



**frex**

FrontRange Express

OPERATED BY THE CITY OF COLORADO SPRINGS

MOUNTAIN METROPOLITAN TRANSIT



**metro**

MOUNTAIN METROPOLITAN TRANSIT



*Mountain Metropolitan Transit is the brand name of the services provided by the City of Colorado Springs' Transit Services Division, and also is commonly used to refer to the division and its staff.*

## LOCAL FIXED-ROUTE



## frex

FrontRange Express

## EXPRESS ROUTE



## ADA PARATRANSIT



## metro

METRO RIDES

## VANPOOL

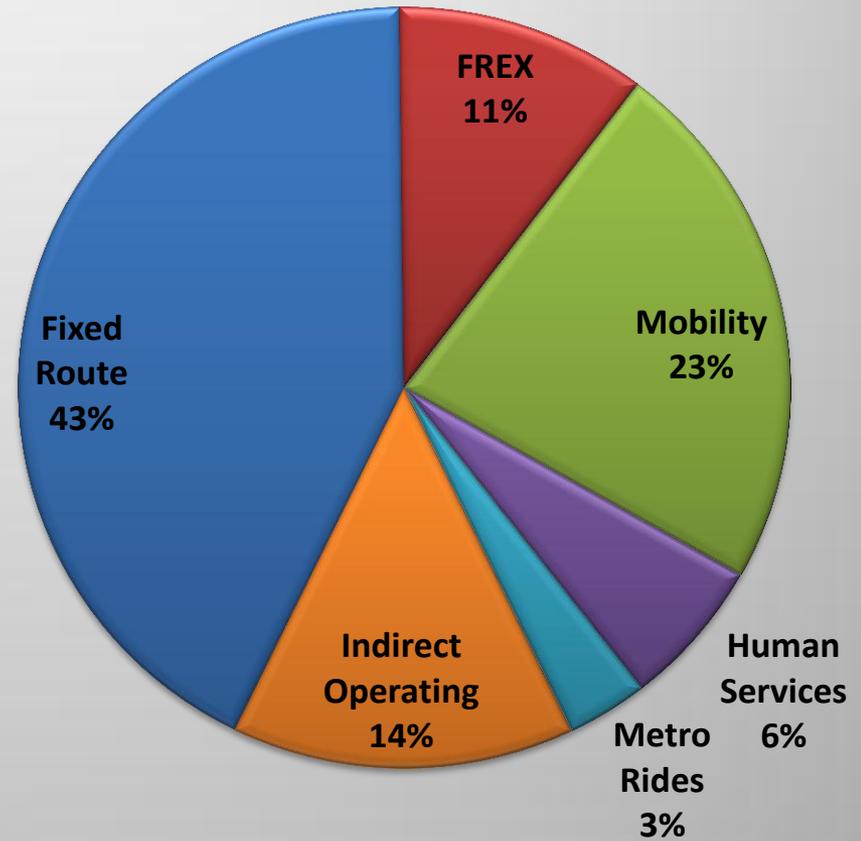
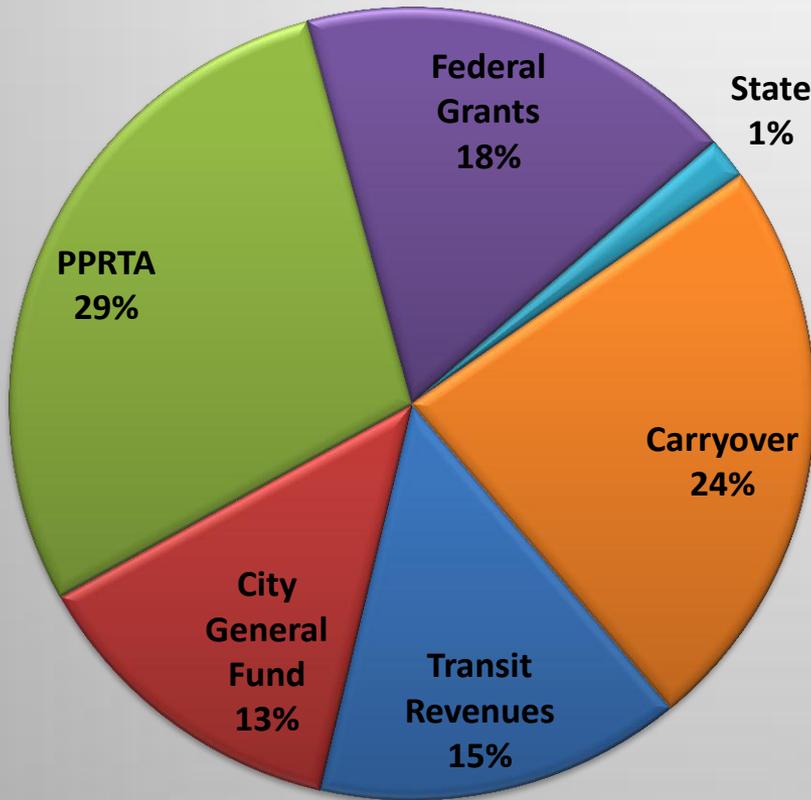


