



## COLORADO

Department of Transportation

Division of Transit & Rail

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**DATE:** January 11, 2019  
**TO:** Transit and Rail Advisory Committee  
**FROM:** David Krutsinger Director Division of Transit & Rail  
Michael Timlin Bus Operations Manager  
**SUBJECT:** Phase III Bustang Outrider Development Program

### Purpose

The purpose of this memo is to provide a status report on the Bustang Outrider Phase III selection criteria and Stakeholder outreach.

### Action Requested

This memo is informational only; no action is required

### Background

The Bustang Outrider Program contain several phases with phase 1 completed in 2017 with the elimination of subsidy for the 5311(f) Denver - Omaha (Colorado State Line I-76) which was deemed profitable and Pueblo - Wichita 5311(f) service which was also eliminated but for poor service metrics and inconvenient times.

Phase II was completed in 2018 by:

- New Service to replace the Pueblo- Wichita line, with Lamar - Pueblo and now continues as Lamar - Pueblo - Colorado Springs effective December 17, 2018 operated by SRDA of Pueblo effective January 2, 2018.
- Replacement operator on the Alamosa - Pueblo service from Chaffee Shuttle to SRDA of Pueblo effective May 1, 2018. Enabled use of CDL vehicles and branding alignment.
- Replacement operator on 5311(f) Gunnison- Denver service from Black Hills Stage Lines to Alpine Express Shuttle of Gunnison, CO effective June 29, 2018 completed by RFP bid process.
- Renaming the Road Runner 5311(f) Service from Durango to Grand Junction to Outrider operated by SUCAP now known as Southern Colorado Community Action Agency (SoCoCAA)
- Seven brand new buses (6- Van Hool model CX-35 motor coaches and 1 MCI D4500 commuter) assigned to the operators.

### Details

With the success of Bustang and Bustang Outrider services, public interest is quite high in continuing to grow the routes. HDR has been and will remain a partner in the prioritization and selection process for Phase III. To ensure public engagement presentations will be presented in the January - March timeframe with all the statewide TPR/MPO's. The schedule of planning region meetings for 2019 is not yet out but collaborations with the DTD liaisons have been initiated. CDOT Region planners will also be engaged.

There currently is no money identified yet to expand the Outrider fleet for phase III so implementation will be delayed a bit until funds are identified. It has been determined that SB 267 funds are not an acceptable funding mechanism for rolling stock.

As a review, phase III will entail partnerships with current public and/or not for profit state entities offering one or more outrider buses to continue strengthening the brand statewide. Table 1 is a draft of TPR/MPO Meeting approach but will finalized when the 2019 schedule is finalized:

Table 1 - TPR Meeting Approach

<b>Colorado TPR</b>	<b>Proposed Transit Route(s)</b>	<b>Routes Not Identified For New Service</b>	<b>Proposed Meeting Date/Time</b>	<b>Key non-TPR Stakeholders to Invite</b>
Pikes Peak Area (1)	-	Between Limon and Colorado Springs	Online Meeting January 2019	-
Greater Denver Area (2)	-	Between Sterling and Denver, Between Craig and Idaho Springs	Online Meeting January 2019	-
North Front Range (3)	Between Sterling and Greeley	-	TBD	<ul style="list-style-type: none"> <li>Greeley: Will Jones and Ulysses Torres, Greeley-Evans Transit</li> </ul>
Pueblo Area (4)	Between Trinidad and Pueblo	Between Salida and Pueblo, Between Durango and Pueblo	TBD	-
Grand Valley (5)	Between Grand Junction and Telluride	Between Glenwood Springs and Grand Junction, Between Craig and Grand Junction	TBD	<ul style="list-style-type: none"> <li>Grand Junction: Elizabeth Collins and Lorraine Hutcheson, Mesa County Regional Transportation Planning Office</li> </ul>
Eastern (6)	Between Sterling and Greeley	Between Sterling and Denver, Between Limon and Colorado Springs	TBD	-
Southeast (7)	-Increase current service from 5 days to daily	-Lamar - Colorado Springs	-	-
San Luis Valley (8)	-	Between Salida and Pueblo, Between Durango and Pueblo, Between Alamosa and Salida, Between Salida and Leadville	Online Meeting January 2019	<ul style="list-style-type: none"> <li>Alamosa: Hew Hallock, San Luis Valley Regional Transit Council Lead,</li> <li>Salida: Eileen Rogers, Salida City Council</li> </ul>
Gunnison Valley (9)	Between Grand Junction and Telluride, Between Montrose and Gunnison, Between Crested Butte and Gunnison	-	TBD	<ul style="list-style-type: none"> <li>Montrose: Garry Baker, City of Montrose</li> <li>Gunnison: Scott Truex, Gunnison Valley RTA</li> </ul>
Southwest (10)	-	Between Durango and Pueblo, Between Durango and Dove Creek	Online Meeting January 2019	<ul style="list-style-type: none"> <li>Durango: Sarah Dodson, Mobility Coordinator, City of Durango</li> <li>Cortez: Peter Tregillus, SUCAP</li> </ul>
Intermountain (11)	-	Between Glenwood Springs and Grand Junction, Between Craig and Grand Junction, Between Craig and Vail, Between Craig and Frisco, Between Salida and Leadville, Between Fairplay and Breckenridge	Online Meeting January 2019	<ul style="list-style-type: none"> <li>Summit County: Geoff Guthrie, Summit Stage Lines/Summit County Transit Board</li> </ul>
Northwest (12)	-	Between Craig and Grand Junction, Between Craig and Vail, Between Craig and Frisco, Between Craig and Idaho Springs	Online Meeting January 2019	<ul style="list-style-type: none"> <li>Summit County: Geoff Guthrie, Summit Stage Lines/Summit County Transit Board</li> <li>Steamboat Springs/Craig: Jonathan Flint, Gary</li> </ul>

