

Inter-Regional Express Bus Service

TRAC Meeting
October 11, 2013



October 19, 2006 - Photographed by Jason R. Hanson GO Toprak - ©2011 AICT 0450007

JR

Overview

- As part of “*The Colorado Intercity and Regional Bus Network Plan -2013 Update*” placed specific emphasis on developing Inter-regional Express Bus service previously known as Regional Commuter Bus.
- Currently there exists many regional commuter services –CDOT intends to connect the regions with express bus service, thus Inter-Regional Express Bus
- TRAC ICB & RCB subcommittees and i-70 stakeholder TAG helped develop a broader vision for the I-70 corridor.
- Peer review conducted specifically looking at other DOT type owner/operators of commuter bus service



Findings and Strategies

- Working with public & private providers will produce most effective use of resources.
- Inter-Regional Express bus doesn't meet all regional needs.
- In addition to operating the Inter-Regional Express Bus service, DTR should pursue other activities in developing seamless network of services for the State.



Findings and Strategies

- Creating performance measures for the State's investments in regional, inter-regional, and intercity bus services is needed
- Developing ticket sharing/interlining with partner transportation agencies both public and private with a goal of seamless multi-modal utilization is needed.
- Developing customer information system to support customer transport across multiple transit systems is needed.

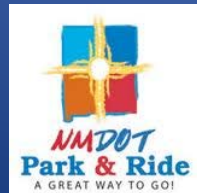


Selection Criteria

- State DOT directed commuter bus programs similar to that proposed by CDOT
- Operated by contractors
- Some variation in organization structure
- Focus is long distance peak hour/direction
- Not part of a statewide transit operations - like NJ Transit.
- Not commuter service into NYC.

Peer Review

- Maryland Transit Administration – (MTA)
- Georgia Regional Transportation Authority (GRTA) Xpress
- New Mexico DOT – RTD (NMDOT) – Park & Ride
- New Hampshire DOT BRT-(NHDOT) – Boston Express
- Antelope Valley Transit Authority (AVTA) –Commuter Services



Peer Analysis Lessons Learned

- There exists variety of organizational structures but agencies with a policy board or commission adjusts to service and performance issues quickly.
- All contract for service that range from MTA with 5 contractors and 23 contracts to 1 or 2 contractors which requires less staff and provides cost savings.
- All own, lease, or have IGA's for PnR's – all focus on PnR collection points.
- MTA study shows agency procured vehicles are 14.35% lower in cost/mile than operator provided vehicles.



Peer Review Lessons Learned

- All contractors are responsible for the maintenance of the agency owned vehicles.
- Cost per mile varied by route- deadheading and alternative use of vehicles will have higher cost/mile.
- Four of the five agencies maintain their own website
- Farebox recovery ranges from 15% (NMDOT) to 84% (NHDOT)
- RFP is the preferred route of contracting for an operator.



Table X: Summary Characteristics of Peers

System	Number of Buses Operated in Commuter Service	Number of Commuter Routes	Number of Park and Ride Lots Served	Annual Ridership	Range of Route Lengths (One-Way)	Number of Contractors
MTA	220	24	33	4,290,486	22-52 miles	Five (23 separate contracts)
GRTA	134	39	33	2,371,773	9-42 miles	2 (plus two counties)
NM DOT P&R (145 days)	25	10	24	160,849	20-100 miles	One
NHDOT		2	6 (plus three terminals w/o parking)	535,941	63-69 miles	One
AVTA	18-20	3	2	267,759	63-70 miles	One

Table Y: Staffing Levels

System	MTA	GRTA	NM DOT P&R	NH DOT	AVTA
	<ul style="list-style-type: none"> • Superintendent • Assistant • Chief Maintenance Operator • 2 Field Supervisors 	<ul style="list-style-type: none"> • Chief - Regional Transit Operations Officer • Director of Operations • Director of Maintenance • Director of Engineering • Director of Procurement • 2 Support Staff 	<ul style="list-style-type: none"> • Transit Bureau Chief • Transit Planning & Coordination Manager 	<ul style="list-style-type: none"> • Public Transportation Administrator • Transportation Specialist 	<ul style="list-style-type: none"> • Senior Transit Planner • Director of Operations • Fleet Maintenance • 2 Field Supervisors
Total	5	7	1 ¾	1 ½	% of FTE for each.

