

Bustang & Bustang Outrider - New Approaches to Transit in Colorado



COLORADO
Department of Transportation
Division of Transit & Rail



BUSTANG

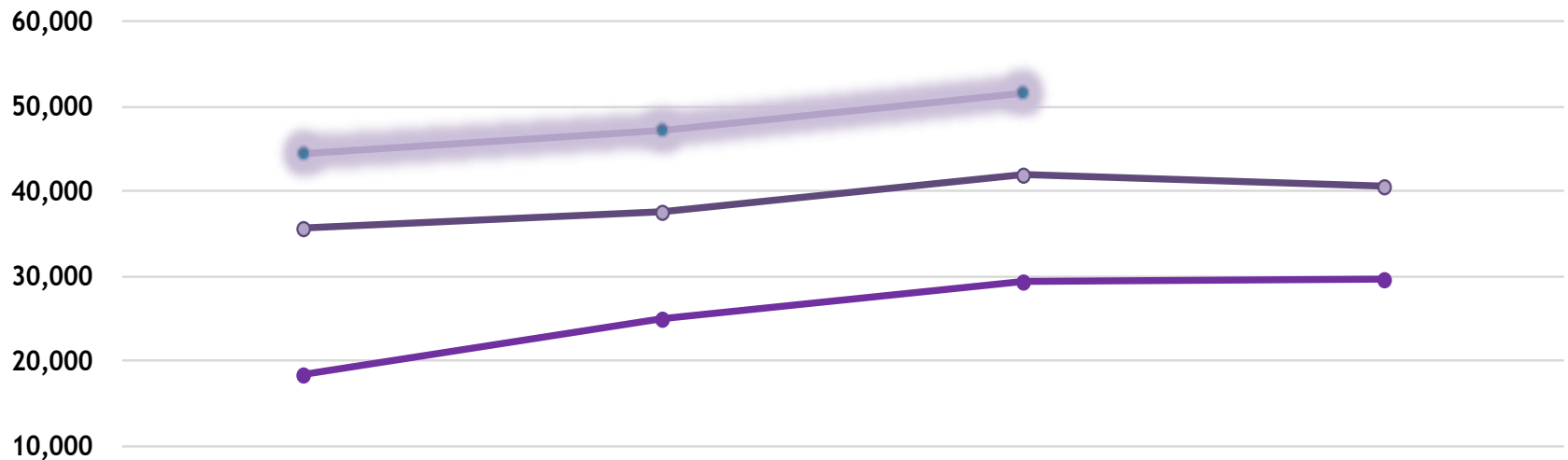
- The Colorado Department of Transportation's first transit service. Launched July 13, 2015
- **MISSION**
 - Connect population/employment centers
 - Connect transit agencies on the Front Range & I-70 Mountain corridor
 - Provide reliable and economic alternative to the POV.
- **THREE ROUTES**
 - COS - DEN – 7 Mon-Fri rt's & 2 Weekend & MAJOR holiday rt's
 - FOCO - DEN – 7 Mon – Fri rt's & 2 Weekend & MAJOR holiday rt's.
 - GLENWOOD – DEN – daily 1 rt; VAIL – DEN – daily 1 rt; June 29 – GJC – DEN – daily one rt





