

**DATE:** September 17, 2015

**TO:** Transportation Commission

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

**SUBJECT:** Upcoming Transit Workshops and Actions

Purpose

The purpose of this memo is to give a tentative schedule for the upcoming transit workshops and actions that will be brought before the Commission over the next few months.

Action

No action is required in September.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 gives the Transit & Intermodal Committee oversight responsibilities for Bustang. A new service, like Bustang, as it matures requires operation and budget monitoring, adjustments and consideration for increased service where and when warranted.

In February 2015 the TC updated PD 14 to guide future allocation of resources and investment decisions. For transit, the most significant PD 14 goal was to increase interregional and regional connectivity. Bustang was CDOT's first attempt to provide regional connectivity by connecting the six largest transit agencies over 230 miles in the I-25 and I-70 corridors. The Statewide Transit Plan was adopted by the TC this past spring, and one of the priority needs of rural communities across the state is for better rural to urban transit connections for essential services.

SB 228 provides for approximately \$200M in revenue coming to CDOT, with at least 10%, or approximately \$20M dedicated to transit. In addition, DAF has identified \$12M of old SB 1 transit funds remaining. Both programs are specified to be used for TC approved strategic projects with statewide or regional significance.

Bringing all of this together, we propose the schedule below to give the TC the proper oversight of Bustang, and to plan for an integrated rural regional network and complimentary Bustang expansion consistent with PD 14, the Statewide Transit Plan, and the Intercity and Regional Bus Network Plan.



## Details

Three separate memos follow addressing the following:

1. Bustang September monthly update of operating statistics and summary.
2. Overview of the topics and issues to be brought before the Transit & Intermodal Committee in October;
  - Bustang Quarterly Report
  - Timeline for Bustang route, schedule and /or fare changes.
  - Establish a spare ratio guideline.
  - Triggers for Bustang service additions and bus purchases.
  - Other TC Policy considerations; weekend service, metro fringe area stops.
3. Concept development for a combined use of the SB 228 and SB 1 (remaining) Transit funds; T&I Committee presentation and discussion in October, TC Workshop in November. A consultant is being brought on board to assist in the SB 228/SB 1 program development. Criteria will be developed to focus project selection to projects needed for the rural regional system, Bustang expansion, and other strategic transit projects with statewide or regional significance.
  - Concept: Integrated Rural Regional network and complimentary Bustang expansion.
  - Criteria, network definition and project selection.





**DATE:** September 16, 2015  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** Bustang Update

Purpose

The purpose of this memo is to provide the Commission with a summary of the Bustang August operation.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation July 13, 2015.

Details

**Ridership:** During August, Bustang operated for 21 days carrying 7,083 passengers (337 average/day) for an overall seat occupancy factor of 24%. A detailed breakdown of the ridership by route and week is provided in Figures 1-5. The West Route is performing above expectations, with a August seat occupancy factor of 53%; including four days where the eastbound run exceeded 85%.

**Ticket Sales:** August ticket sales (single ride and multi-ride tickets) totaled \$84,278 on 6,610 transactions. Sales cannot be counted as revenues until the tickets are used.

**July 2015 Farebox Recovery Ratio:** E-commerce and Cash Farebox reported July revenue of \$34,080 on operator reported expenses of \$157,086 for a fare box recovery ratio of 22%. August Farebox Recovery Ratio will be communicated when Bustang operating expenses are reported.

**Safety/Accidents:** In August there was one collision involving Bustang buses:

- On Thursday, August 13 the driver of bus 38000 back it out of the slip at the Denver Bus Center making contact with the rear wall causing \$3,200 in damage to the bus. The driver's record was charged with the collision. The driver was disciplined and retrained.
- July 2015 Accident Frequency Rate (AFR) per 100,000 miles was 5.42 accidents per 100,000 miles. The goal is <1 accident per 100,000 miles. Ace's Safety Department is addressing with continuous driver training and safety "conversations".

**August On-Time Performance (departures within 10 minutes of scheduled time)**

- West Route - 79%
- South Route- 86%
- North Route- 87%
- System - 85%



*Ticket Sales/Fareboxes Issues:* Farebox and scanner issues have been fixed. We continue to monitor and conduct weekly conference calls with our fare collection contractors to ensure quality of their products. We now have the ability to drill down and identify drivers who fail to properly operate the fareboxes and monitor performance.

*Customer Input/Complaints:* Ace Express continues to closely monitor social media sites which will continue to be the main thrust of the 2016 Marketing plan, including customer input. Current Facebook “likes”- 579, 2 reviews 5 stars out of a possible 5 stars. 138 Twitter followers.

#### Top Customer Suggestions for August:

- Request weekend service; most for the West Route.
- Extend service to Grand Junction and Pueblo.
- Add stops is Castle Rock, Denver Tech Center, Longmont, Johnstown, Georgetown and Idaho Springs.
- Connections to DIA
- Suggested schedule adjustments.
- Ability to purchase multiple tickets on-line or mobile app.

#### Customer Complaints:

Customers would like the ability to purchase multiple tickets in one transaction or round trip tickets. To keep start-up efforts on-target, the previous Ace Express Marketing consultant specified only single ticket transaction capability to their E-Commerce contractor. We are working with the Ace Express E-Commerce Contractor to upgrade and add the multiple ticket purchase function for both the web page and the mobile app.

