



DATE: March 2, 2023
TO: Transit & Rail Advisory Committee
FROM: Amber Blake, Director, Division of Transit & Rail
SUBJECT: DTR Programs Report - Q2 October 1, 2022 thru December 31, 2022

Purpose

This memo provides a Q2 SFY23 update on the Division of Transit and Rail (DTR) Program Activities, with data reflective of the SFY quarter ending December 31, 2022.

Action

For information only. No action needed.

Background

This Memo provides an overview of the programs conducted within DTR, and includes financial, ridership and programmatic data.

DTR strives to ensure that this informational report provides transparency and accountability of all program activities, demonstrating that we are good stewards of public funding and are providing essential transit support to the communities in Colorado. While public transportation comes in many forms, it can be defined as a system that moves people from one location to another in an efficient, affordable manner; it includes buses, trains (including high-speed and light rail), and is designed as an alternative to automobile travel and to reduce unnecessary walking time. Transit systems may operate within a city or connect one (or more) city to another. The benefits of public transportation are amplified when the systems are planned, engineered, and operated with interconnectivity, high-quality user experience and efficiency as a priority.

DTR ensures compliance with the various transit related Procedural/Policy Directives (PDs) 704, 1608.1 and 1605. *Note: DTR is currently reviewing each of the PDs to update them to represent the current state as they have not been updated in some time and things have changed from a transit program standpoint with funding, program activities and federal/state oversight.*

DTR is required to adhere to FTA Circular 5010.1E, which requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is a joining activity assembled by members of the Division of Transit & Rail (DTR), the HQ Business Office (HQBO) and the Office of Financial Management & Budget (OFMB).

Details

DTR administers various state and federal funding sources and grant opportunities to meet the needs of the communities throughout Colorado, and support CDOT's Mission "To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices."

Transit Administration

State Funds Update

The table below represents the available State funds in DTR's portfolio. The table provides current year allocation, prior year roll forward, current available balance, planned and current budgeted to project amounts.

FASTER Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Planned	Budgeted
Annual Budget (FY23-FY28)	FASTER	\$15M total				
		\$5M Regional Transit	\$5,451,460	\$13,708,700	\$10,471,001	\$7,724,092
		\$2.5M Statewide Transit	\$14,098,397	\$16,564,366	\$3,793,540	\$793,540
		\$2.3M Regional Bus Operations	\$220,001	\$0	\$0	\$0
		Bustang Operations	N/A	\$487,214	-	\$5,138
		Bustang Personal Services	N/A	\$2,212,774	-	\$8,317,812
		DTR Administration	N/A	\$1,059,148	-	\$20,082

Senate Bill Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Planned	Budgeted
4 years (FY18-FY22) Project List	Senate Bill 287		\$81,226,715	\$81,226,715	\$5,380,000	\$500,000
	Senate Bill 280		\$2,001,001	\$2,001,001	\$78,515,627	\$17,041,454
(FY18) Project List	Senate Bill 223	\$0	\$3,893,515	\$3,893,515	\$844,312	\$922,872
(FY23) Three Pilot Program \$10M for three years with \$30M upfront	*Senate Bill 180	\$30,000,000	\$0	\$30,000,000	\$0	\$0

Multi Modal Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Commitments	Budgeted
1 year (FY23)	*MMOF State Funds	\$805,066	\$0	\$805,066	\$0	\$0
1 Year (FY23)	*MMOF ARPA	\$35,121,000	\$0	\$35,121,000	\$0	\$0

Fare Box Revenue						
Allocation Timeline	Funding	Current Year Amount	Prior Year Roll Forward	Available Balance	Commitments	Budgeted
N/A	Regional Commuters Farec	\$6,075,070	\$0	\$2,100,359	\$0	\$2,602,369
N/A	Bustang Bus Replace	\$972,827	\$0	\$746,374	\$78,900	\$264,039
N/A	Bustang Reserve Fund	\$1,125,000	\$0	\$1,125,000	\$0	\$0

Notice of Funding Availability (NOFA) 2023 Federal and State Transit Funding Super Call for Planning, Administration/ Operating, Mobility Management, and Capital Projects

The Colorado Department of Transportation's (CDOT) Division of Transit and Rail (DTR) issued the 2023 Call for Projects on July 5, 2022. The 2023 NOFA closed on September 30th, 2022, a total of 117 total applications requesting \$56.7M in state/federal funding were received. The table below illustrates the applications and funds requested. These applications are currently under review.

