



BUSTANG MICRO-TRANSIT
Fast, Frequent, and Fair Priced





Proposed Mountain Corridor Micro-Transit Service

- Public transportation shuttle service on the I-70 Mountain Corridor
- Augment Bustang Service on peak travel days (Friday through Sunday and holidays)
- Provide hourly service
- Use smaller vehicles - 14-passenger (plus driver) vehicles
- Use the Mountain Express Lane(s) (MEXL)
- Initial Service from Denver Union Station to Avon or Eagle
- Collaborate not compete with private shuttles
- Target launch December 2021





Purpose

- **Operate frequent, reliable, affordable peak period I-70 public transit.**
 - **Frequent:** Hourly service in both directions to allow riders freedom of movement
 - **Fast & Reliable:** Use the MEXL (or PPSL)
 - **Flexible:** Ability to adjust schedules and routes as needed
 - **Affordable:** Provide public transit type fare structure
 - **Connected:** Capitalize on connections to local public transit systems
 - **Safety:** Professional Drivers
- **Reduce reliance on private automobiles**
- **Reduce Greenhouse Gas Emissions**



Why Vans?

- Severe CDL Driver shortage - No CDL needed to drive vans
- Liability Insurance & Maintenance cheaper
- Can operate in the MEXL (PPSL) lanes
- Vans average 15-20 mpg vs 5 mpg on a 45ft coach
- Lower fleet acquisition costs



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Goals

- **Proof of Concept**
 - Start small and grow as service matures - more frequent
 - Demonstrate ridership for potential future mass transit
- **Reduce traffic & GHG Emissions**
- **Maintain a sustainable operation**
 - Plan for 40% farebox recovery but maintain at least 20% farebox recovery by mid 2022
 - Operate strict reservation only fixed-route station to station to keep operating costs low
 - Collaborate with Mountain Resort Shuttles
- **Increase person-trip capacity on the corridor**
 - More than doubles the seating capacity on peak traffic days to 744 seats per day
- **Responsive to public desire for service**



Stakeholder & Advisory Committee

- The I-70 Coalition - TDM Committee
- The I-70 Collaborative Effort
- The newly created Transit and Rail “Micro-Transit” Advisory Sub-Committee

Other Stakeholders include:

- Clear Creek County
- Summit County
- Eagle County
- Town of Vail
- Town of Avon
- Town of Eagle
- Town of Silverthorne
- Town of Frisco
- Town of Idaho Springs
- ECO Transit
- Summit Stage
- DRCOG & RTD
- Ski Resorts
- Private Shuttle Operators