*RamsRoute:* This new test service in partnership with CSU launches September 11. The RamsRoute test is targeted to CSU students that reside in the Denver Area, however sales are open to the general public. RamsRoute will use a different e-commerce site for sales that will allow us to restrict the number of tickets sold to prevent overloads and allow guaranteed seating. CSU has indicated a high probability RamsRoute will be self-sustaining financially and will not be a drain on current Bustang operational resources. Features and restrictions are:

- All sales are online only. No cash sales.
- Guaranteed seating - sell to 45 tickets only to ensure access for the disabled requiring wheel chairs.
- Fare is \$19 round trip - no one way fares - tickets valid only on RamsRoute not Bustang runs
- Bicycles- maximum 6 total and customers must reserve a space for their bicycle on-line.
- Schedule - Southbound- Fridays Depart CSU Campus (southwest corner of Plum at Meridian) 4:00 PM arrive Denver Union Station at 5:30 PM; Sunday northbound return - Depart Denver Union Station Gate B3 at 4:00 PM arrive CSU Campus (Plum at Meridian) 5:30 PM.

#### Next Steps

##### *Service Changes:*

- Perform minor running time adjustments on schedules as recommended by the public comment and documented by AVL on all three routes.
- *West Route:* The ridership levels on the West Route are higher than expected, the eastbound run has exceeded 85% of capacity on seven diferent occasions in the first seven weeks of operation. On these runs, the passenger loading in Frisco is accounting for approximately half of the total load. To alleviate the possibility of overloading, we are deploying a bus from the North or South routes to Frisco to operate as a second section under the current schedule (loop extra). Ridership levels will be monitored and analyzed over the coming months (including the holiday months) to determine the need and viability of adding a second weekday round trip on the West Route.
- *West Route:* Consideration is also being given to expanding the West Route to daily service; weekdays and weekends. The corridor is experiencing higher than anticipated ridership, and customer input/requests suggest that weekend service would be productive. This service would utilize the existing Bustang fleet.

