

DATE: November 20, 2019

TO: Transit and Intermodal Committeee

FROM: Sophie Shulman, Chief, Office of Innovative Mobility David Krutsinger, Director - Division of Transit & Rail Mike Timlin, Bus Operations Manager - Division of Transit & Rail

RE: Bustang Outrider Quarterly and Fiscal Year End Update; Q1 FY2019-20

Purpose

The purpose of this memo is to provide the Infrastructure & Mobility Committee a quarterly Bustang Outrider update on operational and performance measures, with data ending September 30, 2019.

<u>Action</u>

Informational only - no action is required.

Background

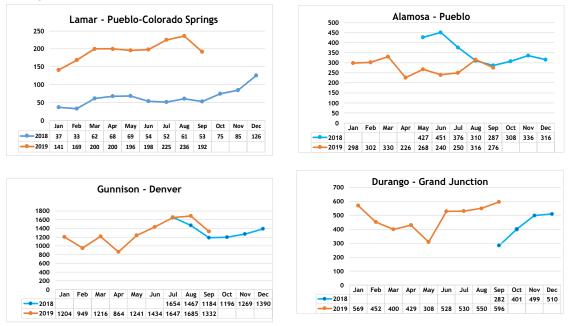
The Bustang Outrider rural regional bus service began operation in On January 2, 2018, with a Lamar- Pueblo route operated by Senior Resource Development Agency of Pueblo, Inc. Outrider uses a different funding source (FTA 5311(f), rather than state FASTER funds) and is contracted-out as a pass-through grant agreement rather than a direct operational agreement with specific requirements. FTA rules allow local cash match to be replaced by "in-kind" contributions from private intercity bus unsubsidized miles operated or Transportation Development Credits (TDC) from FHWA "toll credits" flexed to FTA projects.

Outrider provides essential service transportation from rural to an urban community services center as well as a connection to the national intercity bus network. Outrider is considered as, and is marketed as an "offspring" brand to the parent Bustang system. For these reasons, a separate Outrider update accompanies the quarterly Bustang update.

The Phase II routes in Operation are:

- <u>Lamar Pueblo</u> in revenue service Monday through Friday except major holidays and operated by Senior Resource Development Agency of Pueblo, Inc. (SRDA)
- <u>Alamosa Salida Pueblo</u> is in revenue service daily and is also operated by SRDA.
- <u>Gunnison Salida- Denver</u> is operating in revenue service daily and is operated by Alpine Express Shuttle.
- <u>Durango Grand Junction</u> has transitioned to Outrider from Roadrunner operating in revenue service daily by Southern Colorado Community Action Agency (SoCoCAA, formerly SUCAP)
- <u>Denver Salt Lake City</u> is a collaborative service between Utah DOT and CDOT, operated by Greyhound Lines, Inc. While this service is a FTA section 5311(f) project and because of the multi-state nature of its operation it is not currently being operated with Outrider branding.

<u>Details</u> RIDERSHIP



TICKET SALES PLATFORM - Masabi ticket sole-source platform contract will finally be executed by the end of the year. One feature of this platform is other transit properties will be able to piggy-back off this procurement.

PHASE III PLANNING- TPR/MPO Meetings are completed for stakeholder input except Central Front Range TPR. Efforts to be included in that TPR are underway but is not currently preventing us from reviewing the data on August 12 and reducing the 21 routes to seven (7) priority routes with the final four will be presented at a Transportation Commission Workshop in December 2019. The seven finalists are:

- Sterling -Denver via I-76 & I-25
- Sterling -Greeley via I-76 & US 34
- Trinidad Pueblo via I-25
- Grand Junction Telluride via US 550
- Montrose Gunnison via US 50 West
- Craig Frisco via US 40 & CO 9
- Craig Idaho Springs Denver via US 40 & I-70 West

In additon the recent San Luis Valley Study indicated that there is considerable support to relocate the Alamosa - Salida portion of the Alamosa - Pueblo route from SH 17 via Hooper and Moffatt, to U.S.285 via Monte Vista, Center, and Saguche. Discussions will be scheduled internally and with San Luis Valley TPR to determine the next steps.

Next Steps

- Complete the final stakeholder meeting with Central Front Range.
- Assess and compile Phase III operating cost estimates and fleet needs for review and prioritization by Jaunary 2020.
- Award Calendar Year 2020 Grants for Outrider.