Table Z: Performance Data

System	Contract Strategy	Operating Expenses	Cost Per Trip	Cost Per Mile	Annual Ridership	Boardings Per Mile	Farebox Recovery
	Vehicle Ownership						
MTA	Multiple	\$42,325,544	\$9.86	\$8.12	4,290,486	.82	38%
	Mix						
GRTA	Multiple	\$16,884,121	\$7.12	\$4.85	2,371,773	.68	42%
	Agency						
NM DOT P&R (145 days)	Single	\$3,198,356	\$19.88	\$5.78	160,849	.26	15%
	Vendor						
NHDOT	Single	\$6,006,921	\$11.21	\$4.10	535,941	.37	84% ?
	Vendor						
AVTA	Single	\$3,240,237	\$12.10	-	267,759	-	72%
	Agency						

Park and Rides

Five PnR's are recommended to "go live" :

- South I-25
- 1) South Tejon & I-25
 - 2) Woodmen Rd. & I-25
 - 3) Monument

- North I-25
- 1) Harmony Rd & I-25
 - 2) Centerra U.S. 34 & I-25

Woodmen Rd. PnR

- Immediate need before service begins.
- The current access drive is difficult to impossible for 45 ft. buses.
- Currently this PnR is being used as overflow parking for a Tiffany Square Mall across the street.
- 1) Option 1-Land swap with the Tiffany Square.
- 2) Option 2-Build a roundabout at the intersection of Corporate Drive and Mark Dabling Blvd.

Woodmen PnR

New Tiffany Square Lot.

Possible Roundabout



Google earth

Tuesday, Oct 10, 2011 10:22:01 AM for 38.931019° lon -104.81596° eev 6267 m eye at 9670 m

© 1999

Harmony Rd.

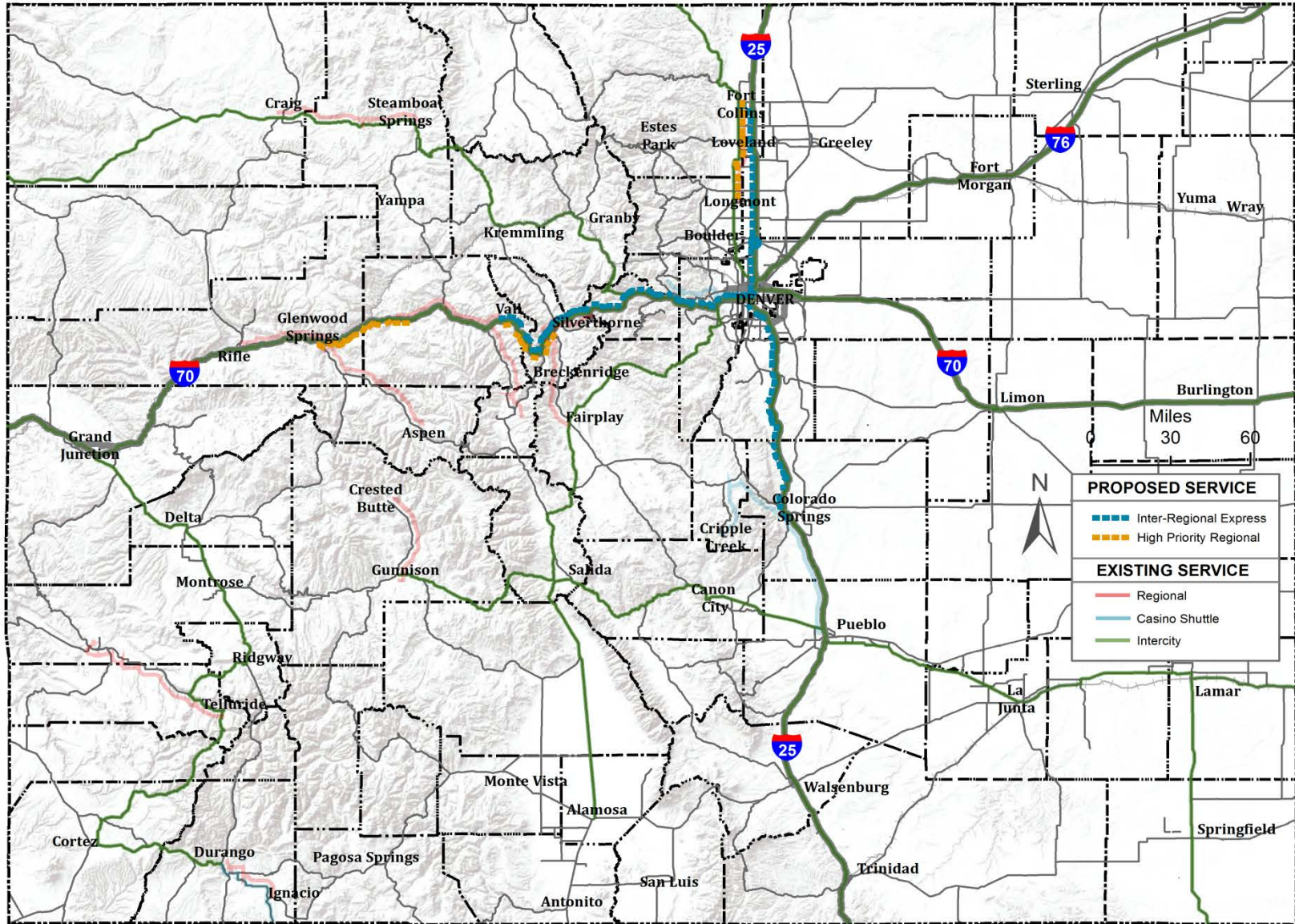
- Immediate need before service begins
- Parking is nearly full.
- Expand lot by additional 120 spaces.