#### Attachments

Figures 1 - 5: Average daily rides by week/route



Figure 1

### South Route Avg Daily Riders

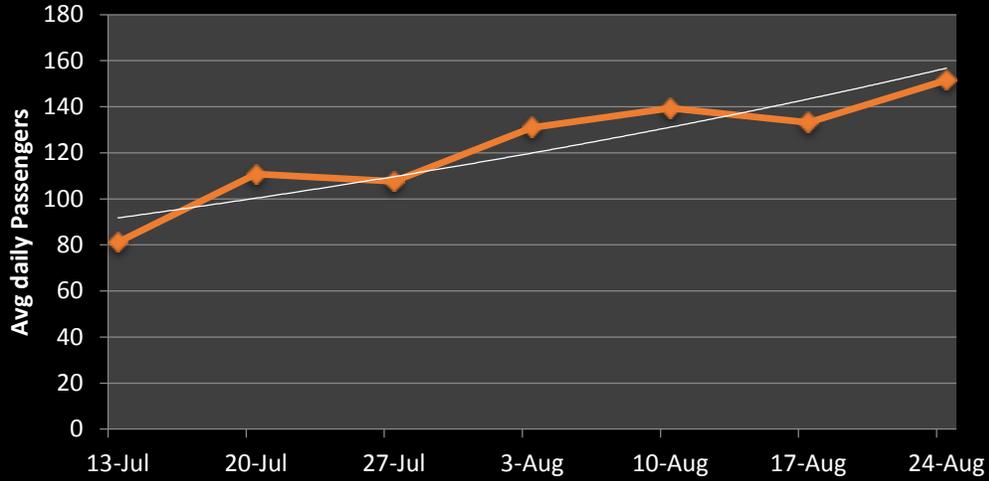


Figure 2

### North Route Avg Daily Riders

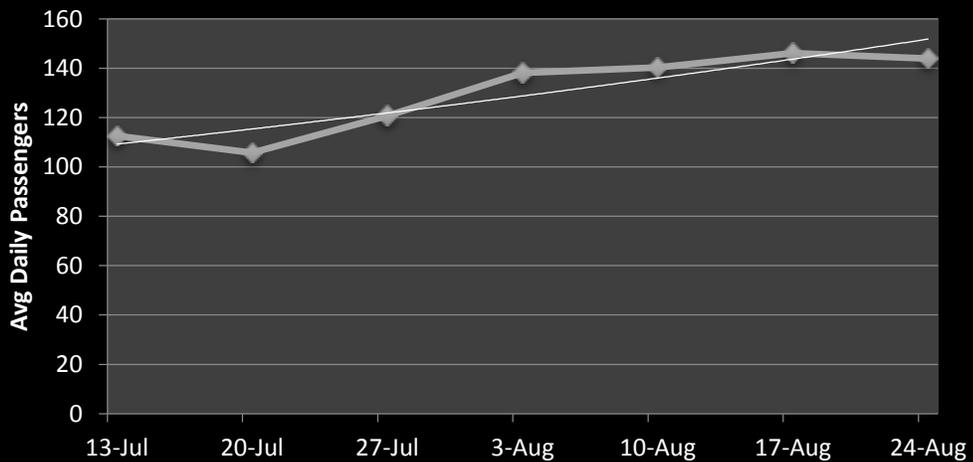
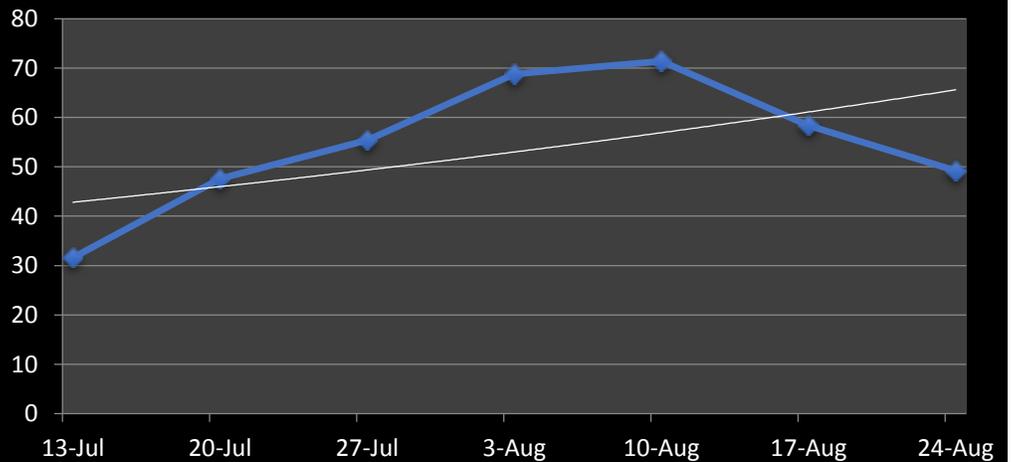
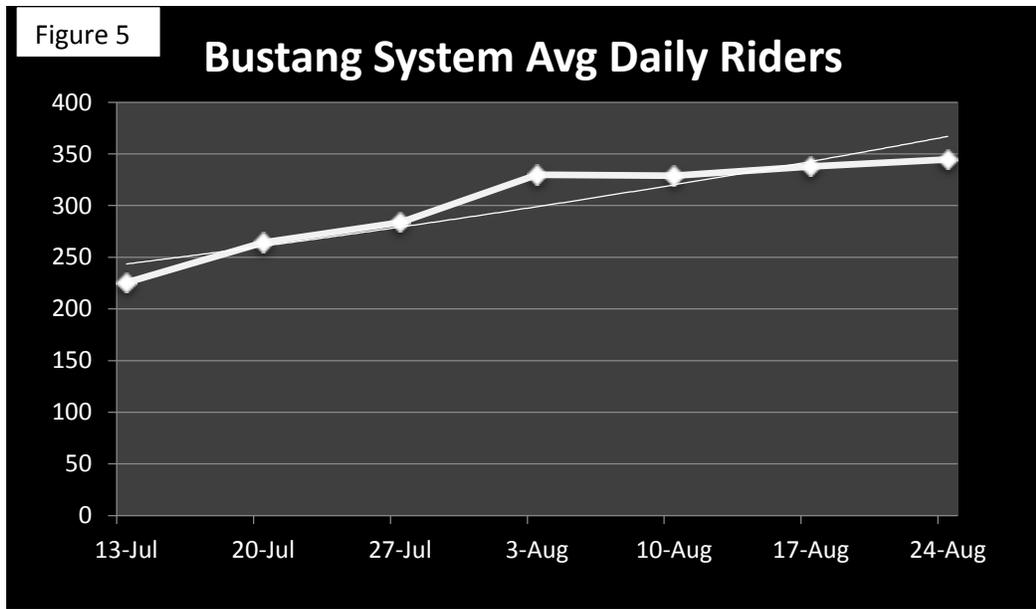
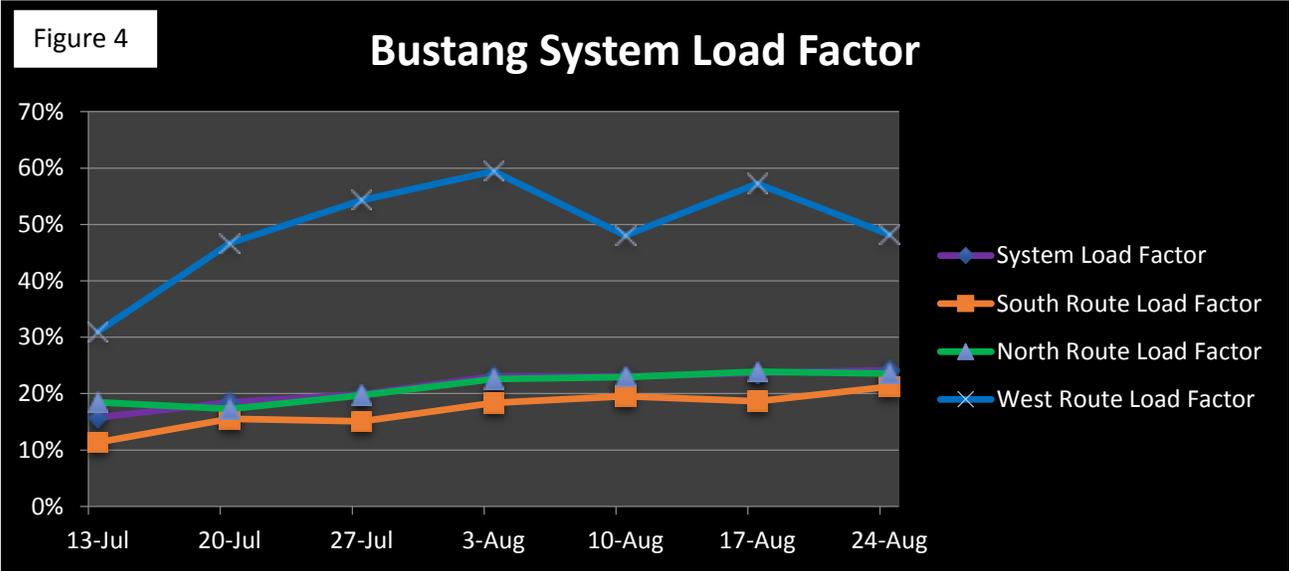


Figure 3

### West Route Avg. Daily Riders







**DATE:** September 17, 2015  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** Bustang Oversight/Preview Transit & Intermodal Committee October Meeting Agenda

Purpose

The purpose of this memo is to foreshadow the October Transit & Intermodal Committee agenda topics related to Bustang oversight.

