



MEMORANDUM

TO: TRANSIT AND RAIL ADVISORY COMMITTEE
FROM: RON PAPSDORF, FEDERAL AFFAIRS AND LOCAL GOVERNMENT LIAISON
DATE: JANUARY 26, 2016
SUBJECT: FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT - TRANSIT/RAIL HIGHLIGHTS

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 suballocated 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 ten percent in year one and by almost 18 percent over the five years of the bill. The bill grows the Urbanized Area Formula program by less than two percent in 2016, starting at \$4.5 billion. It is increased by 10.6 percent over the five-year authorization to \$4.9 billion. The Rural Area Formula Program grows by 10.8 percent 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.

Urbanized Area Formula Grant

- Special rule.—The Secretary may make grants under this section to finance the operating cost of equipment and facilities for use in public transportation, excluding rail fixed guideway, in an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census—
 - (A) for public transportation systems that operate 75 or fewer buses in fixed route service *or demand response service, excluding ADA complementary paratransit service*, during peak service hours, in an amount not to exceed 75 percent of the share of the apportionment which is attributable to such systems within the urbanized area, as measured by vehicle revenue hours; and
 - (B) for public transportation systems that operate a minimum of 76 buses and a maximum of 100 buses in fixed route service *or demand response service, excluding ADA complementary paratransit service*, during peak service hours, in an amount not to exceed 50 percent of the share of the apportionment which is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.
- Grant recipients must provide certification that they will maintain equipment and facilities *in accordance with the recipient's transit asset management 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 non-emergency 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.

Technical assistance and workforce development

- Allows the Secretary to make grants and contracts for programs that address human resource needs as they apply to public transportation activities
- Directs the Secretary to establish a competitive grant program to assist in the development of innovative workforce development
- Directs the Secretary to establish a national transit institute and award grants to a public 4-year, degree granting institution of higher education

General Provisions

- Grants or loans may not be used to pay incremental costs of incorporating art or non-functional 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 percent for FY 2016 and 2017, but increases to 65 percent for FY 2018 and 2019 and then 70 percent 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.



Passenger Rail Provision Highlights

Amtrak Funding

For the first time, Amtrak funding is separated into the Northeast Corridor and the National Network. The bill directs the creation of at least two distinct accounts for the Northeast Corridor and the National Network to assign all revenues, appropriations, grants and other forms of financial assistance, compensation, and other sources of funds, including operating surplus, commuter payments and state payments. If Amtrak determines that a transfer between the accounts is necessary, Amtrak may transfer funds between the Northeast Corridor and National Network accounts if Amtrak notifies the Amtrak Board of Directors, including the Secretary, at least 10 days prior to the expected date of transfer.

The National Network is funded at \$5.454 billion over five years while the Northeast Corridor is funded at \$2.596 billion.

State Supported Route Committee

The Act directs the Secretary of Transportation to establish the State-Supported Route Committee to promote mutual cooperation and planning pertaining to the rail operation of Amtrak and related activities of trains operated by Amtrak on State-supported routes.

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.



Restoration and Enhancement Grants

This new program provides \$100 million (\$20 million per year) over five years for restoration and enhancement of passenger rail service. Grant applications must include a capital and mobilization plan that includes an operating plan that describes the planned operation of the service, including the identity and qualifications of the train operator; service frequency; the planned routes and schedules; the station facilities that will be utilized; projected ridership, revenues, and costs; and details on the equipment that will be utilized, how such equipment will be acquired or refurbished and where such equipment will be maintained.

The Act directs the DOT to give preference to projects that:

- Restore service over routes formerly operated by Amtrak or would provide daily or daytime service over routes where such service did not previously exist;
- Provide service to regions and communities that are underserved or not served by other intercity public transportation;
- Fosters economic development, particularly in rural communities and for disadvantaged populations; and
- Enhance connectivity and geographic coverage of the existing national network of intercity rail passenger service.

The Act limits Federal operating assistance to three years, gradually lowering it from 80% in the first year to 40% for the third year.

Route and Service Planning Decisions

Amtrak shall obtain the services of an independent entity to develop and recommend objective methods for Amtrak to use in determining what intercity rail passenger routes and service it should provide, including the establishment of new routes, the elimination of existing routes, and the contraction or expansion of service or frequencies over such routes. The Amtrak Board of Directors shall consider the adoption of each recommendation and transmit a report explaining the reasons for adopting or not adopting each recommendation to the Senate Committee on Commerce, Science, and Transportation and the House Committee on Transportation and Infrastructure.



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

Note: Estimates are Pre-Obligation Limitations





COLORADO
 Department of Transportation
 Division of Transit & Rail

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

DATE: January 20, 2016
TO: STAC and TRAC
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 October 2015 through December 2015.

2nd Quarter Bustang Operations Data					
<i>Bustang System</i>					
	Q1 : Jul-Sep 2015	Q2 : Oct - Dec 2015	Oct-15	15-Nov	15-Dec
<i>Revenue riders</i>	17,576	24,426	7,753	7,844	8,829
<i>Revenue</i>	\$ 172,660	\$ 258,905	\$ 79,652	\$ 80,188	\$ 98,795
<i>Cumulative Avg. Fare</i>	\$ 9.82	\$ 8.58	\$10.31	10.22	\$11.19
<i>Load Factor</i>	23%	26%	22%	22%	28%
<i>Farebox Recovery Ratio</i>	28%	38%	35%	38%	40%
<i>South Route</i>					
<i>Revenue riders</i>	7,206	9,665	3,421	3,022	3,222
<i>Revenue</i>	\$ 63,897	\$ 92,182	\$ 34,135	\$ 27,468	\$ 30,579
<i>Cumulative Avg. Fare</i>	\$ 8.87	\$ 9.54	\$ 9.98	\$ 9.09	\$ 9.49
<i>Load Factor</i>	19%	21%	20%	21%	21%
<i>Farebox Recovery Ratio</i>	21%	28%	30%	28%	27%
<i>North Route</i>					
<i>Revenue riders</i>	8,062	10,567	3,450	3,603	3,514
<i>Revenue</i>	\$ 68,909	\$ 90,661	\$ 32,853	\$ 28,424	\$ 29,384
<i>Cumulative Avg. Fare</i>	\$ 8.55	\$ 8.58	\$ 9.52	\$ 7.89	\$ 8.36
<i>Load Factor</i>	23%	26%	23%	29%	26%
<i>Farebox Recovery Ratio</i>	32%	39%	41%	38%	37%
<i>West Route</i>					
<i>Revenue riders</i>	2,636	4,396	878	1,216	2,214
<i>Revenue</i>	\$ 43,470	\$ 79,089	\$ 12,664	\$ 24,107	\$ 38,778
<i>Cumulative Avg. Fare</i>	\$ 16.49	\$ 17.99	\$ 14.42	\$ 19.82	\$ 17.51
<i>Load Factor</i>	48%	56%	37%	54%	72%
<i>Farebox Recovery Ratio</i>	41%	60%	36%	62%	75%
<small>Note - E commerce revenue and ridership report failed December 30 & 31- data recovery in process - this report includes estimates for both days</small>					



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 remain the same, but departure times were altered to better manage the demand. The January 4 Bustang schedule is shown in Attachment A.

Quarterly Safety/Collisions - Four collisions occurred in the quarter only one was rated preventable; Cumulative Accident Frequency Rate (AFR) per 100,000 miles = 1.6 down from 2.75 in first quarter. Goal is 0.5 AFR. Only one was rated as *preventable*. A breakdown of the quarter's accidents follows:

- 11/13 - bus# 38011 - Wadsworth & I-70 Mirror hit and damaged by Greyhound bus while enroute from Stewart-Stevenson warranty repair to Ace Garage- rated non-preventable.
- 11/16 - Bus - 38006 - Bus struck a rogue construction barrel in the travel lane in Hanging Lake tunnel-visibility poor - Broken right turn signal lens - rate non-preventable
- 11/27 - bus# 38000 - I-25 in Lone Tree - Xcel Energy Truck swerved into bus lane and damaged mirror during snow event - rated non-preventable.
- 12/22 - bus 38002 - Colfax & Lincoln - Bustang came in contact with RTD bus -rated preventable and driver's record charged.