# 2012 OPERATING BUDGET

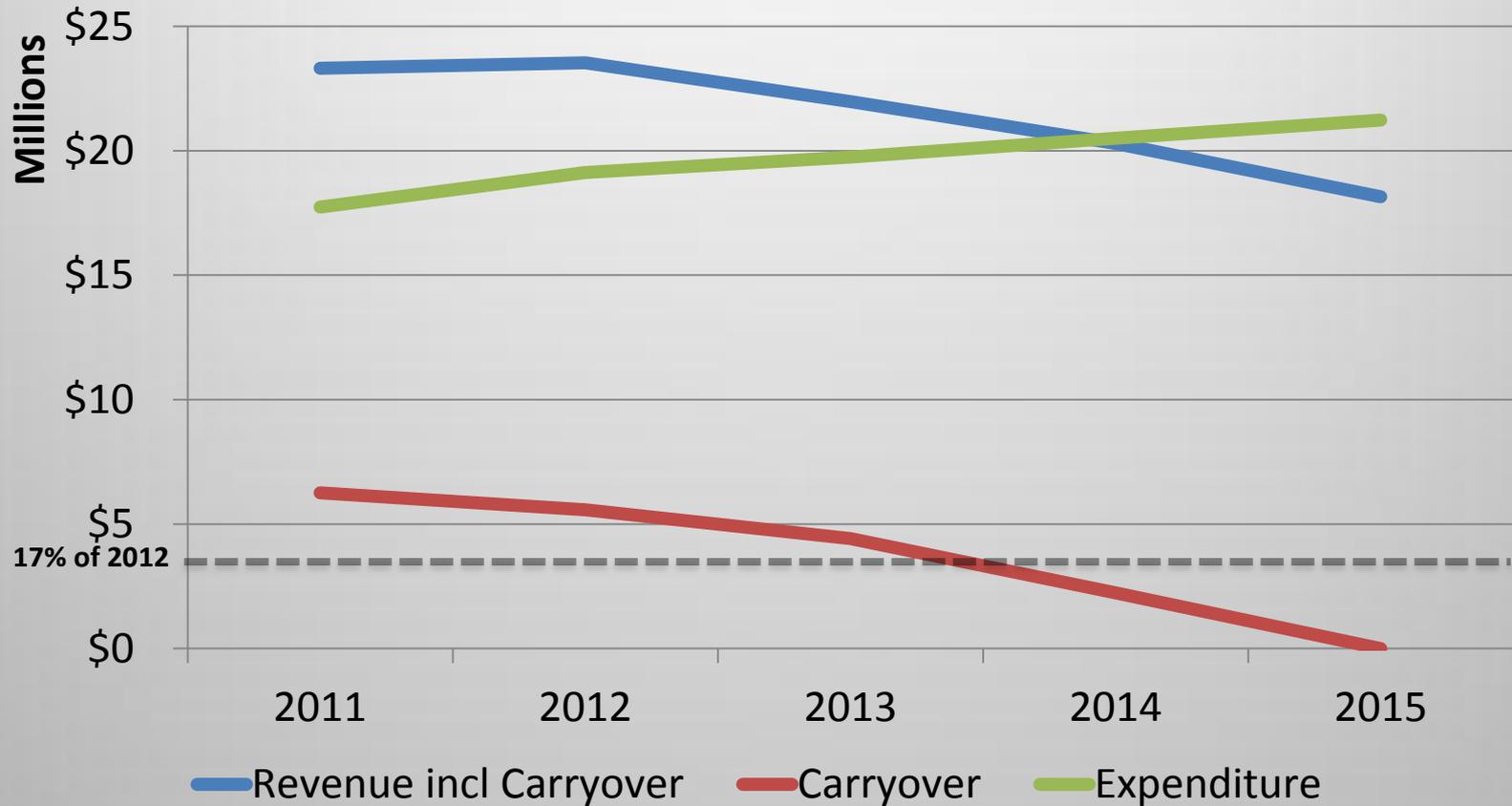
## REVENUES

(PROPOSED)