Action

No action is required in September.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 (attached) gives the Transit & Intermodal Committee oversight responsibilities for Bustang. DTR is monitoring and analyzing Bustang service utilization and trends, and reporting to the Commission on a monthly basis.

Details

The Bustang team is preparing a set of guidelines to assist in the on-going assessment of the Bustang operation “state of good repair”; these will be presented and discussed with the T&I Committee at their quarterly meeting in October.

**Timeline for Bustang route, schedule and/or fare changes.** A standard practice for a transit agency is to have fixed times each year for route, schedule and/or fares changes; including a set schedule for public outreach and input. This is important for route and/or run eliminations and fare increases; service additions do not necessarily need to follow the set schedule. It is also important for Bustang to coordinate our timeline with the local transit agencies to insure convenient transfers from one system to the other:

- West Route - the mountain/resort transit systems execute significant schedule changes at beginning and end of the winter season; November and April. Bustang will set our west route service changes consistent with the mountain systems.
- North/South Routes - TransFor and RTD have regular service/schedule changes in January, May, and August of each year. Mountain Metro makes changes once or twice a year, as needed. Bustang will set north and south route service changes consistent with Front Range transit systems.

**Spare Ratio.** The industry standard for spare ratio is 20%, and the smaller the fleet the more important the spare ration becomes. The Bustang operation has adopted this guideline as the standard for the Bustang fleet. Bustang has a fleet of 13 MCI over-the-road coaches; 6 dedicated to the South Route, 5 dedicated to the North Route, and 2 dedicated to the West Route. Three (3) buses (one for each corridor) have been dedicated as spares giving the Bustang fleet a spare ratio was 23%. Although the Bustang fleet is new, the geographic spread over 230 miles along I-25 and I-70 presents challenges for the operation, and the ability to deploy a spare when needed is critical. Spares are deployed:

- in case of breakdown
- during accident repair



- allow rotation of buses for routine maintenance
- malfunctioning fare box, wifi, wheelchair lift, etc.
- Loop extra- possible overloads

With high load factors on the West Route, an interim service modification has been implemented. A second bus is now staged in Frisco, on the same schedule, to avoid overloading from Frisco to DUS. To preserve the spare ratio for appropriate needs, this work-around is accomplished by utilizing one of the active buses dedicated to the North Route during its down time, not by utilizing one of the spare buses. This type of service work-around can only be used in limited circumstances when bus scheduling will allow. This solution protects against an overload that could not be accommodated, but it adds approximately 70 miles of deadhead at a cost of \$265/day.

**Service level/schedule assessment.** The Bustang operations team is monitoring the usage and loads of each route, including directional flows, on a daily basis. The results are being tabulated to track daily, weekly and monthly trends. As a general guideline, when the average load factor trend for any given route reaches 40%, it likely means that some runs are exceeding 50%, and a more in-depth analysis begins to assess whether schedule additions need to be considered. The guideline includes a proposed schedule addition when the route reaches a 60% average load factor, unless the analysis indicates the need in an earlier timeframe. A critical element of the planning is whether the schedule addition can be accommodated with the existing fleet, or whether additional buses are required.

The West Route eastbound average weekly load factor has reached 60% with instances of the daily load factor reaching 85% or more, indicating the need to make a schedule addition. However, a schedule addition cannot be accommodated within the existing fleet and system service levels, and preserving the 20% spare ratio. This situation is being monitored, and if the high load factor trend continues, it may trigger a request to purchase an additional bus later this fall.

**Other topics for discussion:**

- Holiday planning - The holiday season will be a good test of the Bustang capacity, particularly on the West Route. Assuming all 13 buses are operational, for the peak days before/after Thanksgiving and Christmas, the Bustang spares will be staged in Frisco and at DUS in case of overloads. On these critical days, if a breakdown occurs, we will exercise our agreement with Ace Express to provide a spare bus. This is not desirable because the Ace Express buses are not equipped with Bustang fare boxes or wifi, are not branded, and the operating cost would include the use of the bus as well as the standard operating cost.
- Weekend service - The number one comment being received from the public is the desire for weekend service. For the October T&I Committee meeting staff will generate options for offering limited weekend service, and have an assessment of each for the Committee to consider.
- Metro fringe stops - Also high in public comments are the desire to include stops at the Denver metro fringes communities; Castle Rock, SE Weld County (Frederick, Firestone, Dacono), and Idaho Springs. Staff would like to discuss the policy with the T&I Committee; this also will have an overlap with the SB 228 discussion.
- Capital needs (rolling stock/buses) - As an informational item, we have the ability to purchase additional buses. The purchase order to purchase Bustang buses with MCI includes a five year price agreement for approximately \$588,000/bus. Once ordered, bus delivery is estimated at 9 to 12 months followed by a month of livery wrapping, installation of fare boxes and wifi, and testing.





**DATE:** September 17, 2015  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** SB 228/SB 1 Transit Funds Conceptual Utilization Plan

Purpose

The purpose of this memo is to present a brief overview of the proposed utilization of the combined FY2016 SB 228 and remaining SB 1 dedicated transit funds.

Action

No action is requested in September; a more in-depth presentation will be included for the October Transit & Intermodal Committee meeting.

