



**COLORADO**

Department of Transportation

# Bustang Services: Expansion Program STAC and TRAC

May 13, 2022

## Background and inception of Colorado's State Transit Service:

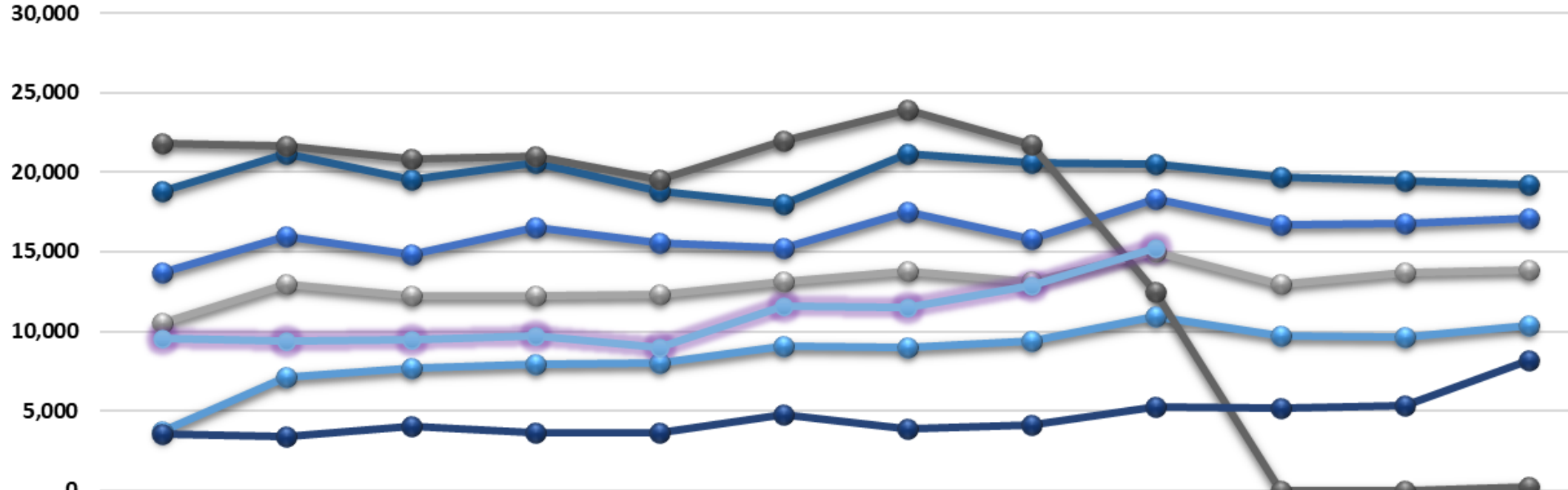
- In 2009, the Colorado General Assembly created the Division of Transit and Rail.
- Primary functions at the time were to serve as a pass-through agency administering FTA and State transit funds to local agencies, conduct statewide transit and rail planning, & to work towards integration of transit into statewide transportation system.
- In 2015, Bustang service launched in the I-25 and I-70 corridors.
- In 2018, Bustang Outrider services launched across the state bringing rural connections to the state service.