Colorado TPR	Proposed Transit Route(s)	Routes Not Identified For New Service	Proposed Meeting Date/Time	Key non-TPR Stakeholders to Invite
				Suiter, Jon Snyder, Steamboat Springs Transit
Upper Front Range (13)	Between Sterling and Greeley	Between Sterling and Denver	TBD	• Fort Morgan: Ken Mooney, NECALG
Central Front Range (14)	-	Between Limon and Colorado Springs, Between Salida and Pueblo, Between Fairplay and Breckenridge	Online Meeting January 2019	-
South Central (15)	Between Trinidad and Pueblo	Between Durango and Pueblo	TBD	-

**Route Methodology** - The method to identify potential expansion routes involved a corridor density assessment and an evaluation of implementation feasibility. 21 total routes were analyzed and scored using a route corridor density methodology developed by HDR (see Table 2 below). This methodology included an analysis of total population, total employment, total disadvantaged populations (seniors, below poverty line and/or disabled) and total households without vehicles. Disadvantaged populations and total households without vehicles are leading contributing factors to determining potential demand for intercity transit service and in areas without existing service<sup>1</sup>. Implementation feasibility is defined as:

- associated cost required to operate new service,
- existing service currently is operated along the route,
- previous planning efforts identify the proposed route as a priority,
- new service is an extension of an existing route,
- routing and service is appropriate for Outrider, and
- there is considerable stakeholder support.

**Route Priority** - In order to determine the top 5 routes for potential Outrider service, the two scores are assessed in tandem. The results are shown in Table 2 and Map 1.