Background

Senate Bill 228 (SB 228) provides for approximately \$200M in new revenue coming to CDOT, with at least 10% (approximately \$20M) dedicated to transit. In addition, the Division of Accounting and Finance (DAF) has identified \$12M of old Senate Bill 1 (SB 1) transit funds that remain unobligated due to project withdrawal and project savings. Both programs are specified to be used for TC approved strategic projects with statewide or regional significance. Staff from several divisions and regions within CDOT went through an exercise last fall to generate a comprehensive list of potential SB 228 projects; this list included transit projects that totaled in excess of \$300M.

In February 2015 the TC adopted PD 14 to guide future allocation of resources and investment decisions. For System Performance, the transit objectives are to increase rural transit ridership (Transit Utilization), and to increase the miles of regional and interregional service (Transit Connectivity). Bustang is CDOT's first attempt to provide regional connectivity by connecting the six largest transit agencies over 230 miles in the I-25 and I-70 corridors. The Statewide Transit Plan was adopted by the TC this past spring, 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, etc. In response to that input, a performance measure was adopted within the Statewide Transit Plan that charges DTR with working to improve the percentage of Colorado's rural population served by public transit.

In addition, the Intercity and Regional Transit Network Study was completed in 2014 and identified an extensive statewide network of rural regional needs and priorities. These efforts all had significant public and stakeholder outreach, which culminated into the Statewide Transit Plan. An Informational Item was provided to the Transportation Commission last November outlining the concept of CDOT operated Rural Regional bus service.

Details

SB 228 and SB 1 funds are not continuing long term, so are not appropriate for operating purposes. They should be utilized only for capital investments. 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 rail services provided by Amtrak. Figure 1 depicts the current network of intercity bus routes funded by or subsidized by 5311(f) funds. These routes are proposed by others through a competitive process for individual routes. CDOT, utilizing the 5311(f) funds, contracts to public and private providers to operate the service. 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 \$400K/year are currently utilized.

From the Intercity and Regional Bus Network Study, a rural regional bus network has been developed by identifying high priority routes that provide rural to urban connections (see Figure 2). To better compliment and integrate interregional and rural regional routes into a statewide system, it includes an expansion of the Bustang service to Grand Junction, Greeley and Pueblo; also shown in Figure 2. This proposed operating plan has been developed as 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 renewed packages of contracts bid in 2017, service would begin January 1, 2018.

A final piece of this integrated statewide plan is to further expand the current Bustang Park & Ride facilities, and provide the ability for Bustang service expansion as needed with additional buses. The Bustang annual budget would cover the operating costs, and rely on SB 228 funds for capital needs (buses and Park & Rides). Consideration could be given to additional stops and Park & Rides on the current routes for Castle Rock, SE Weld County and Idaho Springs; pending further policy discussion from the TC.

A consultant is being brought on board to assist in the SB 228/SB 1 program development. Criteria will be developed to focus project selection to projects needed for the rural regional system, Bustang expansion, and other strategic transit projects with statewide or regional significance. The consultant will work with DTR and CDOT Regions to generate project cost estimates and an implementation schedule.

#### Benefits

The transit plan outlined above further develops the Bustang interregional bus system and expands the CDOT transit service area to include rural connections to urban centers. It truly delivers a statewide transit system, and furthers the Commission mission of providing the best multimodal system. Other benefits include:

- Utilizing the SB 228 10% for transit and the remaining SB 1 transit funds for strategic capital investments with statewide significance and covering all regions of the state.
- Fulfilling the PD 14 investment goal of connecting communities with interregional and regional transit service; increased miles of service.
- Fulfilling one of the priority goals from the Statewide Transit Plan; providing rural to urban center transit connections for essential services.
- Optimizing the designated rural regional operating funds for a sustainable service plan.
- Compliments and integrates with the Bustang service network.
- Provides for Park & Ride and additional buses (as needed) for the Bustang system.

#### Next Steps

- Present the statewide transit system concept to STAC for comment on September 25.
- Prepare a white paper for review by the T&I Committee at their October meeting.
- TC Workshop in November.
- With TC concurrence in November; begin MPO, TPR and public outreach to refine the plan.
- Finalize the plan over the winter; seek TC approval of the plan in the spring 2016.
- Procure buses and contract operators; summer 2016 - Fall 2017.
- Begin service January 1, 2018.

#### Attachments

Figure 1: Current Intercity & Regional Bus Network  
Figure 2: Conceptual Rural Regional Bus Network