## EXPENDITURES



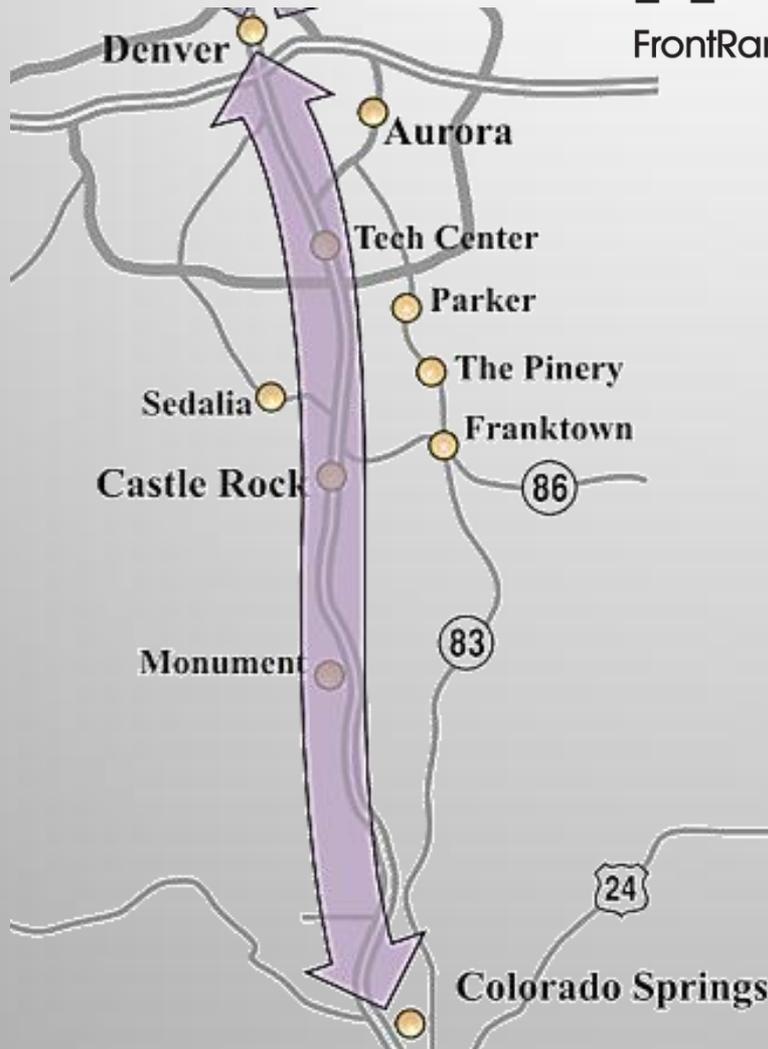
# FIVE-YEAR PROJECTION





