



Title: Transit and Rail Advisory Committee Location: CDOT/HQ Auditorium Date: Friday, July 29, 2016					
Start	End	Time	Item #	Item	Presenter
1:00 PM	1:05 PM	0:05	1	Introductions/Meeting Overview/Welcome Approve January 29, 2016 & April 29, 2016 TRAC Meeting Minutes	Ann Rajewski & Mark Imhoff
1:05 PM	1:05 PM	0:00	2	Sub-Committees - update	
1:05 PM	1:10 PM	0:05	a.	Statewide Transit Plan Implementation	David Krutsinger
1:10 PM	1:20 PM	0:10	b.	Performance Asset Management	Jeff Sanders
1:20 PM	1:30 PM	0:10	*c.	Bustang Expansion/Rural Regional Bus Reconfiguration	Michael Timlin
1:30 PM	1:45 PM	0:15	*3	SB228 Transit Projects	David Krutsinger
1:45 PM	1:55 PM	0:10	*4	Bustang - Quarterly Report	Michael Timlin
1:55 PM	2:05 PM	0:10	5	*****Break	
2:05 PM	2:25 PM	0:20	6	Flex Express to Boulder - Presentation	David Averill
2:25 PM	2:40 PM	0:15	*7	Colorado Interim Multimodal Freight Network	Jeff Sudmeier & Jason Wallis
2:40 PM	2:50 PM	0:10	8	Multimodal Freight Plan update/State Passenger & Freight Rail Plan	Sharon Terranova
2:50 PM	3:00 PM	0:10	*9	Transit Grants Quarterly Report	David Krutsinger
3:00 PM	3:10 PM	0:10	10	Southwest Chief update	Jim Souby & Pete Rickershauser
3:10 PM	3:20 PM	0:10	11	TIGER VII & VIII update	David Krutsinger
3:20 PM	3:40 PM	0:20	12	Questions / Round Table	Ann Rajewski
3:40 PM	3:40 PM	0:00	13	Adjourn	Ann Rajewski
Total Time		2:40			

- 1 Dial: 1- 877-820-7831
- 2 Participant Passcode: 418377# (be sure to enter the pound key as noted)
- 3 wait to be added to the meeting.

* Attachments

Agenda Items subject to change at chair's discretion



DATE: July 25, 2016
TO: Transit & Rail Advisory Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Bustang Expansion/Rural Regional Bus Restructuring Plan

Purpose

To present the Transit & Rail Advisory Committee with the FY2016/17 and FY 2017/18 plans for Bustang expansion and Rural Regional Bus reconfiguration. A more comprehensive white paper can be found at <https://www.codot.gov/about/transportation-commission/documents/2016-archive-of-supporting-documents/july-2016>

Action

Input is sought from the T&I Committee.

Background

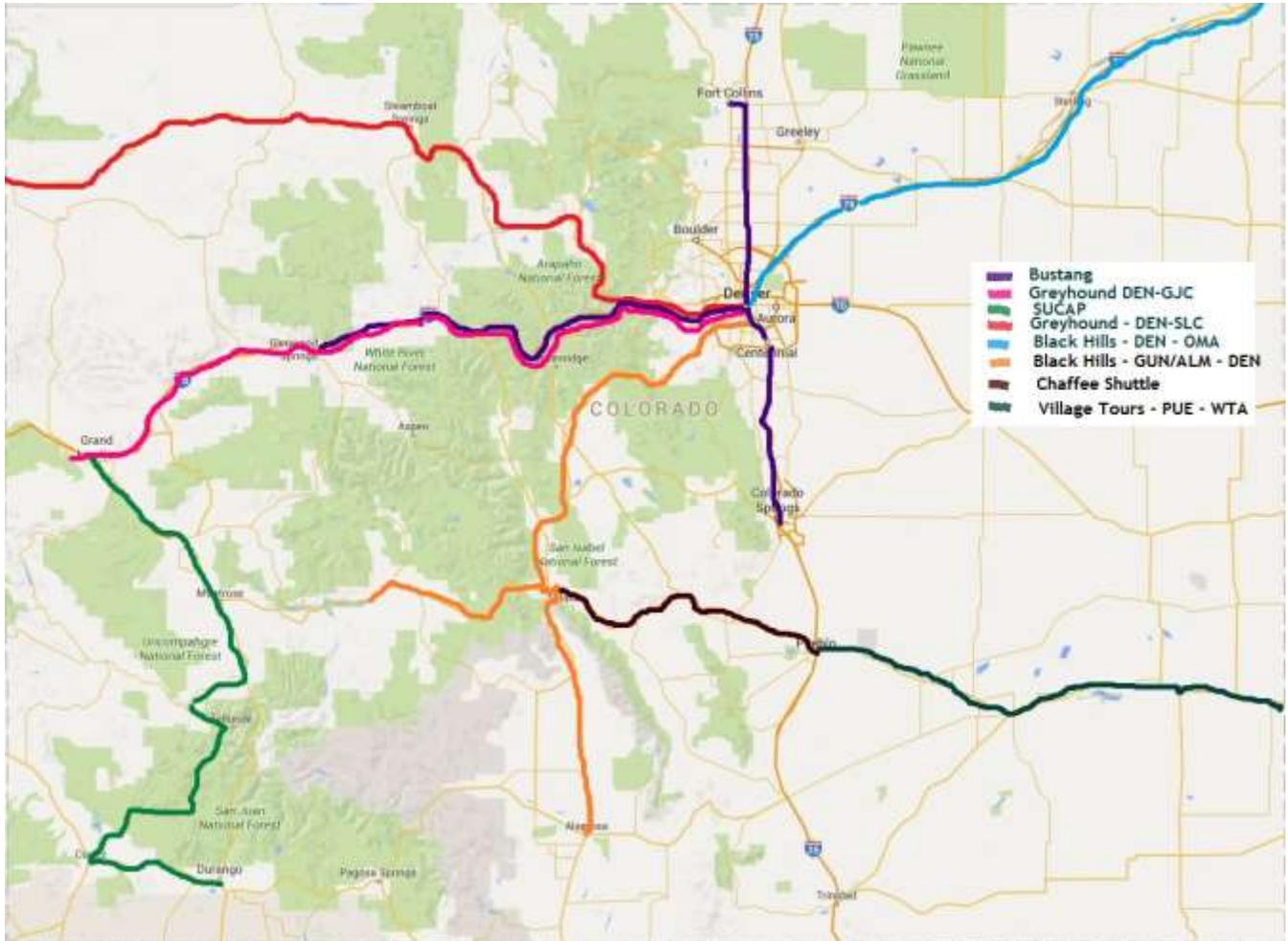
The Transit & Intermodal Committee was briefed on the Statewide Rural Regional Bus Network plan at the October 2015 meeting; and the full TC in November. With no objections, the Commission agreed with a stakeholder outreach program for the winter, and the subsequent development of a Rural Regional restructuring plan.

CDOT manages limited federal funds which are available for rural regional bus connections, and the first task was to evaluate the current service and expenditures, and determine if improvements could be made to better serve the rural communities and maximize productivity. 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 passenger rail services provided by Amtrak. The Office of Policy and Government Affairs has estimated that the new FAST Act will grow the Colorado 5311(f) apportionment to \$1.8M in calendar 2018.

CDOT, utilizing the annual 5311(f) funds, currently allows public and private providers to apply by route for subsidies/funding to operate rural connection routes, shown in Figure 1. 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 Intercity and Regional Bus Network Study (2014) and the Statewide Transit Plan (2015) identified the rural regional needs and began to develop a framework for a statewide rural regional system. After close evaluation of the current 5311(f) routes and stakeholder outreach, a reconfiguration of the current 5311(f) network routes has been developed. A reconfiguration will better serve the rural communities, increase productivity, and remain financially constrained. The reconfiguration will utilize SB 228 funds to provide the capital needs, i.e. buses and Park & Rides. Smaller buses, sized to rural demand levels, will be procured and utilized for the rural regional routes. The plan optimizes the usage of limited operating funds by leveraging other available sources of capital funding.



Figure 1: Existing Intercity & Regional Services Using 5311(f) Funds



Details

The Rural Regional concept has had significant stakeholder outreach:

- All local transit entities through the March Transit Town Hall meetings (four around the state).
- Presentations to all 10 rural TPRs and 5 urban MPOs during April, May and June.
- STAC updates throughout the winter and spring, and a full presentation at the June meeting.
- A TRAC sub-committee has been involved over the past year in the development of the Rural Regional plan.

The input received has generally been very supportive. Two TPRs voiced the opinion that the funds could be better spent on rural roads. Many wanted the plan to include additional routes beyond the financial constraints placed on the system.

Although utilizing different funding sources, it is important to jointly view the statewide transit network concurrently; Bustang expansion (FASTER Statewide Bustang funds) and Rural Regional reconfiguration (5311(f) and SB228 funds). The plan is broken into two phases:

- Phase 1, FY2016/17. Deploy three new Bustang coaches and begin the reconfiguration of the current 5311(f) routes into a branded integrated service network. Phase 1 is depicted below in Table P1 and Figure P1.
- Phase 2, FY2017/18. Package the remainder of the current 5311(f) routes into a service package to be competitively procured and awarded to a private contract operator (similar to Bustang), with operation to begin in 2018. Phase 2 is depicted below in Table P2 and Figure P2.



It is important to stress that Phases 1 and 2 are reconfiguring the existing 5311(f) rural regional network, and redefining the delivery methods, all with current available funding. They are NOT adding routes to the current system. While Phases 1 and 2 are being implemented, a Phase 3 will be further developed. Phase 3 will consist of partnerships with local transit entities to operate and expand the rural regional branded network. Phase 3 will utilize any residual 5311(f) funds (limited amounts, if any), the remaining unused FASTER Statewide Operating funds (\$450K of the \$1M/year allocation), and SB228 for bus purchases.

Next Steps

- Deploy three new Bustang coaches.
- Seek approval from the Transportation Commission for the SB228 transit projects - August 2016.
- Begin procurement of six Rural Regional branded coaches (assuming TC approval of SB228 projects) - Fall 2016.
- Prepare for and procure the contract operator for the Phase 2 Rural Regional routes - Fall 2016 through Summer 2017.
- Continue stakeholder outreach and begin process to define Phase 3 Rural Regional partnerships with local providers - 2016/2017.



