



Intercity and Regional Bus Network Study

Statewide TAC Meeting #1
Kick-off





Agenda

Meeting Goal: Understand TAC role and responsibility and initiate development of service objective and issue statements.

- Introductions
- Roles and expectations of the TAC
- Project intent, scope, and schedule
- Background
- Existing conditions
- Service Objective and Existing Statewide Issue Statements
- Wrap-up





Colorado Statewide Intercity and Regional Bus Network Study

Introductions





Project Team

- TransitPlus – Project Management
 - Suzanne O’Neill
- KFH – Intercity Bus
 - Fred Fravel
- Jacobs Engineering – I-70 Corridor Analysis
 - Tom Underwood
- FHU – Public Outreach, Performance Measures
 - Holly Buck





Colorado Statewide Intercity and Regional Bus Network Study

Roles and Expectations of the TAC





Advisory Committees

- Statewide TAC
 - Operator and Station Subcommittee
- I-70 Corridor TAG
- Transit and Rail Advisory Committee –
Regional Transit Subcommittee





Statewide TAC

- 5 meetings over 7 months
- Review the analysis, findings, and recommendations
- Be actively involved in developing the goals
- Assist with evaluating alternatives
- Participate in prioritizing services and strategies
- Act as liaison to community and local stakeholders





Colorado Statewide Intercity and Regional Bus Network Study

Project Intent, Scope, Schedule





Project Intent and Scope

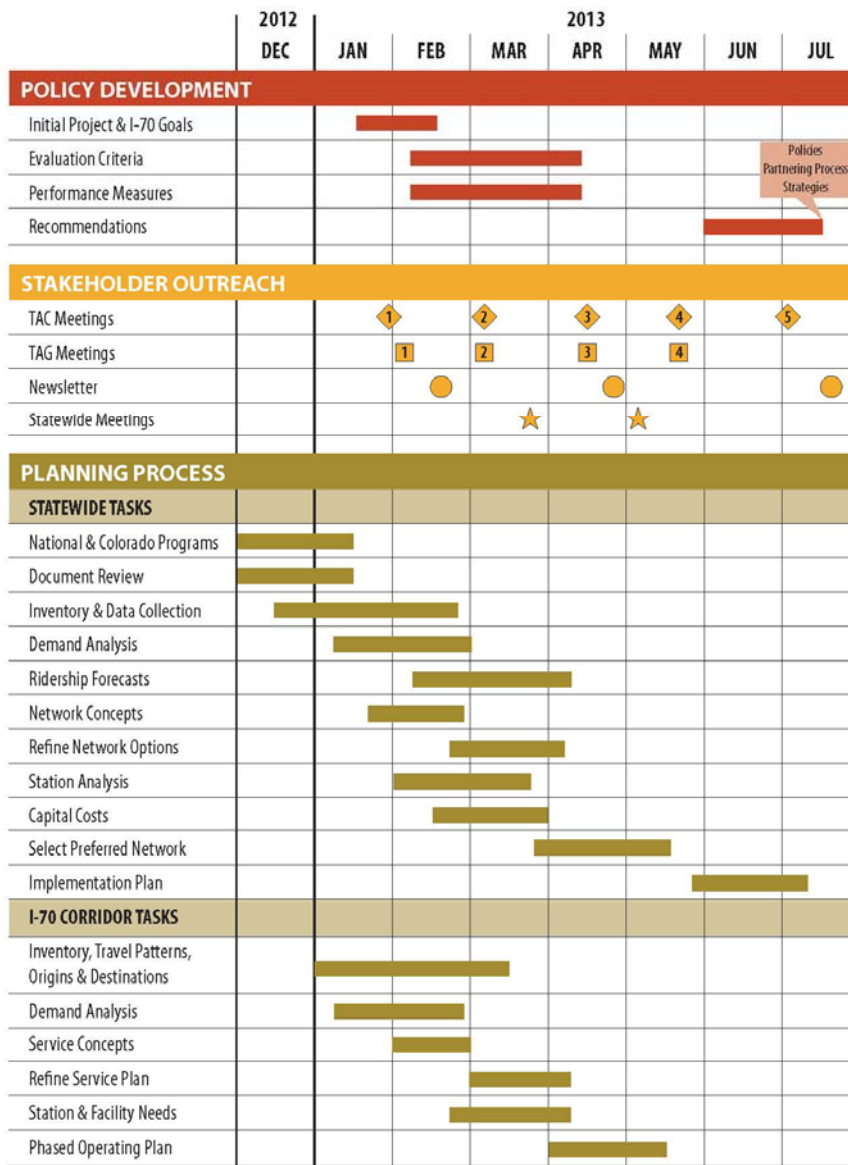
- Updates the 2008 Plan, with emphasis on:
 - Developing the regional network
 - Policy foundation extending beyond ICB
- Contains an I-70 Corridor Analysis:
 - A plan within a plan
- Time Horizon:
 - Long-range plan
 - Emphasis on activities in early years