2023 Application Type	No.	Total Federal/State Requested
Expand existing fleet/service	6	\$1,213,654.00
FASTER/FTA Facility/Capital Equipment	11	\$25,466,478.00
Vehicle Application	25	\$11,036,029.00
FASTER Large UZA_Set Aside	2	\$2,247,268.00
5310 MM	9	\$1,543,782.00
5310 Operating (Rural)	9	\$1,391,441.00
5311 (Expanding/New Service)	8	\$2,396,883.00
5311 (Baseline funding)	35	\$9,892,140.00
5304 Planning	7	\$489,124.00
ZEV	3	\$86,400.00
Settlement Program	2	\$971,026.00
Total	117	\$56,734,225.00

Additional Transit Funding/Contracting (As of 10/30/2022)

- DTR in conjunction with CDOT Regions and TPRs will be responsible for administering approximately \$20M in MMOF Transit Funding during FY23, resulting in 25 grant agreements.
- DTR in conjunction with our Local Agency partners will be responsible for administering \$4.8M in CDS - FTA Funding during FY23, resulting in 4 grant agreements.
- DTR in conjunction with our Local Agency partners will be responsible for administering \$47.3M in 5339c Funding during FY23, resulting in 5 grant agreements.

Bus Operations

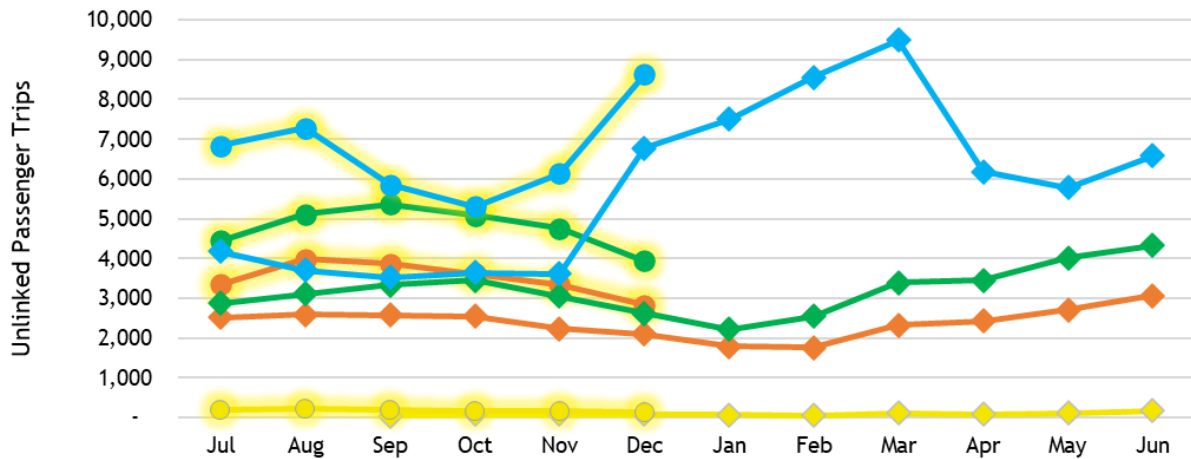
The Bustang family of services comprises Bustang, Outrider and Pegasus bus services. Bustang serves the I-25 and I-70 corridors and links major transit systems together thereby offering the traveling public reliable transit service along the highest traveled corridors in the state. Bustang Outrider connects rural Colorado to larger cities and is operated through partnerships with local transit providers. Pegasus is CDOT’s newest service utilizing small vans to provide frequent, affordable and reliable peak period transit service.

