

# Interregional Express Bus Plan



**TRANSPORTATION COMMISSION MEETING  
JANUARY 16, 2014**

Mark Imhoff, DTR Director

# Interregional Express Bus Plan



- **Today's Purpose:**
  - Request approval of the Interregional Express Bus Plan and implementation
- **IX Sub-Committee-continued engagement**
  - Transit & Rail Advisory Committee (TRAC) representatives
  - Linked transit agencies/entities
- **Stakeholder outreach: October – December**
  - **Final Plan Update**
    - ✦ Inter Mountain TPR
    - ✦ North Front Range MPO
    - ✦ Pikes Peak Area COG
    - ✦ DRCOG
    - ✦ RTD Board
    - ✦ Transit and Rail Advisory Committee (TRAC)
    - ✦ STAC

# Interregional Express Bus Plan



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## Action Requested - Funding

- Establish FY 2014 Start-Up Fund (\$10.9M)
  - Unallocated FASTER Statewide Transit funds (\$5.5M)
  - Unallocated SB 1 Transit funds (\$5.4M)
    - ✦ Includes FREX bus sale proceeds & escrow (\$500K)
- Authorize \$3.0M/year for IX O&M and capital needs
  - Source - FASTER Statewide Transit
  - Supplemented by fare box revenue
  - Establish IX Reserve Fund (\$3.0M ceiling)
    - ✦ Commission controlled

# Interregional Express Bus Plan



## **Action Requested – FY 2014 Expenditures**

- Purchase 13 Over-the-Road Coaches (\$7.8M est)
- Contract with a private operator (\$5.85M est)
  - 3 year contract w/ 2 one-year options
  - Funded through FY 2015-17 FASTER Statewide Transit (\$3.0M)
- Park-and-Ride improvements (\$1.0M est)
- Misc capital (\$250K if needed)
- Misc operating costs (\$280K est)
  - Communications plan/branding
  - Compliance engineer
- IX Reserve (\$1.57M est)

# Interregional Express Bus Plan



## **Action Requested – Other Elements**

- Designate T&I Committee as IX Operations Committee
- Opening day – Late 2014/Early 2015
  - As soon as fleet is available
- Three year operation assessment
  - Monitor performance/success throughout
  - At 3 year mark, ability to continue, modify or cancel

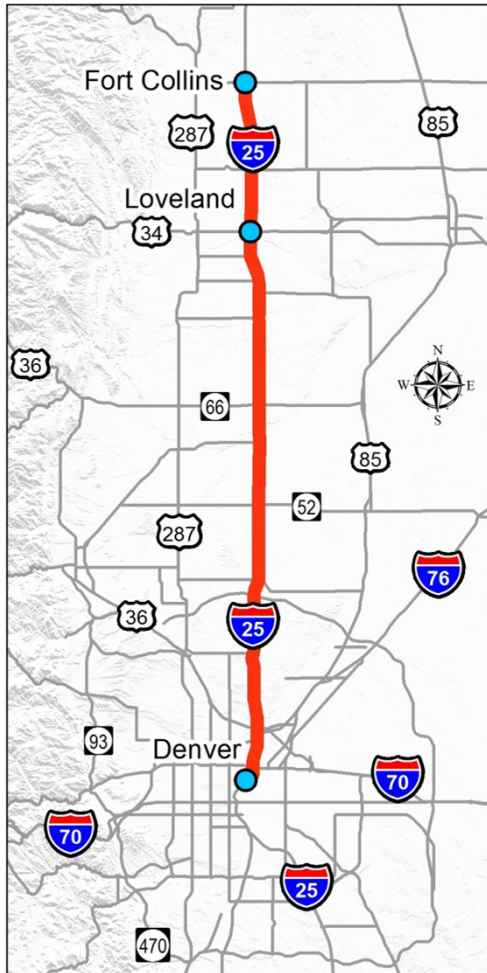
# Interregional Express Bus Plan



# Questions

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# Interregional Express Bus Plan

