



# COLORADO

## Department of Transportation

Division of Transit and Rail  
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**DATE:** May 13, 2022  
**TO:** State Transportation Advisory Committee  
Transit and Rail Advisory Committee  
**FROM:** Amber Blake, Director, Division of Transit and Rail  
**SUBJECT:** Bustang Service Expansion

### Purpose

The purpose of this memo is to provide the Transportation Commission (TC) with an update on Bustang and planned service expansion as the result of SB 180 and dedicated state funding for State Transit Operations and Maintenance independent of the 10 Year Plan.

### Action

Seeking Transportation Commission approval of the proposed phased approach to expanding Bustang Services in the I-25 and I-70 corridors.

### Background

In 2009, the Colorado General Assembly created the Division of Transit and Rail. The 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, and to work towards integration of transit into the statewide transportation system. As part of the integration of transit into the state transportation system, CDOT launched Bustang service in the I-25 and I-70 corridors, in 2015. The core Bustang service was an immediate success and provided much needed transit services in these interstate corridors. In 2018, Bustang Outrider services were launched across the state, bringing rural connections to the Bustang I-70 and I-25 service.

In March of 2020, the COVID-19 Pandemic shut down transit services around the world, including the Bustang family of services. Bustang Services were reinstated in January of 2021 and have seen a steady increase in ridership. Ridership is exceeding expectations and is currently at 75% pre-COVID levels of service overall. The West Line along I-70 was at 136% pre-pandemic ridership as of March 2022.

### Details

Dedicating the State's portion of the MMOF funds to State Transit Operations and Maintenance ensures that existing Bustang Family of services; the operation and maintenance of the State's Mobility Hubs, and future expansions of Bustang Family of services can continue as an integral part of Colorado's transportation system. Moreover, \$30M in direct funding for expansion of Bustang I-25 and I-70 service for a 3-year pilot program from the legislature with the passage of SB-180 is allowing CDOT to "go big" by expanding Bustang to attract additional travelers into a transit option on our busiest interstate corridors. Additional funding may be available through other sources, which, along with MMOF funding, ensures that options are available for long-term sustainable funding.

The Bustang expansion proposal includes a phased approach to implement enhanced levels of service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility to residents and visitors of Colorado. Furthermore, by providing more frequent and convenient transit service in these critical transit corridors, this service expansion will reduce air pollution, smog and help Colorado meet our GHG goals.

Along with the service expansion, a comprehensive media campaign will be developed to increase public awareness of Bustang as a convenient travel option and to help in building and sustaining ridership throughout the 3-year pilot program.

A three-phase implementation is proposed for this service expansion as illustrated in the table below:

Corridor	Existing Service	Phase 1	Phase 2	Phase 3
<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*

This approach increases Bustang I-25 North/South service by 100% on weekdays, and 200% weekend service over the three-year period. The service levels along I-70 are increased by approximately 250% over the three-year period.

The first phase will be implemented in the Fall of 2022. Phase 2 is planned to begin in the late fall/winter of 2023, and Phase 3 will be implemented in the fall/winter of 2024.

**Attachments:**  
Presentation