Bustang

Ridership

Bustang core system ridership continued to improve year-over-year in the second quarter thanks to continued improvements in the COVID-19 pandemic. System-wide ridership increased by 46% over Q2 FY2022, and core system-wide load factor increased from 26% to 28%. The Q2 FY2023 farebox recovery ratio for the Bustang core system was 30%, an improvement of 14% (four percentage points) over Q2 FY2022. For a complete breakdown of the financials, please see the table on the next page.

Monthly Bustang System Ridership by Line & Fiscal Year



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
South FY22	2,522	2,590	2,577	2,539	2,228	2,099	1,789	1,765	2,322	2,422	2,714	3,060
South FY23	3,353	3,987	3,864	3,615	3,354	2,823						
North FY22	2,879	3,114	3,339	3,452	3,051	2,616	2,221	2,542	3,392	3,445	4,018	4,325
North FY23	4,446	5,117	5,366	5,082	4,764	3,934						
West FY22	4,173	3,696	3,528	3,638	3,612	6,770	7,503	8,554	9,484	6,175	5,778	6,587
West FY23	6,833	7,280	5,854	5,307	6,139	8,630						
DTC FY22			32	90	90	81	65	50	112	86	115	169
DTC FY23	191	236	200	164	163	125						

Service expansion launched on September 6, 2022 that included additional trips on the North, South and West Lines. Presently, the expansion includes two weekday trips in each direction on the North Line and South Line, as well as an extension of one daily Denver–Avon trip to Denver–Grand Junction in each direction daily on the West Line. While the service expansion initially included an additional two weekend trips in each direction on the North Line & South Line and an additional daily trip in each direction between Denver and Grand Junction on the West Line, these routes were paused until further notice on October 13. A pause was necessary to eliminate repeated route cancellations and improve system reliability due to CDOT’s contractor experiencing an unexpected coach operator shortage. From October 13 through the end of the quarter, only one percent of trips were not operated as scheduled.

On-Time Performance

During the quarter, the Bustang system departed on-time on more than 94% of all operated trips. An on-time departure is defined as no earlier than scheduled departure and no more than 10 minutes later than scheduled. Connecting route delays due to winter weather in December were the primary cause of lower on-time performance for the West Line. On-time performance for individual lines was as follows:

- West Line: 88%
- North Line: 97%
- South Line: 95%
- DTC Line: 89%

Farebox Revenue and Farebox Ratio

Ridership for the Bustang system increased by 46% year-over-year, continuing to recover from the effects of the COVID-19 pandemic. This increase in ridership led to a 65% year-over-year revenue increase. Farebox recovery ratio improved by 4 percentage points year-over-year to 30% despite increased fuel costs and a contractually required modest increase in the fee per revenue mile.