Table P1 Phase 1 - FY2016/17		
Action	Description	Funding Source
Deploy 3 new Bustang coaches	1) Bustang; West Route, Denver - Vail 2) SUCAP loan; Durango – Grand Junction 3) 5311(f); Denver – Grand Junction	Bustang
Procure price agreement for new smaller Rural Regional buses	<ul style="list-style-type: none"> Phase 1 - 6 buses; deployed in 2018 Phase 2; up to 10 additional buses, as needed. 	SB228
Brand the Rural Regional system	Unique statewide system.	NA
Eliminate Denver – Omaha route (I-76)	Black Hills Stage Lines; becoming profitable.	5311(f) savings
Continue subsidy for Denver – Salt Lake City (US40)	Greyhound	5311(f)

Figure P1: FY 2016/17

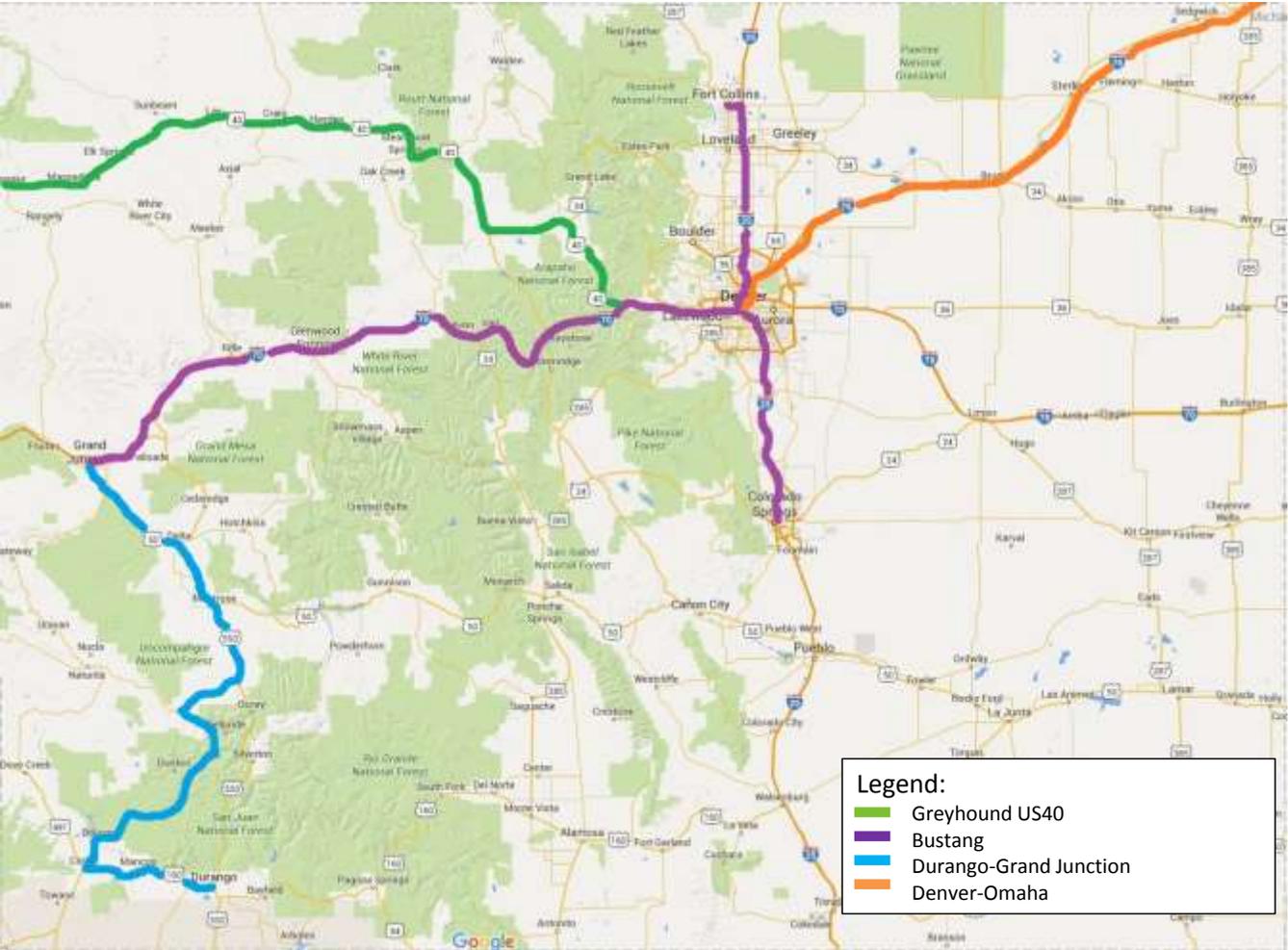


Table P2
Phase 2 - FY 2017/18

Action	Description	Funding Source
Exchange 2 Rural Regional buses upon delivery	SUCAP; Durango – Grand Junction	SB228; P1
Add new North Route weekday roundtrip	Bustang; Ft Collins - Denver	Bustang
Extend South Route weekday roundtrip	Bustang; Pueblo – Colorado Springs	Bustang
Procure Rural Regional contract operator. <ul style="list-style-type: none"> ○ Utilize 4 Rural Regional buses 	1) Lamar – Pueblo – Colorado Springs; 1 roundtrip/weekday 2) Gunnison – Pueblo; 1 roundtrip/day 3) Alamosa – Denver; 1 roundtrip/day	5311(f)

Figure P2: FY 2017/18





COLORADO

Department of Transportation

Division of Transit & Rail



STATEWIDE RURAL REGIONAL BUS NETWORK DEVELOPMENT

TRAC - July 29, 2016



Purpose

- **Purpose of today's presentation:**
 - To present to TRAC the FY2016/17 and FY 2017/18 plans for Bustang expansion and Rural Regional Bus reconfiguration.
 - David Krutsinger will present recommendations for use of Senate Bill 228 transit funding following this presentations



Rural Regional Bus Network Development

- **Background**

- The TRAC was last updated on Rural Regional Bus Network in April.
- Points discussed:
 - ✓ Basis in adopted plans (Statewide Transit Plan, Intercity Bus Network Plan)
 - ✓ The purpose of the initiative (improved connectivity and mobility)
 - ✓ Goals (increased efficiency, increased utility)
 - ✓ General approach (branding, competitively bid operations)
 - ✓ Stakeholder outreach plan (TPR and MPO presentations)



Rural Regional Bus Network Development

Role of Bustang in the network is to provide much needed connectivity to Colorado's largest transit agencies along the I-25 Front Range Urban Corridor and the I-70 Mountain Corridor:

- Regional Transportation District (RTD)
- Transfort
- Mountain Metropolitan Transit (MMT)
- Roaring Fork Transportation Authority (RFTA)
- Eagle County Transit (ECO)
- Vail Transit
- Summit Stage

Initial phases of Rural Regional Network will expand on Bustang and provide additional connections to regional activity centers such as:

- Pueblo
- Grand Junction



Rural Regional Bus Network Development

Funding is fiscally constrained & is leveraging existing resources

Operations

- 5311(f) (\$1.6m in 2016 - estimated to be \$1.7m in 2017, and \$1.8m in 2018 due to modest increase in FAST act)
- FASTER Regional Operating (estimated at \$450k annually)

Capital

- SB228 will be used to purchase vehicles and upgrade or develop supporting infrastructure (primarily Park and Rides - to be discussed shortly)



Public Outreach

The Rural Regional concept has had significant stakeholder outreach:

- All local transit entities through four Transit Town Hall meetings in March 2016
- Fifteen presentations to all TPRs and MPOs during April, May and June.
- A TRAC sub-committee has been involved over the past year in the development of the Rural Regional plan.

Input received has generally been very supportive with the following themes:

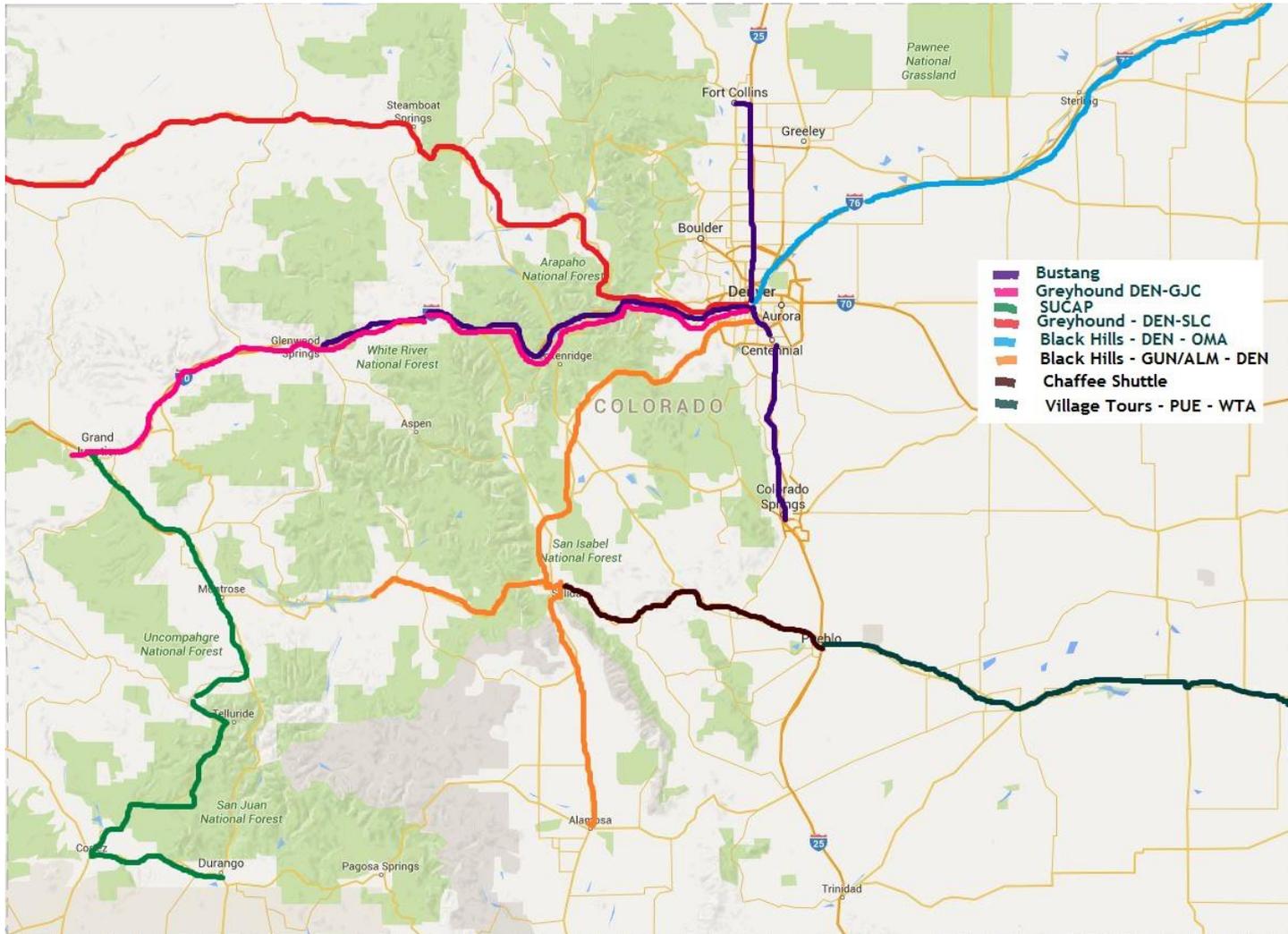
- Coverage valued over level of service (LOS)
- Fare structure similar to Bustang is acceptable
- Flexibility in service design (LOS, vehicle type, etc.) is looked upon favorably
- Desire to see CDOT support the existing providers in the corridors
- Look at other services where there are existing gaps
- Partnerships with Human Service Organizations will be important over the long haul.