Figure 1: Current Intercity Bus Network

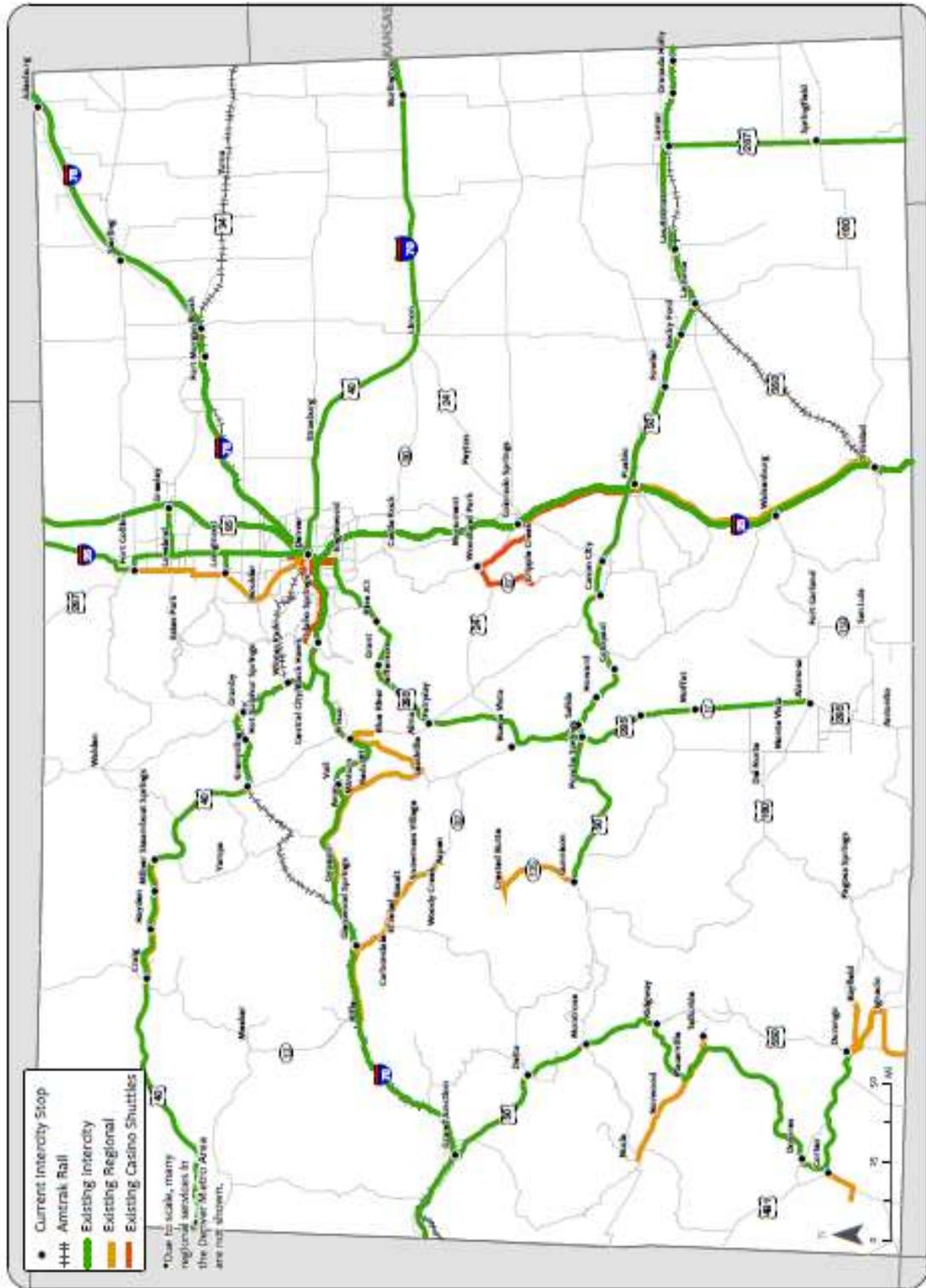
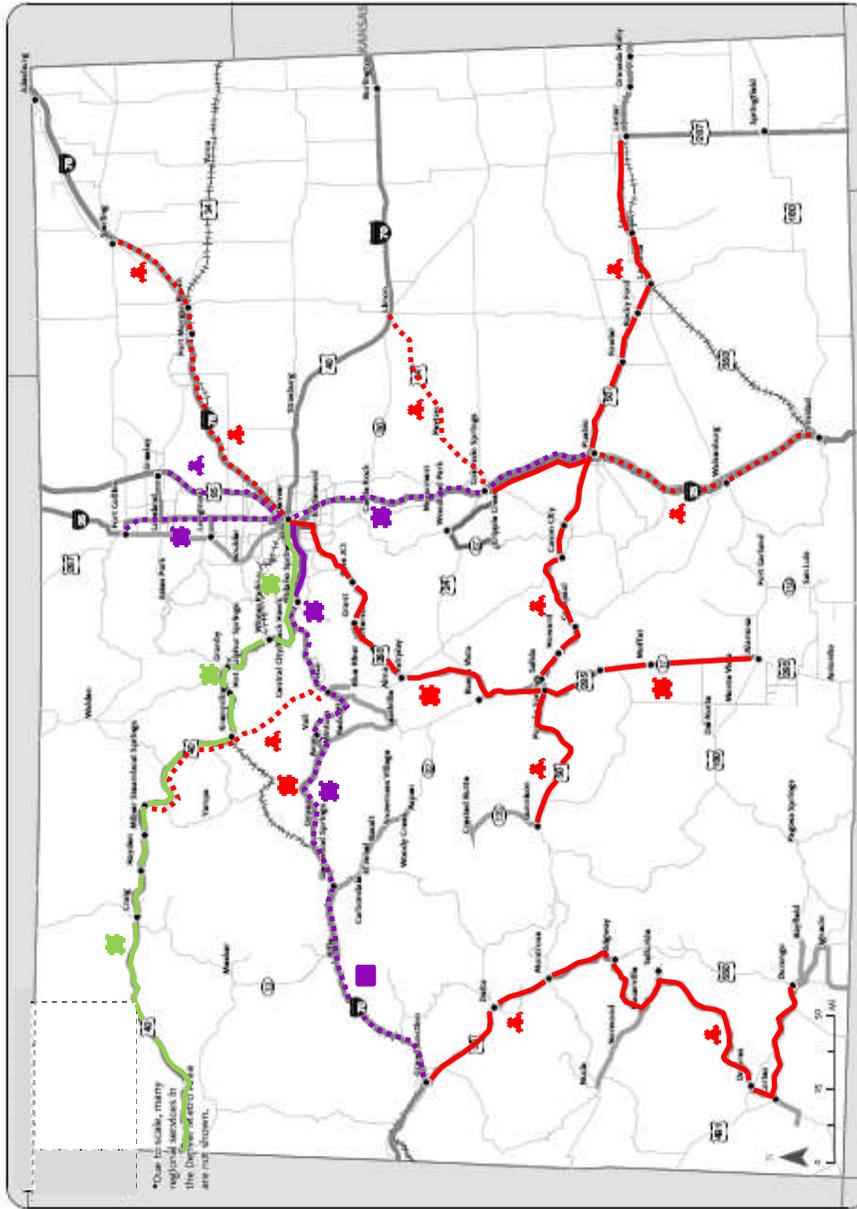


