

Interregional Express Bus Plan



STAC

DECEMBER 13, 2013

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Interregional Express Bus Plan



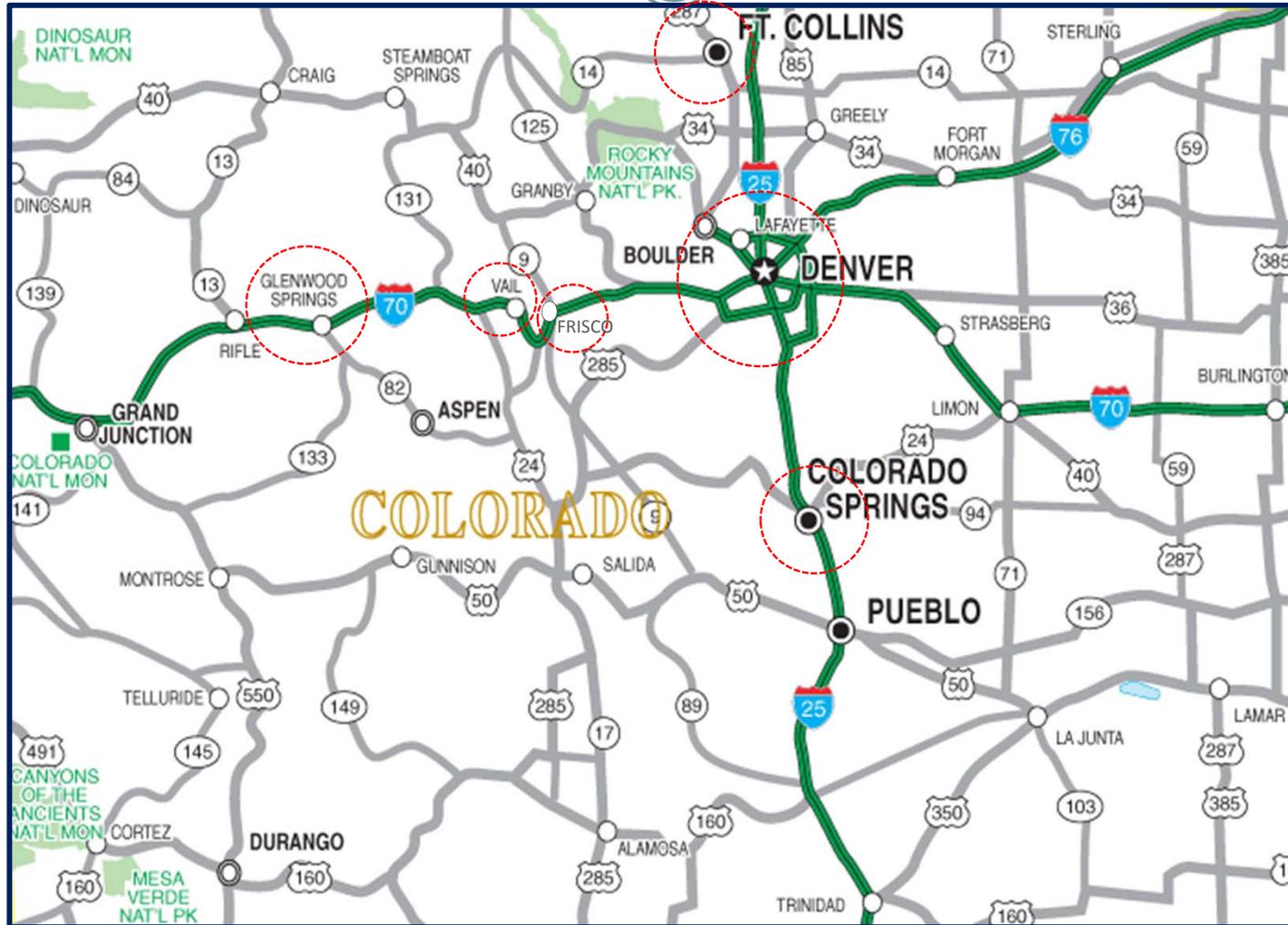
- **Today's Purpose:**
 - Present the IX Plan
 - Seek STAC endorsement/TC approval requested in January
- **IX Sub-Committee**
 - Transit & Rail Advisory Committee (TRAC) representatives
 - Linked transit agencies/entities
 - Assist CDOT in final development of the IX Plan
- **Stakeholder outreach: October – December**
 - Final Plan Update/seek endorsements
 - ✦ Inter Mountain TPR
 - ✦ North Front Range MPO
 - ✦ Pikes Peak Area COG
 - ✦ DRCOG
 - ✦ RTD Board
 - ✦ Transit and Rail Advisory Committee (TRAC)
 - ✦ STAC

CDOT Mission: "...provide the best multi modal transportation system..."