Balancing Viewpoints:

- Two TPRs felt the funds could be better spent on rural roads.
- Other TPRs wanted additional routes and more funds spent on transit



Current Network





CREATING THE MOST EFFECTIVE NETWORK

It is important to jointly view the statewide bus network concurrently. Bustang expansion (utilizing FASTER Statewide Bustang funds) and Rural Regional reconfiguration (utilizing 5311(f) funds).

The plan is broken into two phases:

- **Phase 1 – FY 2016/17**
Deploy three new Bustang coaches and begin the reconfiguration of the current 5311(f) routes into a branded integrated service network.
- **Phase 2 – FY 2017/18**
Put the remainder of the current 5311(f) routes into a service package to be competitively procured and awarded to a private contract operator (similar to Bustang).



Phase 1 Details – FY 2016/17

Funding is fiscally constrained and is leveraging existing sources

Operations

- Eliminate the 5311(f) subsidy to the profit-making I-76 Route
- Apply the 5311(f) “savings” to Phase 2
- Maintain the status quo on Denver - Salt Lake via Steamboat
- Re-brand the Greyhound I-70 to Grand Junction route as Bustang
- Also add a Vail-Denver short-turn Bustang route
- Improve SUCAP Durango-Grand Junction service reliability

Capital

- Use three new Bustang coaches arriving in July 2016
 - 1 for Grand Junction
 - 1 for Vail-Denver
 - 1 for short-term loan to SUCAP for Durango-Grand Junction
- Order six smaller (30-35 foot) over-the-road coaches for Phase 2



Phase 2





Phase 2 Details – FY 2017/18

Phase 2 will include implementation of the remaining elements from Phase 1 and two Bustang extensions:

Operations

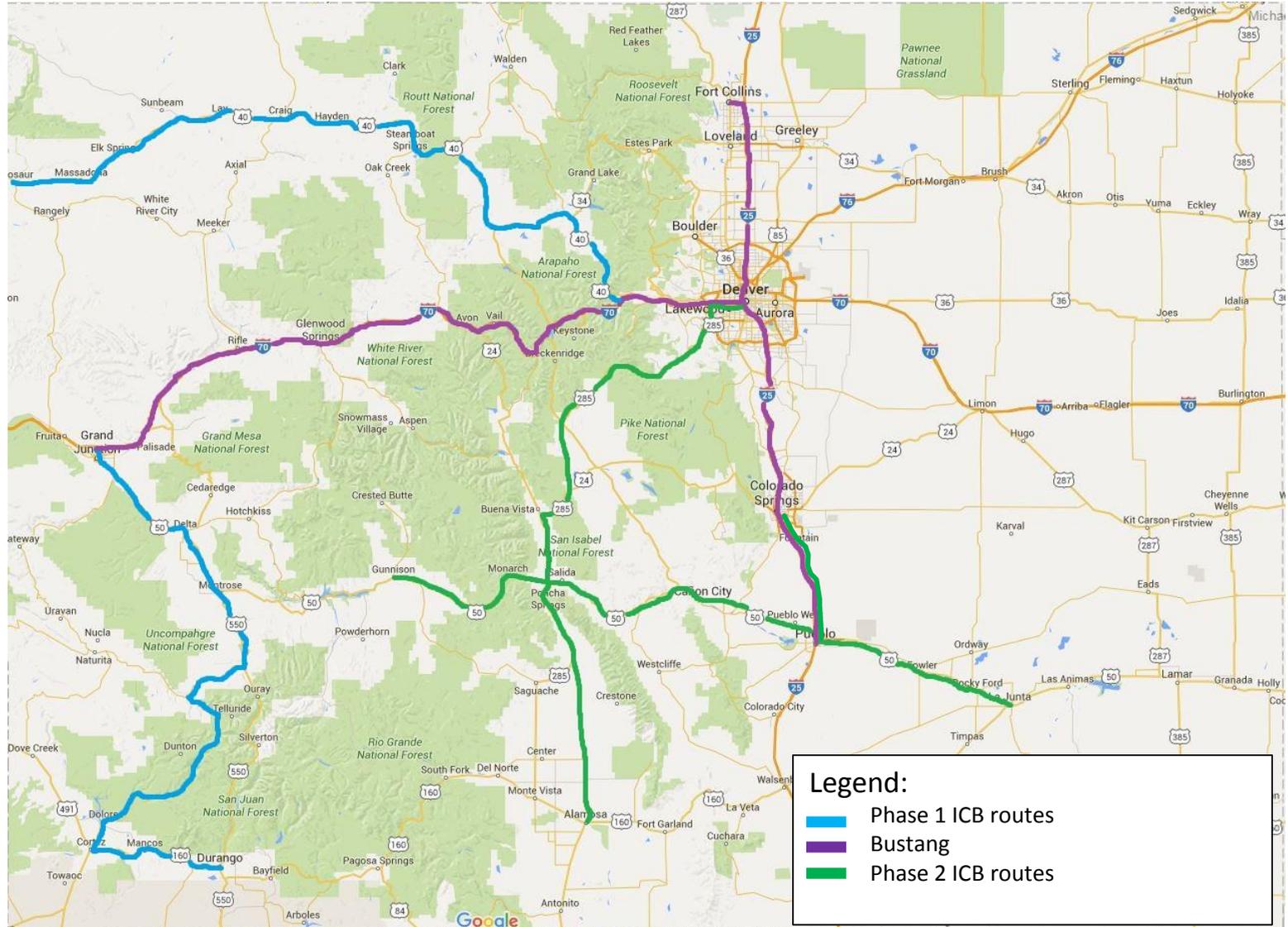
- Eliminate the subsidy for the Pueblo - Wichita Route
- Re-allocate funds to new Lamar - Pueblo Route
- Reconfigure existing Alamosa-Denver, Gunnison-Salida, and Salida - Pueblo routes
- Add weekday round trip to the Bustang North Route
 - Requires return of Bustang coach on loan to SUCAP
- Add two round trips of Bustang South Route to Pueblo
 - One AM, one PM

Capital

- 2 new branded Rural Regional smaller over the road coaches to SUCAP for use Durango to Grand Junction route
- 4 new branded over the road coaches for supporting capital on southern Colorado routes: Alamosa-Pueblo, Gunnison - Denver, Pueblo-Lamar.



Phase 1 and 2 combined





Phase 3





Phase 3 Details – FY 2017/18 and FY 2018/19

After Phase 1 & 2 are complete, use any 5311(f) savings and the remaining FASTER Regional Operating Funds for new Rural Regional Services proposed by local transit agency partners

Proposed New Operations

- Steamboat Springs to Frisco
- Fort Morgan to Greeley
- Greeley to Fort Collins
- Gunnison to Montrose
- Dove Creek to Durango
- Limon to Colorado Springs
- Craig - Rifle - Grand Junction

Potential Co-Branding

Opportunities

with Existing Regional Services

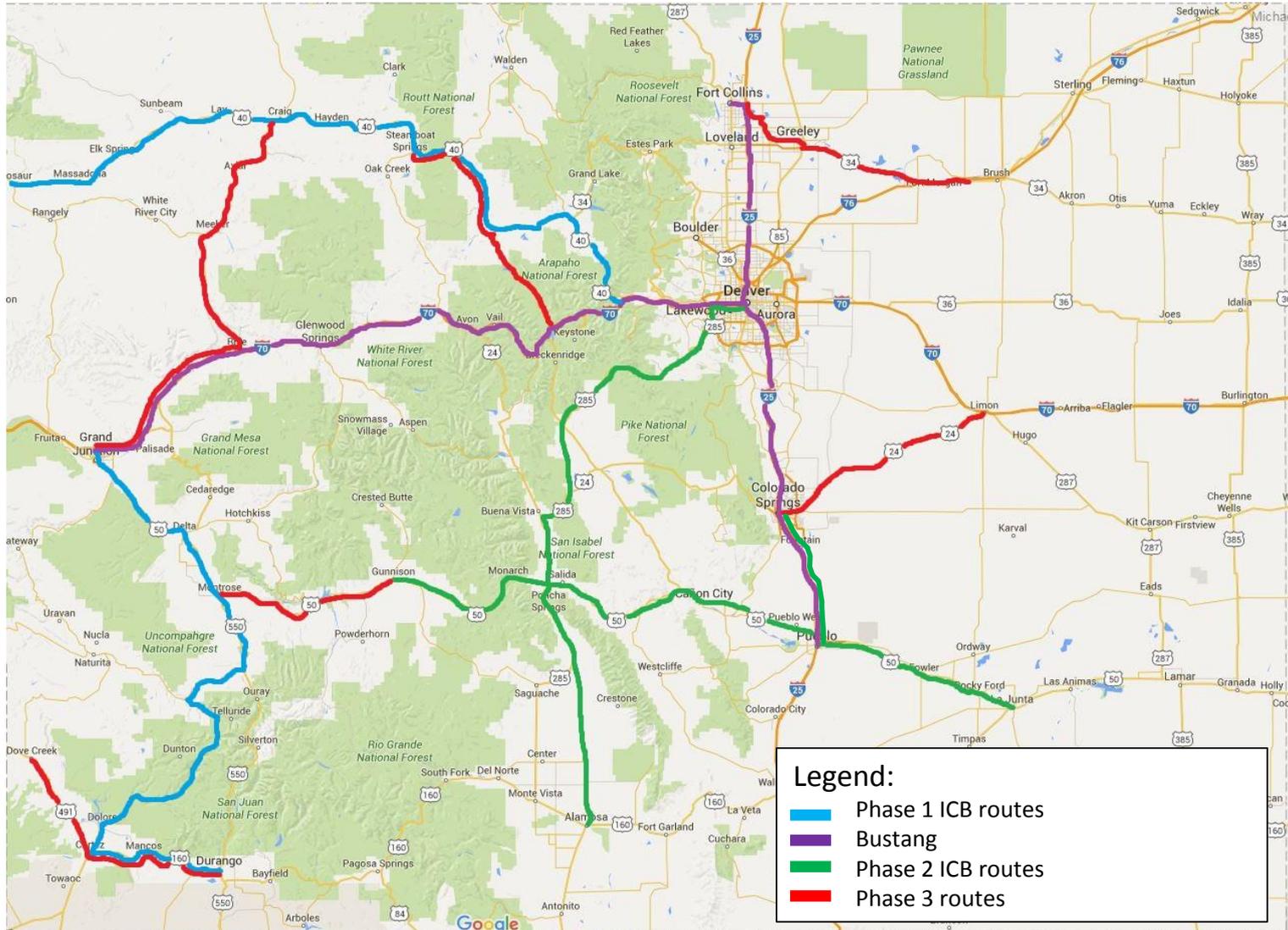
- Fort Collins to Boulder (FLEX)
- Trinidad to Pueblo (SCCOG)
- Craig-Steamboat (SST)
- Leadville-Vail (ECO)
- Leadville-Frisco (Summit Stage)
- Rifle - Glenwood (RFTA)