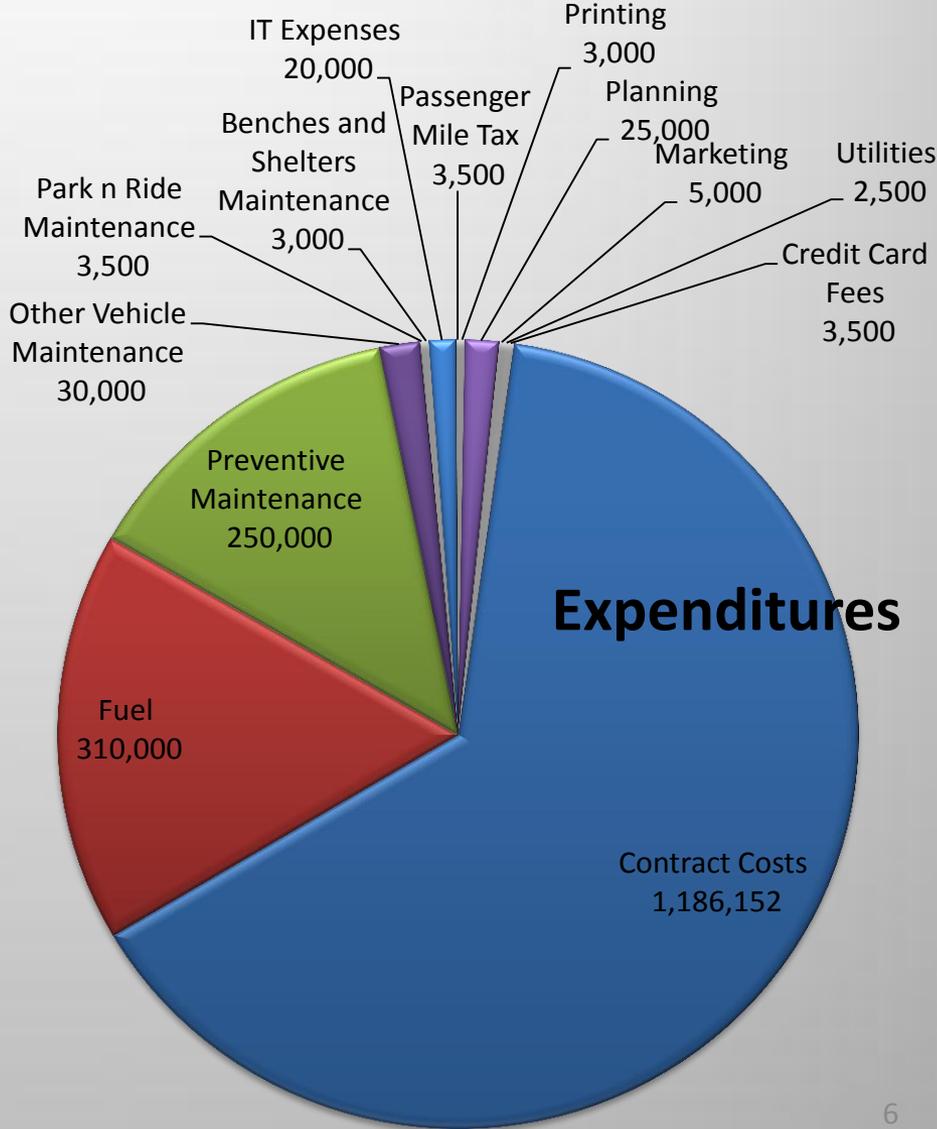
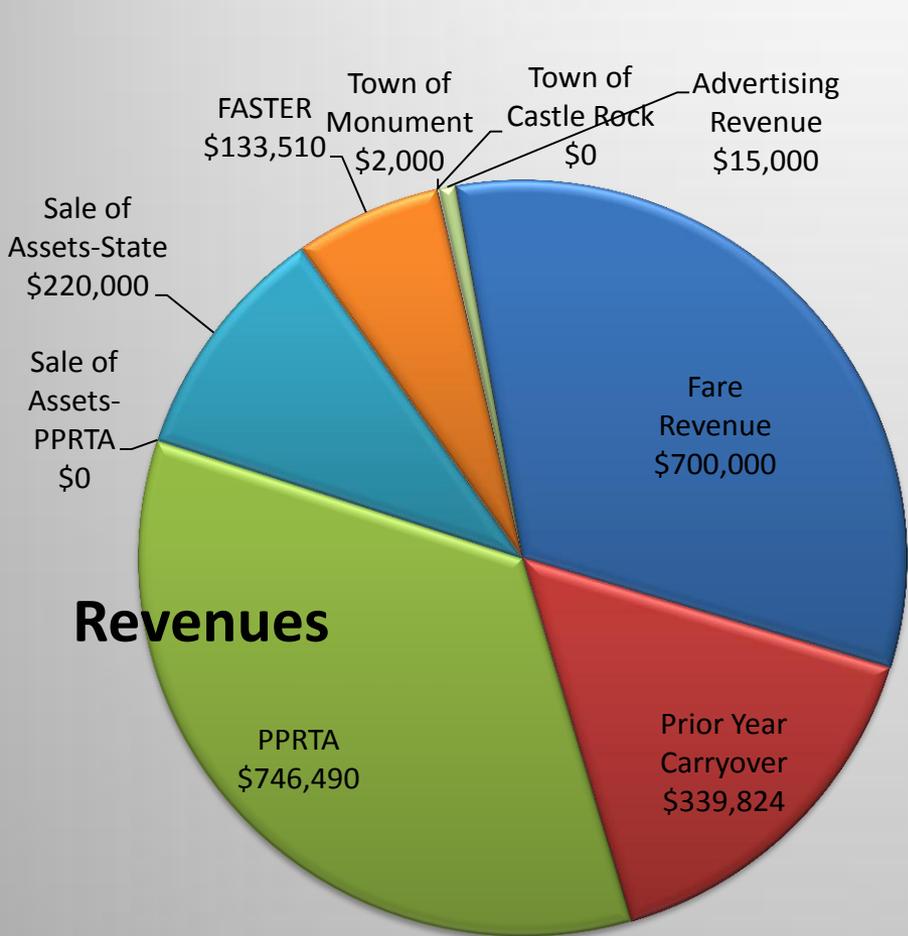
# frex