# Bustang Service Overview

## BUSTANG SYSTEM RIDERSHIP BY MONTH

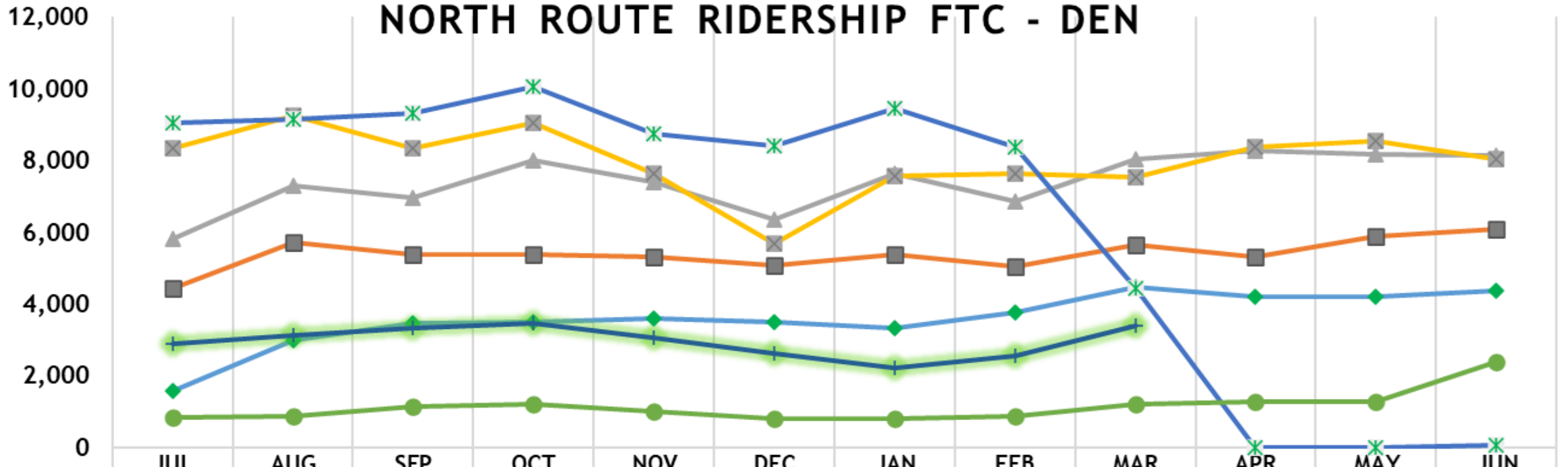


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2015-16	3,695	7,083	7,719	7,969	8,027	9,039	8,957	9,383	10,949	9,707	9,596	10,379
2016-17	10,509	12,940	12,234	12,248	12,324	13,125	13,800	13,154	15,013	12,984	13,693	13,840
2017-18	13,687	15,976	14,868	16,501	15,548	15,232	17,495	15,815	18,288	16,680	16,745	17,138
2018-19	18,779	21,170	19,549	20,601	18,813	18,016	21,184	20,596	20,548	19,731	19,416	19,189
2019-20	21,830	21,666	20,850	21,022	19,538	22,003	23,901	21,689	12,507	0	0	259
2020-21	3,525	3,419	4,005	3,600	3,667	4,794	3,912	4,138	5,274	5,140	5,300	8,172
2021-22	9,574	9,400	9,476	9,719	8,981	11,566	11,513	12,861	15,208			