Capital

- Order up to 14 additional smaller, branded over-the-road buses using SB 228 funding



Phase 1, 2 & 3 combined





Rural-Regional Bus Network Development

NEXT STEPS

- July 2016: Additional review by STAC, TRAC, and T&I
- August 2016: Seek Transportation Commission approval
- Late Summer/Early Fall 2016: develop a bus specification
- Fall 2016 / Winter 2017: procure the fleet of OTR small coaches with SB-228 funds
- Calendar Year 2017: Develop Service Contracts
- Calendar Year 2018: Implement the Rural Regional Network



COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: July 25, 2016
TO: Transit & Rail Advisory Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: SB228 Transit Recommendations

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee with recommendations for the use of Senate Bill 228 transit funding. A more comprehensive white paper detailing the SB228 recommendations can be found at <https://www.codot.gov/about/transportation-commission/documents/2016-archive-of-supporting-documents/july-2016>

Action

Approval is sought from the T&I Committee to forward to the full Transportation Commission for action in August for the FY2016/17 SB228 transit funds, and the plan for FY2017/18 funds.

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 maintain or 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 nearly 300 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

Table 1 identifies the recommended transit projects to utilize the SB228 funding. Transit has been allocated approximately \$20M from FY2015/16; these funds are available for use now. Forecasts indicate an additional \$15M for FY2016/17; available at the end of the fiscal year. The projects identified in Table 1 are listed in priority order, with associated conceptual cost estimates. The projects would be developed/implemented in series, such that construction or manufacture bids would be in place before committing to the next projects in the series. If bids are less than the conceptual estimates, more projects can be undertaken; if bids are more than the conceptual bids, fewer projects can be undertaken. Any projects not completed within the \$35M allocation for transit will be included in the 10 Year Development Plan.

The first section of Table 1 contains the projects to be undertaken in FY2016/17; \$20M. The second section contains projects to be undertaken in FY2017/18. The final section identifies the projects that would be undertaken if any funding remains, or if the forecast for FY2016/17 is increased.



Table 1: Recommended Transit Projects for SB 228 Funding

Cost	Project Description
Phase 1: State Fiscal Year 2016-2017	
\$2.0 M	Program & Construction Management of all the Phase 1 Projects below
\$1.5 M	Winter Park Express Platform (approved Apr. 2016)
\$2.5 M	Six branded over-the-Road Coaches, 30-35 foot
\$5.0 M	I-25 Managed Lanes Project: Kendall Parkway replacement / expansion of existing Loveland park-and-ride at US 34 / I-25
\$3.0 M	Woodmen Road park-and-ride replacement / expansion in Colorado Springs
\$1.5 M	Lawson / Telluride / San Miguel County park-and-ride
\$2.5 M	Frisco Transit Center Expansion
\$2.0 M	Rifle Park & Ride Relocation
\$20.0 M	<i>Phase 1 Subtotal</i>
Phase 2: State Fiscal Year 2017-2018	
\$1.5 M	Program & Construction Management of all the Phase 2 Projects Below
\$4.0 M	Up to ten (10) Branded over-the-road Coaches for the Rural Regional System
\$10.0 M	Outer Loop Park & Rides <ul style="list-style-type: none"> • Idaho Springs / Clear Creek County • Castle Rock / Douglas County • Frederick, Firestone, Dacono, Erie, Longmont / Weld County • Potential Denver Tech Center Stop
\$15.5 M	<i>Phase 2 Subtotal</i>
\$35.5 M	<i>Phases 1 + 2 Subtotal</i>
Phase 3: State Fiscal Year 2017-2018 and Beyond if Funds Available	
\$4.0 M	Pueblo park & ride for Bustang service extension
\$2.0 M	Brush Creek Park & Ride Expansion
\$3.0 M	Glenwood Springs Maintenance Facility to include Bustang, USFS Shuttle, RFTA
\$2.5 M	Harmony Road park-and-ride expansion
\$2.0 M	Tejon park-and-ride expansion
\$4.0 M	Monument park-and-ride access improvements, saving Bustang 10 minutes per trip, each direction
\$17.5 M	<i>Phase 3 Subtotal</i>



\$53.0 M	Phase 1 + 2 + 3 Subtotal
----------	--------------------------



Benefits

Because transit operating funds are currently the most limited resource, and because SB 228 funds are not a continuing funding source, use of SB 228 funds on capital projects is recommended. The use of SB 228 funds for capital projects provides supporting infrastructure to maximize the efficiency and effectiveness of the limited operating dollars.

Options

- Approve the above SB228 program of projects, and recommend the full Commission to approve at the August TC meeting. This is the staff recommended action.
- Approve a sub-set of the above SB228 program of projects, such Phase I for approval. This would give the Commission the opportunity to seek further clarification on Phase 2 or Phase 3 projects before making a commitment.
- Reject selected projects, and approve the remainder of the program of projects. This is not recommended as it could dilute the effort to create an integrated statewide system.
- Reject the above SB228 program of projects. This is not recommended as it would not be responsive to the transit stakeholders around the state, and would not advance CDOT in providing a statewide integrated system.

Next Steps

- Begin procurement of Rural Regional branded coaches, including authorization to purchase six now, with a contractual option for up to 10 additional.
- Engage AECOM through a task order to generate a Park & Ride development and implementation schedule.
- Coordinate Park & Ride development and implementation with the respective Regions.
- Continue coordination and negotiations with the Outer Loop Park & Ride communities, and the potential for a Denver Tech Center stop.





COLORADO
 Department of Transportation
 Division of Transit & Rail

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

DATE: July 20, 2016
TO: Transit & Rail Advisory Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Bustang Quarterly Update

Purpose

The purpose of this memo is to provide the Transit & Rail 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 April 2016 through June 2016 as well as the 2016 fiscal year end.

Details for FY2015/16 4th Quarter & Year Total

Fiscal Year 2015-16 Bustang Operations Data								
<i>Bustang System</i>								
	Q1:Jul-Sep 2015	Q2:Oct-Dec 2015	Q3:Jan-Mar 2016	Q4:Apr-Jun 2016	Total FY2015-16	16-Apr	16-May	16-Jun
<i>Revenue riders</i>	18,497	25,035	29,363	29,682	102,577	9,707	9,596	10,379
<i>Revenue</i>	\$ 172,660	\$ 258,905	\$ 291,392	\$ 291,824	\$ 1,014,781	\$ 94,101	\$ 97,344	\$ 100,379
<i>Cumulative Avg. Fare</i>	\$ 9.82	\$ 8.58	\$10.24	\$ 9.83	\$ 9.89	\$ 9.80	\$ 10.21	\$ 9.65
<i>Load Factor</i>	23%	26%	31%	31%	28%	31%	31%	32%
<i>Farebox Recovery Ratio</i>	28%	38%	42%	41%	38%	42%	42%	41%
<i>South Route</i>								
<i>Revenue riders</i>	7,636	9,822	10,934	12,012	40,404	3,812	3,806	4,394
<i>Revenue</i>	\$ 63,897	\$ 92,182	\$ 102,777	\$ 106,571	\$ 365,427	\$ 34,123	\$ 31,959	\$ 40,489
<i>Cumulative Avg. Fare</i>	\$ 8.87	\$ 9.54	\$ 9.54	\$ 8.87	\$ 9.04	\$ 9.06	\$ 8.79	\$ 9.21
<i>Load Factor</i>	19%	21%	24%	26%	23%	25%	25%	28%
<i>Farebox Recovery Ratio</i>	21%	28%	32%	32%	29%	32%	30%	35%
<i>North Route</i>								
<i>Revenue riders</i>	8,036	10,612	11,549	12,762	42,959	4,193	4,184	4,385
<i>Revenue</i>	\$ 68,909	\$ 90,661	\$ 88,244	\$ 101,284	\$ 349,098	\$ 35,058	\$ 35,058	\$ 31,168
<i>Cumulative Avg. Fare</i>	\$ 8.55	\$ 8.58	\$ 7.84	\$ 7.94	\$ 8.13	\$ 7.75	\$ 8.49	\$ 7.11
<i>Load Factor</i>	23%	26%	29%	33%	28%	33%	33%	33%
<i>Farebox Recovery Ratio</i>	32%	38%	39%	42%	38%	46%	46%	38%
<i>West Route</i>								
<i>Revenue riders</i>	2,825	4,601	6,880	4,908	19,214	1,702	1,606	1,600
<i>Revenue</i>	\$ 43,470	\$ 79,089	\$ 100,371	\$ 85,084	\$ 308,014	\$ 27,998	\$ 28,939	\$ 28,147
<i>Cumulative Avg. Fare</i>	\$ 16.49	\$ 17.99	\$ 15.23	\$ 17.34	\$ 16.03	\$ 16.89	\$ 19.16	\$ 17.59
<i>Load Factor</i>	48%	56%	73%	54%	58%	58%	51%	52%
<i>Farebox Recovery Ratio</i>	41%	65%	70%	61%	59%	64%	60%	59%

*Farebox Recovery for Q4:Apr-Jun2016, Total FY2015-16, and 16-Jun are estimates based on estimated expenses provided by contractor

Attachment A - Bustang operational measure graphs.



First year (FY2015/16) results versus forecasts -

- | | | |
|--------------------|----------------------|----------------------|
| • System Ridership | (forecast) 87,376 | (actual) 102,577 |
| • System Revenue | (forecast) \$647,817 | (actual) \$1,014,781 |
| • Farebox Recovery | (forecast) 30% | (actual) 38% |

First year anniversary celebration - A small celebration was held on July 13, the one year anniversary. Thank You banners were placed at the Harmony Road Park & Ride (North Route), the Tejon Park & Ride (South Route), and 27th Street Station (West Route). In addition, a banner and staff welcomed morning inbound passengers at Denver Union Station (DUS) with thank yous, coffee and snacks.