- **SB 09-094: Created Division of Transit & Rail (2009)**
 - Authority to operate transit
- **SB 09-108: FASTER (2009)**
 - \$10 M/year for statewide transit
 - Authority to spend on transit operations
- **AG concurrence (2013)**
 - Authority to operate and fund
- **TBD Colorado recommendation (2012)**
 - The **state** should play an **enhanced role** in helping to **catalyze and secure funding** for transit projects, such as **interregional bus service**
- **State Transit Plan stakeholder input (2013 on-going)**
 - Desire/need for more regional/interregional service

Interregional Express Bus Plan



Interregional Express Bus Plan



IX Bus Concept

- **CDOT becomes a transit provider (using a private operator)**
 - Begins to fulfill multimodal mission
- **Interregional element to statewide transit network**
- **Connect population & employment centers**
- **Peak period commuter & “essential service” express**
 - Fast/minimize travel times
 - Limited stops/significant spacing
 - ✦ Utilize park-and-rides for broad local access
- **Maximize fare box recovery**
 - Expect at least 40% over time
 - Guarantee 20% within two years

Interregional Express Bus Plan



- **Intercity & Regional Bus Network Study**
 - 15 month effort/complete early 2014
 - Interregional Express Bus development support
- **Peer Agency Investigation/Lessons Learned**
 - 5 peer systems evaluated
 - Focus on park-and-ride collection points
 - Commuter peak period focus
 - ✦ Accommodate essential service needs
 - State or regional Commission or Board governance structure
 - Agency procured buses most cost effective
 - High fare box recovery: 38%-84%
 - ✦ Exception-New Mexico (15%) due to no/low CBD parking costs
 - Contract for operations
 - ✦ Minimize number of operators/contracts

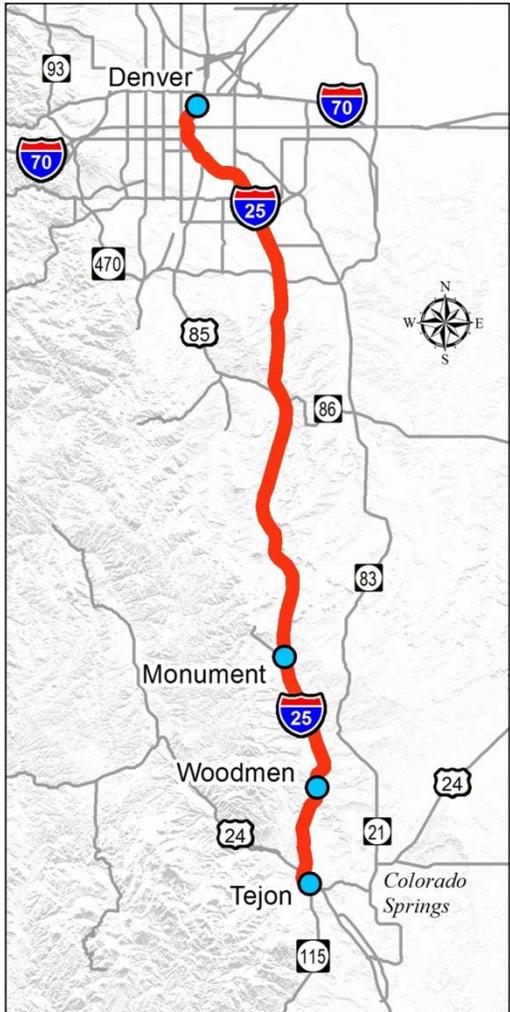
Interregional Express Bus Plan



Fort Collins to DUS

- 5 round trips/wkday
 - 4 peak commute times
 - 1 off-peak
- Park-and-Rides/stations
 - I-25/Harmony Road PNR
 - ✦ Park-and-ride expansion required
 - I-25/US 34 PNR
 - Denver Union Station
- Utilize current/future managed lanes & direct DUS access
- Ridership estimate
 - 171-257 passengers/day