FrontRange Express



*The purpose of FREX is to provide safe, alternative, flexible, affordable, weekday peak-hour commuter bus transportation, at speeds competitive to the automobile, along I-25 between the state's two largest metropolitan areas: **Denver & Colorado Springs.***

# 2011 OPERATING BUDGET



# START

2002-3

## CDOT CONDUCTS FRONT RANGE COMMUTER BUS STUDY

*“...service would be feasible and could even potentially be profitable between Colorado Springs, Castle Rock and Denver.”*

2004

- *Project starts Operating October 11*
  - CMAQ grants from Federal Highway Administration
  - Partnerships:
    - CDOT
    - Pikes Peak Area Council of Governments

# TRANSITION FROM CMAQ

2007: CDOT PROVIDES **6.3M** IN SENATE BILL #1 FUNDING

- *Purchased 19 new over-the-road coach buses*
- *Match funding provided by PPRTA*

INITIAL OPERATIONS BEYOND CMAQ FUNDED BY

- *PPRTA*
- *Monument*
- *Castle Rock*
- *Rider Fares*

# TRANSITION FROM CMAQ

2007, 2008, 2009: FARES RAISED

- *Grew farebox recovery to nearly 50%*

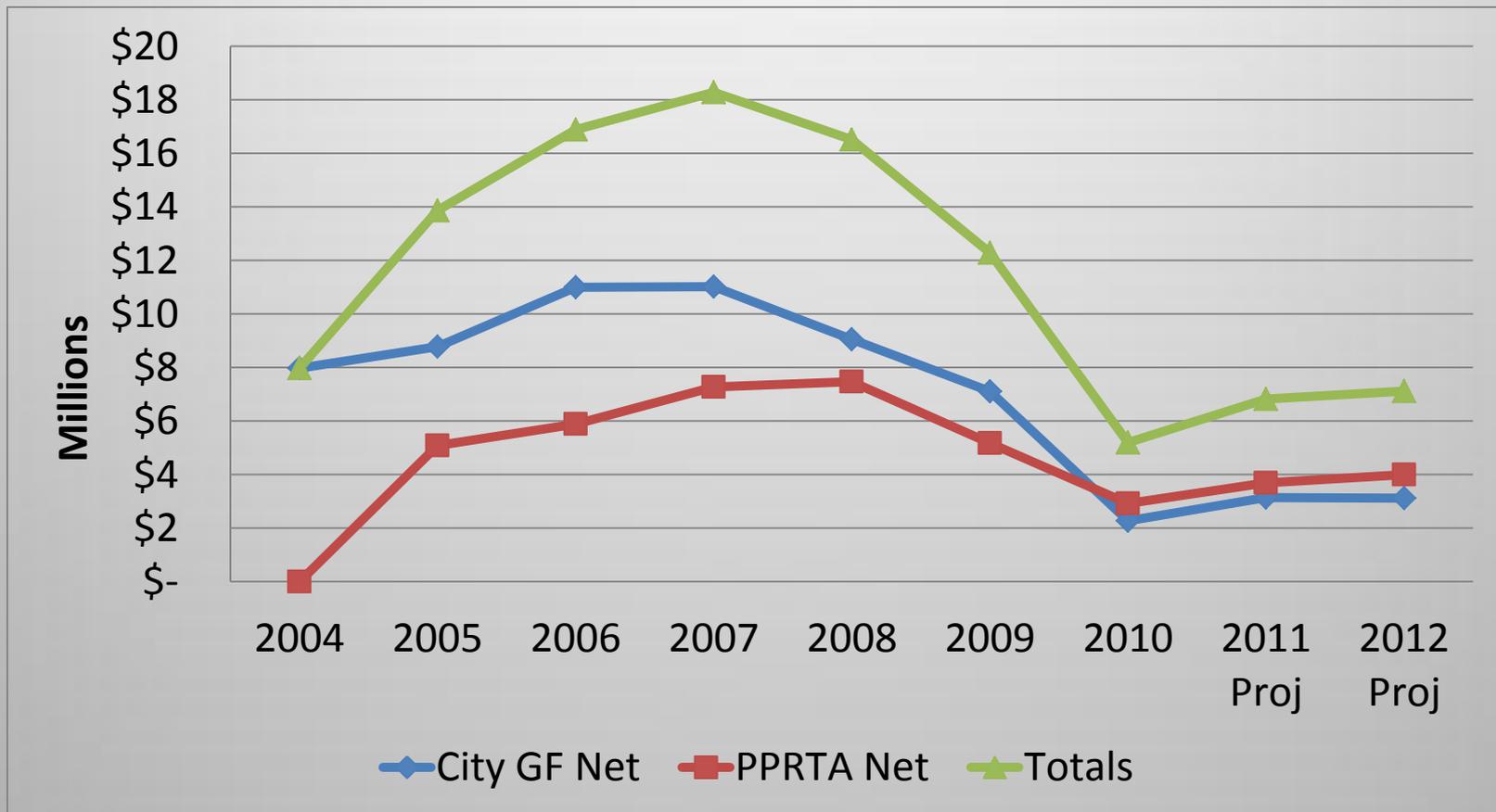
2008: PEAK RIDERSHIP

- *\$4.00 per gallon gasoline prices contributed*
- *Provided 180,000 trips*



# ISSUES / CHALLENGES

## BUDGET CUTS



# ISSUES/CHALLENGES

## PROVIDING A SERVICE OUTSIDE THE AGENCY FUNDING & SERVICE AREA

- *Some misalignment between those who benefit and those who pay*
- *Dilutes local political support*