Quarterly Other Incidents

- 10/13 - Bus 38002 - glancing deer strike - down graded to incident - no damage
- 10/15 - Bus 38009 - Box truck mirror came in contact with Bustang at 17th & Stout - No damage - downgraded to incident.

Quarterly On-Time Performance -Departures:

- System - 97.3%;
- West Line - 93.0%;
- North Line - 98.7
- South Line - 95.9%,

RamsRoute - For the quarter, RamsRoute averaged 25 roundtrip riders (Fridays and Sundays). Surveys identified a significant student ridership between CSU and Colorado Springs. With no Sunday service between Colorado Springs and Denver these students return to Fort Collins on Monday mornings. Therefore, in October we began to allow a restricted number of one-way tickets allowing a Friday RamsRoute departure and a Monday morning North Route return. Also, effective January, after a request from UNC students a "discharge only" stop at the Loveland Park & Ride has been added to the Sunday RamsRoute return.

Ticket Sales/Fareboxes Issues: Ten SPX Genfare Odyssey fareboxes on loan from The City of Colorado Springs as well as the SPX Genfare Fast Fare-e Scanners will be replaced January 8-10 with ten new SPX Genfare Fast Fare boxes. The loaned Odysseys will be return to Colorado Springs. Still working with SPX Genfare on these issues:

- Printed ticket QR Code "bad listing" fix by end of January.
- Creating "bustang ticket accounts" so multi-ride tickets can be transferred seamlessly when customers purchase new phones. Currently multi-ride tickets are tied to the phone.
- Longer term - Open Source Payment. Current fareboxes are capable of accepting credit/debit cards, RFID enabled cards (smart cards), and Apple/Google Pay, however SPX Genfare has yet to guarantee Payment Card Industry data security.

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. The Executive Summary and data overview is provided in Attachment B.
- 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.

Next Steps

May 2016 Schedule Change

- Monitor January 4 Schedule change for dynamic ridership changes.
- Meet with Transfort to receive approval to originate all southbound Bustang North Route departures at the Downtown Transit Center.
- Call March Fare and Route Committee (FRC) and submit recommended May schedule changes followed by public comment the last two weeks of March.

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

- Conduct pre-production meeting and finalize delivery dates.

Attachments

Attachment A - Bustang January 4 Schedule

Attachment B - Bustang Survey Executive Summary & Data Overview



Attachment A- January 4, 2016 Schedule Changes

Fort Collins // Denver
North Line

Southbound Schedule

BUS ROUTE	501	502	503	507	509	510
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Downtown Transit Center <i>(Leave)</i>					11:00a	11:00a
Harmony Transfer Center	5:30a	6:00a	6:45a	7:30a	11:20a	11:20a
U.S. 34 & I-25 Loveland	5:30a	6:20a	7:00a	7:20a	11:20a	11:20a
Denver Union Station	6:45a	7:15a	7:45a	8:15a	11:20a	11:20a
Denver Bus Center	7:15a	7:30a	8:15a	8:30a	11:20a	11:20a

Northbound Schedule

BUS ROUTE	402	403	404	405	406	408
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Denver Bus Center	7:20a	7:40a	8:00a	8:20a	8:40a	8:55a
Denver Union Station	7:30a	7:50a	8:10a	8:30a	8:50a	9:10a
U.S. 34 & I-25 Loveland	8:20a	8:40a	9:00a	9:20a	9:40a	9:55a
Harmony Transfer Center	8:45a	9:05a	9:25a	9:45a	10:05a	10:20a
Downtown Transit Center <i>(Arrive)</i>	9:00a	9:20a	9:40a	10:00a	10:20a	10:35a

Distances 402-408: Bus stops only upon passenger request.
Note: Route 402 starts at Denver Union Station, not Denver Bus Center.

FARES

** North I-25	Walkup	15 ride	20 ride	40 ride
One-Way Fare between Denver ASD				
US 34 & I-25 Loveland	\$9	\$91	\$144	\$270
Fort Collins	\$10	\$90	\$160	\$300

NOTE: All passengers will be transported to the area stop in with the FLEX operator at the Fort Collins / Loveland stop on the Denver RTD Station.

20% discount for riders with disabilities and seniors 65+. **50%** discount for children ages 3-11.

Colorado Springs // Denver
South Line

Northbound Schedule

BUS ROUTE	501	503	506	507	509	510
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Taylor/Kawasaki Park & Ride	4:45a	5:30a	6:00a	6:45a	7:30a	7:45a
Downtown Terminal	5:00a	5:45a	6:15a	7:00a	7:45a	7:55a
Woodmen Park & Ride	5:00a	5:45a	6:15a	7:00a	7:45a	7:55a
Worsham Park & Ride	5:20a	6:05a	6:35a	7:20a	8:05a	8:15a
Colorado Station (arrive) <i>(arrive)</i>	5:30a	6:15a	6:45a	7:30a	8:15a	8:25a
City Center (arrive & Leave)	6:00a	6:45a	7:15a	8:00a	8:45a	8:55a
18th & California	6:30a	7:15a	7:45a	8:30a	9:15a	9:25a
Denver Union Station	6:45a	7:30a	8:00a	8:45a	9:30a	9:40a
Denver Bus Center	7:00a	7:45a	8:15a	9:00a	9:45a	9:55a

Southbound Schedule

BUS ROUTE	501	503	506	507	509	510
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Denver Bus Center	10:20a	10:40a	11:00a	11:20a	11:40a	11:55a
Denver Union Station	10:30a	10:50a	11:10a	11:30a	11:50a	12:10a
18th & Stout	10:45a	11:05a	11:25a	11:45a	12:05a	12:25a
City Center (arrive & Leave)	11:00a	11:20a	11:40a	12:00a	12:20a	12:40a
Colorado Station (arrive) <i>(arrive)</i>	11:15a	11:35a	11:55a	12:15a	12:35a	12:55a
Worsham Park & Ride	11:30a	11:50a	12:10a	12:30a	12:50a	13:10a
Woodmen Park & Ride	11:45a	12:05a	12:25a	12:45a	13:05a	13:25a
Downtown Terminal	12:00a	12:20a	12:40a	13:00a	13:20a	13:40a
Taylor/Kawasaki Park & Ride	12:15a	12:35a	12:55a	13:15a	13:35a	13:55a

Distances 501-510: Bus stops only upon passenger request.

FARES

** South I-25	Walkup	15 ride	20 ride	40 ride
One-Way Fare between Denver ASD				
Colorado Springs	\$9	\$90	\$160	\$300
Woodmen Park & Ride	\$9	\$81	\$144	\$270
One-Way Fare between Colorado Springs ASD				
Colorado Springs	\$5	\$45	\$80	\$150

NOTE: All passengers will be transported to the area stop in with the FLEX operator at the Colorado Springs / Woodmen Park & Ride stop on the Denver RTD Station.

20% discount for riders with disabilities and seniors 65+. **50%** discount for children ages 3-11.