# Existing Bustang Service I-25 North Line

## NORTH ROUTE RIDERSHIP FTC - DEN

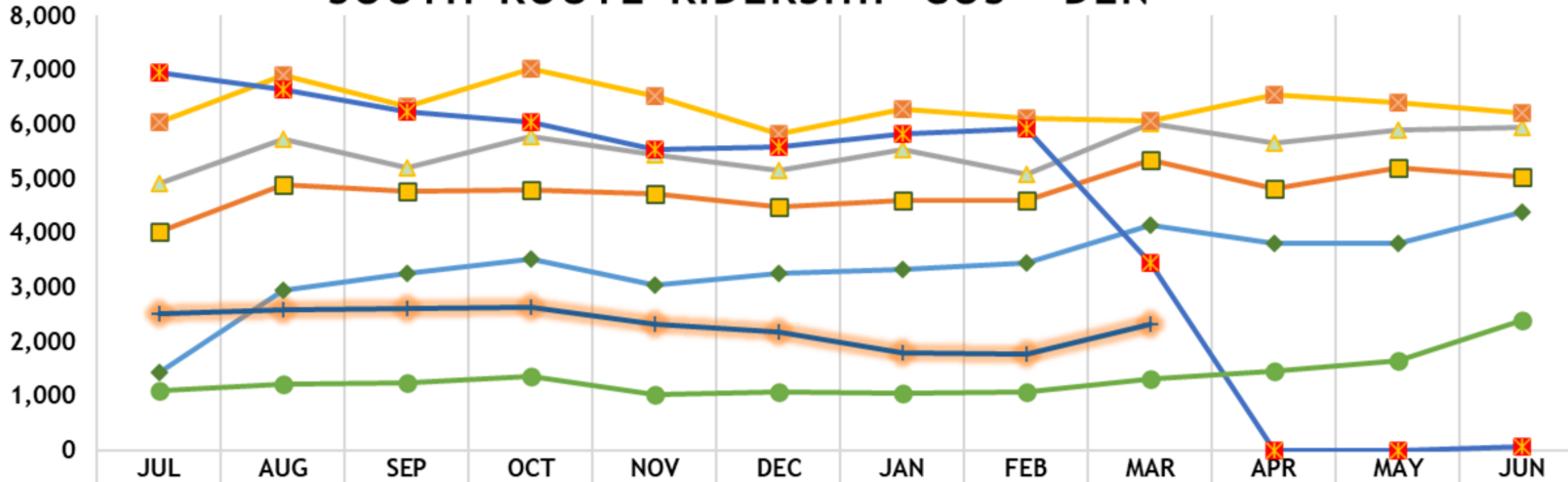


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
◆ 2015-16	1,587	2,992	3,457	3,506	3,609	3,497	3,321	3,752	4,476	4,193	4,184	4,385
■ 2016-17	4,443	5,699	5,370	5,376	5,299	5,089	5,374	5,040	5,659	5,304	5,896	6,093
▲ 2017-18	5,821	7,287	6,949	8,019	7,404	6,345	7,650	6,871	8,027	8,281	8,177	8,133
■ 2018-19	8,332	9,265	8,332	9,054	7,642	5,684	7,565	7,642	7,516	8,385	8,526	8,022
✱ 2019-20	9,030	9,158	9,320	10,043	8,729	8,406	9,448	8,373	4,450	0	0	74
● 2020-21	851	875	1,136	1,190	993	799	789	882	1,221	1,274	1,261	2,391
+ 2021-22	2,879	3,114	3,339	3,452	3,051	2,616	2,221	2,542	3,392			



# Existing Bustang Service I-25 South Line

## SOUTH ROUTE RIDERSHIP COS - DEN

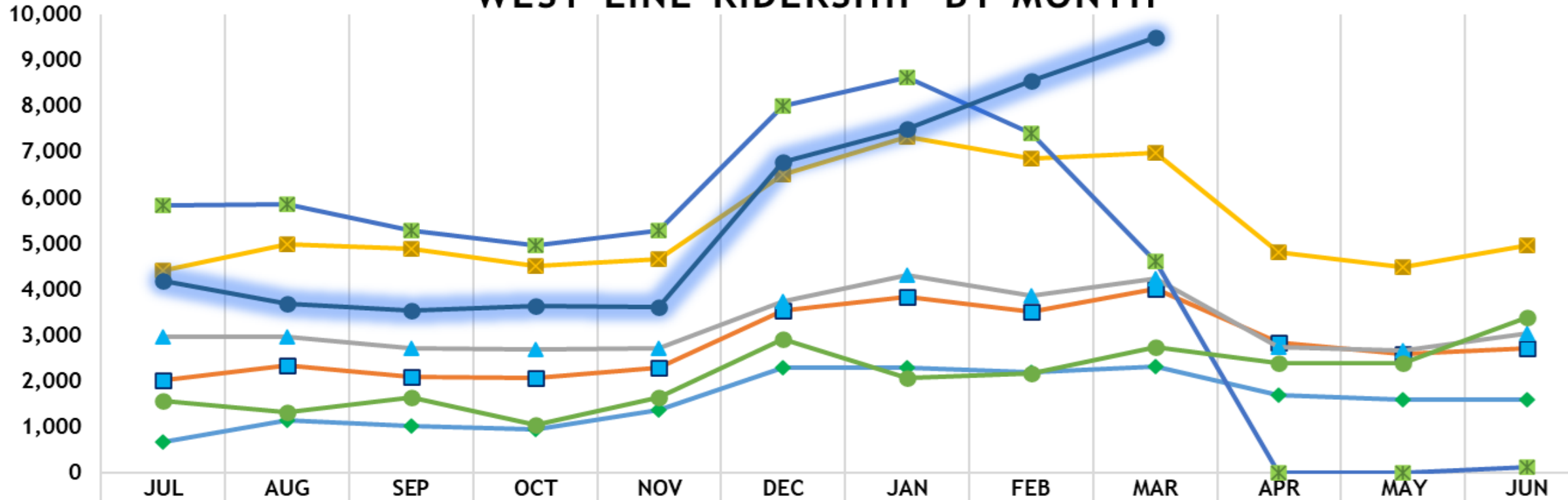


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
◆ 2015-16	1,435	2,954	3,247	3,519	3,051	3,252	3,339	3,448	4,147	3,812	3,806	4,394
■ 2016-17	4,037	4,891	4,763	4,801	4,726	4,490	4,597	4,603	5,336	4,830	5,207	5,025
▲ 2017-18	4,911	5,733	5,198	5,785	5,431	5,162	5,540	5,085	6,024	5,659	5,895	5,955
⊠ 2018-19	6,047	6,918	6,332	7,034	6,521	5,828	6,289	6,109	6,059	6,541	6,396	6,221
⊠ 2019-20	6,965	6,644	6,243	6,033	5,530	5,590	5,834	5,917	3,450	0	0	74
● 2020-21	1,105	1,218	1,233	1,353	1,024	1,071	1,060	1,080	1,311	1,465	1,660	2,403
+ 2021-22	2,522	2,590	2,609	2,629	2,318	2,180	1,789	1,765	2,332			