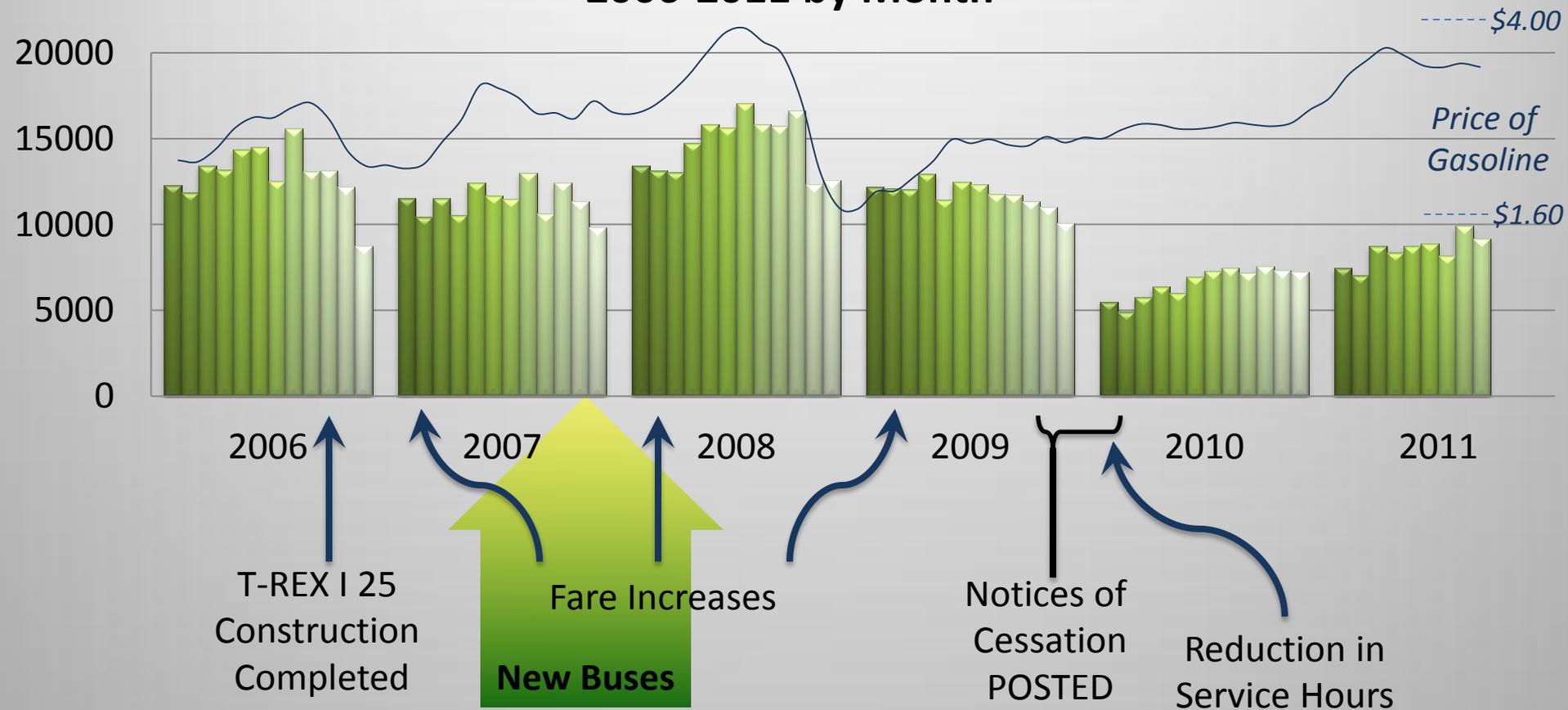
# 2009-10 CHALLENGES

## LOCAL FUNDING CUT IN HALF; CASTLE ROCK OPTS OUT

- *CDOT and MMT staff collaborated to sell nine buses to provide \$1M for 2010 Operations*
  - Ownership of the remaining ten buses was transferred to CDOT
- *Remaining ten buses sufficient for scaled-back service to be provided starting in 2010*