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. For fiscal 2016 there were 31 collisions of which 17 were rated preventable for a cumulative accident frequency rate for FY2015/16 of 2.6 collisions per 100,000 miles. This rate is high, unacceptable and must be reduced. Ace was put on notice in April and responded with an action plan of “refresher training” for all drivers. That training was administered, however the results have not improved. The high accident frequency rate was discussed with Ace Express Executive Management. They have hired an experienced Corporate VP of Safety and Security, and he is tasked with correction to this problem. He has been in Denver multiple days, is assessing and evaluating the situation, and will have a revised action plan to us by the end of the month. The Bustang management team is monitoring daily.

All “preventable” collisions were with fixed objects except one which was a moving vehicle collision. Preventable accidents:

- 4/25 - bus 38007 - bus made contact with sign at 18th & California in Denver.
- 4/25 - bus 38000 - bus made contact with a moving vehicle at 20th & Wazee in Denver
- 5/9 - bus 38008 - bus bike rack made contact with pillar pulling into bus dock at Denver Bus Center.
- 5/23 - bus 38003 - backing accident
- 6/16 - bus 38003 - Struck a construction object at 20th & Chestnut in Denver.

Quarterly Other Incidents/Issues -

- Snow storm on April 15 caused cessation of West Route service the evening of April 15 through April 16. Three runs were cancelled.
- Ace Express notified us of a suspicious passenger boarding at Tejon P & R, talking on his cell phone divulging ridership information and trying to avoid security cameras. CIAC was notified and Colorado Springs Police immediately followed up. The passenger was detained the following week but no information was given for follow up.

Quarterly On-Time Performance -Departures:

- System - 99.5%
- West Line - 100.0%
- North Line - 99.6%
- South Line -99.0%

RamsRoute -The CSU Spring semester ended with last trip to DUS May 13, 2016.

- 1,448 passengers handled on 60 days of service- average of 24.1 per trip for 2015-16 school year.
- \$33,458 in total Revenue
- 40% fare box recovery for the school year
- Collaboration began with CSU Parking and Transportation Services to plan enhancements for 2016-17 school year including special discounted multi-ride tickets for incoming freshmen parents.

Ticket Sales/Fareboxes Issues - All farebox issues have been resolved, with one exception. A problem still exists with the “bad listing” of the QR codes on printed tickets. The e-commerce vendor’s engineers are continuing to



work on the solution. They promise a fix by the end of July, then testing and confirmation of the software implementation by late August.

Schedule Changes - Effective May 22 all North Line southbound departures originate at the Fort Collins Downtown Transit Center. North Line ridership has increased an average of 10 passengers per day. While ridership continues to grow on the North and South routes, demand on the South Route is showing marked improvement. The next service modifications will occur on August 21, and be comprised of schedule departure/arrival times consistent with actual experience.

Social Media Update:

- Web Page hits for April averaged 873 hits per day, May 860 hits/day, June 954 hits /day.
- Facebook Likes grew from 1060 likes in April to 1156 in June; Facebook received 31 surveys rating Bustang 4.4 stars out of 5.
- Twitter followers grew from 402 in April to 423 in June.
- Facebook “reach” for each post 101 in April, 122 in May, 77 in June (Facebook changed their delivery to newsfeeds).

Public Comment

- Many requests for a Arapahoe Rd. or other south Metro Denver stop from prospective El Paso County customers.
- Direct service to DIA.
- Day recreation trips to the I-70 mountain corridor resorts.
- Service to Grand Junction.
- Weekend service on North and South lines.

MCI Coach Purchase

- The three new Bustang coaches have been delivered and are in service prep. They will be ready for deployment in September. The deployment strategy is described in the Bustang Expansion/Rural Regional Reconfiguration memo, also in your packet.

Next Steps

August 21, 2016

- Next Schedule change - Minor time changes only.

RTD/INIT Intelligent Transportation System Integration:

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

RamsRoute

- Launch new 10 ride RamsRoute Pass for 2016-17.



LOAD FACTOR (% OF SEATS FILLED) BY MONTH FISCAL 2015-16

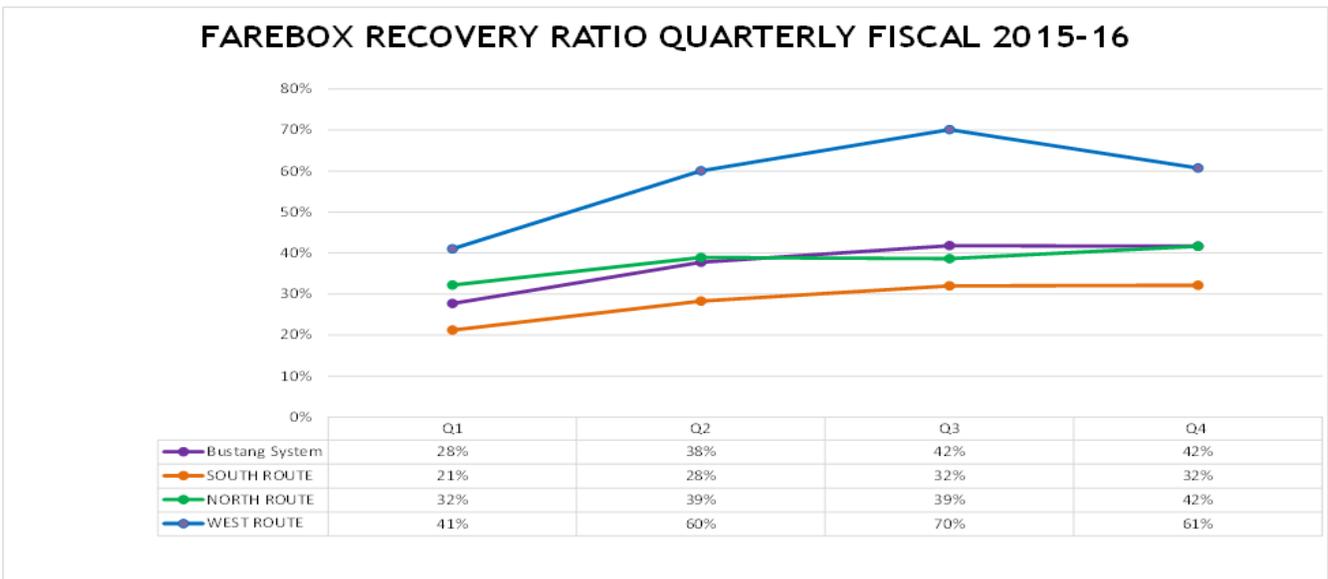
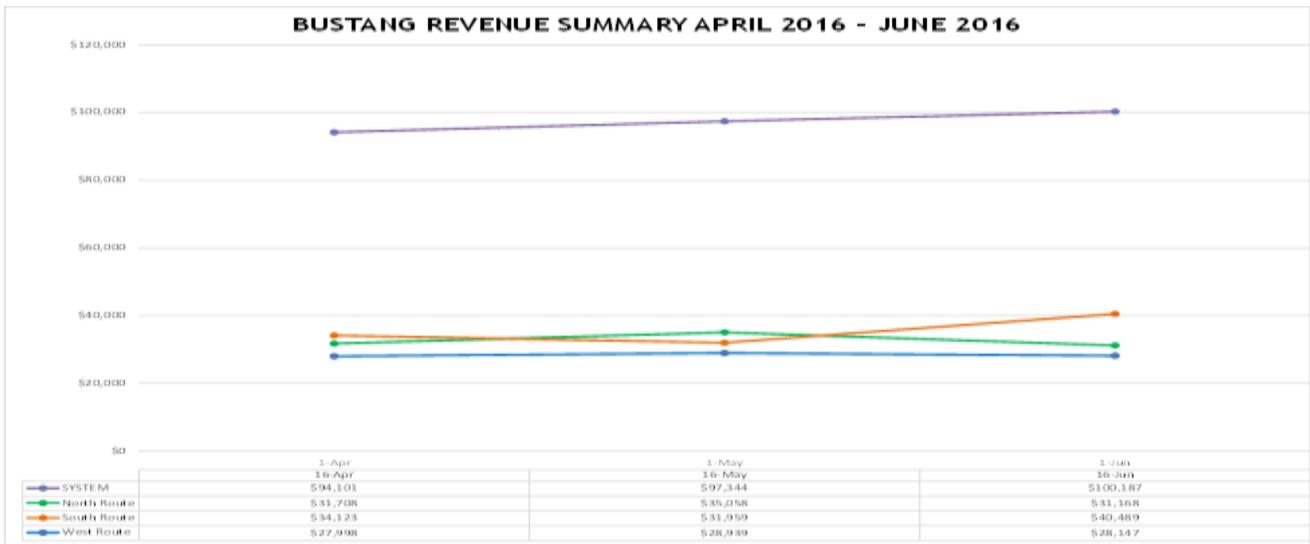
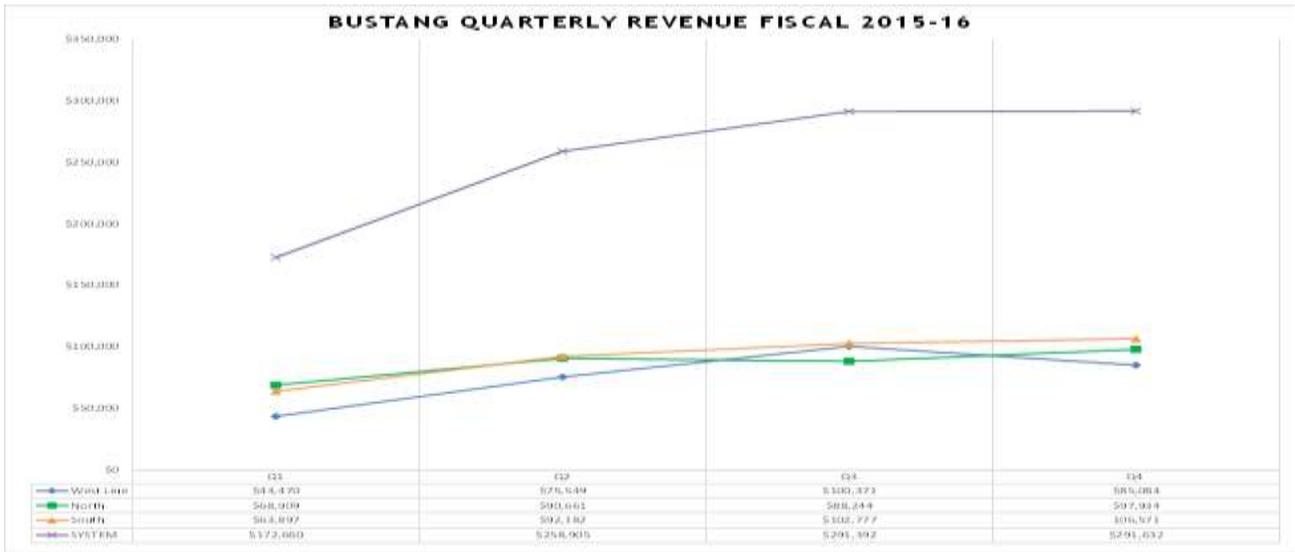