Colorado Statewide Intercity and Regional Bus Network Study

Project Schedule





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Background

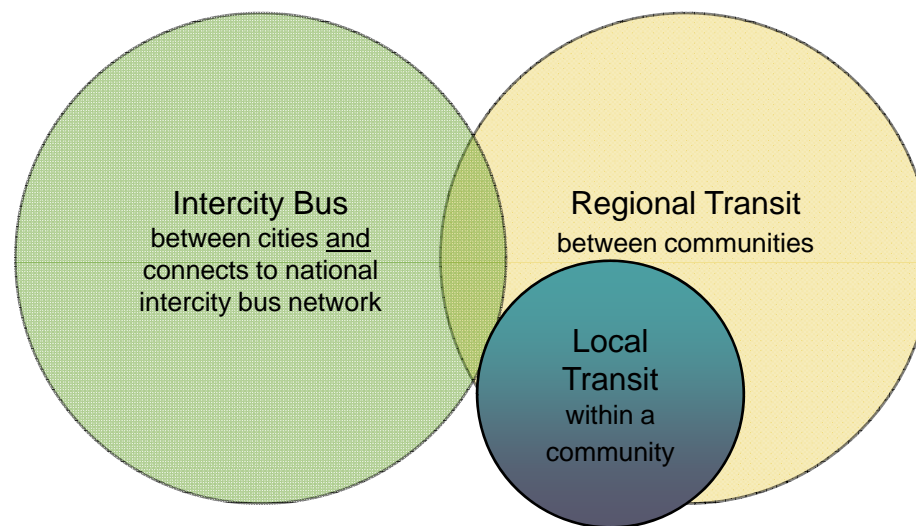




Definitions

Intercity Bus Service

- Regularly scheduled bus service
 - *Generally operates with only a few trips each day, but operates every day*
- Connects two or more urban areas
- Makes meaningful connections with national intercity bus network
- Transport passengers' baggage



Amtrak Thruway Bus Service is unique, connecting train service to another Amtrak route or urban area. It is express and scheduled around the train arrival.





More Definitions

Regional Bus Service

- Crosses jurisdictions
- May connect to an urban area or operate in a rural area
- Often scheduled to serve a specific market
- 20-60 miles long
- May operate 1-2 trips a day or have a robust schedule

Colorado Regional Services

- Publicly funded
 - RTD regional routes
 - Steamboat Springs Transit
 - RFTA / ECO Transit
 - Gunnison Valley RTA, etc.
 - Road Runner - SUCAP
- Private For-profit
 - Colorado Mountain Express
 - Fresh Tracks
 - Super Shuttle
 - Alpine Taxi / Home James
 - Ramblin Express, etc.
- Other
 - Disabled American Veterans
 - NECALG, etc.





2008 Study Review

- Plan identified two preferred networks:
 - Intercity Bus
 - Regional Bus
- ICB services are primarily supported by fares—
 - More services needed for coverage in rural areas
- Regional services are funded by local entities—
 - More services are needed to:
 - Support employment trips
 - Reduce congestion
 - Build ridership for future Bus Rapid Transit (BRT) or rail in some corridors