# Existing Bustang Service I-70 West Line

## WEST LINE RIDERSHIP BY MONTH



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2015-16	673	1,137	1,015	944	1,367	2,290	2,297	2,183	2,326	1,702	1,606	1,600
2016-17	2,029	2,350	2,101	2,071	2,299	3,546	3,829	3,511	4,018	2,850	2,590	2,722
2017-18	2,955	2,956	2,721	2,697	2,713	3,725	4,305	3,859	4,237	2,740	2,673	3,050
2018-19	4,400	4,987	4,885	4,513	4,650	6,504	7,330	6,845	6,973	4,805	4,494	4,946
2019-20	5,835	5,864	5,287	4,946	5,279	8,007	8,619	7,399	4,607	0	0	111
2020-21	1,569	1,326	1,636	1,057	1,650	2,924	2,063	2,176	2,742	2,401	2,379	3,378
2021-22	4,173	3,696	3,528	3,638	3,612	6,770	7,503	8,554	9,484			

# Expansion Proposal for Bustang Transit Services





# Proposal

- CDOT is proposing to “go big” by expanding Bustang for a three year period in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.
- The proposal includes new, enhanced service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility for existing riders.
- A comprehensive media campaign will be included to increase public awareness of Bustang as a travel option and to assist in building and sustaining ridership throughout the pilot.
- This three year time period provides a sufficient opportunity to test this concept and prove its viability and value to Colorado.





# Expansion Components

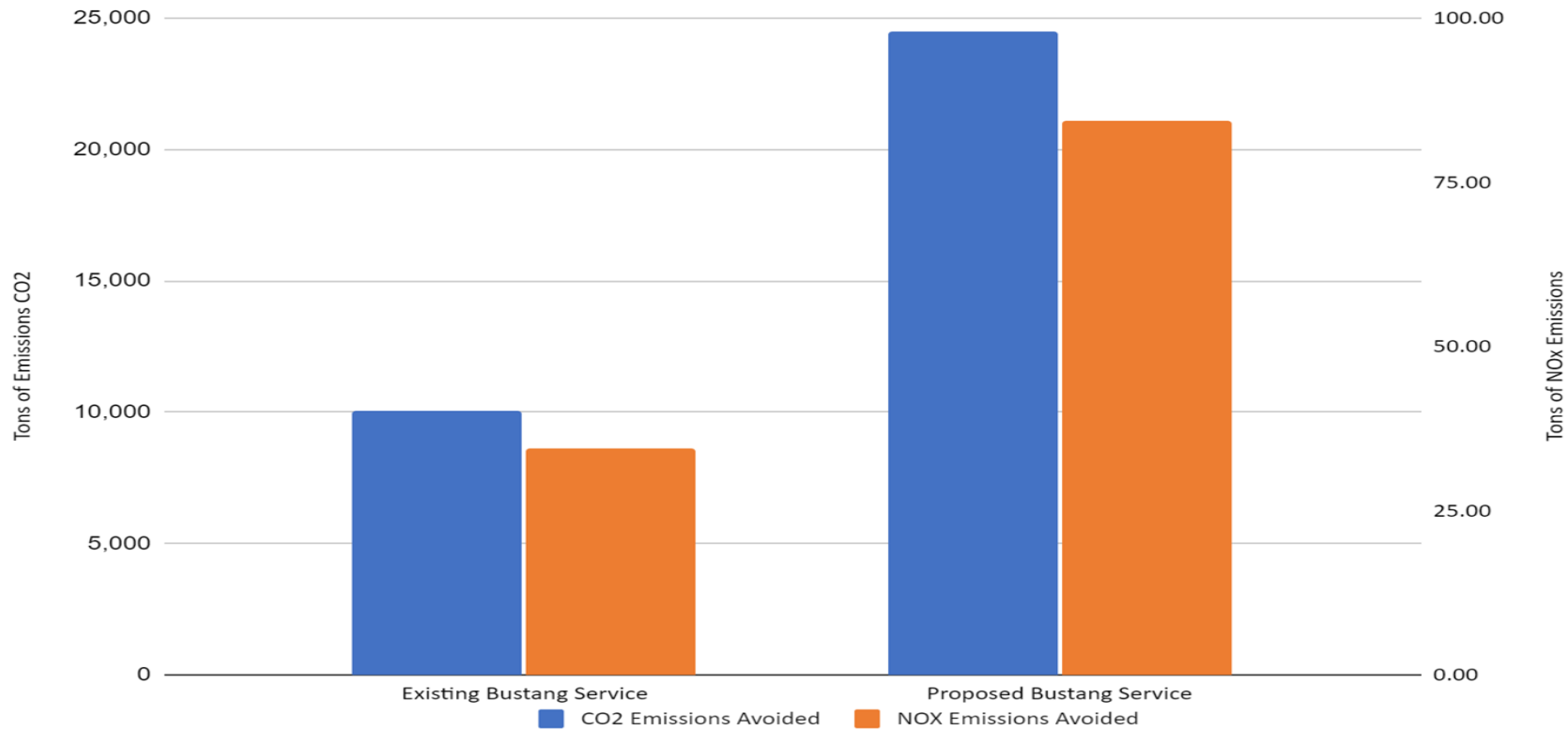
Corridor	Existing Service	Phase 1 2022	Phase 2 2023	Phase 3 2024
<b>I-25 North Fort Collins to Denver</b>	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>8</b> Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>10</b> Daily Round Trips Weekdays <b>4</b> Daily Round Trips Weekends	<b>12-13</b> Daily Round Trips Weekdays <b>6</b> Daily Round Trips Weekends
<b>I-25 South Colorado Springs to Denver</b>	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>8</b> Daily Round Trips Weekdays 2 Daily Round Trips Weekends	<b>10</b> Daily Round Trips Weekdays <b>4</b> Daily Round Trips Weekends	<b>12-13</b> Daily Round Trips Weekdays <b>6</b> Daily Round Trips Weekends
<b>I-70 West Grand Junction to Denver*</b>	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	<b>4</b> Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	<b>9-10</b> Daily Round Trips Grand Junction and Denver*	<b>13-15</b> Daily Round Trips Grand Junction and Denver*