BUSTANG QUARTERLY RIDERSHIP FISCAL 2015-16



BUSTANG RIDERSHIP SUMMARY APRIL 2016 - JUNE 2016







COLORADO

Department of
Transportation



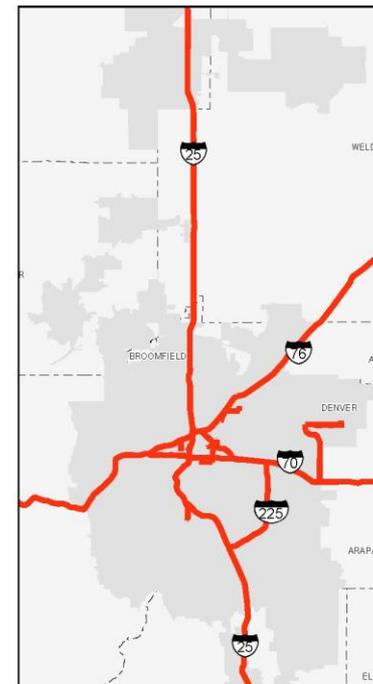
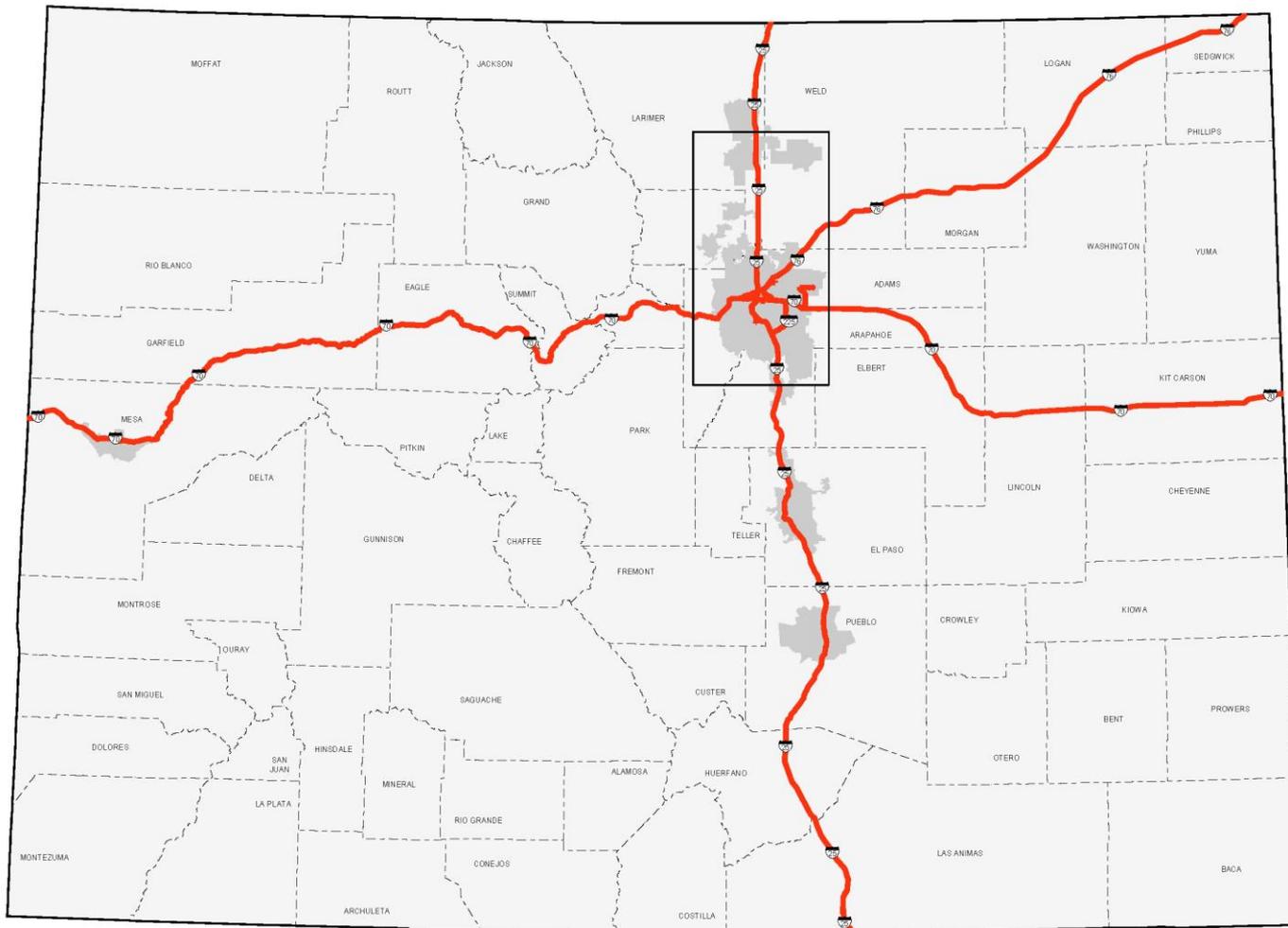
National Multimodal Freight Network

TRAC
July 2016



National Multimodal Freight Network (NMFN)

- Established by the FAST Act
- Interim NMFN includes:
 - National Highway Freight Network (NHFN)
 - Class I Railroads
 - Significant public ports and waterways
 - 50 airports with highest annual landed weight
 - Other strategic freight assets

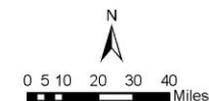


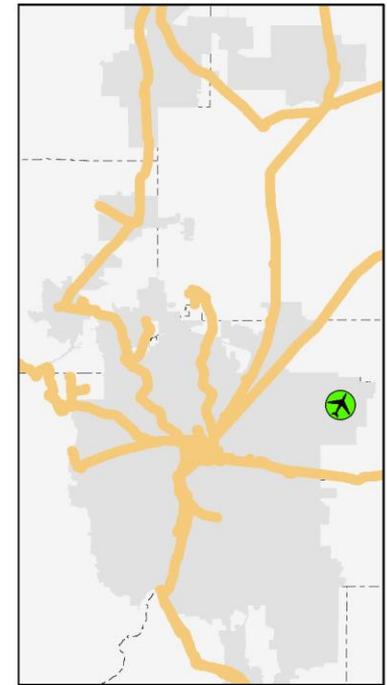
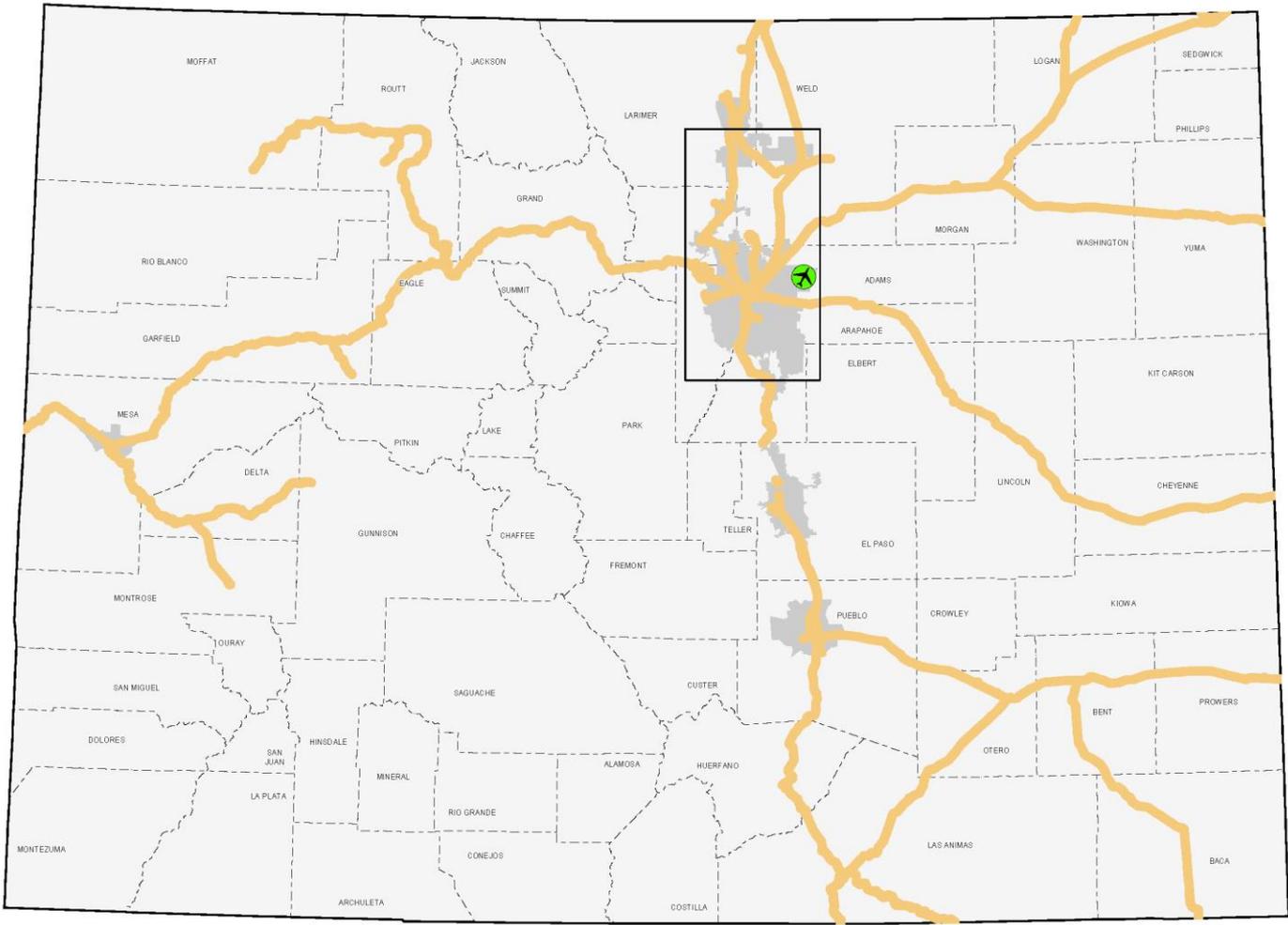
- Highways On Interim Multimodal Freight Network
- Counties
- Urban Areas (Pop. > 50,000)



Interim National Multimodal Freight Network - Highways

Map 1



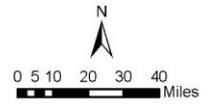


-  Rail On Interim Multimodal Freight Network
-  Denver International Airport
-  Counties
-  Urban Areas (Pop. > 50,000)