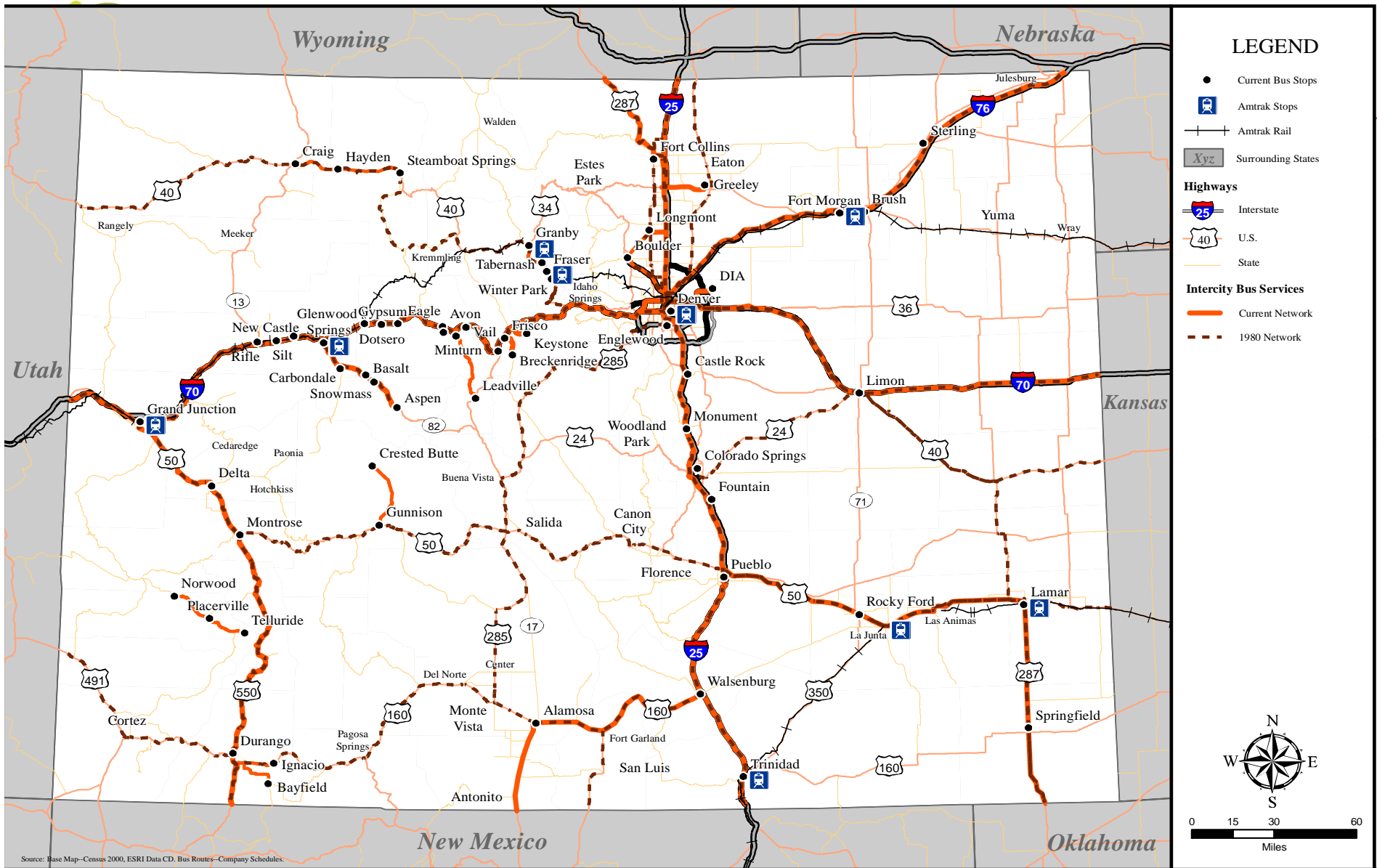
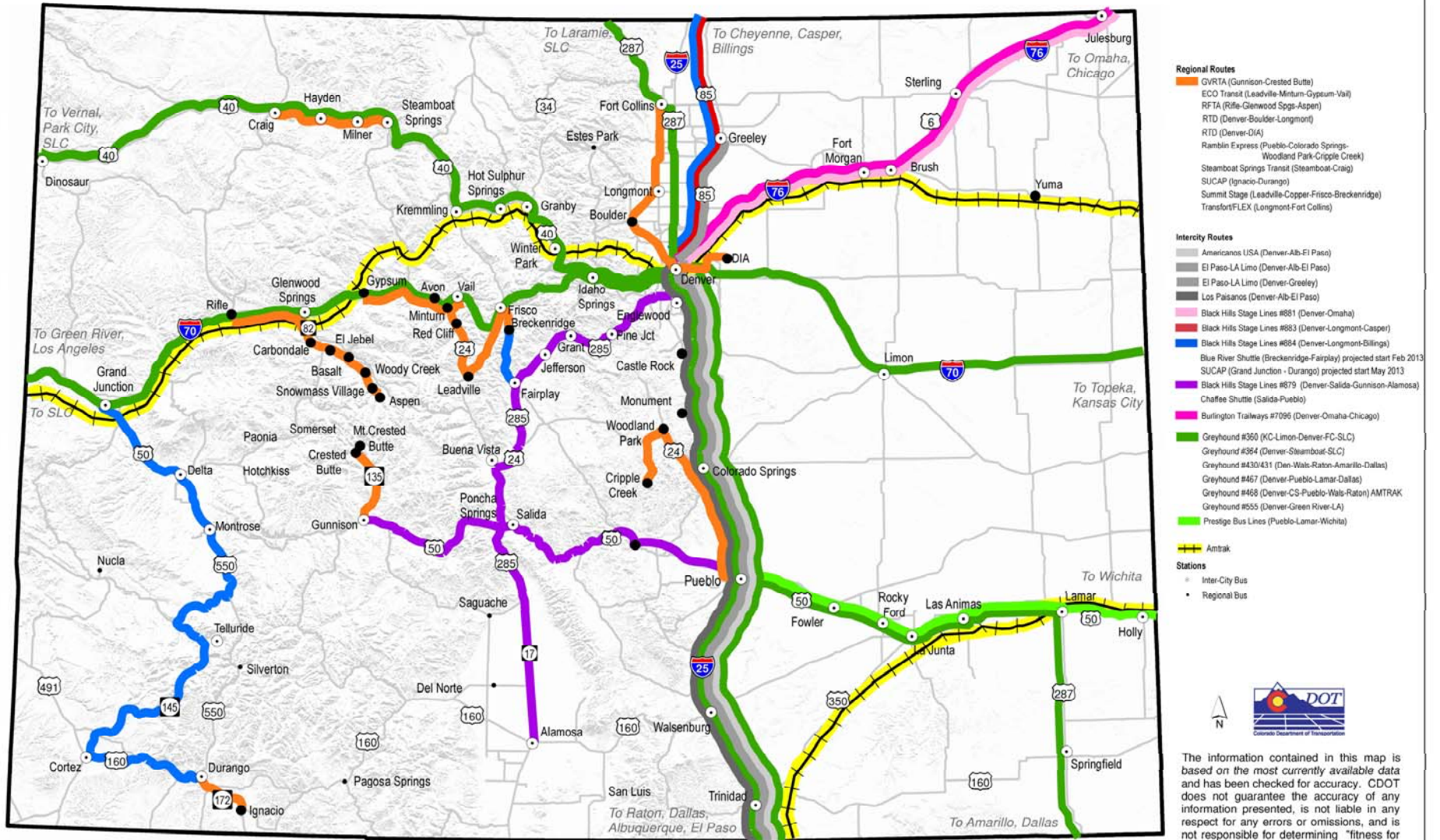