# TIMELINE OF EVENTS & RIDERSHIP

## 2006-2011 by Month



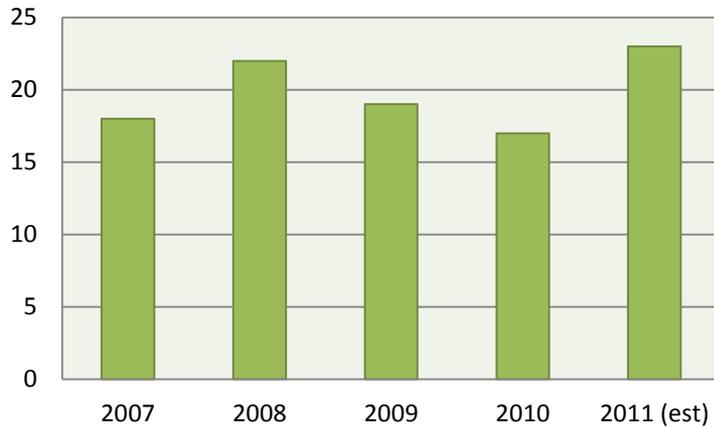
# CURRENT CONDITIONS

## FREX RIDERSHIP IS REBOUNDED

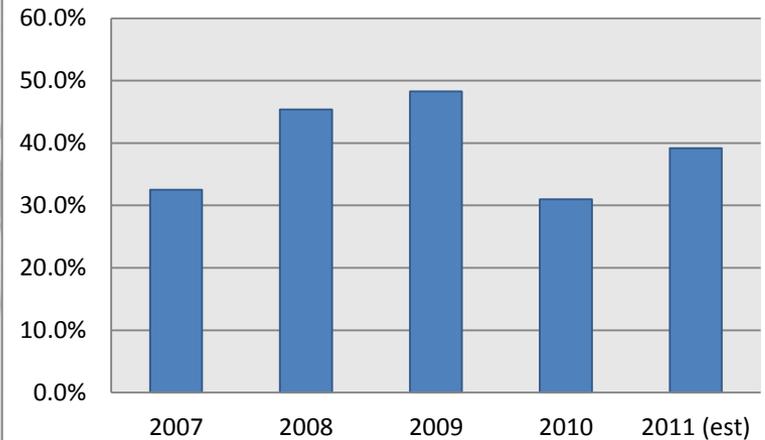
- *Anticipate 100,000+ trips in 2011*
  - More than 25% over 2010
- *2012 Proposed Budget sustains all 2011 MMT services, including FREX.*

# CURRENT CONDITIONS

**Average Annual  
Per-Trip Boardings**



**Average Annual  
Farebox Recovery Rate**



# LESSONS LEARNED

## THE MARKET EXISTS

- *High farebox recovery and strong ridership trends*

## RIDERSHIP IS SENSITIVE TO MANY FACTORS

- *Gas prices, fare prices, reliability of service*

## RIDER DEMAND MAY OUTSTRIP CAPACITY

- *Capacity of buses and park-n-rides*

## REVERSE-PEAK RIDERSHIP IS A DIFFERENT MARKET

## FUNDING CHALLENGES

# CONDITIONS FOR SUCCESS

## TRAVEL DEMAND

- *Established demand*
- *Service meets demand, serves market*
- *Promote to the reverse-commute market*

## COST

- *Comparable to cost of driving*
- *Competitive fare structure*

## COMFORT

- *Wifi access, high-backed seats, climate controlled*
- *Quality bus stops*

## CLARITY

- *Clear, understandable schedules, routing and fare structures*

# CONDITIONS FOR SUCCESS

## STABILITY

- *Day-to-Day reliability*
- *Year-to-Year funding support*

## CONVENIENCE

- *Walkable origins and destinations*
- *Connectivity with local transit systems*
- *Sufficient available space at park-n-rides*

## CUSTOMER SERVICE

- *Bus location information*

# CONDITIONS FOR SUCCESS

## MARKET UNDERSTANDING

- *Established Demand*