\*Pegasus to supplement on weekends and Holidays to the Mountain Corridor ADD SLIDE W%



# Greenhouse Gas/Ozone Emission Reduction Potential

Passenger Vehicle Emissions Avoided by Bustang\*



**Annually:**

- ✓ Removes over 600,400 passenger vehicles on the highway network
- ✓ Reduces 49.7 tons of NO<sub>x</sub> from passenger vehicles
- ✓ Reduces 14,400 tons of CO<sub>2</sub> emissions from passenger vehicles

**Assumptions:**

One passenger vehicle mile traveled produces 404 grams of CO<sub>2</sub> and 1.39 grams of NO<sub>x</sub>  
 Transit vehicle occupancy of 75% for a 32-passenger bus  
 Average passenger distance traveled of 100 miles



# Budget Proposal (FY22-26)

## Expenditures:

Existing Service Cost*:	\$73,531,531
Existing Funding**:	\$50,302,255
Need for Transit O/M ***:	\$61,500,000
Rolling stock:	<u>\$11,300,000</u>
<b>Total Transit Need:</b>	<b>\$72,800,000</b>

## Secured Revenues:

Legislative Proposal:	\$30,000,000
State MMOF:	\$42,000,000
<b>Total secured revenue:</b>	<b>\$72,000,000</b>

Other potential sources of revenue: Non-Attainment Enterprise, 10 Year Plan (Rolling Stock), & Congestion Mitigation Air Quality (CMAQ) funds.

