

Resolution #TC-

Approving Implementation of the Interregional Express Bus

Approved by the Transportation Commission on: _____

1-WHEREAS the CDOT mission is to “provide the best multi modal transportation system for Colorado”; and

2- WHEREAS, the Colorado Legislature created the Division of Transit & Rail in 2009 (Senate Bill 09-094) vesting in CDOT the authority to develop, operate and integrate transit service into the statewide transportation system, and to establish and modify fares and schedules for transit services provided directly by the state or contracted for by the state; and

3- WHEREAS the FASTER legislation (Senate Bill 09-108, Section 43-4-206) provides ten million dollars per year for statewide transit including the maintenance, operation, or administration of transit-related projects; and

4- WHEREAS transit service connectivity is lacking due to service gaps exist between local transit systems; and

5- WHEREAS the I-25 and I-70 corridors carry high volumes of travelers and experience high levels of congestion, and therefore have significant transit demands; and

6- WHEREAS the Transportation Commission directed the development of an interregional express bus plan in December, 2012; and

7- WHEREAS the development of an interregional express bus plan included stakeholder outreach.

8- WHEREAS, upon approval by the Transportation Commission, CDOT is prepared to begin interregional express bus service in FY 2015 after it contracts with an operator and obtains fleet vehicles.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves that CDOT shall provide interregional express bus service, through a contract with a private operator, and approves that service will be initiated in the following areas:

- I-25 corridor between Colorado Springs and Denver, and Fort Collins and Denver.
- The I-70 corridor between Glenwood springs and Denver.

BE IT FURTHER RESOLVED that an initial FY 2014 Start-Up Fund of \$10.9 Million shall be established from the following sources:

- \$5.5 Million of unallocated and/or withdrawn FASTER Statewide Transit funds.
- \$4.9 Million of unallocated SB 1 funds dedicated to transit.

- \$0.5M from Miscellaneous Sales; proceeds from the sale of the FREX buses (a SB 1 grant).

BE IT FURTHER RESOLVED that \$3.0 Million per year be allocated, beginning in FY 2015, from the FASTER Statewide Transit funds to be used (along with fare revenues) for the operations, maintenance and capital needs associated with the interregional express bus program.

BE IT FURTHER RESOLVED that the FY 2014 Start-Up Fund be used to:

- Purchase of 13 Over-the-Road Coaches (buses); estimated at \$7.8 Million.
- Design and construct needed Park-and-Ride improvements; estimated at \$1.0 Million.
- Procure miscellaneous capital (if needed); \$250,000.
- Fund other start-up operating costs (communications plan, branding, compliance engineer, miscellaneous); estimated at \$280,000.
- Establish the IX Reserve (contingency) Fund from the remainder of the Start-Up Fund; estimated at \$1.57 Million; under Transportation Commission control.

BE IT FURTHER RESOLVED that a private entity to operate the IX service and maintain the bus fleet be solicited and procured with the following terms:

- Three year contract estimated at \$5.85 Million; plus two one-year options.
- Funded through the FY 2015-17 FASTER Statewide Transit allocation (above).

BE IT FURTHER RESOLVED to monitor performance and success for three years of operation, and give the Transportation Commission the option at that time to continue service, modify service or cancel service.