	Q2 FY22	Q2 FY23	Difference Q2 FY23 vs. Q2 FY22	% Difference	Oct-22	Nov-22	Dec-22
Bustang System							
Revenue Riders	30,266	44,328	14,062	46%	14,168	14,420	15,740
Load Factor	26%	28%	+2 pts	7%	26%	28%	30%
Revenue	\$ 336,092	\$ 554,848	\$ 218,756	65%	\$ 165,979	\$ 165,324	\$ 223,546
Cumulative Avg. Fare	\$ 11.10	\$ 12.52	\$ 1.41	13%	\$ 11.72	\$ 11.46	\$ 14.20
Farebox Recovery Ratio	26%	30%	+4 pts	14%	26%	27%	37%
South Line							
Revenue Riders	6,866	9,792	2,926	43%	3,615	3,354	2,823
Load Factor	15%	17%	+2 pts	13%	19%	18%	15%
Revenue	\$ 74,961	\$ 87,304	\$ 12,343	16%	\$ 32,745	\$ 27,963	\$ 26,596
Cumulative Avg. Fare	\$ 10.92	\$ 8.92	\$ (2.00)	-18%	\$ 9.06	\$ 8.34	\$ 9.42
Farebox Recovery Ratio	21%	18%	-3 pts	-16%	20%	17%	16%
North Line							
Revenue Riders	9,119	13,780	4,661	51%	5,082	4,764	3,934
Load Factor	20%	24%	+4 pts	18%	27%	25%	20%
Revenue	\$ 100,100	\$ 112,556	\$ 12,457	12%	\$ 41,757	\$ 36,627	\$ 34,173
Cumulative Avg. Fare	\$ 10.98	\$ 8.17	\$ (2.81)	-26%	\$ 8.22	\$ 7.69	\$ 8.69
Farebox Recovery Ratio	38%	29%	-9 pts	-24%	32%	28%	26%
West Line							
Revenue Riders	14,020	20,304	6,284	45%	5,307	6,139	8,858
Load Factor	46%	55%	+9 pts	19%	41%	51%	73%
Revenue	\$ 157,743	\$ 352,425	\$ 194,682	123%	\$ 90,469	\$ 99,941	\$ 162,015
Cumulative Avg. Fare	\$ 11.25	\$ 17.36	\$ 6.11	54%	\$ 17.05	\$ 16.28	\$ 18.29
Farebox Recovery Ratio	29%	38%	+9 pts	31%	28%	33%	55%
DTC							
Revenue Riders	261	452	191	73%	164	163	125
Load Factor	2%	6%	+4 pts	223%	6%	8%	6%
Revenue	\$ 3,289	\$ 2,563	\$ (726)	-22%	\$ 1,008	\$ 793	\$ 762
Cumulative Avg. Fare	\$ 12.60	\$ 5.67	\$ (6.93)	-55%	\$ 6.14	\$ 4.87	\$ 6.10
Farebox Recovery Ratio	4%	5%	+1 pts	30%	5%	5%	5%

Quarterly Safety/Collisions

During the quarter, Bustang was involved in three preventable and five non-preventable collisions. None of the preventable or non-preventable collisions resulted in reported injuries to operators, passengers, or members of the traveling public. This puts the Bustang system at a preventable collision rate of 0.85 per 100,000 operating miles for the second quarter, which is within the target goal of 1 per 100,000 operating miles. The service operator will continue to focus training on collision avoidance procedures. Staff are pleased with the service operators efforts to reduce preventable collisions.

<u>Date</u>	<u>Bus #</u>	<u>Line</u>	<u>Location</u>	<u>Comment</u>	<u>Preventable?</u>
10/6/2022	38010	North Line	SB I-25 near Exit 250 (Berthoud)	OV merged into bus from highway on ramp. No injuries reported.	No
10/10/2022	38011	South Line	SB I-25 near Exit 151 (Monument)	MCO sideswiped OV while merging from highway on ramp. No injuries reported. MCO cited by LEO.	Yes
10/20/2022	38024	North Line	Loveland P-n-R	MCO scraped the underside of the front bumper while entering the passenger loading area.	Yes
11/15/2022	38004	South Line	20th & Chestnut Sts, Denver	OV rear-ended bus at traffic signal. No injuries reported.	No
11/21/2022	38006	North Line	Golden yard	Bus legally parked during layover. Sideswiped by OV, damaging mirror.	No
12/3/2022	38012	West Line	Eby Creek Rd, Eagle	OV rear-ended the bus in the roundabout. No injuries reported	No
12/17/2022	38007	South Line	Tejon PNR, Colorado Spgs	MCO backed into OV within Park-n-Ride. No injuries reported	Yes
12/30/2022	38003	South Line	Broadway & Speer Blvd, Denver	OV attempted to pass the bus from the right. OV hit the bus while merging ahead of the bus.	No

Bustang Seasonal Services

The bulk of the seasonal Bustang to Broncos service fell within the second quarter of this fiscal year. Despite a disappointing season from the Broncos, nearly 2,000 paying customers used the service over the course of the ten home games (two preseason and eight regular season). The roundtrip, reserved-seat service between stops on the North & South Lines and Empower Field at Mile High again proved popular, averaging 79% passenger load over the course of the season and preseason.

