



COLORADO
Department of Transportation
Division of Transit & Rail

2829 W. Howard Place
Denver, CO 80204

DATE: September 14, 2018
TO: Transit & Rail Advisory Committee
FROM: David Krutsinger, Director, Division of Transit & Rail
Michael Timlin Bus Operations Manager
SUBJECT: Bustang Outrider Rural Regional Next Phase Prioritization Methodology

Purpose

The purpose of this memo is to provide information on the prioritization planning for phase III implementation of the Bustang Outrider Rural Regional System.

Action

Informational only, no action requested.

Background

Phase I was completed in Fiscal 2016-17 with stakeholder outreach and redeployment of FTA section 5311(f) intercity bus grant funding to enhance utilization, reliability as well as eliminating unproductive revenue miles. This eliminated or redeployed current FTA grants:

<u>Route</u>	<u>FTA \$\$ Saved/Redeployed</u>	<u>Comment</u>
I-76 Denver - Nebraska State Line (Omaha)	\$80,000	Route was reasonably profitable
US 50 Pueblo - Kansas State Line	\$100,000	Poor times and ridership
I-70 - Denver - Grand Junction	\$260,000	Bustang now operates the service

This phase also included the procurement of seven new motor coaches, six 35 foot and one 45 foot, outfitted with the same amenities as the Bustang Interregional fleet.

Phase II was completed June 29, 2018 with the launch and/or integration of new and current grant partners on four routes:

- Lamar - Pueblo: One round-trip each day Monday - Friday launched January 2 following the elimination of the poorly scheduled and utilized Bee Line service that operated between Wichita, KS and Pueblo in collaboration with Kansas DOT.
- Alamosa - Pueblo: Transitioned on May 1 with a new operator with larger bus capacity allowing for ridership growth. Senior Resource Development Agency (SRDA) of Pueblo operates both Lamar and Alamosa lines with an emphasis on essential service transit service from Pueblo, southern Colorado's urban service center.
- Gunnison - Denver: An RFP was awarded to Alpine Express Shuttle of Gunnison, CO. The competitive selection process on this route ensures future viability and a renewed emphasis on customer service with a Colorado based carrier. Both Alamosa - Pueblo and Gunnison Denver routes connect in Salida to ensure access on both routes access to the Pueblo side and Denver side.
- Durango - Grand Junction: This line transitioned to Outrider on July 1 and soon will return to daily service from 5 day per week service. The operator, Southern Ute Community Action Program (SUCAP) has recently transformed to Southern Colorado Community Action Agency (SoCoCAA).

Details

HDR was tasked to consider and prioritize the phase III routes (if excess funding is available) by gathering comment from stakeholders and develop a list of 21 Statewide routes and complete ridership demand using standard ridership demand models and present those results for further review.

Priority Results

Table 1 below indicates the potential 21 routes ranked by their ridership estimates and weighted scores.

Table 1 - Route Priority for Potential Bustang Outrider Service

<u>Proposed Transit Route (ranked by score)</u>	<u>Weighted Score</u>	<u>Potential Annual Ridership Based on Best Fit Equation</u>	<u>Total Trips*</u>	<u>Daily Hours/Pre Layover*</u>	<u>Rides/Hr (Prod)*</u>
1. Between Greeley and Denver	49	63,112	1	2.4	89
2. Between Limon and Denver	43	56,445	1	2.8	67
3. Between Sterling and Denver	26	33,896	1	4.1	28
4. Between Limon and Colorado Springs	16	20,185	1	2.7	25
5. Between Greeley and Fort Collins	14	17,622	1	1.8	32
6. Between Trinidad and Pueblo	6	8,329	1	2.6	11
7. Between Salida and Pueblo	5	7,075	1	3.7	6
8. Between Glenwood Springs and Grand Junction	5	6,197	1	2.7	8
9. Between Sterling and Greeley	4	5,774	1	3.4	6
10. Between Grand Junction and Telluride	2	3,203	1	5.1	2
11. Between Craig and Grand Junction	3	3,268	1	4.9	2
12. Between Durango and Pueblo	2	2,700	1	9.8	1
13. Between Montrose and Gunnison	1	1,575	1	2.5	2
14. Between Durango and Dove Creek	1	1,235	1	2.8	1
15. Between Alamosa and Salida	1	1,159	1	3.4	1
16. Between Craig and Vail	1	981	1	5.3	1
17. Between Crested Butte and Gunnison	1	799	1	1.2	2
18. Between Craig and Frisco	1	755	1	2.2	1
19. Between Salida and Leadville	1	757	1	5.2	0
20. Between Fairplay and Breckenridge	0	615	1	1.2	2
21. Between Craig and Idaho Springs	0	539	1	7.1	0

The route list does not take into account additional considerations used to determine new transit service including social and geographic equity. Service terminating areas with large populations tend to rank the highest. The highest estimated ridership route, Denver - Greeley, is actually on the Bustang list, and is therefore removed from the Outrider list.

Next Steps

- Present to Stakeholders in October - December 2018
- Develop final phase III budget constrained list January 2019
- Report to T & I Committee March 2019