Glenwood Springs // Denver
West Line

Eastbound Schedule

BUS ROUTE	701
EVERY DAY SUNDAY - SATURDAY	
Glenwood Springs (arrive Denver RTD Station)	11:00a
Glenwood Springs (arrive Denver Park & Ride)	11:00a
Capitol (arrive Park & Ride)	11:00a
Wall (arrive Transportation Center)	11:00a
FINROD (arrive Denver Center)	11:00a
Lakewood - Denver Federal Center	11:00a
Denver Union Station	11:00a
Denver Bus Center	11:00a

Westbound Schedule

BUS ROUTE	700
EVERY DAY SUNDAY - SATURDAY	
Denver Bus Center	11:00a
Denver Union Station	11:00a
Lakewood - Denver Federal Center	11:00a
FINROD (arrive Denver Center)	11:00a
Wall (arrive Transportation Center)	11:00a
Capitol (arrive Park & Ride)	11:00a
Glenwood Springs (arrive Denver Park & Ride)	11:00a
Glenwood Springs (arrive Denver RTD Station)	11:00a

FARES

** I-70	Walkup	15 ride	20 ride	40 ride
One-Way Fare between Denver RTD Station and Denver Denver Federal RTD Station ASD				
Harmony Transfer Center	\$9	\$90	\$160	\$300
Wall Transportation Center	\$7	\$70	\$130	\$240
Capitol (arrive Park & Ride)	\$7	\$70	\$130	\$240
Glenwood Springs (arrive Park & Ride)	\$7	\$70	\$130	\$240
One-Way Fare between I-70 ASD				
Harmony Transfer Center	\$7	\$70	\$130	\$240
One-Way Fare between Glenwood ASD				
Capitol	\$5	\$45	\$80	\$150
Wall Transportation Center	\$7	\$70	\$130	\$240
Harmony Transfer Center	\$7	\$70	\$130	\$240

NOTE: All passengers will be transported to the area stop in with the FLEX operator at the Denver RTD Station.

20% discount for riders with disabilities and seniors 65+. **50%** discount for children ages 3-11.

Data Overview

Executive Summary

The data pulled from the survey takes a deep dive into the ridership's demographic, uncovers Bustang riders' behavior patterns and identifies growth opportunities in secondary and tertiary target audiences. This information will help to inform targeted strategies and tactics moving forward.

DEMOGRAPHICS

Per the resulting data, Bustang riders are:

- Commuting professionals
- Well-educated with a household income between \$75,000-150,000
- 35-55 years old
- Male/Female (fairly even split)
- Caucasian

Frequent riders (using Bustang 1-5 times per week) are highly educated with more than 80% having at least a Bachelor's degree. This group is specifically using Bustang to commute.

BEHAVIORS

Daily public transportation users are likely to take Bustang for business/commuting AND personal/extracurricular reasons.

Daily Drivers are likely to take Bustang for business/commuting reasons.

OPPORTUNITIES

- The survey data reaffirms Bustang's core target audience is commuting professionals. Marketing efforts should focus heavily on this population.
- Daily transportation users are also a prime target for Bustang. This group is open to the idea of Bustang and skews:
 - Younger
 - Lower household income
 - Less educated
 - More diverse/higher minority count
- A younger demographic rides Bustang occasionally. There is opportunity here to convert the 25-35 year old age group into frequent riders.



COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: January 20, 2016
TO: TRAC
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Bustang North & South Route Limited Weekend Service

Memorandum - initially presented at Transit & Intermodal Committee at TC workshop

Purpose

To present the Transit & Intermodal Committee with recommendations on weekend service expansion for the North & South Bustang Routes.

Action

Recommendation is to not add weekend service; action only if the T&I Committee chooses to implement.

Background

PD-1605 outlines the Transit & Intermodal Committee oversight of the Bustang Program. The Committee shall "Monitor the performance of the Program and serve as recommending body for any substantial modification, addition or deletion of services, including capital needs."

At the October 2015 T&I Committee, the Committee approved adding Bustang service to the West Route beginning in November. Also at the October meeting, staff committed to provide the Committee with a recommendation on weekend service expansion for the North and South Routes at the January quarterly meeting.

Details

Customer/public comments have suggested and requested weekend service for both the North and South Routes.

The West Route has seen strong weekend ridership with an average load factor of 57% from November 21 to December 31 on both Saturdays and Sundays. Sunday, November 29 required an extra bus on the evening return to Glenwood Springs due to the Thanksgiving travel peak. During Christmas holiday peak travel, between December 21 and December 31, the load factor was as high as 106% of capacity, not including the 9 extra buses operated. High volumes of winter recreational overnight travelers were the result of the increased ridership numbers during the Christmas holiday period. We expect continued high ridership during the balance of the winter recreational season, especially during the March 2016 Spring Break period. West Route November fare box recovery reached 62% as a partial result of weekend service.

In December 2015 the South Route combined load factor (weekday service) was 21%; and North Route combined load factor was 26%. Unlike the West Route, the North and South Routes are primarily commuter in nature with some essential service travel but experienced higher than anticipated off peak travel during the Christmas holiday period.

Assuming 2 round trips/Saturday and Sunday on the North and South Routes, additional annual operating costs would be incurred as follows:

South Route

Increase in operating days - 110 (weekend schedules on major holidays)
Contract Mileage/day - 304 Miles @ \$3.76 = \$1,143
Fuel 3.5 miles per gallon @ \$2.00/gallon - \$173
Total Costs - \$1,316 per day Saturday/Sunday or \$144,760 annually.



North Route

Increase in operating days- 110 (weekend schedules on major holidays)

Contract Mileage - 260 Miles @ \$3.76 = \$977

Fuel 3.5 miles per gallon @ \$2.00/gallon - \$149

Total Costs - \$1,126 per day or \$123,860 annually.

Ridership levels for weekend service, and the resulting fare box recovery, is difficult to project. However, given the current weekday ridership levels, adding weekend service would increase overall operating costs disproportionately.

Bustang has an annual operating cost cap of \$3.0M plus farebox revenue. Three additional Bustang buses have been ordered with the expectation that they will be deployed into service in the most effective and cost efficient means. At this time, staff believes it most prudent to hold off on service additions. As ridership increases over the coming months, and as more operating experience and data become available, service expansion options, including weekend service on the North and South Routes, will be analyzed and presented to the T&I Committee for consideration.

Options and Recommendations

- 1) Do not implement weekend service on the North and South Routes at this time; staff recommendation.
- 2) Implement weekend service on either or both the North and South Routes. Options include Saturdays and/or Sundays, and one or two round trips/day.

Next Steps

Continue to monitor system performance and ridership trends, and analyze service additions as ridership and demand increases.





COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: January 20, 2016
TO: TRAC
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Policy Discussion on Service to Outer Ring Suburbs

Memorandum - initially presented at Transit & Intermodal Committee at TC workshop (Jan 2016)

Purpose

To initiate a policy discussion with the Transit & Intermodal Committee for development of guidelines for future Bustang expansion to the "outer ring" Denver suburban communities requesting inclusion into the Bustang network.

Action

Informational only no action requested.

Background

The mission of Bustang is to provide interregional express bus service connecting local transit systems, providing convenient park & ride access, and interfacing with local transit service at existing local transit facilities. PD 1605 spells this out in paragraph one (1) of the General Provisions:

"The IX Program was developed to augment CDOT's commitment to provide the best multi-modal transportation system in the country. The IX Program fills a critical need by connecting the local bus systems serving population and employment centers to better integrate a statewide transit system."

Clear Creek County, Castle Rock and SW Weld County communities have all made repeated requests to have Bustang stops and park & rides serving their communities. Following TC policy, the initial/current Bustang service is express in nature, and does not stop in these communities that lack local transit service.

During FREX operations, Castle Rock was included in the early years and the City contributed annually to cover the operations serving Castle Rock. Castle Rock made up a significant share of total ridership, but later cancelled their financial contribution due to economic conditions. FREX was forced to eliminate Castle Rock from the service. Learning from this experience, the TC through the Bustang development phase chose to not solicit operating local matches from any of the communities served, but rather to **informally view the local transit service as an "in-kind" match.**

Staff is in the midst of developing a plan for the use of the SB228 Transit funds that will be available later this year. This plan likely will include some modest expansion to the Bustang system, plus a limited level of service to connect rural communities to regional centers for essential service needs. At the October T&I Committee meeting, as part of this plan development, the Committee requested staff to evaluate the possibility of adding "outer ring" stops to the current Bustang routes.

