 2 Statutory Violation in 2015 0 to-date in calendar 2016 (still resolving 2015 SV with DRMAC)

Figure 1: Timely Contracts Tracking, Goal vs. Actual for Calendar Year 2016



Next Steps

The next quarterly report will be available for the July 2016 meeting.

Attachments


None





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CDOT Transit Grants Update
April 29, 2016




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CONTRACTING

Goal: Improve performance in 2016 compared to 2015

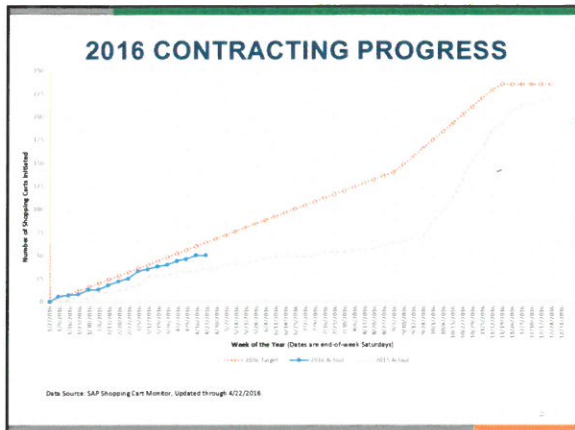
- Shorten time from award to first scope of work
 - 2015 was 4-6 months after February award
 - 2016 shorten by at least one month
- Admin & Operating Contracts: start "shopping cart" / signature process one month earlier
 - 2015: start them before Thanksgiving
 - 2016: start them all by mid-October



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CONTRACTING PROGRESS

- Normal Year 175: 80 Capital, 70 Admin & Operating, 10 Planning, 15 Bustang
- 2015 Planned: 210 Grant, 25 Bustang
- 2015 Actual: 228 Grant, 97 Bustang
- 2016 Planned: 235 Grant, 15 Bustang



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ON-TIME PAYMENTS

Goal: move from standard of 45 days to 30 days

- Prior policy was 45 days
- MAP-21 / FAST Act generally require 30 days
- 30 days to payment is good business practice

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ON-TIME PAYMENT PROGRESS



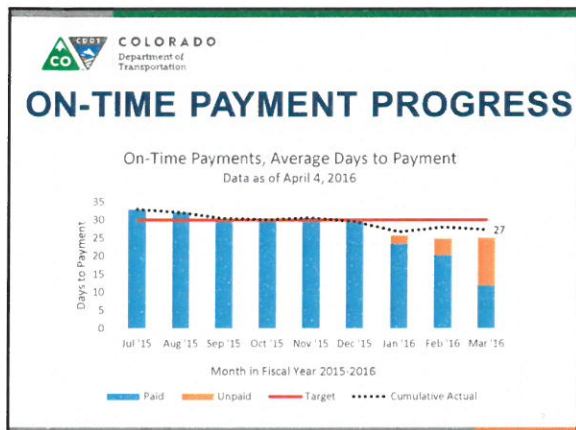


Average Days to Payment

- 45 days for FY Jul 1 2013 - Jun 30 2014
- 35 days for FY July 1 2014 - Jun 30 2015
 - 32 days if revised invoices excluded
- 30 day target for FY July 2015 - Jun 2016

• FY16 actuals through March 31, 2016

- Invoices submitted on/after July 1, 2015
- Average overall is 27 days



ON-LINE PAYMENT PROGRESS

Contract Status Summary: 143374 (100%)

Project Budget: \$1,141,422.00
 Fund Number: 1101
 Description: 143374 (100%)

Project Contract: \$1,141,422.00
 Available Balance: \$1,141,422.00
 143374 Pending Requests: \$0.00
 143374 Approved Requests: \$0.00

Award Budget Requests


Action	Status	Agency	Date Submitted	Amount Requested	Amount Approved	Amount Available	Request Type	Full Release Type
143374	100%	143374	03/20/2016	\$1,141,422.00	\$1,141,422.00	\$1,141,422.00	143374	100%

STATUTORY VIOLATIONS

Goals: Zero statutory violations per year and IF one occurs, have it be a predictable process

Actions in 2015 & 2016:

- Learn from past occurrences
- Use more “early warning” measures
- Get on top of contracting process to prevent SV’s
- DTR Staff & Grant Partner training and guidance

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GUIDANCE & OVERSIGHT

- **State Management Plan (SMP)**
 - Policies for Management of FTA & FASTER
 - Reference to two other documents below
 - Released draft for comment by January 2016
 - Comment period through February 2016
 - Distribute final in May/ June 2016
- **Grant Partner Manual (GPM)**
 - Instructions & guidance for Grant Partners
 - Released draft for comment April 2016
 - Distribute final in May/ June 2016
- **Standard Operating Procedures (SOP)**
 - Instructions & guidance for Transit Grants Team & Proj. Mgrs

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GUIDANCE & OVERSIGHT



The image shows three document covers. The first is the '2016 State Management Plan' with an orange and white cover. The second is the '2016 Grant Partner Manual' with a blue and white cover featuring a transit vehicle. The third is a table of contents page with a blue header and white body.