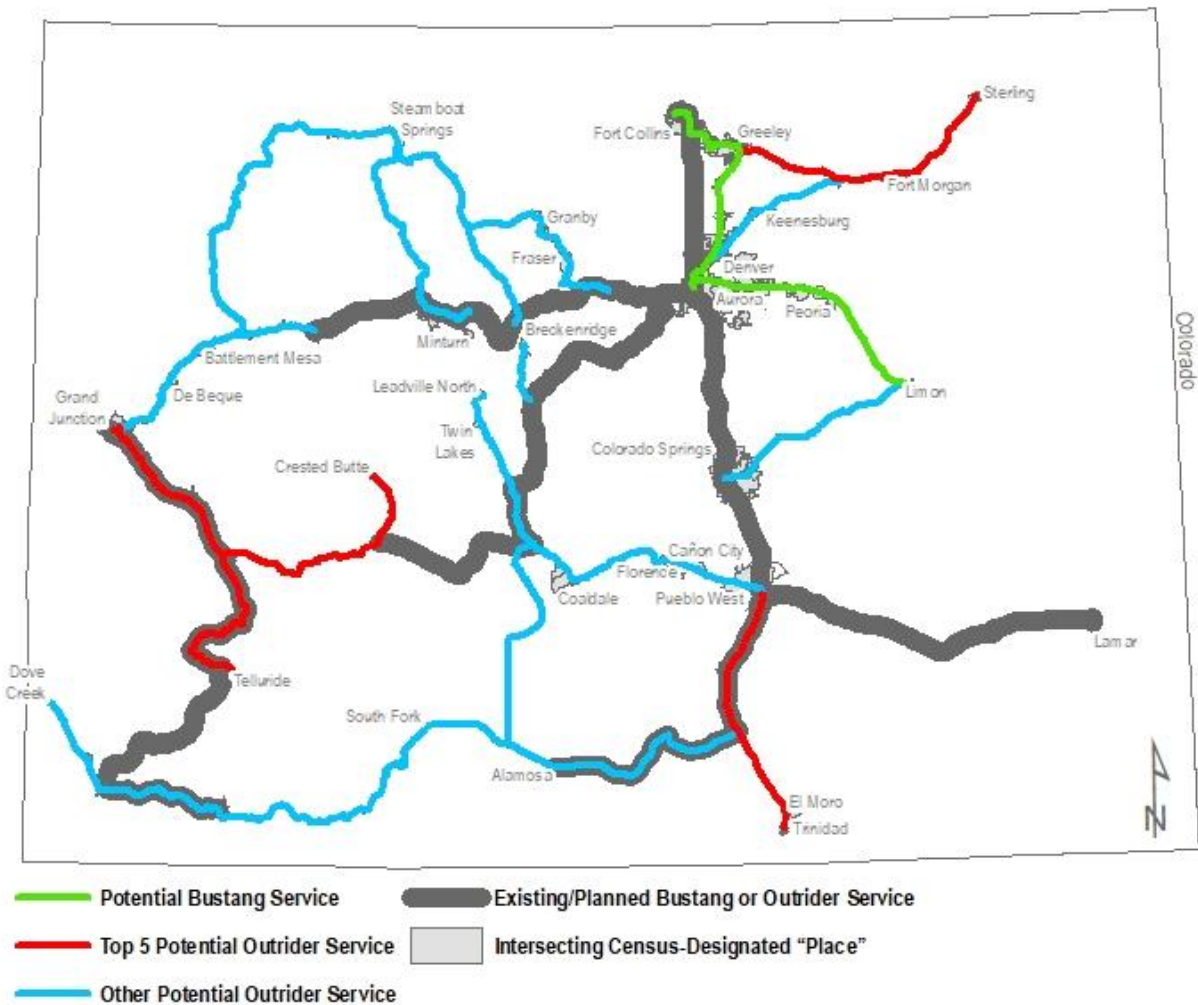
Table 2 - Route Priority for Potential Bustang Outrider Service

Proposed Transit Route	Raw Score	Route Corridor Density Evaluation			Implementation Feasibility
		Weighted Score	One-Way Travel Time (Min)	Potential Ridership: Best Fit Line	
Between Trinidad and Pueblo	507	6.4	79	8,329	High
Between Sterling and Greeley	454	4.4	102	5,774	High
Between Grand Junction and Telluride	375	2.5	152	3,203	High
Between Montrose and Gunnison	91	1.2	75	1,575	High
Between Crested Butte and Gunnison	22	0.6	35	799	High
Between Greeley and Denver	3,451	48.6	71	63,112	Medium
Between Limon and Denver	3,651	43.5	84	56,445	Medium
Between Greeley and Fort Collins	746	13.6	55	17,622	Medium

<sup>1</sup> Transit Cooperation Research Program - Report 3: Workbook for Estimating Demand for Rural Passenger Transportation 1995

Between Salida and Pueblo	610	5.4	112	7,075	Medium	
Between Durango and Dove Creek	81	1.0	85	1,235	Medium	
Between Sterling and Denver	3,211	26.1	123	33,896	Low	
Between Limon and Colorado Springs	1,259	15.5	81	20,185	Low	
Between Glenwood Springs and Grand Junction	387	4.8	81	6,197	Low	
Between Craig and Grand Junction	370	2.5	147	3,268	Low	
Between Durango and Pueblo	609	2.1	293	2,700	Low	
Between Alamosa and Salida	92	0.9	103	1,159	Low	
Between Craig and Vail	120	0.8	159	981	Low	
Between Craig and Frisco	38	0.6	66	755	Low	
Between Salida and Leadville	90	0.6	155	757	Low	
Between Fairplay and Breckenridge	17	0.5	35	615	Low	
Between Craig and Idaho Springs	88	0.4	212	539	Low	

Map 1 - Outrider Service Approach



#### Next Steps

- Stakeholder Outreach January - March 2019
- Draft Priority May 2019
- Report to TRAC, STAC, and the T & I committee - March -July 2019.