Details

Castle Rock



2015 commute patterns show 76.8% of Douglas County residents commute to work in other counties¹. Likely commuter destinations include Downtown Denver, the Denver Tech Center (DTC) and north Douglas County employment center. Bustang currently does not stop in the DTC because there is no easy/quick access, and a stop there would significantly degrade the travel time for the majority destined to Downtown; a stop is made at the I-25/Colorado Blvd LRT station.

There currently are no park & rides along I-25 in the Castle Rock area. Adding Castle Rock would require an adequate park & Ride facility adjacent to I-25, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed. The FREX service used to utilize a park & ride in the Outlets at Castle Rock; this was a very inconvenient and time consuming stop. Staff recommends no consideration of re-establishing the Outlets as a park & ride option.

SW Weld County (Frederick, Dacono, Firestone)

The 2010 US Census² data indicates Weld County residents who work outside of the county commute to Boulder County and Larimer County, rather than Denver County, each by a 2 to 1 margin. Although, commuters to the Denver core are believed to be significant.

There are three existing CDOT carpool facilities along I-25 north of the RTD district boundary:

- *North Longmont*-located in the southwest quadrant of I-25 and State Highway 66 in Longmont.
- *South Longmont*- Located in the southeast quadrant of I-25 and State Highway 119.
- *Frederick/Firestone/Dacono* - Located in the Northwest quadrant of I-25 and State Highway 52 adjacent to a CDOT Maintenance Garage

All three have parking capacity of less than 100 spaces and would be inadequate for a transit facility and all three would require an additional 10 minutes of running time to serve. **Bustang's operating expenses equate currently to \$159 per revenue hour or \$2.65 per revenue minute.** An additional 10 minutes for 6 round trips runs would add \$318.00 of operating expense per day or \$81,090 annually. A \$5 fare per passenger would yield a break-even point (100% FBR) of 45 passengers per day or 4 passengers per trip. Therefore, none of these locations is recommended in the current configuration.

Adding SW Weld County would require an adequate park & Ride facility adjacent to I-25, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed.

Clear Creek County

The only current park & ride facility in Clear Creek County along I-70 is located in, and owned by, Idaho Springs in the northwest quadrant of I-70 and State Highway 103. It is adjacent to I-25, has poor bus circulation and has capacity for only 25 cars. During the winter recreational period, this facility is heavily used by Loveland ski area employees taking the ski area shuttle bus to work.

Utilizing this park & ride in Idaho Springs would require a minimum 10 minutes of running time with one round trip adding \$53 of daily operating expense or \$19,345 annually. At a \$5 fare per passenger, a break-even would require 11 passengers per day.

Adding Idaho Springs would require an adequate park & ride facility adjacent to I-70, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed.

¹ 2015 Metropolitan Denver Labor Force & Economic Profile

² 2010 U.S. Census Bureau 5 year ACS Survey (2006-2010)



Located east of Empire Junction, Idaho Springs would be an ideal stop, with a proper facility, for the proposed Rural Regional statewide bus network by serving as a connecting hub for service from/to Grand County and Summit County to/from Denver.

Conclusions

- The three “outer ring” communities, Clear Creek County, Castle Rock and the SW Weld County communities have all made repeated requests to have Bustang stops and park & rides serving their communities, and ridership demand is believed to exist. The current Bustang service by-passes all three areas in express mode.
- The North and South Routes have existing capacity to potentially add an “outer ring” stop with the existing fleet. The West Route is currently capacity constrained, however is expected to have capacity relief next summer/fall when a second run is added. Any additional ridership would increase the load factor and fare box recovery. However, if/when ridership levels increase as the current trend suggests, additional runs and more buses could be required, and seasonal demand is also a concern for the West Route.
- None of the three “outer ring” communities has a suitable existing park & ride facility. Adding service to these locations would require adequate park & ride facilities adjacent to I-25/I-70, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. Suitable sites would need to be located and developed.
- With adequate park & ride facilities, adding any or all of these locations would have minimal operating cost increases to the existing service. However, if/when capacity is reached on any route requiring additional runs, operating costs would increase; strong ridership could offset most of the operating cost increase.
- CDOT has limited capital funds coming available through SB 228, and clearly nowhere near enough to cover the costs of these three facilities.

Recommendations

- As part of the SB228/Rural Regional Bus Plan development, direct staff to meet with each of the “outer ring” entities and their stakeholders to explore the potential for CDOT/local partnership opportunities. This would include park & ride location assessment, ease of access, and cost sharing.
- The T&I Committee will assess the “outer ring” Bustang locations as part of the SB228 overall evaluation.
- If the T&I Committee chooses to consider service to the “outer ring” communities, staff makes the following recommendations:
 - Continue with the policy of not soliciting or accepting local contributions toward operating costs.
 - Require capital partnerships between CDOT and the local community for park & rides, and possibly additional buses if the demand requires additional service.
 - Maintain the philosophy of express service, and require park & rides to have quick and easy access to/from I-25 and I-70; preferably slip ramps.

Next Steps

- Continue development of SB 228 plans to include new park & ride facilities.
- Collaboration with CDOT Regions in community engagement on financial partnerships for planning and construction of facilities.





COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: January 20, 2015

TO: TRAC

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

SUBJECT: Transit Grants Quarterly Report

Memorandum - initially presented for Transit & Intermodal Committee at TC workshop

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the first quarterly update on the Transit Grants Program. It is a draft format of what will become a regular quarterly update to T&I on the management of the Transit Grant Program.

Action

DTR Staff request T&I Committee input about what information is most useful in the role of providing oversight and policy direction for transit programs.

Background

A State Legislative Audit of the FASTER Program occurred in 2015, resulting in findings in August 2015. In response to that Audit, Policy Directive 704 is being presented to the Transportation Commission for approval in January 2016, covering FASTER Safety, FASTER Bridge, FASTER Maintenance, and FASTER Transit programs. PD 704 states that the T&I Committee shall receive a quarterly update on FASTER Grants. This is the first such FASTER Transit update in response to PD 704. Similarly, a triennial review (aka State Management Review or SMR) was completed by the Federal Transit Administration (FTA) in October 2015. CDOT is required to provide quarterly reporting to the FTA. Because FASTER and FTA funds are managed together as a whole, and each individually is approximately half of the overall 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) 2015; projects awarded two years ago (February 2014), for which budget was available to write contracts (July 1 2014), and which are now 18 months into



project completion since then. Many of the dollars are un-expended because they are capital projects (buses and facilities) which take longer to complete. This is an example of FASTER financial reporting that can be provided to the T&I Committee.

SFY 2016 projects with budget available for contracting in July, 2015 are just now getting under contract; the April quarterly report will begin to report on the status of the SFY 2016 program.

Table 1: FASTER Funding Available SFY 2015: July 2014 - June 2015 Status Report as of December 31, 2015 (\$Millions, rounded)				
FASTER Pool	Available Overall	Contracts Un-expended	Contracts Expended	Un-Programmed
Local Pool				
Small Agency Capital Expenses	\$4.1	\$4.0	\$0.1	\$0.0
Large Urban Capital Expenses (MMT, TF)	\$0.9	\$0.9	\$0.0	\$0.0
Subtotal Local Pool	\$5.0	\$4.9	\$0.1	\$0.0
Statewide Pool				
DTR Admin, Planning, & Technical Assistance	\$1.0	\$0.4	\$0.6	\$0.0
Bustang Interregional Express Service	\$3.0	\$2.0	\$1.0	\$0.0
Regional Operating Assistance*	\$0.0	--	--	\$0.0
Large Urban Capital Expenses (RTD)	\$3.0	\$2.5	\$0.1	\$0.4
Statewide Competitive Capital Pool	\$3.0	\$1.9	\$1.1	\$0.0
Subtotal Statewide Pool	\$10.0	\$6.8	\$2.8	\$0.4
TOTAL	\$15.0	\$11.7	\$2.9	\$0.4
*Note: Not approved until June 2014, and not budgeted/available until SFY 2016, beginning in July 2015.				