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COMMUNICATION

- **DTR Stepping Up Communication**
 - COTRAMS has lots of messaging
 - Self-service information options
 - DTR Column in CASTA Newsletters
- **Quarterly Reporting to Transportation Commission**
 - Available to TRAC, Forward to CASTA Board
- **Opportunities to Address specific topics/policies**
 - Transit Town Halls in March 2016
 - CASTA Conferences in May & September 2016
 - TRAC subcommittees
 - Conference calls about proposed policies

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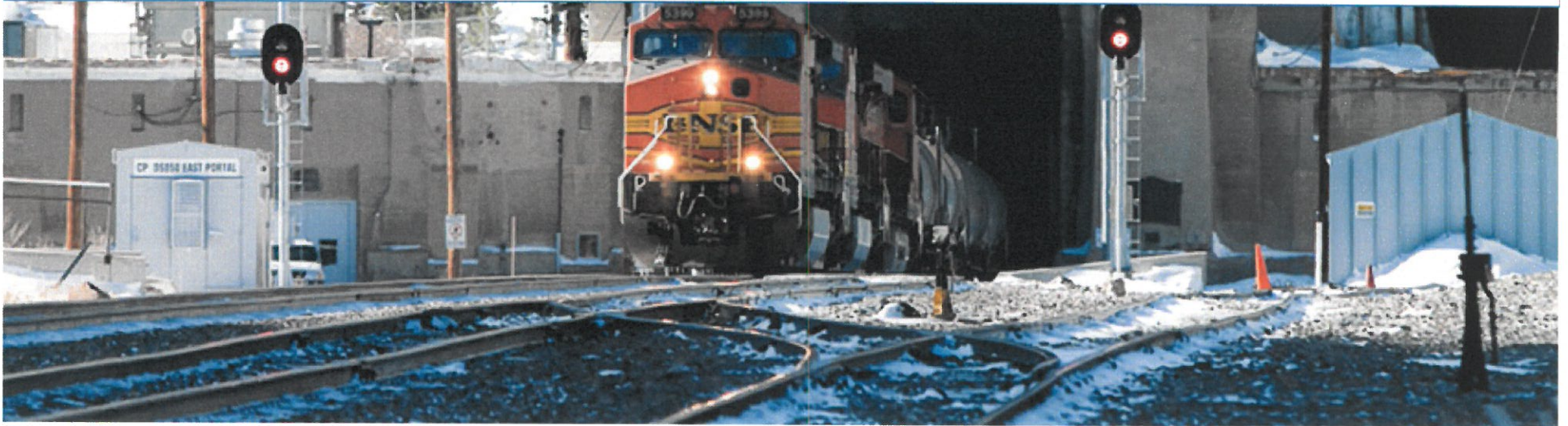
SUMMARY

-  **Transit is about customer service!**
-  **CDOT responded in 2015 by...**
 - Making structural changes*
 - Committing additional resources*
 - Replacing legacy computer systems*
 - Drafting/Revising policies & procedures*
-  **Finished 2015 strongly...Even better 2016**
 - 2016 contracting ahead of 2015 pace*
 - On-time reimbursements now under 30 days*
 - More preventative steps, reporting & monitoring in 2016*



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Multimodal Freight/State Freight & Passenger Rail Plan - Update

April 29, 2016



Project Status Update

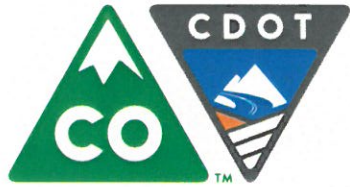
- Received 3 Proposals
- Selection Panel chose Cambridge Systematics
 - Sub-consultants: Felsburg, Holt & Ullevig & CRL
 - Data-driven
 - Stakeholder-led process
 - Innovative approach
 - Robust economic analysis
 - Technical expertise of project team
- Contract completion next week
- Notice to Proceed anticipated late-May



CDOT's Current Efforts

- Developing internal staffing plan
- Preparing Task Order #1
 - Project Management Plan & Kick-off Meeting
- Assembling Steering Committee
- Begin work on CDOT-written sections of the Plans
- Look at site-specific issues with RR's





Stakeholder Involvement

TRAC

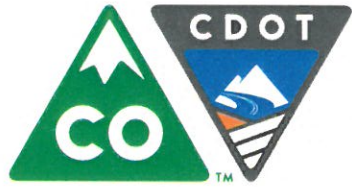
4 Meetings

- Existing & future conditions
- Needs across all freight modes
- Project selection framework and performance metrics
- Project selection and high-level prioritization

Steering Committee

Monthly Meetings

- Advisory role
 - Review process/progress
- Confirm rail system inventory & data analysis
- Identify freight & passenger rail issues and needs
- Identify potential solutions and rail system enhancements
- Confirm vision, goals and strategies
- Refine/select performance measures
- Establish plan implementation and monitoring process



By Next TRAC Meeting

- Project Kick-off Meeting
- Project Management Plan
- Steering Committee Meeting
- Project Team Begin:
 - Data Collection & Inventory
 - Future Conditions & Trends
 - Economic Analysis
 - Stakeholder Participation & Public Involvement



Comments/Questions?

STATE FREIGHT & PASSENGER RAIL PLAN:

Sharon Terranova

Division of Transit & Rail

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THANK YOU!