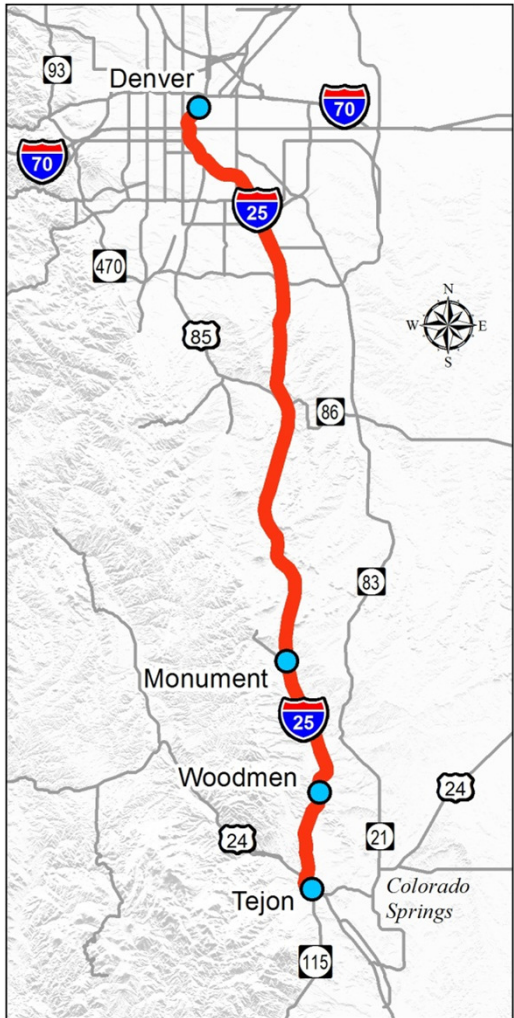


## Fort Collins to DUS

- 5 round trips/wkday
  - 4 peak commute times
  - 1 off-peak
- Park-and-Rides/stations
  - I-25/Harmony Road PNR
    - ✦ Park-and-ride expansion required
  - I-25/US 34 PNR
  - Denver Union Station
- Utilize current/future managed lanes & direct DUS access
- Ridership estimate
  - 171-257 passengers/day



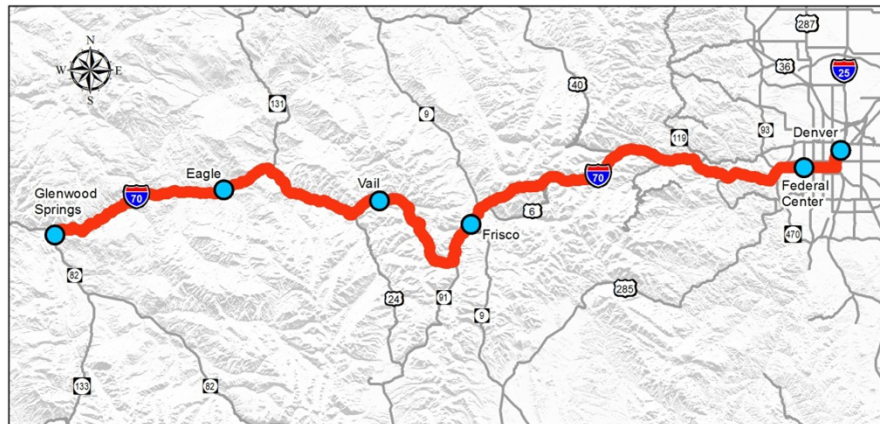
# Interregional Express Bus Plan



## Colorado Springs to DUS

- 6 round trips/wkday
  - 5 peak commute times
  - 1 off-peak
- Park-and-Rides/stations
  - I-25/Tejon Rd PNR
    - ✦ Park-and-ride access required
  - I-25/Woodman Rd PNR
  - I-25/Monument PNR
  - I-25/Broadway Station
  - Denver Union Station
- Ridership estimate
  - 371-556 passengers/day

# Interregional Express Bus Plan



## Mountain Corridor Plan

- 1 round trip/wkday
  - 7:20AM depart Glenwood Springs
  - 6:00PM depart DUS
- Park-and-Rides/stations
  - South Glenwood Station PNR
  - I-70/Eagle PNR
  - Vail Transit Center PNR (pay in winter)
  - Frisco Transit Center PNR
  - Denver Federal Center
  - Denver Union Station
- Ridership estimate
  - 18-36 Passengers/day