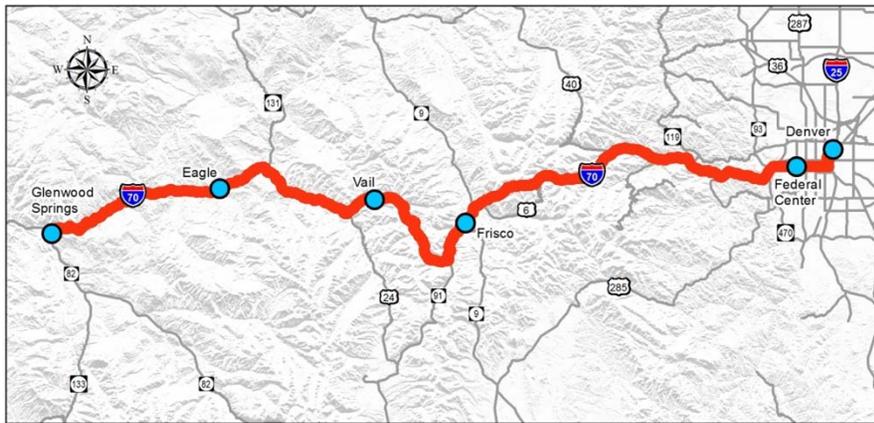
Interregional Express Bus Plan



Colorado Springs to DUS

- 6 round trips/wkday
 - 5 peak commute times
 - 1 off-peak
- Park-and-Rides/stations
 - I-25/Tejon Rd PNR
 - I-25/Woodman Rd PNR
 - ✦ Park-and-ride access required
 - I-25/Monument PNR
 - I-25/Broadway Station
 - Denver Union Station
- Ridership estimate
 - 371-556 passengers/day

Interregional Express Bus Plan



Mountain Corridor Plan

- 1 round trip/wkday
 - 7:20AM depart Glenwood Springs
 - 6:00PM depart DUS
- Park-and-Rides/stations
 - South Glenwood Station PNR
 - I-70/Eagle PNR
 - Vail Transit Center PNR (pay in winter)
 - Frisco Transit Center PNR
 - Denver Federal Center
 - Denver Union Station
- Ridership estimate
 - 18-36 Passengers/day

Interregional Express Bus Plan



- **13 Over the Road Coaches**
 - 50 passenger capacity, ample leg room
 - Handicap accessible
 - Reclining seats w/3 point restraining belts
 - Fold down tray tables
 - Wi-Fi and 110 volt electrical outlets
 - Restrooms
 - Bike racks

Interregional Express Bus Plan



- **FY2015-FY2017 Operations & Maintenance**
 - Contract with a private provider
 - ✦ 3 year contract w/ 2 one-year options (FY2018 & FY2019)
 - ✦ Customer service performance measures
 - ✦ Required maintenance schedule and monitoring
 - RFP in development/advertise February 2014
 - ✦ RTD & Mountain Metro expertise/specs and process
 - Commission review and approval – Spring 2014

Interregional Express Bus Plan



- **Fare structure - Recommended**
 - \$0.17/mile – consistent with industry/peer evaluation
 - Single ticket one-way
 - ✦ \$10/trip: Ft. Collins to DUS
 - ✦ \$12/trip: Colorado Springs to DUS
 - ✦ \$28/trip: Glenwood Springs to DUS
 - ✦ \$17/trip: Vail to DUS
 - Multiple trip discounts:
 - ✦ 10% discount (10 ride ticket)
 - ✦ 20% discount (20 ride ticket)
 - ✦ 25% discount (40 ride ticket)

Interregional Express Bus Plan



IX Net Investment (subsidy)

	FY 2015	FY 2016	FY 2017	FY 2018	4 yr Total
Admin and Operating Expenses	\$ 2,145,077	\$ 2,664,302	\$ 2,679,987	\$ 2,744,326	\$ 10,233,692
Replacement fund	\$ 487,500	\$ 650,000	\$ 650,000	\$ 650,000	\$ 2,437,500
Total Annual Costs	\$ 2,632,577	\$ 3,314,302	\$ 3,329,987	\$ 3,394,326	\$ 12,671,192
IX Plan Forecast					
Annual Fare Revenue	\$ 647,817	\$ 1,033,918	\$ 1,377,697	\$ 1,635,861	\$ 4,695,293
Annual Net Investment (subsidy)	\$ 1,984,760	\$ 2,280,384	\$ 1,952,290	\$ 1,758,465	\$ 7,975,899
Fare box recovery ratio	30%	39%	51%	60%	
Worst Case Scenario					
Annual Fare Revenue	\$ 323,981	\$ 519,977	\$ 687,558	\$ 828,303	\$ 2,359,819
Annual Net Investment (subsidy)	\$ 2,308,596	\$ 2,794,325	\$ 2,642,429	\$ 2,566,023	\$ 10,311,373
Fare box recovery ratio	15%	20%	26%	30%	