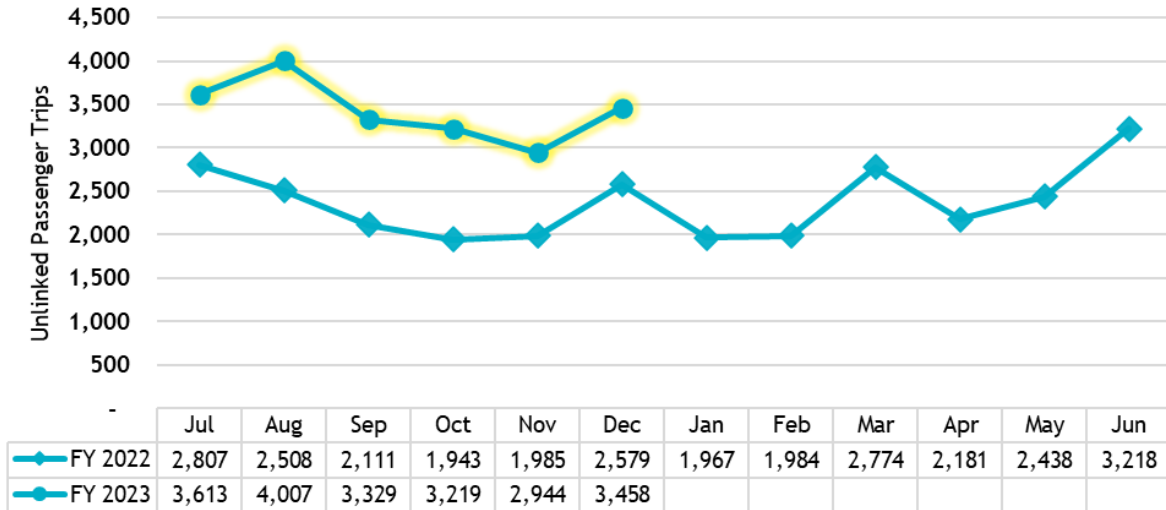
Snowstang, which offers reserved-seat, roundtrip service from Metro Denver to some of Colorado's best ski resorts, launched for the 2022-23 winter season on December 17th. All four participating resorts from the 2021-22 season (Arapahoe Basin, Copper Mountain, Loveland Ski Area, and Steamboat Resort and Howelsen Hill in Steamboat Springs) opted to continue service this season, and staff were thrilled to add Breckenridge as a fifth destination. In response to public feedback, all Snowstang routes added an additional Denver-area stop at the Woolly Mammoth Park-n-Ride near the I-70/C-470 interchange in Jefferson County. Ridership has been strong since the service relaunched, with 2,441 unlinked passenger trips taken through the end of the Martin Luther King, Jr. Day holiday weekend. The service has received positive feedback from both customers and partner resorts since this season's launch.

Outrider

Outrider continues to experience year-over-year ridership growth as well, and passenger counts now exceed pre-COVID levels. In FY 22 Quarter 2, total passenger count was 6,507. Passenger count for FY 23 Quarter 2

was 9,607, a 48% increase year-over-year. Bus Operations staff is now meeting regularly with SRDA staff to support and improve their operations and vehicle maintenance program.

Bustang Outrider System Monthly Ridership by Fiscal Year



Pegasus

Pegasus continued to experience ridership increases throughout the second quarter, improving upon its first full quarter of operation. Overall customer feedback remains positive, and marketing efforts are in place to promote the service throughout the winter ski season.

Pegasus Ridership & Load Percentage by Month