- *Service meets demand, serves market*

## COMPETITION UNDERSTANDING

- *Overlaps but does not replicate other services*
  - Greyhound: no peak-hour service, lacks seating capacity, runs late
  - Vanpool requires long-term commitment, offers no flexibility

# CONDITIONS FOR SUCCESS

## SUSTAINABLE FUNDING CHALLENGES

- *Partnerships*
- *Dedicated funding sources*
  - Address before starting CMAQ project; lock in before demonstration ends

## COMMUNICATE

- *Educate and engage decision-makers*

## GOALS

- *Clear objectives*
  - 50% farebox recovery / 50% seating capacity per trip

# CONDITIONS FOR SUCCESS



## STRATEGY

- *FREX's successful operation relies on significant interagency and interregional cooperation and coordination.*

# CHALLENGES LOOKING FORWARD

## SUSTAINABLE FUNDING

Identifying a sustainable, reliable source of funding for FRET is one of the biggest challenges facing its participants.

*(FRET Sustainability Study, 2009)*

# CHALLENGES LOOKING FORWARD

## IMPORTANCE OF SUSTAINING FREX:

- *FREX is a valuable service to the regional community.*
- *FREX is developing the market for future passenger rail.*
- *Reviving FREX from threat of cancellation is a slow process.*
  - Resurrection will prove more difficult.

# POTENTIAL ROLES FOR STATE

## FUNDING.

- *Operating*
- *Capital*
  - Customer Service Technology, Park-n-Rides, Fleet

## FACILITATION.

- *Intergovernmental Coordination*
- *Address broader impediments*

# QUESTIONS?

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