RIDERSHIP GROWTH SINCE JULY 2015

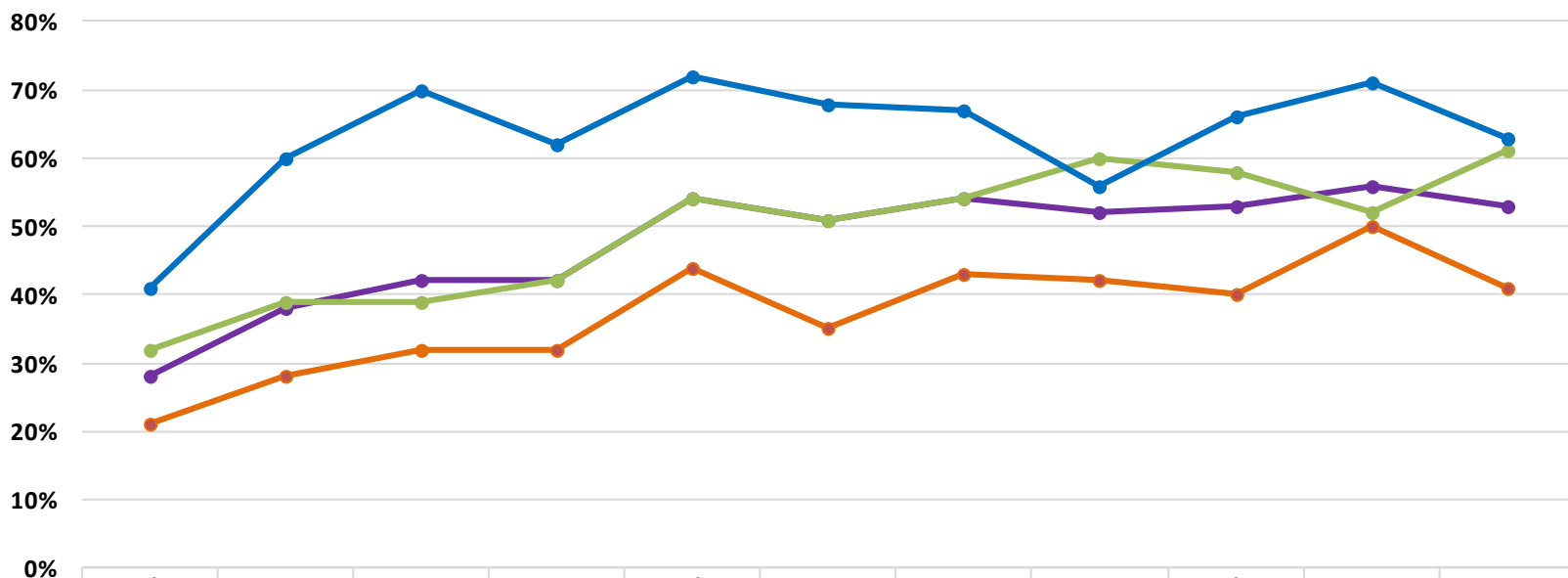
BUSTANG SYSTEM RIDERSHIP QUARTERLY COMPARISON



	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
FY15/16	18,497	25,035	29,289	29,682
FY16/17	35,683	37,697	41,967	40,517
2017-18	44,531	47,275	51,595	



FAREBOX RECOVERY RATIO



	Q1 Jul-Sep 2015	Q2 Oct-Dec 2015	Q3 Jan-Mar 2016	Q4 Apr-Jun 2016	Q1 Jul-Sep 2016	Q2 Oct-Dec 2016	Q3 Jan-Mar 2017	Q4 Apr-Jun 2017	Q1 Jul - Sep 2017	Q2 Oct - Dec 2017	Q3 Jan-Mar 2018
System	28%	38%	42%	42%	54%	51%	54%	52%	53%	56%	53%
South	21%	28%	32%	32%	44%	35%	43%	42%	40%	50%	41%
North	32%	39%	39%	42%	54%	51%	54%	60%	58%	52%	61%
West	41%	60%	70%	62%	72%	68%	67%	56%	66%	71%	63%



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Building on Bustang's success Bustang Outrider,
the son of Bustang arrives in rural Colorado.



Bustang Outrider will expand rural Colorado's access to quality transit

- Outrider is the re-branding of the current intercity bus rural regional 5311(f) program administered by CDOT for several years.
- 5311(f) is a formula grant program from the Federal Transit Administration and the funds must be used for rural, intercity bus service. This funding source cannot legally be used for road work or construction.
- This fiscally constrained effort will result in a marketed state-wide service with prioritized routes solicited with stakeholder and TPR/MPO input.
- Funded with FTA \$5311(f) and with in-kind match (over the 50% net deficit) from the private for profit carriers contribution of unsubsidized capital or miles or Transit Development Credits.
 - May use unallocated FASTER Operating funds later.
 - Does not take away any local funding for transit or roads.
 - No local match needed with the for profit carriers contribution - little to no financial risk to local operators.
- The Outrider bus network will enhance the existing network.
 - Provide State owned fleet with the latest amenities, reliability and comfort.
 - Provide a more robust policy foundation.
 - Fix the current inconvenient time tables and emphasize on time performance.
 - Establish maintenance standards to assure continued reliability.
 - Work with local governments to ensure bus stops are accessible.
 - Addresses multiple markets and needs not met today.
 - ✓ Required connectivity to the intercity bus network.
 - ✓ Flexed regional travel schedules for day trips to regional centers.



Outrider Planning
Conducted by CDOT's Consultants;
HDR





Purpose & Background

- Analyze and prioritize **21 potential Outrider routes**.
- Potential routes were identified by DTR and through **stakeholder phone interviews** (Jan. – Feb. 2018).
- Potential Bustang routes were evaluated but eventually excluded.