## NOTES:

All numbers are estimates and subject to change

\*Assumes 3% annual operating cost increase

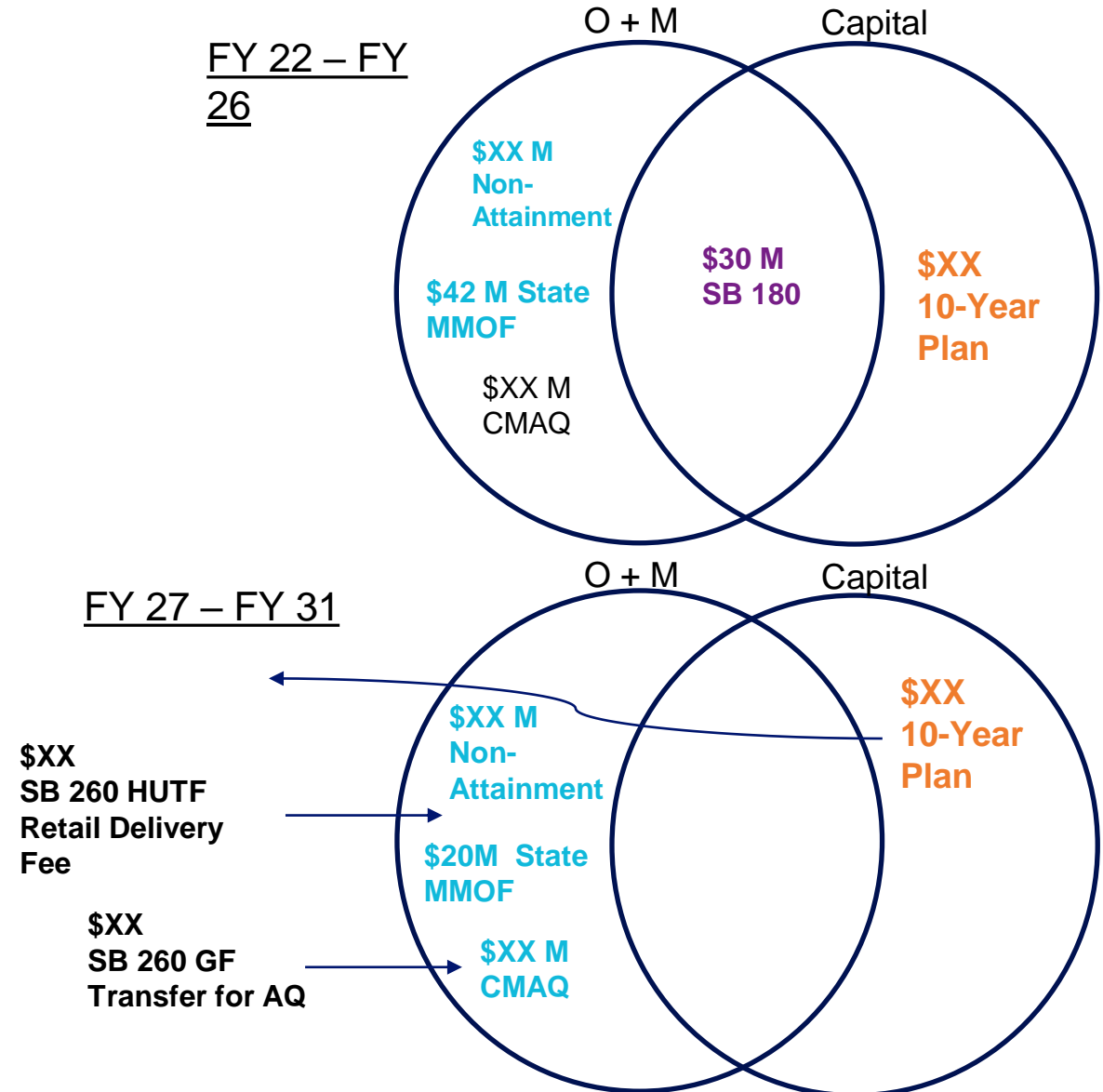
\*\* Funding sources include: FASTER Transit, Farebox Revenue, FTA 5311(f), partnerships for Snowstang

\*\*\*Assumes 30% farebox recovery and 3% annual operating cost increase



# Budget Proposal (FY22-26)

- In general, capital needs associated with Bustang will be funded through the 10-Year Plan.
- Legislative funding and the state share of MMOF are more than adequate to meet Bustang O&M needs over the next four years.
- The drop off in MMOF funding after FY26 will require bringing in additional transit-eligible funding sources (currently assumed as part of funding for the 10-Year Plan).
- CMAQ and Non-Attainment Enterprise sources can supplement and accelerate/expand deployment or reduce the need from other sources in subsequent years.





# Phased Implementation - Bustang Expansion

2022

- Refine service phasing and execution
- Develop marketing campaign
- Kick off Phase 1 expansion (Fall 2022)

2023

- Outreach and education
- Phase 2 expansion (Summer 2023)

2024

- Outreach and education
- Phase 3 expansion (Summer 2024)
- Service assessment and refinement

2025

- Refine service as needed.
- Outreach and education
- Service assessment and refinement

2026

- Conclude pilot service and assess next steps



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# Questions and Discussion

