



COLORADO
Department of Transportation
Division of Transit & Rail

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DATE: November 9, 2018
TO: Transit & Rail Advisory Committee (TRAC)
FROM: David Krutsinger, Director, Division of Transit & Rail
Sharon Terranova, Senior Transit and Rail Planner
SUBJECT: Local Commitment for Bustang Stops, Stations and Park-n-Rides

Purpose

The purpose of this memo is to provide background information and discuss appropriate levels of local commitment for Bustang stops, stations and Park-n-Rides (collectively referred to as bus facilities for the purposes of this memo).

Action

Informational, no action requested.

Background

Per Policy Directive 1605.0 pertaining to Interregional Express Bus Service (IX Service) Program, the Division of Transit and Rail shall be responsible for “purchasing buses and other capital infrastructure elements” and “facilitating Park-n-Ride improvements with regions”. The Transit & Intermodal Committee shall provide oversight and “. . .serve as the recommending body for any substantial modification, addition or deletion of services, including capital needs” to the Transportation Commission.

Over the next three years, CDOT is planning to build several bus facilities to provide customer access to Bustang and Outrider services. In most cases, these facilities will serve additional purposes, such as parking areas for local transit service and carpool lots. A policy question is how to determine an appropriate level of local commitment from the city/town/county in which the bus facility is located. Should the local entity provide resources to build the facility? If so, how much? Should the local entity maintain the facility? This memo provides background information to assist CDOT in developing a local commitment policy for Bustang facilities. A separate but related discussion is the local commitment for Outrider facilities.

Facilities

Bus facilities may include one or more of the following:

Bus Stop: A pre-defined location for passengers to board and/or alight the transit vehicle, typically on-street, at the curb, or in a median, sometimes with a shelter, sign, or lighting.

Transit Station: A facility used primarily for accessing public or private transportation, including bus stations, train stations, airports and seaports. Stations may include Park-n-Rides, waiting areas, ticket sales and concessions.

Park-n-Ride: A dedicated parking lot for transit customers to transfer from personal vehicles (including bicycles) and continue their trips on transit. The term “Park-n-Ride” is also often used to refer to carpool and vanpool lots.

Details

Current Bus Facilities

Bustang connects the major communities along the I-25 and I-70 corridors. Generally, local officials and residents view a Bustang facility as a positive addition to their community. In addition to providing mobility benefits for their residents, they typically also provide a parking location for carpoolers.

Bustang currently has 21 operating bus facilities, 1 under construction, and 4 new proposed facilities. Attachment 1 lists all the facilities and provides information regarding ownership and maintenance responsibility. The facilities generally fit into three categories:

1. Facilities built by CDOT with no participation by the local entity. Examples include the Monument and Loveland park-and-rides.
2. Stops built by CDOT but the local entity has provided local funds to upgrade or improve the stop. Examples include the Harmony and Eagle park-and-rides.
3. Stops built by a local agency. Examples include the Downtown Colorado Springs and Frisco park-and-rides.

A fourth possible category might be a privately-owned Park-n-Ride where a company or business develops the site, including the Park-n-Ride, and provides an access and/or parking agreement with CDOT.

In most cases, a local entity is responsible for snow removal, trash pickup, and cleaning any facility at the stop. For CDOT-owned stops, CDOT is responsible for capital maintenance such re-paving or re-striping and permanent fixtures (e.g. lights, shelters, bike racks/lockers, etc.).

Also noted on the attachment is whether the Bustang facility is served by local transit service; most do have local transit service. The obvious benefit is that Bustang passengers are not stranded at the stop and have some means to access the community. CDOT views supporting local service as a form of in-kind match since it expands the Bustang network effectiveness.

Proposed Policy Guidelines

Below are several proposed policy guidelines related to new Bustang stops.