Figure 3-6

CURRENT INTERCITY AND REGIONAL BUS NETWORK vs. 1980 NETWORK

Intercity/Regional Bus and Amtrak Routes in Colorado

Effective January 1, 2013





2008 Study Recommendations

Intercity Bus

- Service recommended on 7 segments; 4 implemented
- Annual Operating Cost = \$1.6 m
- FTA program share = \$0.8 m

Regional Bus

- Service recommendations divided into segments and “interim” vs. “long-term”
- Cost of “interim” services = \$28.4 m
- “Long-term” services cost an additional \$6.4 m





CDOT Regional Bus Service Initiative

- Use FASTER funds to provide regional services with a focus on:
 - Commuters in peak periods
 - Connectivity between regions
- Proposed Corridors
 - I-70 corridor, Grand Jct. / Denver
 - I-25 north, Fort Collins / Denver
 - I-25 south, Colorado Springs / Denver





CDOT Regional Bus Service Initiative

- Estimated annual investment of \$2.5m
- Proposed to be entirely funded by CDOT
- CDOT will ask connecting transit agencies for in-kind contributions



Statewide Planning Picture – 2013/2014

Colorado Intercity and Regional Bus Network Study

**Colorado State Transit Plan –
Statewide and Regional documents**

**CO Statewide Transportation Plan –
Statewide and Regional documents**





Existing Conditions





Existing Conditions: ICB Trends

- Services
 - National network continues focus on large cities
 - Gaps remain in Colorado's network
 - Increase use of ICB interline agreements
- Financial
 - Use of ICB investment for match is now a permanent feature of FTA program
- Facilities
 - Continued need for stable intermodal facilities with access for all providers





Existing Conditions: Regional Services

- Recent or planned changes
 - FLEX initiated 2010
 - FRET discontinued Aug 2012
 - RTD West Rail Line opens April 2013
 - RFTA BRT opens Fall 2013
 - RTD East Rail Line/Gold Line opens 2016
 - I-225 Extension: 2016





Service Objective and Problem Statements

Potential Policy Statements	Does this policy statement reflect your vision for a statewide intercity and regional bus network?	Notes/Edits
Ensure a broad spectrum of the population has multimodal long-distance access to jobs, services, and recreation		
Provide connections among national intercity bus network, airports, rail, and local transit services		
Others?		





Worksheet

Potential Issue Areas	Is this a current issue? If so, please describe.	Please mark your top three priorities.
Access to intercity/ regional service		
Quality of intercity/regional service		
Roles and responsibilities		
Access to lifeline services		
Facilities (stations, pnr, stops)		
Customer information		
Others		



Wrap Up

- Upcoming technical report
- Next meeting