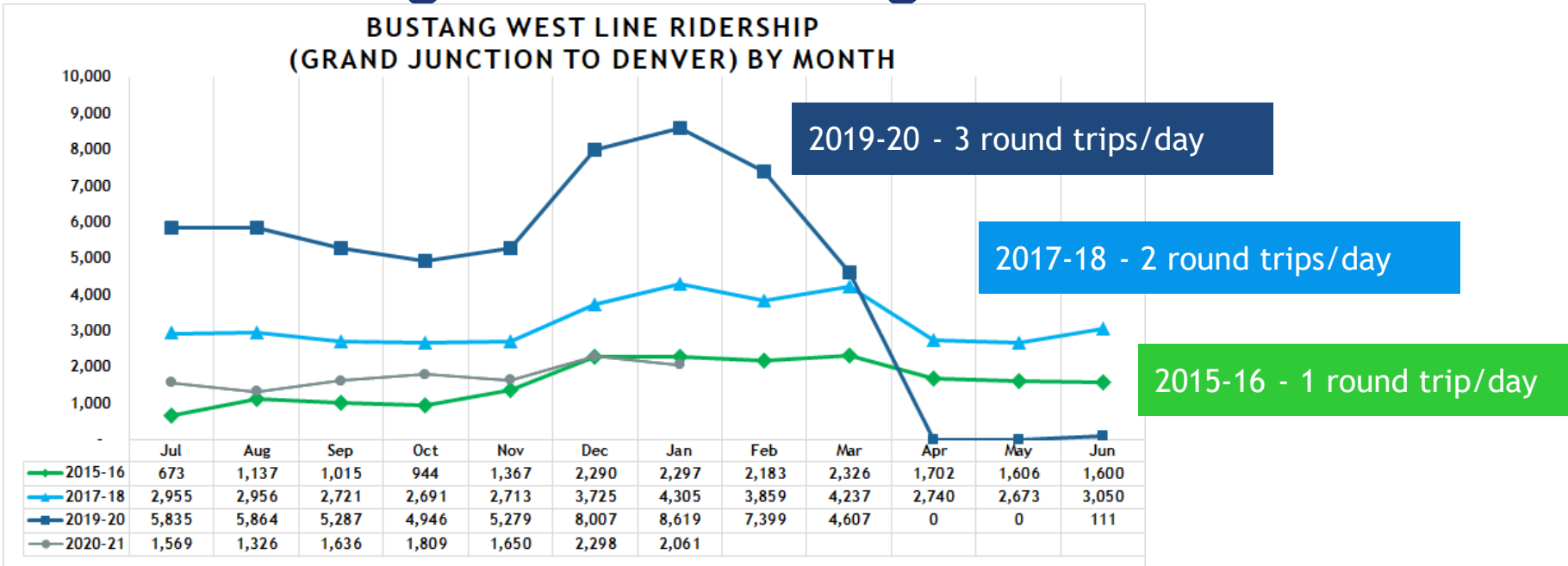


Proposed Fleet

- **Eleven (11) 14-passenger Vans**
 - Custom 14 passenger & driver configuration
 - Clean Turbo Diesel or Eco Gasoline Engine
 - Estimated fuel economy 15-20 mpg (I-70 mountain conditions not tested)
 - No Battery-Electric option at this time
 - MSRP similar for available brands
 - Will require bid process
- **Two (2) wheelchair-accessible vans using current State price agreement.**
- **Capital cost for the thirteen (13) vehicles - \$1.3M**



Background: Bustang West Line



- In 2019 - West Line handled 71,000 riders
 - 3 daily round trips
 - 193 riders per day (average)
- Customer loyalty suffered due to high load factors and lack of seat availability during peak days
- As daily Bustang service trips have increased, so too has ridership
 - More frequency and more available seats, may begin to positively affect traffic and the environment

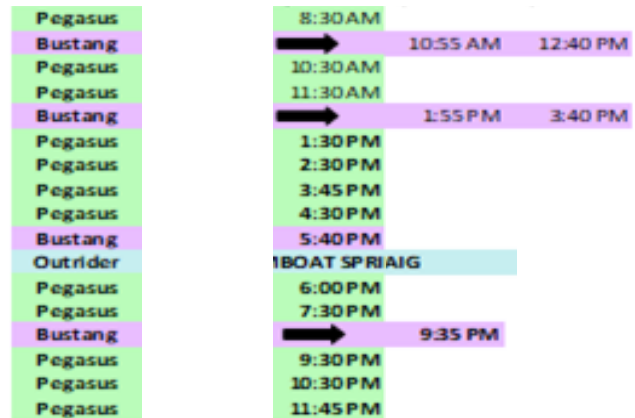


Proposed Shuttle Schedule

- On peak weekends provide 16 roundtrips on peak days 6am to 9pm:
 - Increase frequency from 3 daily Bustang trips to 4 (Denver to GJ)
 - Increases available seats to 408
 - Add 12 “Pegasus” trips between Avon and Denver
 - Increases available seats on peak traffic days to 744