FTA Update

Table 2 shows the federal fiscal year (FFY) 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 obligated and sub-awarded to transit agencies \$13.2 Million of that, and has \$0.7 Million to administer the funds. This is a snapshot in time, and CDOT has just completed a selection process for new projects, expected to use up much of the \$3.4 Million that currently shows in this table as un-programmed.

Table 2: FTA Funding Available FFY 2015 Program Pools: October 2014 - September 2015 Status Report as of December 31, 2015 (\$Millions, rounded)					
FTA Program	Available Overall	Contracts Un-Expended	Contracts Expended	Available as CDOT Admin	Un programmed
5304 - State/Non-Urban Planning	\$0.4	\$0.1	\$0.0	\$0.0	\$0.3
5310 - Senior/Disabled Large UZA	\$1.6	\$0.7	\$0.5	\$0.1	\$0.3
5310 - Senior/Disabled Small UZA	\$1.0	\$0.5	\$0.4	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	\$0.5	\$0.1	\$0.0	\$0.0
5311 - Rural Transportation	\$11.0	\$3.4	\$6.7	\$0.5	\$0.4
5312 - Research & Technology	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	\$0.0	\$0.0	\$0.0	\$2.4
TOTAL	\$17.3	\$5.5	\$7.7	\$0.7	\$3.4



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.

Table 3: Projects Experiencing Significant 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 5311	The project is substantially delayed. Delays occurred because the property sale / acquisition did not close as expected. Estimated on-going operating & maintenance were higher than expected, and not fully vetted among project partners. The project cannot be cancelled, because it is a required "mitigation" action to CDOT highway re-construction through Trinidad. The scope and budget will be reduced to meet the minimum mitigation requirements.	Not all partners in the project were able to fulfill original commitments. This project, in hindsight, was not sufficiently ready-to-go when originally awarded funding. DTR is providing technical assistance and requiring more project controls on this project. DTR is requiring a higher level of project development for future projects.
Orchards Transfer Facility - Loveland, CO - FASTER Funds 2013 - \$383,000 FASTER	The project was substantially delayed because the property sale/acquisition did not close as expected. In addition, the sponsoring agency had staff turnover which impeded the ability to resolve the property issue.	Project cancelled in 2015
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. The transit project is being cancelled. The project sponsor may re-apply at a later date.
Steamboat Bus Refurbishment - FTA Funds 2013 - \$1,765,910 FTA 5309	Time delay and cost increase. Six buses were in the original project. During the project, after three buses were refurbished, the low-bid vendor/supplier of the refurbishment went into bankruptcy. CDOT and Steamboat worked to "cure" the contract with the vendor, and complete the work as promised.	Ultimately, the contract with the original vendor was terminated. Steamboat had to re-bid the refurbishment of the other vehicles, resulting in a delay. The new vendor quoted a higher price. The project is being completed.

Grants Improvement in 2015

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 accomplishments in the last year. Figure 1 provides graphic representation of the timely contracts goal. Transit grant partners/grant recipients have already expressed appreciation for the significant improvements that have resulted from the concerted efforts of many groups within CDOT.

The following are additional documents DTR expects to update 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:

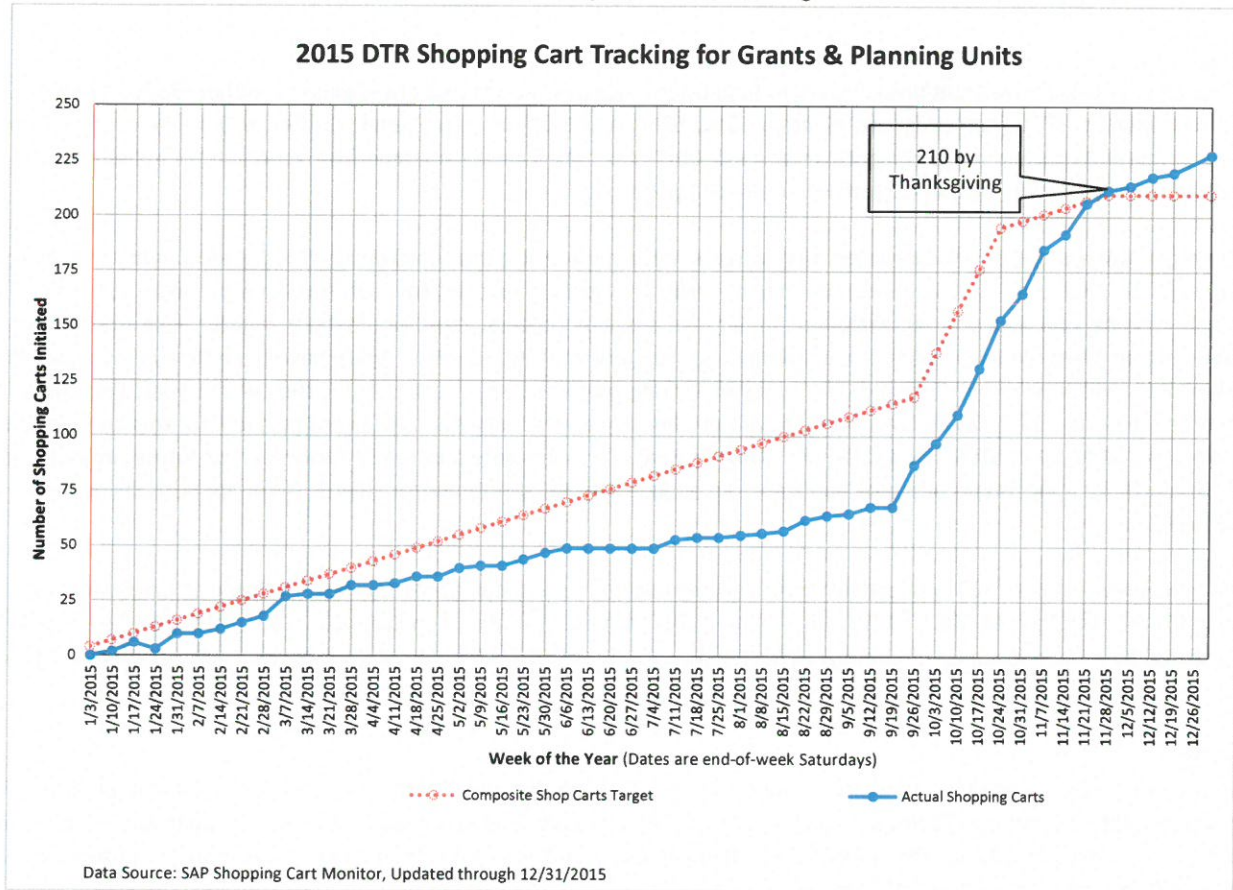
- State Management Plan
 - Policies for Management of FTA & FASTER Funds
 - Release Draft for comment by late January 2016



- Grant Partner Manual
 - Instructions & Guidance for Grant Partners / Grant Recipients
- Standard Operating Protocols
 - Instructions & Guidance for CDOT Staff (Grant Coordinators)

Table 4: Summary of Grants Improvement in 2015	
Goal Area	Results
Timely Contracts	Normal Year: 150 Contracts 2015 Goal: 210 Contracts to “catch up” on backlog of contracts 2015 Actual: 228 Contracts (50% more than normal year)
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 28 days to payment to date July 2015 - November 2015
No Statutory Violations	12 Statutory Violations occurred in 2014 1 Statutory Violation in 2015

Figure 1: Timely Contracts Tracking



Next Steps

DTR will receive T&I Committee input on this report, and adapt future quarterly reporting to support T&I providing oversight and policy guidance. The next quarterly report will be available for the April 2016 meeting.