Interim National Multimodal Freight Network - Rail and Aviation

Map 2





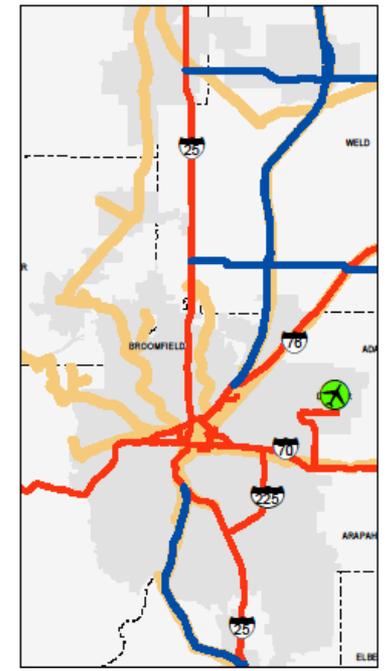
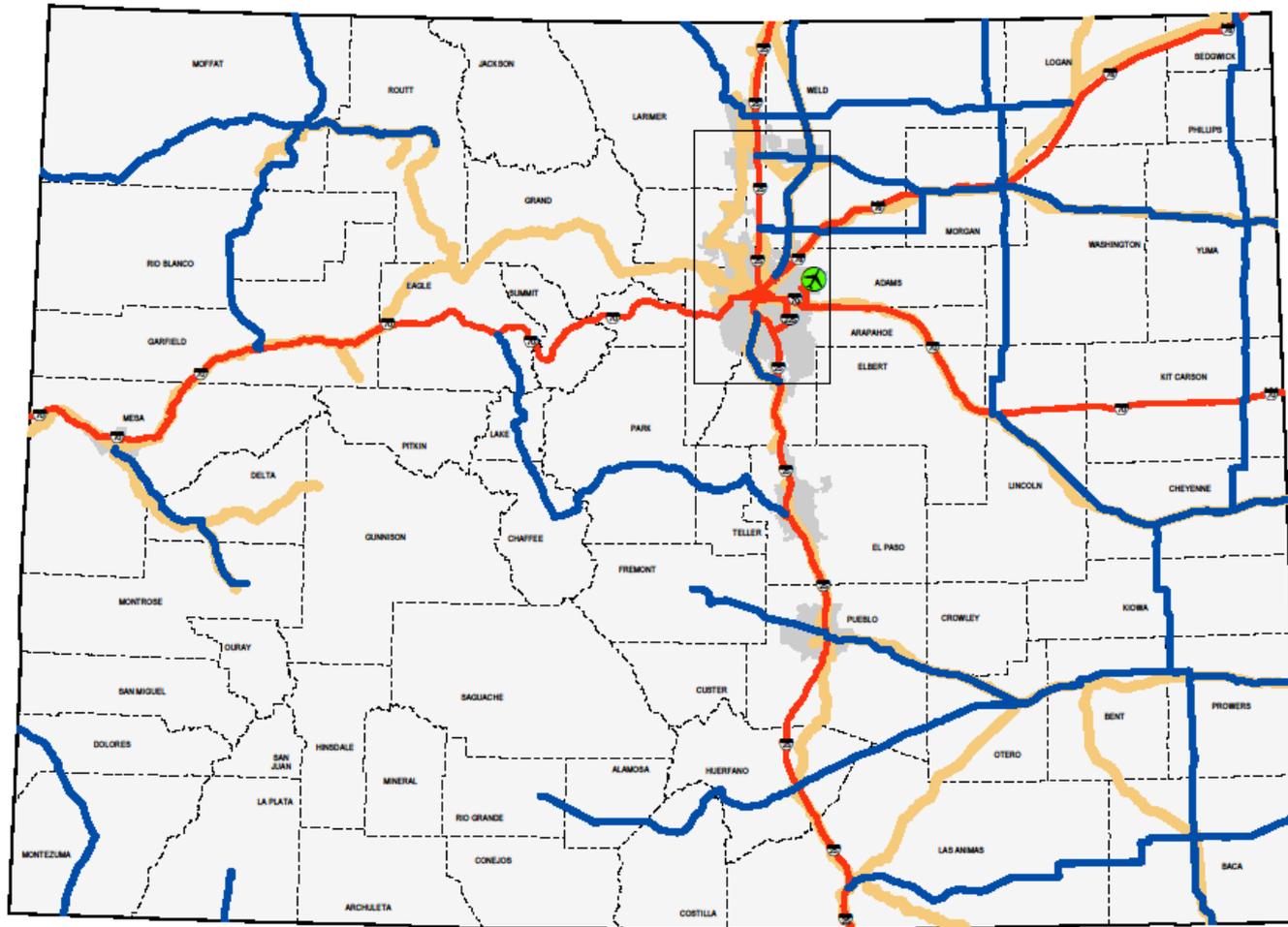
National Multimodal Freight Network (NMFN)

- States have opportunity to submit additional proposed designations to NMFN to USDOT **by September 6, 2016.**
- Additional designations limited to 20% of total mileage of modal routes included in the Interim NMFN (~600 miles)
- Additional designations limited to corridors outside of urbanized areas > 50,000
- Additional designations may be highway or rail
- Separate process and designation from Critical Rural and Urban Freight Corridors
- Designations are not tied to funding eligibility



National Multimodal Freight Network (NMFN)

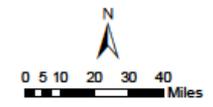
- Additional designations represent significance to freight rather than need for investment
- Highway routes identified for consideration on basis of:
 - Truck AADT > 500
 - % Truck > 10%
 - Connectivity



- Highways On Interim Multimodal Freight Network
- Rail On Interim Multimodal Freight Network
- Denver International Airport
- Corridors of Interest
- Counties
- Urban Areas (Pop. > 50,000)

Interim National Multimodal Freight Network - Highways, Rail, Aviation, and Corridor Options

Map 4





National Multimodal Freight Network (NMFN)

Corridor	Weighted AADTT	Weighted Percent Truck	> 500 AADTT	> 15% Truck	Multi-State Connectivity	Connects to Interim NMFN	Congressional Designation
US 287, OK Border to Limon	1,575	45%	Yes	Yes	Yes	Yes	Yes
US 50, Pueblo to KS Border	1,121	11%	Yes	No	Yes	Yes	Yes
SH 71, Limon to NE Border	263	21%	No	Yes	Yes	Yes	Yes
US 85, WY Border to I-76	1,591	10%	Yes	No	Yes	Yes	No
US 385, I-76 to US 40	222	18%	No	Yes	Yes	Yes	No
US 287/SH 14 WY Border to I-25	839	11%	Yes	No	Yes	Yes	No
US 34, I-25 to NE Border	874	14%	Yes	No	Yes	Yes	No
SH 14, I-25 to I-76	581	18%	Yes	Yes	No	Yes	No
US 160, KS Border to Trinidad	89	17%	No	Yes	Yes	Yes	No
US 160, Monte Vista to Walsenburg	629	10%	Yes	No	No	Yes	No
SH 13, Rifle to WY Border	323	11%	No	No	Yes	Yes	No
US 50, Pueblo SH 9	893	4%	Yes	No	No	Yes	No
US 85, I-25 to Tilton Road	1,881	2%	Yes	No	No	Yes	No
US 85, Tilton Road to Castle Rock	1,349	2%	Yes	No	No	Yes	No
US 550, Durango to NM Border	577	5%	Yes	No	Yes	No	No
SH 52, I-25 to I-76	782	4%	Yes	No	No	Yes	No
US 491, (160) NM Border to UT Border	758	14%	Yes	No	Yes	No	No
SH 10, US 50 to I-25	99	17%	No	Yes	No	Yes	No
US 24, I-70 to I-25	550	7%	Yes	No	No	Yes	No
US 40, Steamboat Springs to UT Border	304	12%	No	No	Yes	No	No
US 50, Grand Junction to Montrose	729	4%	Yes	No	No	No	No



National Multimodal Freight Network (NMFN)

- Next Steps
 - Solicit STAC, TRAC, and FAC Input
 - Develop recommendations for “additional proposed designations”
 - Review recommendations at August STAC
 - Include recommendations in CDOT comments to USDOT on Interim NMFN, due September 6

Primary Highway Freight System (PHFS)			
Route No	Start Point	End Point	Miles
I-225	I-25	I-70	12.13
I-25	NM/CO Line	CO/WY Line	299
I-270	I-76	I-70	4.95
I-70	UT/CO Line	CO/KS Line	451.46
I-76	I-70	CO/NE Line	12.38
SH 2	CO12R	I-70	0.28
E-470	CO22A	I-70	7.33
US 6	CO11L	I-270	0.33
US 85	I25	2.08 Miles South of I-25	2.08
TOTAL			789.94

Non PHFS Interstate			
Route No	Start Point	End Point	Miles
I-270	I-25	I-76	1.08
I-76	US 85	CO/NE Line	171.59
TOTAL			172.67

Colorado National Highway Freight Network

- Total: 1,217.17 miles
 - PHFS: 789.94
 - PHFS Intermodal Connectors: 13.52
 - Non-PHFS Interstates: 172.67
 - CRFC: 160.69
 - CUFC: 80.35

PHFS Intermodal Connectors			
Facility ID	Facility Name	Facility Description	Miles
CO10R	Burlington Northern RR Transfer Facility	53rd Pl. to Broadway to 58th Ave (S.H. 53) to I- 25	0.98
CO11L	Conoco Pipeline Transfer	From U.S. 6: W 0.8 mi on 56th Avenue to Terminal Entrance at Brighton Blvd (S.H. 265)	0.83
CO12R	Union Pacific RR Transfer Facility	From S.H. 2 (Colorado Blvd): W 1.4 mi on 40th Ave to terminal entrance at Williams Street	1.45
CO22A	Denver International Airport	Pena Blvd (E 470 interchange E 0.7mi)	5.1
CO6R	Union Pacific RR Auto Transfer	From I-76: E 0.1 mi on 96th Ave, N 1.0 mi on I-76 Frontage Road to Terminal Entrance	0.48
CO7R	Burlington Northern RR Auto Transfer	From I-76: E 1.7 mi on 88th Ave, N 0.2 mi on Yosemite Ave to terminal entrance	1.66
CO8L	Kaneb Pipeline Transfer	From I-76: E 0.1 mi on 88th Ave, S 1.2 mi on Brighton Rd, E 0.3 mi on 80th St to entr at Krameria St.	1.91
CO9R	Southern Pacific RR Transfer Facility	From I-76: South on Pecos Street to Terminal Entrance at 56th Avenue	1.09
TOTAL			13.52



COLORADO
Department of Transportation
Division of Transit & Rail

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

DATE: July 25, 2016

TO: Transit & Rail Advisory Committee

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

SUBJECT: Transit Grants Quarterly Report

Purpose

The memo provides the Transit & Rail Advisory 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 in 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 24 months into project completion since then. As compared to three months ago, these projects have moved further along toward being fully expended.