Figure 2: Conceptual Rural Regional Bus Network



**LEGEND**

- ⋯ Primary Corridors
- ⋯ Bustang
- ⋯ Bustang Expansion
- ⋯ Add'l High Priority Coverage Routes
- Interstate & State Highways
- Connecting Transit Services
- ✿ 50-seat over-the-road coach
- ✿ 30-seat over-the-road coach





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

**DATE:** September 17, 2015  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** 2016-2017 Administration & Operating Grant Awards Report

Purpose

To keep the Transportation Commission apprised of annual awards of Federal Transit Administration funds for calendar year administrative and operating contracts, January 2016-December 2016.

Action

No Action Required

Background

These awards are made on budget authority related to Federal Transit Administration (FTA) funds that begin to flow with the Federal Fiscal Year, October 1, and are on a reimbursement basis with FTA. These pass-through funds, administered by CDOT, allow rural and small transit agencies around the state to continue to operate in 2016.

Details

The Division of Transit & Rail released its 2016 FTA Administration & Operating and Capitalized Operating funding awards list on September 1, 2015. These awards will be used to fund public transportation throughout Colorado as well as programs for seniors and persons with disabilities through the FTA Section 5310 and 5311 programs. A total of \$9,77 million was awarded across all program areas.

The Division saw a significant increase in demand for funding this year. In all applications were received totaling more than \$14.5 million. The Division was able to maintain existing funding levels for all of our current grant partners (flat funding) and extend new funding for more than a dozen new projects including our newest public transit community of Winter Park.

Next Steps

Over the next year, DTR will begin developing plans for future funding distributions, soliciting input from its stakeholders to meet this increasing need for funding, and addressing the growing gap between requests/applications (\$14.5 million) and available funds (\$9.77 million).

Attachments

2016-2017 Awards for Administration, Operating, and Capitalized Operating Programs Report



## Award Table A - FTA 5310 Rural Awards

		Request	Award
<b>Operating</b>		<b>Available Funding (45% of remaining allocation)</b>	<b>\$ 228,053.00</b>
Teller County Human Services	Teller County Services	\$ 147,100.00	\$ 100,000.00
Southern Ute Community Action Programs (SUCAP)	Ignacio Escorted Service	\$ 25,912.00	\$ 25,912.00
Huerfano/Las Animas - SCCOG	Operated Service to Pueblo	\$ 35,000.00	\$ 35,000.00
		Total Operating	\$ 160,912.00
		Remainder transferred to Capital	\$ 67,141.00

<b>Capitalized Operating</b>		<b>Available Funding (55% of remaining allocation)</b>	<b>\$ 278,731.00</b>
		Total including Transfer to Capital	\$ 345,872.00
Durango, City of	Mobility Management	\$ 99,028.00	\$ 66,900.00
Montrose County Senior Citizen's Transportation	Regional Mobility Manager	\$ 52,000.00	\$ 52,000.00
Northwest Colorado Council of Governments	Mobility Management	\$ 70,992.00	\$ 72,000.00
		Total Capitalized Operating	\$ 190,900.00
		Remainder Available for Vehicle Capital	\$ 154,972.00

## Requests not funded

City of Cripple Creek	5310 Mobility Management	\$ 64,000.00
Las Animas County Rehabilitation Center, Inc.	2016 Funding	\$ 51,751.00
Region 10	Region 10 Mobility Manager	\$ 27,400.00
Southwest Colorado Council of Governments (Region 9)	Transit Coordinator	\$ 34,972.00
Ute Mountain Ute Tribe	2016 Mobility Management	\$ 41,920.00
Northwest Colorado Center for Independence (NWCCI)	2016-17 Admin and Operating	\$ 49,942.00

### Award Table B - FTA 5310 Small Urban Awards

		Request	Award
<b>Operating</b>		<b>Available Funding (45% of remaining allocation)</b>	<b>\$ 403,135.00</b>
Senior Resource Development Agency	Operating	\$ 79,000.00	\$ 79,000.00
Via	Call Center Operating	\$ 270,225.00	\$ 270,225.00
		Total Operating	\$ 349,225.00
		Remainder transferred to Capital	\$ 53,910.00
<b>Capitalized Operating</b>		<b>Available Funding (55% of remaining allocation)</b>	<b>\$ 492,721.00</b>
		Total including Transfer to Capital	\$ 546,631.00
North Front Range Transportation & Air Quality Council <sup>1</sup>	Mobility Management	\$ 8,611.00	\$ 9,600.00
Via	Mobility Management (Travel Training, MM)	\$ 296,553.00	\$ 300,000.00
		Total Capitalized Operating	\$ 309,600.00
		Remainder Available for Vehicle Capital	\$ 237,031.00

<sup>1</sup> Request for funds to add to existing year that will not be spent - amount is for 1/3 of the year