Attachments

None





COLORADO
Department of Transportation

Division of Transit and Rail
4201 East Arkansas Avenue, Room 227
Denver, CO 80222

MEMORANDUM

TO: STAC and TRAC
FROM: David Averill, Transit Planning and Infrastructure Manager
DATE: January 20, 2016
SUBJECT: FASTER 2017 and FTA 2016 Transit Capital Funding Recommendations

Purpose

The purpose of this memo is to provide background and results of CDOT's annual transit capital grant selection process, also known as the Consolidated Call for Capital Projects (CCCP).

Background

The CCCP is a competitive grant process used to fund transit capital projects that are eligible for either FASTER Transit (Local and Statewide) or FTA grant programs (Section 5310, 5311, and 5339) that are administered by DTR. By combining these various programs into one single competitive process, CDOT can take a more comprehensive approach to capital planning and funding while lightening the administrative burden on applicants.

For the past two years CDOT has awarded funding for a two-year period in the hopes of increased predictability and improved planning. The first year awards were final awards while the second year awards were preliminary since CDOT could not commit funding that was not yet available. Under the previous process, most preliminary awards were finalized in the following year when funding availability and project scores were verified. However, there have been several instances where preliminary awards were not finalized due to higher-scoring projects being submitted for the current year. Because of this and other reasons, CDOT has elected not to award preliminary awards and will only award projects for this current year of funding (SFY 2017 for FASTER Transit and FFY 2016 for FTA). For applicants that applied this year for future projects, CDOT will retain those applications and give applicants an opportunity to update and/or submit those applications again in next year's CCCP.

CDOT received just over 100 applications from 46 organizations for capital grants that are available in calendar year 2016. The grant requests totaled \$28.5 million. Meanwhile, CDOT has only \$16.8 million available. The applications were reviewed and scored by a team made up of employees from DTR, as well as CDOT's Division of Transportation Development, Office of Policy and Governmental Relations, and Office of Civil Rights.

Results

The projects recommended for funding are found in the attached document and are organized by funding program. FTA-funded projects are listed in Tables A through F while FASTER Transit-funded projects are found in Tables G through I. Table J lists each of the projects not recommended for funding along with the rationale for their lower score or reason they were not recommended for full or partial funding.

In general, vehicle replacement projects were prioritized over other types of projects such as facility and equipment projects. Approximately 73 percent of the available funding (\$12.6 million) was used to replace aging and high-mileage vehicles. CDOT



was able to fund several facility and equipment projects worth \$3.7 million, or 23 percent of available funding. DTR also funded two planning projects for \$550,000, or 3 percent of available funding.

Next Steps

The DTR Director, Mark Imhoff, approves the selection of FTA and FASTER Transit projects. If you have a concern/objection/protest regarding our recommendations, please contact myself or Jeff Sanders (jeffrey.sanders@state.co.us, (303) 757-9771) and we will present the issue to Mark Imhoff for discussion. DTR will present the final FASTER and FTA awards to the Transportation Commissions as an informational item at their February 2016 meeting.

Thank you for your continued interest in CDOTs capital programs.

David Averill
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Transit Planning and Infrastructure manager
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Recommended Funding Awards for FASTER FY17: January 20, 2016

Applicant	Project	Project Type	2017 Request	Total Score	Recommended FY17 FASTER Award
Regional Transportation District	19th and California Light Rail Crossing Rehab and Reconstruction	Equipment			\$2,000,000
Regional Transportation District	Light Rail Midlife Refurbishment and Overhaul (3 vehicles)	Vehicle Rebuild			\$1,000,000
Mountain Metropolitan Transit	Replacement and capitalization of up to 24 ADA paratransit vehicles	Vehicle Replace			\$700,000
Transfort	Partial match for 5 35' low emission vehicles	Vehicle Replace			\$200,000
Total					\$3,900,000

Applicant	Project	Project Type	2017 Request	Total Score	Recommended FY17 FASTER Award
Archuleta County	Archuleta County BOC Vehicle Request	Vehicle Replace	\$53,738	9.4	\$53,738
Winter Park, Town of	1 replacement cutaway bus	Vehicle Replace	\$80,000	9	\$80,000
Montezuma County	Vehicle Replacement	Vehicle Replace	\$57,075	9	\$57,075
Silver Key Senior Services (Colorado Springs)	BOC Replacements (2)	Vehicle Replace	\$80,000	8.75	\$80,000
El Paso Fountain Valley Senior Citizens Program	Fountain Valley Senior Center Replacement Vehicle	Vehicle Replace	\$8,800	8.6	\$8,800
Winter Park, Town of	2 replacement transit buses	Vehicle Replace	\$360,000	8.5	\$360,000
NECALG	2017 Vehicle Replacements - 2 BOCs	Vehicle Replace	\$121,600	8.5	\$121,600
Town of Telluride	BOC Replacement	Vehicle Replace	\$97,600	8.5	\$97,600
Montrose County Senior Citizens Transportation, Inc. *	Match for FY16 5311 award	Vehicle Replace	\$18,720	8.5	\$18,720
Town of Telluride	BOC Replacement	Vehicle Replace	\$97,600	8.5	\$97,600
Archuleta County	Archuleta County Body on Chassis Vehicle Request	Vehicle Replace	\$57,642	8.4	\$57,642
Disability Services, Inc. (Colorado Springs)	BOC Replacements (2)	Vehicle Replace	\$124,000	8.25	\$124,000
Roaring Fork Transportation Authority (RFTA)	Replace 4 New Flyer Buses (This item is for one of the four vehicles requested. Ultimately three of the four vehicles were awarded. This item is not fully funded due to funds availability)	Vehicle Replace	\$500,000	8.2	\$450,000
Winter Park, Town of	2 replacement transit buses	Vehicle Replace	\$360,000	8	\$360,000
Summit Stage	Large Bus replacements	Vehicle Replace	\$736,000	8	\$736,000
Chaffee Shuttle *	Match for FY16 5311 BOC award	Vehicle Replace	\$16,800	8	\$16,800
Aspen, City of	Large Bus Replacement	Vehicle Replace	\$360,000	8	\$360,000
Town of Telluride	Van Replacement	Vehicle Replace	\$48,000	8	\$48,000
Summit Stage	Replacement of four 40 foot buses (4 requested, 1 awarded due to funds availability)	Vehicle Replace	\$371,776	7.85	\$371,776
Mountain Express	Bus Replacement	Vehicle Replace	\$142,400	7.5	\$142,400
Mountain Express	Bus Replacement	Vehicle Replace	\$142,400	7.5	\$142,400
Mountain Express	Vehicle Replacement (1)	Vehicle Replace	\$137,600	7.5	\$137,600
Telluride, Town of	Medium, BOC Diesel Bus Replacement	Vehicle Replace	\$84,800	7.1	\$84,800
Mesa County	GVT Replacement Vehicle	Vehicle Replace	\$72,800		\$72,800
Total					\$4,079,351

Applicant	Project	Project Type	2017 Request	Total Score	Recommended FY17 FASTER Award
Roaring Fork Transportation Authority	Replace 4 New Flyer Buses (This item is for one of the four vehicles requested. Ultimately three of the four vehicles were awarded)	Vehicle Replace	\$500,000	8.2	\$500,000
North Front Range Transportation & Air Quality Council	Vanpool Replacements 2017	Vehicle Replace	\$185,600	7.25	\$185,600
RTD	First and Last Mile Study	Planning	\$200,000	7.83	\$200,000
RTD	Mineral PnR Bridge Rehab	Facility	\$56,938	7.33	\$56,938
Roaring Fork Transportation Authority	New Castle PnR Construction	Facility	\$600,000	7	\$600,000
RTD	Thornton PnR Passenger Amenities	Facility	\$308,000	6.67	\$308,000
CDOT Region 1	CDOT Region 1 Bus on Shoulder	Planning	\$350,000	6.58	\$350,000
Total					\$2,200,538