Interregional Express Bus Plan



- **IX Recommended Funding**
 - **FASTER Statewide pool – annual allocation**
 - ✦ Capped at \$3.0M – no increases
 - ✦ Covers operations & maintenance
 - **Fare box revenues dedicated to program**
 - ✦ Funds other operating costs, capital needs and service expansion
 - ✦ Includes Bus Replacement Fund annual contribution
 - **IX Cumulative Reserve**
 - ✦ Commission controlled/capital improvements
 - ✦ IX excess funds/grows to \$3.0M
 - ✦ >\$3.0M refunded to FASTER Statewide capital program
 - **No local match**

Interregional Express Bus Plan



Cash Flow Analysis: FY 2014 - FY 2018 in (\$000,000)						
	FY 2014	FY 2015 ⁽²⁾	FY 2016	FY 2017	FY 2018	
Budget/Revenues						
Initial Capital Fund	\$ 10.92					
FASTER Statewide Funds	\$ -	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	
Farebox Revenue	\$ -	\$ 0.65	\$ 1.03	\$ 1.38	\$ 1.64	
Total Revenue	\$ 10.92	\$ 3.65	\$ 4.03	\$ 4.38	\$ 4.64	
Operating Costs						
Contract Operator	\$ -	\$ 1.46	\$ 1.95	\$ 1.95	\$ 1.99	
DTR Salaries (2 positions)	\$ -	\$ 0.26	\$ 0.27	\$ 0.28	\$ 0.28	
Branding/Communications	\$ 0.20	\$ 0.15	\$ 0.10	\$ 0.10	\$ 0.11	
Maint. Compliance Engineer	\$ 0.05	\$ 0.10	\$ 0.05	\$ 0.05	\$ 0.05	
Fare Media	\$ -	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	
Misc. Other	\$ 0.03	\$ 0.10	\$ 0.10	\$ 0.11	\$ 0.11	
Operating Reserve ⁽¹⁾		\$ 0.07	\$ 0.19	\$ 0.19	\$ 0.20	
Total Operating Costs	\$ 0.28	\$ 2.15	\$ 2.66	\$ 2.68	\$ 2.74	
Capital Costs						
Bus Purchase	\$ 7.80	\$ -		\$ -	\$ -	
PNR Improvements	\$ 1.00	\$ -	\$ -	\$ -	\$ -	
Misc. Capital	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	
Total Capital Costs	\$ 9.05	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	
Replacement Fund						
Annual Contribution	\$ -	\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65	
Replacement Fund Total	\$ -	\$ 0.49	\$ 1.14	\$ 1.79	\$ 2.44	
		\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65	
Net Revenues minus Expenses ⁽³⁾	\$ -	\$ 0.77	\$ 0.47	\$ 0.80	\$ 0.99	
Cumulative Reserves ⁽⁴⁾	\$ 1.57	\$ 2.34	\$ 2.80	\$ 3.00	\$ 3.00	
Refunded to FASTER Statewide Pool	\$ -	\$ -	\$ -	\$ 0.60	\$ 0.99	

Interregional Express Bus Plan



- **Customer Service Plan**
 - **Key principles:**
 - ✦ Safe travel with friendly drivers
 - ✦ Clean, comfortable buses
 - ✦ Passenger friendly amenities: leg room, Wi-Fi, restrooms, ADA accessible
 - ✦ On-time performance
 - **Guaranteed ride home**
 - **Customer Call Center**
 - **Mobile Apps**
 - ✦ Real time bus location
 - ✦ Schedules & fares

Interregional Express Bus Plan



- **Communications Plan**

- **Part I: Brand**

- ✦ Public information elements (system map, schedules, website, brochures, etc.)
- ✦ Marketing elements (campaigns, advertising, etc.)
- ✦ Bus stop/station treatments (signage, information posts, architectural amenities, other)
- ✦ Bus vehicle treatments (exterior and interior)

- **Part II: Education**

- ✦ Benefits
- ✦ Operations
- ✦ Partnerships with local agencies
- ✦ How to ride

Interregional Express Bus Plan



- **Measuring IX Success**
 - Quarterly Performance Reports
 - ✦ Ridership
 - ✦ Fare box revenues
 - ✦ Fare box recovery ratios
 - ✦ On-time performance rate
 - ✦ Contractor violations
 - Continuous performance monitoring
 - Service flexibility to maximize performance
- **Commission Oversight**
 - Suggest T&I Committee serve as IX Operating Committee
 - ✦ TRAC provides input
 - No capital expenditures or service expansion w/out TC approval

Interregional Express Bus Plan



- Request Commission approval – January 2014
- Public outreach – Spring 2014
- Communications/branding – Winter/Spring 2014
- Local Partnerships – Spring/Summer 2014
 - Joint advertising
 - Ticket sales
 - PNR maintenance
- Service opening – Late 2014

Interregional Express Bus Plan



Questions

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