### Award Table C - FTA 5310 Urban Awards

		Request	Award
<b>Operating</b>		<b>Available Funding (45% of remaining allocation)</b>	<b>\$ 664,400.00</b>
Seniors' Resource Center, Inc.	Operational Support	\$ 125,000.00	\$ 250,000.00
		Total Operating	\$ 250,000.00
		Remainder transferred to Capital	\$ 414,400.00
<b>Capitalized Operating</b>		<b>Available Funding (55% of remaining allocation)</b>	<b>\$ 812,044.00</b>
		Total including Transfer to Capital	\$ 1,226,444.00
Colorado Nonprofit Development Center	Regional Mobility Management	\$ 199,984.00	\$ 200,000.00
Douglas County	5310 Mobility Management	\$ 109,000.00	\$ 109,000.00
Douglas County	5310 Capital Operating	\$ 173,612.00	\$ 176,000.00
Seniors' Resource Center, Inc.	Brokerage/Mobility Management <sup>2</sup>	\$ 480,000.00	\$ 230,000.00
Via	Section 5310: Mobility Management - Travel Training	\$ 197,331.00	\$ 200,000.00
		Total Capitalized Operating	\$ 915,000.00
		Remainder Available for Vehicle Capital	\$ 311,444.00

<sup>2</sup> SRC applied for two separate grants at a 227% increase over 2015. Award combined and reduced to appropriate level, additional funding given to operations.

## Award Table D - FTA 5311 Awards <sup>3</sup>

		Request	Award
Operating	Available Funding	\$	\$ 7,599,014.00
Breckenridge, Town of	Operating & Admin	\$ 159,240.00	\$ 159,240.00
City of Cripple Creek	Admin & Operating	\$ 162,585.00	\$ 158,620.00
City of La Junta	La Junta City Transit	\$ 77,338.00	\$ 68,950.00
Dolores County	2016 2017 Admin & Operating	\$ 35,680.00	\$ 35,680.00
Durango, City of	Operating and Admin	\$ 1,348,219.00	\$ 913,800.00
Eagle County	5311 Operating for Fixed route service in Eagle County	\$ 350,000.00	\$ 309,000.00
East Central Council of Governments	Public transit service for the residents of Elbert, Lincoln, Kit Carson and Cheyenne, CO	\$ 182,191.00	\$ 182,190.00
Glenwood Springs, City of	2016-2017 Admin & Operating	\$ 246,170.00	\$ 246,170.00
Gunnison Valley Regional Transportation Authority	2016-2017 Admin & Operating	\$ 342,800.00	\$ 187,100.00
Huerfano/Las Animas Area Council of Governments (SCCOG)	2016-2017 5311 Admin and Operating	\$ 383,950.00	\$ 258,630.00
Lake County	2016 5311 Operating	\$ 55,000.00	\$ 47,500.00
Montezuma County	5311 2016-2017 Admin & Operating	\$ 64,190.00	\$ 64,190.00
Montrose County Senior Citizens Transportation, Inc.	All Points Transit CY 2016 FTA 5311 Admin and Operating	\$ 249,899.00	\$ 238,000.00
Mountain Express	Crested Butte/Mt. Crested Butte Transit Service	\$ 265,000.00	\$ 228,200.00
Mountain Village, Town of	2016-2017 5311 O&A	\$ 150,100.00	\$ 150,100.00
Neighbor to Neighbor Volunteers	5311 Admin & Operating/Rural	\$ 100,000.00	\$ 100,000.00
Northeastern Colorado Association of Local Governments (NECAL)	2016-2017 Admin & Operating	\$ 561,502.00	\$ 487,200.00
Park County	Fairplay to Breckenridge Connector Transit Service	\$ 133,377.00	\$ 85,000.00
Prowers County	2016 Admin & Operating	\$ 193,215.00	\$ 173,100.00
Roaring Fork Transportation Authority (RFTA)	FY 2016-2017 Admin/Operating	\$ 1,065,278.00	\$ 1,014,550.00
San Miguel County	FTA 5311 Operating & Admin	\$ 120,000.00	\$ 110,000.00
Senior Resource Development Agency, Pueblo, Inc.	Rural Transportation	\$ 68,200.00	\$ 68,200.00
Seniors' Resource Center, Inc. (SRC)	Rural (SRC-Evergreen) Admin/Ops. Support	\$ 214,000.00	\$ 201,880.00
Seniors' Resource Center, Inc. (SRC)	Admin/Operation Support for Rural Clear Creek Transportation	\$ 124,000.00	\$ 90,000.00
Snowmass Village, Town of	2016-2017 ADMIN. & Operating	\$ 240,000.00	\$ 238,450.00
Southern Ute Community Action Programs, Inc. (SUCAP)	2016-17 Road Runner Transit Admin-Operating	\$ 144,765.00	\$ 137,310.00
Steamboat Springs, City of	5311 Operating	\$ 1,615,428.00	\$ 537,290.00
Summit County (Summit Stage)	2016 operating assistance for Summit Stage	\$ 482,040.00	\$ 482,040.00
Upper Arkansas Area Council of Governments	UAACOG subcontracts transit services in Fremont & Custer Counties	\$ 225,000.00	\$ 192,610.00
Via Mobility Services	Section 5311: Admin/Operating (Rural Services)	\$ 319,117.00	\$ 333,380.00
Winter Park, Town of	5311 Operating Funds	\$ 200,000.00	\$ 100,000.00
		Total Admin & Operating	\$ 7,598,380.00
		Remainder transferred to Capital	\$ 634.00

## Projects not Funded

Town of Avon	5311 Administration & Operating Funding	\$ 137,052.00
Town of Telluride	2016-2017 Admin & Operating	\$ 155,000.00

<sup>3</sup> All existing projects were funded equal to 2015 levels