Recommended Funding Awards for FTA FY16: January 20, 2016

Table A: FTA FY16 Section 5310 Rural Capital Awards					
Applicant	Project	Project Type	2016 Request	Total Score	Recommended FY16 FTA Award
Inspiration Field	Replacement Truck	Vehicle Replace	\$31,394	9.3	\$31,394
Blue Peaks	Vehicle Acquisition 2016	Vehicle Replace	\$49,060	9.3	\$49,060
Inspiration Field	Replacement Van	Vehicle Replace	\$30,064	8.8	\$30,064
Inspiration Field	Replacement Bus	Vehicle Replace	\$52,408	8.8	\$52,408
Cripple Creek Care Center	Bus Replacement Request - 2016	Vehicle Replace	\$64,889	8.7	\$64,889
Montrose County Senior Citizens Transportation, Inc.	Two Body on Chassis Vehicles (1 of 2 vehicles requested, both awarded)	Vehicle Replace	\$56,000	8.6	\$56,000
Montrose County Senior Citizens Transportation, Inc. *	1 Type II BOC and 1 minivan	Vehicle Replace	\$106,400	8.5	\$106,400
Grand County Council on Aging	One ADA Van	Vehicle Replace	\$34,000	8.3	\$34,000
Mountain Valley Developmental Services (Garfield)	Vehicle Replacement	Vehicle Replace	\$60,000	8	\$60,000
Johnstown Senior Center	ADA Bus Acquisition	Vehicle Replace	\$64,000	7.9	\$64,000
Montrose County Senior Citizens Transportation, Inc.	Two Body on Chassis Vehicles (1 of 2 vehicles requested, both awarded)	Vehicle Replace	\$56,000	7.1	\$56,000
Total					\$604,215

Table B: FTA FY16 Section 5310 Small Urbanized Capital Awards					
Applicant	Project	Project Type	2016 Request	Total Score	Recommended FY16 FTA Award
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses (1 of 3 vehicles requested, all 3 awarded)	Vehicle Replace	\$45,200	9.5	\$45,200
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses (1 of 3 vehicles requested, all 3 awarded)	Vehicle Replace	\$45,200	9.5	\$45,200
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses (1 of 3 rebuilds requested, all 3 awarded)	Vehicle Rebuild	\$9,120	9.5	\$9,120
Via Mobility Services	Replace Three Body-on-Chassis Paratransit Buses (1 of 3 vehicles requested, all 3 awarded)	Vehicle Replace	\$45,200	9	\$45,200
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses	Vehicle Rebuild	\$9,120	9	\$9,120
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses (1 of 3 rebuilds requested, all 3 awarded)	Vehicle Rebuild	\$9,120	8.5	\$9,120
Via Mobility Services	Rebuild Three Body-on-Chassis Paratransit Buses (1 of 3 rebuilds requested, all 3 awarded)	Vehicle Rebuild	\$9,120	8	\$9,120
Senior Resource Devt. Agency (Pueblo)	Replacement vehicle	Vehicle Replace	\$55,300	8	\$55,300
Mesa County	Bus Replacement-FASTER 2017 (2)	Vehicle Replace	\$272,000	8	\$272,000
Total					\$499,380

Table C: FTA FY16 Section 5310 Large Urbanized Capital Awards					
Applicant	Project	Project Type	2016 Request	Total Score	Recommended FY16 FTA Award
Seniors Resource Center (Adams)	A-Lift Fleet Replacements	Vehicle Replace	\$128,000	7.75	\$128,000
Seniors Resource Center (Fleet)	SRC Fleet Vehicle Replacements	Vehicle Replace	\$128,000	7.5	\$120,000
Easter Seals Colorado	BOC Replacement	Vehicle Replace	\$50,440	7	\$50,440
Total					\$298,440

Table D: FTA FY16 Section 5311 Capital Awards

Applicant	Project	Project Type	2016 Request	Total Score	Recommended FY16 FTA Award
Roaring Fork Transportation Authority (RFTA)	Replace 4 New Flyer Buses (This item is for one of the four vehicles requested. Ultimately three of the four vehicles were awarded)	Vehicle Replace	\$500,000	8.2	\$500,000
Neighbor to Neighbor Volunteers	New mini van	Vehicle Replace	\$30,400	8.05	\$30,400
Neighbor to Neighbor Volunteers	Salida van	Vehicle Replace	\$44,000	8.05	\$44,000
Neighbor to Neighbor Volunteers*	BOC Replacement	Vehicle Replace	\$84,000	8	\$84,000
Mountain Village, Town of	Cutaway Replacement	Vehicle Replace	\$64,000	8	\$64,000
City of Cripple Creek	BOC Replacements	Vehicle Replace	\$128,000	7	\$128,000
La Plata County	1 BOC Replacement (2017)	Vehicle Replace	\$64,000	7	\$64,000
SUCAP	SUCAP Equipment Truck	Equipment	\$24,800	7.33	\$24,800
Huerfanco/Las Animas Area COG	Dispatching Software	Equipment	\$20,000	6.92	\$20,000
Cripple Creek	CC Bus Shelter	Facilities	\$21,600	6.83	\$21,600
Breckenridge, Town of	Multi-modal origin-destination trip planner software	Equipment	\$52,000	6.63	\$52,000
Mountain Village, Town of	Gondola Cabin Refurbishment - Phase 3 of 6	Equipment	\$88,000	6.63	\$88,000
Steamboat Springs, City of	Bus Shelter Improvements - Steamboat Hotel	Facilities	\$78,100	6.63	\$78,100
				Total	\$1,198,900

* Project uses FY17 FASTER as match

Table E: FTA FY16 Section 5339 Rural Capital Awards

Applicant	Project	Project Type	2016 Request	Total Score	Recommended FY16 FTA Award
Eagle County	40' Vehicle Replacement (2)	Vehicle Replace	\$344,000	8.5	\$344,000
Aspen, City of	BOC Replacements (4)	Vehicle Replace	\$320,000	8.5	\$320,000
Breckenridge, Town of	Bus Replacement	Vehicle Replace	\$768,000	7.5	\$768,000
Eagle County	Cutaway Replacement	Vehicle Replace	\$88,000	7.5	\$88,000
SUCAP	Road Runner Transit Fixed Route Bus Replacement	Vehicle Replace	\$64,370	7.5	\$64,370
Eagle County	Large Bus Replacements (Partial award, see Table J)	Vehicle Replace	\$1,044,000	7	\$522,000
				Total	\$2,106,370

Table F: FTA FY16 Section 5339 Small Urbanized Capital Awards

Applicant	Project	Project Type	2016 Request	Total Score	Recommended FY16 FTA Award
Mesa County	Bus Replacement-5339 2016	Vehicle Replace	\$400,000	7.5	\$400,000
Greeley, City of	Fixed Route Vehicle Replacements (Unable to fund full request due to availability of funds)	Vehicle Replace	\$786,670	7.25	\$544,000
Mesa County	Mesa County CNG Fueling Equipment**	Facility	\$273,080	7.83	\$273,080
Greeley, City of	GET Maintenance Lift	Equipment	\$200,000	7.33	\$200,000
				Total	\$1,417,080