HARMONY ROAD LOT - FINAL PAVED LOT FACILITY



Demand Analysis for I-25 Service

High Priority Proposed Services



Recommendations

- CDOT to purchase vehicles and lease them to operator(s) providing oversight on service quality and maintenance.
- Establish a customer information system and website and maintain responsibility within CDOT.
- Develop passenger facilities using the existing structure of the CDOT regions owning the PnR's – DTR will fund capital improvements and entering into IGA's with municipalities for maintenance such as snowplowing and trash removal.
- It is anticipated that CDOT may need to lease lots and/or lease spaces in existing lots for future expansion.
- Service contract should be an RFP – allow bidding on one or all segments.

IX Vehicle Procurement

- I-25 Buses – Eleven 45 ft. X 102in wide Intercity / Tour bus style coaches w/ 50 seat capacity, lavatory equipped, WiFi, wheel chair lift, luxury reclining seats with fold down tray tables , three point restraint belts, and 110V electrical outlets .
- I-70 Buses – Two small 24- 28 ft. air suspension coaches seating 20 -24 passengers with the same amenities as the full size coach except no restroom.
- “Buy America” or not.



I-25 South IX “Go Live”

- South Tejon PnR – Woodmen Rd PnR- Monument PnR – Civic Center Station- 17th & Stout –DUS- Denver Bus Center.
- Recommended Fares- Walk up Denver – Monument \$9. Denver – Colo Springs - \$12. 10%-20%-25% Discounts for 10 – 20 – 40 rides.
- 6 round trips. 5 Peak direction commute Mon – Fri with one mid-day round trip and budget for 7th RT if demand increases.



I-25 North IX “Go Live”

- Harmony Rd. PnR – Loveland Centerra PnR – DUS – Denver Bus Center.
- Possible stops at CSU and/or Downtown Ft. Collins.
- Recommended Fares- Walk up Denver – Loveland \$9. Denver – Ft. Collins - \$10. 10%-20%-25% Discounts for 10 – 20 – 40 ride tickets
- Start with 5 round trips. 4 Peak direction Mon – Fri commute and one mid-day round trip. Budget for a 6th RT if demand grows.



I-70 IX “Go Live”

- Vail Transportation Center – Frisco Transfer Center- Silverthorne Transfer – Denver Federal Center RTD LRT Station – Denver Union Station – Denver Bus Center.
- One round trip Mon – Fri except holidays leave Vail Transportation Center at about 7:15 AM arrive DUS at 9:30 AM. Leave DUS at 3:00 PM arrive Vail Transportation Center at 5:15 PM.
- Fares Walk up to Denver – Vail - \$17 ;Frisco/Silverthorne - \$12; Vail – Frisco/Silverthorne - \$5.00.



Next Steps

- Complete startup operations budget mid October.
- Introduce service plan and operating budget to TC at TC Workshop in November.
- Introduce service plan to STAC, NFRMPO, DRCOG, PPACG, and Intermountain TPR.
- TC approval of service plan and operating budget in December.
- Public outreach – February 2014
- “Go Live”- October 2014 – pending bus delivery.