1. CDOT should continue to require local agencies to provide maintenance of existing or future facilities. CDOT often lacks the equipment to provide the type of maintenance that is needed. For CDOT-owned lots, CDOT will continue to provide capital maintenance, such as re-paving.
2. CDOT should not require that local agencies provide cash or in-kind donations to build a bus facility. Several communities already benefit from a Bustang stop for which they did not provide a capital contribution and it would be inconsistent for CDOT to make this requirement for other communities. There will be exceptions to this policy. For instance, some Bustang stops could be integrated into a larger local agency-owned facility, such as a parking garage (currently under development at Idaho Springs). In these examples, CDOT will determine an appropriate level of local match on a case-by-case basis.
3. CDOT should encourage (not require) local participation in building Bustang stops. For example, if CDOT is evaluating two competing locations, CDOT will give more weight to the stop with a higher level of local commitment.
4. Where it exists, CDOT should require that the local public agency provide service to the stop. This requirement will improve the effectiveness of the Bustang network.

Next Steps

After receiving feedback and direction from TRAC and the T&I Committee (Nov. 14th), staff will continue with planning efforts for future Bustang facilities. This includes stops in Loveland, Longmont, Castle Rock, Pueblo, and the Denver Tech Center.

Attachments

Attachment 1: Existing and Proposed Bustang Stops, Stations and Park-n-Rides

ATTACHMENT 1: Existing and Proposed Bustang Stops, Stations and Park-n-Rides (Facilities)

Route	Stop	Status	CDOT- Owned?	CDOT- Maintained?	Local Transit Connection?	Other Comments
West	Grand Junction	Operational	N	N	Y	Leased and maintained by Greyhound
West	Parachute	Operational	N	N	N	Owned and maintained by the Town
West	Rifle	Operational	Y	N	Y	The City hopes to build a new PnR in a different location
West	West Glenwood	Operational	N	N	Y	Owned and maintained by RFTA
West	Eagle	Operational	Y	N	Y	Eagle upgraded the PnR with local & FASTER funds
West	Vail	Operational	N	N	Y	Owned and maintained by the Town
West	Frisco	Operational	N	N	Y	Owned and maintained by the County. The County is currently upgrading the PnR using a combination of local and state funds.
West	Idaho Springs	Operational	N	N	Y	Owned and maintained by the City.
West	Denver Federal Center	Operational	N	N	Y	Owned and maintained by RTD
West/North/South	Denver Union Station	Operational	N	N	Y	Owned and maintained by RTD
West/North/South	Denver Bus Center	Operational	N	N	Y	Owned and maintained by Greyhound
North	Fort Coll. Downtown	Operational	N	N	Y	Owned and maintained by the City
North	Harmony	Operational	Y	N	Y	The City maintains the PnR and provided shelters and bike lockers.
North	Loveland - @ I25 & US 34	Operational	Y	N	Y	The PnR will be removed to expand nearby interchange
North	Loveland near Kendall Pkwy	Under construction	N	N	Y	Private developer donated land and will provide maintenance.
North	Longmont (SH 119 & I-25)	Proposed	Y	TBD	TBD	Proposed expansion of an existing CDOT-owned park and ride. To be built in 2019.
South	North Pueblo	Proposed	TBD	TBD	TBD	Likely to be built in 2020. Funding source TBD.
South	Tejon	Operational	Y	N	Y	Maintained by Colorado Springs. CDOT will soon make capital improvements
South	CS Downtown	Operational	N	N	Y	Owned and maintained by Colorado Springs
South	Woodmen Rd	Operational	Y	N	Y	Maintained by Colorado Springs
South	Monument	Operational	Y	N	N	Light maintenance by Monument, with snow plowing by Colorado Springs. CDOT is planning to make significant capital upgrades.
South	Castle Rock	Proposed	TBD	TBD	TBD	Ongoing PEL to determine location.
South	Denver Tech Center	Proposed	TBD	TBD	TBD	Stations owned and maintained by RTD. Stops maintained by Greenwood Village.
South	Colorado Station	Operational	N	N	Y	Owned and maintained by RTD
South	Civic Center	Operational	N	N	Y	Owned and maintained by RTD
South	18th California	Operational	N	N	Y	Owned and maintained by RTD