**Conditional Award: Conditions include submitting a business plan that satisfies DTR and receiving DOLA funding

Table J: Unfunded and partially-funded projects from all available programs

Applicant	Project	Project Type	Request	Score	Rationale
Roaring Fork Transportation Authority (RFTA)	Replace 4 New Flyer Buses	Replace Vehicle	\$500,000	8.2	Partially funded application. Four vehicles were requested, three were funded. The fourth vehicle was not funded due to equity considerations and limited funding availability.
Summit County (Summit Stage)	Replacement of four 40 foot buses	Replace Vehicle	\$1,115,328	7.85	Partially funded application. Four vehicles were requested, one was funded. The three vehicles were not funded due to equity considerations and limited funding availability.
Eagle County	Large Bus Replacements	Replace Vehicle	\$522,000	7	One vehicle funded in full, partial funding available for second vehicle.
Eagle County	ECO Transit Vehicle Replacement	Replace Vehicle	\$348,000	6.95	Low score relative to other replacement vehicle requests. Limited funding availability.
Seniors Resource Center (Fleet)*	Vehicle Replacements	Replace Vehicle	\$74,000	6.5	While this project received a preliminary award last year, CDOT received applications this year with projects that scored higher. Because of limited funding availability this preliminary project will not be finalized.
Eagle County	ECO Transit Vehicle Replacement	Replace Vehicle	\$1,392,000	6.45	Low score relative to other replacement vehicle requests. Limited funding availability.
Dolores County Senior Services*	BOC Replacement	Replace Vehicle	\$51,120	6	While this project received a preliminary award last year, CDOT received applications this year with projects that scored higher. Because of limited funding availability this preliminary project will not be finalized.
Snowmass Village, Town of*	Van replacements (4)	Replace Vehicle	\$200,000	6	While this project received a preliminary award last year, CDOT received applications this year with projects that scored higher. Because of limited funding availability this preliminary project will not be finalized.
Greeley, City of	GET Regional Transportation Center	Facility	\$1,200,000	7.5	Request amount too large relative to amount available. With a revised cost estimate, this strategic project may be appropriate for other funding sources such as SB1 or SB228.
Summit Stage RTD	Summit Stage Bus Shelter	Facility	\$158,800	6.5	Low score. Limited funding availability.
	Mineral PnR Overflow	Facility	\$1,664,617	6.5	Low score. Limited funding availability.
Teller Senior Coalition*	Expansion Vehicle	Vehicle Expansion	\$52,000	6.4	Low score. Expansion vehicles not a priority at this time. Limited funding availability.
Steamboat Springs, City of*	GPS Phase III	Equipment	\$122,330	6.38	Low score. Limited funding availability.
Roaring Fork	AMF Underground Fuel Storage	Equipment	\$500,000	6.17	Low score. Limited funding availability.
Cripple Creek	CC Routing Software	Equipment	\$40,000	6.17	Low score. Concern that implementation plan is unrealistic and didn't quantify benefits.
Archuleta County	Archuleta County Bus Parking	Facility	\$44,000	6.17	Insufficient justification for project's benefits. Cost estimates seemed low.
Arvada	Arvada Sidewalk Gap Improvement	Facility	\$168,136	6.08	Low score. Project has other funding options including local or developer funds per Arvada development code. Encourage the City to work with RTD to apply for and provide better access to transit stops.
Augustana Care	Augustana Care	Vehicle Expansion	\$53,987	6	Low score. The application didn't present a compelling case that the project is needed.
vRide	vRide	Vehicle Expansion	\$48,052	5.92	Project is more suited for an operating grant which may be applied for in the spring.
RTD	Lafayette PnR Realignment	Facility	\$796,028	5.83	Low score. Project readiness in question.
Cripple Creek	CC Bus Storage and Operations	Facility	\$748,000	5.75	Large funding request relative to the available funding. Hesitation to fund a project that is at conceptual level of design.
Seniors Resource Center*	Clear Creek County Expansion	Vehicle Expansion	\$64,000	5.75	Expansion vehicles not a priority at this time. Low score. Limited funding availability.
Boulder County	Boulder County US 287	Planning	\$200,000	5.58	Low score. Other planning funds administered by DRCOG may be a more appropriate funding source for this project.
Boulder City	Table Mesa Transit Access Path	Facility	\$514,111	5.25	Low score. Limited funding availability. Not a priority project.
Estes Park	Estes Park Visitory Center Parking	Facility	\$997,149	5.08	Low score due to limited transit utility. Concerns persist around funding for a parking structure that has limited reserved transit patron parking relative to that that is open to the general public for extended parking.
Town of Avon*	Bus Stop Shelter Replacement	Facility	\$125,000	5	Low score. Limited funding availability.
Arvada	Arvada Transit Circulator Study	Planning	\$200,000	4.83	No evident coordination with regional transit provider. Other planning funds administered by DRCOG may be a more appropriate source of funding for this project.

*Indicates the project received a preliminary award last year

\$11,898,658



COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: January 20, 2016
TO: Transit & Rail Advisory Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: SB228/Rural Regional Bus Plan Development Update

Purpose

To provide the Transit & Intermodal Committee a status of the SB228/Rural Regional Bus Plan development.

Action

No action requested, informational only.

Background

The Transit & Intermodal Committee was introduced to the Statewide Rural Regional Bus Network plan at the October 2015 meeting; and the full TC in November. With no objections, staff informed the Commission that a public outreach program would be developed for the winter.

Bustang is an important element in the Rural Regional Bus Network Plan by providing much needed connectivity to Colorado's largest Transit Agencies along the Front Range Urban Corridor and the I-70 Mountain Corridor. The Rural Regional Bus Network expands upon Bustang and touches all other regions in the state providing rural residents a connection to regional essential services centers, such as Denver, Pueblo, Colorado Springs, Frisco and Grand Junction.

CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds dedicated to providing rural connections to the intercity transit network, including national commercial bus operators, such as Greyhound and some rail services provided by Amtrak. The Office of Policy and Governmental Affairs has estimated that the new FAST Act may grow the Colorado 5311(f) apportionment to \$1.8M in calendar 2018.

CDOT, utilizing the 5311(f) funds, currently contracts to public and private providers to operate the rural connections. The current practice has benefits, but it is not coordinated into a state network, includes amortized capital in the reimbursed operating costs, and is not branded as an integrated product. The annual FASTER Transit Statewide program also includes up to \$1.0M/year available for rural regional transit operations, of which approximately \$550K/year are currently utilized.

The 5311(f) program that differs with the 5311 program as a whole due in part of the requirement that requires CDOT to consult with intercity bus providers, particularly Greyhound Lines, to ensure the intercity bus needs in the state are met. It also requires a "meaningful" connection to the legacy national intercity bus network.

The Rural Regional Bus Plan under development will be a sustainable service plan to utilize the combined 5311(f) and unallocated FASTER Statewide Transit operating funds. This proposal would rely on SB 228 and SB 1 funds to provide the capital needs, i.e. buses and Park & Rides. Smaller buses, sized to rural demand levels, would be procured and utilized for the rural regional and Bustang expansion. This proposal optimizes the usage of limited operating funds by leveraging other available sources of capital funding. Similar to Bustang, the rural regional system would be managed by CDOT through packages of operating contracts with private and public providers such



as Greyhound and Black Hills Stage Lines. With renewed packages of contracts bid in 2017, the revised network of services would begin in 2018.

Details

Working with the Policy Office, the public outreach plan for the Rural Regional Bus network plan is being constructed to include a series of regional open houses throughout the State during February and March to present the Rural Regional Bus network concept and options, and gather public comment on the plan. The regional open houses will include all MPOs, TPRs, local transit entities and the public at large. The regional open house schedule will be set in consultation with the CDOT Statewide Plan Team (Regional planners).

The team has established three goals for the system to be used at the open houses:

- *Connect rural residents to services, goods, and institutions located in regional centers.*
- *Maximize the 5311(f) program by providing meaningful connections to the national intercity bus network and Bustang.*
- *Operate cost-effective services that supports local communities and their programs, businesses and institutions.*

Issues to be discussed at the public open houses include:

- *Importance of geographic equity versus routes with strong performance.*
 - *Concentrating on rural areas with little or no public or private options.*
 - *Spreading funds broadly with limited service.*
- *How can partnerships with local governments or transit agencies support a more expansive network?*

Next Steps

- Meet with Greyhound Lines, Inc. and solicit their feedback and guidance on the Rural Regional Plan.
- Develop the Rural Regional Bus route structure options by January 28.
- Meet with Statewide Plan Team January 28 to present the route structure options and finalize schedule for regional open houses.
- Meet with STAC and TRAC January 29 to present the route structure options and solicit comments.
- February and March 2016 - conduct regional open houses.