Table 2 shows the update on 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 12 months into project contracting (+2.6 Million contracted since last quarter) and starting on their way toward completion. Contracted but unexpended projects are typically vehicles which have 6-24 month pre-order timelines. In the case of Bustang, it is a combination of vehicle orders, and the contract "year" being different from the fiscal year.



Table 1: FASTER Funding Available SFY 2015: July 2014 - June 2015
Status Report as of June 30, 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	\$5.0	\$0.0	\$5.0	\$3.5	\$1.0	\$0.5	\$0
Small Agency Capital Expenses	N/A	\$0.0	N/A	N/A	N/A	N/A	N/A
Large Urban Capital Expenses (MMT, FT)	N/A	\$0.0	N/A	N/A	N/A	N/A	N/A
Subtotal Local Pool	\$5.0	\$0.0	\$5.0	\$3.5	\$1.0	\$0.5	\$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	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Large Urban Capital Expenses (RTD)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Statewide Competitive Capital Pool	\$6.0	\$0.0	\$6.0	\$1.2	\$1.7	\$3.1	\$0.0
Subtotal Statewide Pool	\$10.0	\$10.3	\$20.3	\$1.2	\$10.9	\$3.1	\$5.1
TOTAL	\$15.0	\$10.3	\$25.3	\$4.7	\$11.9	\$3.6	\$5.1

Table 2: FASTER Funding Available SFY 2016: July 2015 - June 2016
Status Report as of June 30, 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	\$3.9	\$0.0	\$0.2	\$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	\$3.9	\$0.0	\$1.1	\$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	\$0.5	\$0.0	\$0.5	\$0.5	\$0.0	\$0.0	\$0.4
Large Urban Capital Expenses (RTD)	\$3.0	\$0.0	\$3.0	\$2.2	\$0.0	\$0.8	\$0.0
Statewide Competitive Capital Pool	\$2.5	\$0.2	\$2.7	\$1.0	\$0.7	\$0.8	\$0.0
Subtotal Statewide Pool	\$10.0	\$5.3	\$15.3	\$8.4	\$3.9	\$1.6	\$1.6
TOTAL	\$15.0	\$5.3	\$20.3	\$12.3	\$3.9	\$2.7	\$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, \$17.2 Million was available from FTA. Of the \$17.2 Million, CDOT has now obligated and sub-awarded to transit agencies \$15.4 Million of that (no change since last quarter), and has \$1.1 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 are being programmed to new capital projects just awarded in February/March 2016. Of the total \$18.3 Million, \$17.4 Million of the funds are obligated for calendar-year Administrative & Operating grants (+7.3 Million since last quarter). 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 June 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	\$0.8	\$0.7	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	N/A	\$1.0	\$0.4	\$0.5	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	N/A	\$0.6	\$0.2	\$0.1	\$0.0	\$0.1	\$0.2
5311 - Rural Transportation	\$11.0	N/A	\$11.0	\$3.1	\$6.9	\$0.2	\$0.8	\$0.0
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	\$1.0	\$0.0	\$0.7	\$0.0	\$0.7
TOTAL	\$17.2		\$17.2	\$5.8	\$8.2	\$1.2	\$1.1	\$0.9

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

Status Report as of June 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	\$0.9	\$0.3	\$0.3	\$0.1	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	\$0.0	\$1.0	\$0.0	\$0.0	\$0.9	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	\$0.2	\$0.8	\$0.0	\$0.0	\$0.6	\$0.1	\$0.1
5311 - Rural Transportation	\$11.0	\$0.0	\$11.0	\$6.8	\$3.0	\$1.2	\$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	\$2.8	\$0.7	\$3.5	\$0.0	\$0.0	\$3.0	\$0.0	\$0.5
TOTAL	\$17.4	\$0.9	\$18.3	\$7.7	\$3.3	\$6.4	\$0.3	\$0.6

*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. Table 5 presents the highlights for relevant projects and agencies, some with positive outcomes (MMT and Greeley), and others of a more cautionary note (Trinidad and Winter Park Express).

Table 5: Projects Experiencing Significant Changes		
Project	Change being Experienced	Description / Response
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - \$330,920 FASTER	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.
Mountain Metropolitan Transit (MMT) - Multiple years	CDOT and MMT completed a reconciliation of 30 projects dating back to 2010. This effort was parallel to a regular FTA certification (triennial) review.	MMT’s records were found to be in good order. CDOT was able to complete internal “closure” of projects and make “old” money available for new projects. CDOT and MMT will be discussing new projects for the available FASTER money.
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. AECOM found the cost escalation to be consistent with market trends. In May, the Commission approved a \$1.3 M budget supplement to support project completion.
Winter Park Express - SB 228 Funds 2016 - \$1.5 Million	This project was approved for funding in April 2016 on a very tight schedule. Based on delays in the engineering design, and complications among multiple entities involved in this project (Amtrak, Union Pacific, FRA), this project is approximately one month behind schedule.	CDOT and Winter Park Resorts are closely managing the schedule. Current estimates put the start of construction around the beginning of August, which narrowly allows completion this fall prior to snow stalling construction efforts.

Continuing Grants Improvement in 2016

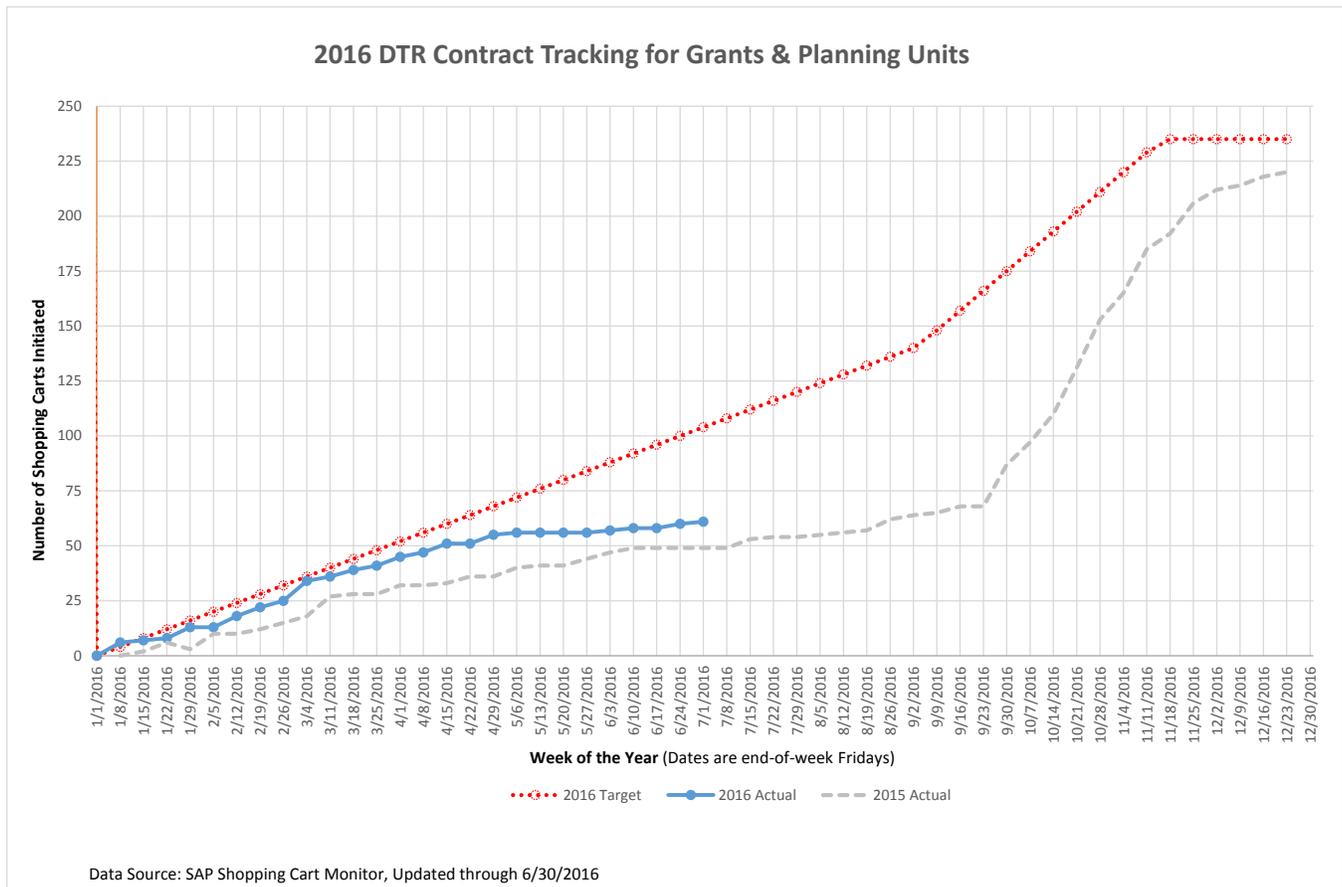
For several years, the Division of Transit & Rail, the Business Office (DAF), OFMB, and the Office of Procurement have been working to improve several areas of the management of all transit grants, affecting both FASTER and FTA revenues. A LEAN process was undertaken several years ago to streamline some 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 6 below summarizes the year-over-year progress.

Figure 1 provides graphic representation of the timely contracts goal. The top line is the target trend line. The middle line is 2016 progress from January 1 through June 30, 2016. The 2016 progress stands at 61 of 235 contracts delivered so far, and is eleven contracts or agreements ahead of last year’s line (bottom line). DTR has taken steps in pre-contracting work with scope-writing that also have positioned the delivery of future contracts to stay well ahead of last year’s effort, and to get performance to targeted levels.



Table 6: Summary of Grants Improvement in 2016	
Goal Area	Results
Timely Contracts	Normal Year: 150 to 175 Grant Agreements & Contracts (excluding Bustang) 2015 Goal: 210 Contracts by Thanksgiving. Met goal. Finished with 228 for the year. 2016 Goal: 235 Contracts <u>and</u> 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 2 Statutory Violations to-date in calendar 2016

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



The following are additional guidance & reference documents DTR is finalizing 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, Draft Submitted to FTA in March 2016, FTA provided comments in April 2016. Allowed additional time through May 20th, 2016 for Grant Partner Manual review.
 - CDOT submitted final Draft June 17, 2016. Awaiting FTA final review and comments or approval.
- Grant Partner Manual
 - Instructions & Guidance for Grant Partners / Grant Recipients
 - Released Draft early April 2016, comment originally set to close April 29th, extended to May 20th
 - Currently responding to comments and preparing the final document



- 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

Next Steps

The next quarterly report will be available at the October 2016 meeting.

Attachments

None