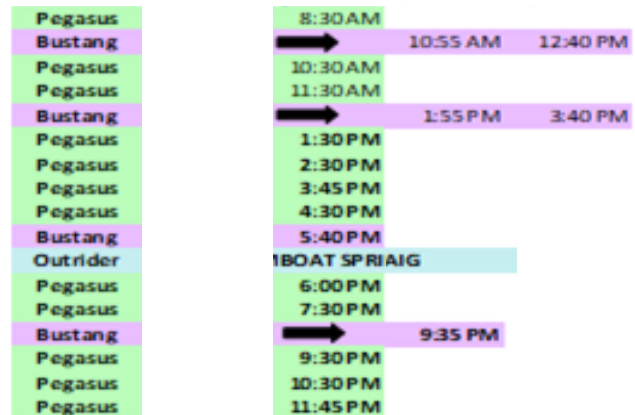
Westbound

Denver Union Station	Avon	Glenwood Springs	Grand Junction
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Eastbound

Denver Union Station	Avon	Glenwood Springs	Grand Junction
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Proposed Fare Structure

- Fares on “Micro-Transit” will be based on \$0.20 per mile based on reservations and guaranteed seats
 - Discount fares available for seniors, disabled people, and children
 - Fares remain \$0.17 per mile on Bustang
 - Micro-Transit fares higher due to guaranteed seats and potentially faster travel times
- Example fares:
 - Avon/Vail to Denver - \$20.00
 - Frisco to Denver - \$14.00
 - Avon/Vail to Frisco - \$5.00
- Tickets can be used for Bustang as well



Capital & Revenue

Estimated Costs	Unit Cost	Total
11 Passenger Vans	\$54,000	\$594,000
11 Customization	\$40,000	\$440,000
2 Wheel Chair Accessible Vans	\$65,000	\$130,000
Wifi, INIT CAD-AVL, etc.	\$9,000	\$117,000
Total		\$1,281,000

- **\$1.3 Million in upfront capital costs**
- **Plan for 40% farebox recovery**
 - **Maintain at least 20% farebox recovery by Mid 2022**



Operations & Maintenance Costs

Assumptions

- Cost per vehicle revenue mile:
 - Cost comparison “Micro-Transit” \$2.40 to \$2.75 vs. Bustang \$4.35
 - Don’t confuse with Cost per Passenger Mile - 51 seat bus is far more economical
- 136 annual Operating Days
- 464,800 annual operating miles
- 544 hotel nights for drivers
- Fuel economy/costs 15-20 mpg - \$2.50 - \$4.00 per gal
- Minimum farebox recovery - 20%
- Half the drivers to be recruited in the Mountain Communities and the other half on the Front Range
- The current Bustang Budget covers O & M.

MICRO-TRANSIT ANNUAL OPERATING COST ANALYSIS

	High	Low
Operating Miles	\$1.28M	\$1.12M
Fuel	\$0.19M	\$0.06M
Hotel	\$0.14M	\$0.07M
Gross Operating Cost	\$1.61M	\$1.25M
Farebox Recovery	-\$0.32M	-\$0.25M
Net Operating Cost	\$1.23M	\$1.00M



Communications Plan

- Choose permanent service name and livery - late spring 2021
- Press Release
- Social Media
 - Paid Advertising
 - Facebook
 - Twitter
 - Instagram
- Media
 - Local Denver News Channels
 - TV8 - Summit County
 - Vail Valley TV 8 (Vail Resorts)
 - Summit Daily, Vail Daily, Colorado Sun, Denver Post, etc.



GOVERNANCE

- **TC Resolution #TC-3133 January 2014**
 - Provision to monitor Bustang's success for first three years of operation.
 - Authority to continue service, modify, or cancel.
- **PD1605.1 - Approved August 2014 - established reporting procedures to the Transportation Commission.**
 - *GENERAL PROVISIONS - Paragraph 3 - "DTR shall set targets for farebox recovery with the goal of attracting ridership and providing an alternative to driving that entices riders to reduce driving. The Program shall thus set a goal of achieving a minimum fare box recovery of 20% of operating costs within two years of service start up."*



Next Steps

- **TC Resolution - Mid-April**
- **Order Fleet - Late April**
- **Finalize Brand Name and Vehicle livery Mid-May**
- **Stakeholder Outreach May - July 2021**