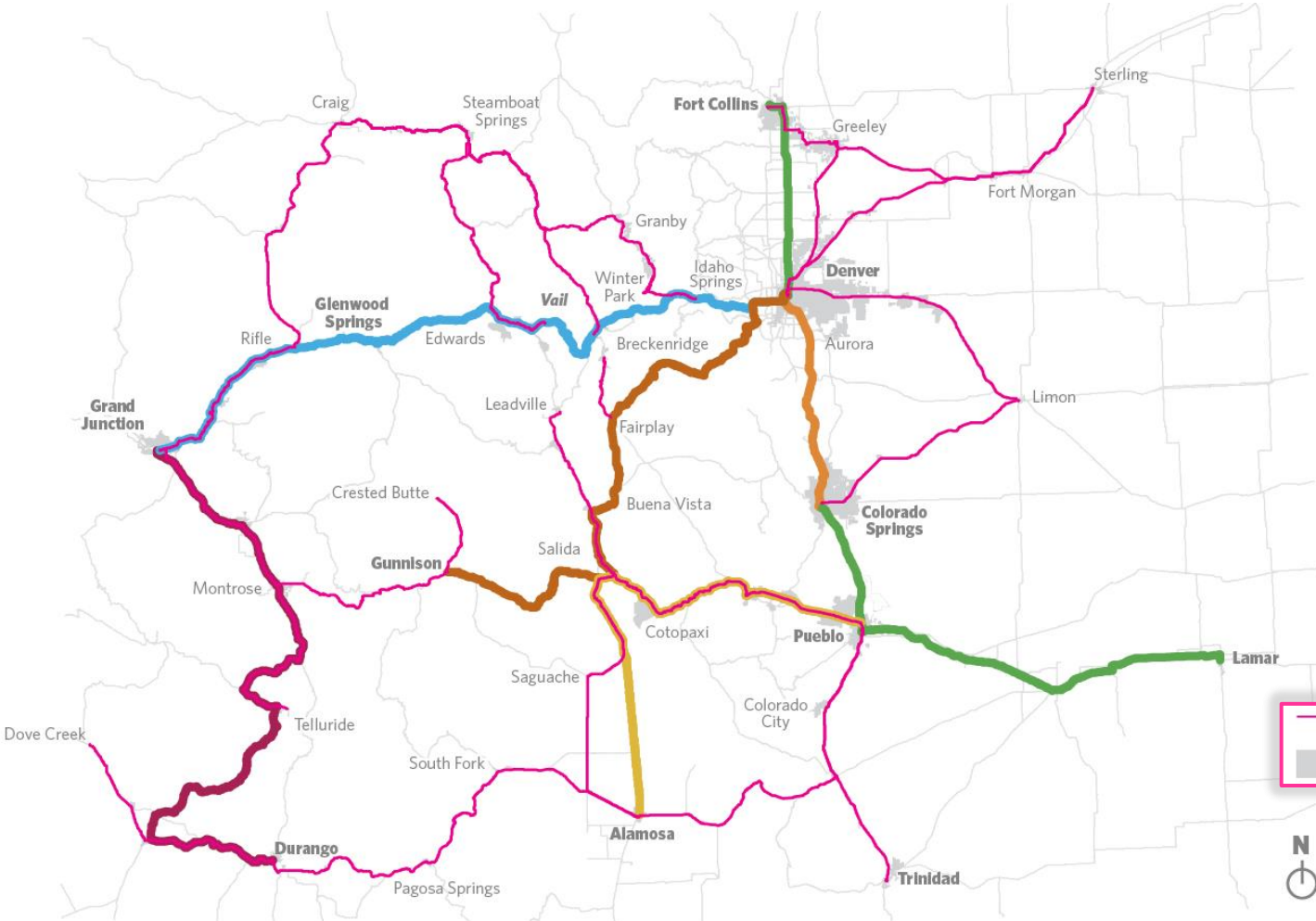


Existing Routes





Potential Outrider Service



BUSTANG ROUTES

ALL ROUTES | NORTH LINE
FORT COLLINS ↔ DENVER

ALL ROUTES | WEST LINE
GRAND JUNCTION ↔ DENVER BUS CENTER

ALL ROUTES | SOUTH LINE
COLORADO SPRINGS ↔ DENVER

COLORADO SPRINGS - DTC
COLORADO SPRINGS ↔ DENVER TECH CENTER

DTC - COLORADO SPRINGS
DENVER TECH CENTER ↔ COLORADO SPRINGS

OUTRIDER ROUTES

LAMAR - COLORADO SPRINGS
LAMAR ↔ COLORADO SPRINGS

ALL ROUTES | ALAMOSA - PUEBLO
ALAMOSA ↔ PUEBLO

ALL ROUTES | DURANGO - GRAND JUNCTION
DURANGO ↔ GRAND JUNCTION

GUNNISON - DENVER
GUNNISON ↔ DENVER

— Potential Outrider Service
■ Intersecting Census-Designated "Place"





Criteria

- 1. Implementation Feasibility**
- 2. Social Equity**
- 3. Geographic Equity**
- 4. Ridership/Productivity**





Implementation Feasibility Data Analysis

The feasibility included research and calculation to determine the following information:

- associated **cost** required to operate new service (based on predicted daily hours, daily cost, daily ridership, daily revenue),
- existing service **currently operated** along the route,
- **previous planning** efforts identify the proposed route as a priority (based on phone interviews and research),
- new service is an **extension of an existing route** (only extensions from the termini under 50 miles),
- there is considerable **stakeholder support**.





Social and Geographic Equity Data Analysis

1. Gather Data

- Percent Minority (Hispanic and Non-White).
- Percent Below Poverty Line.
- Percent Households without Access to Vehicles.

2. Aggregate Data by Census Designated Places within a 0.5-mile buffer of each potential route.

3. Rank each factor by low, medium and high.

4. Determine the CDOT Transportation Region and Transportation Planning Region for each route.





Ridership Forecasts

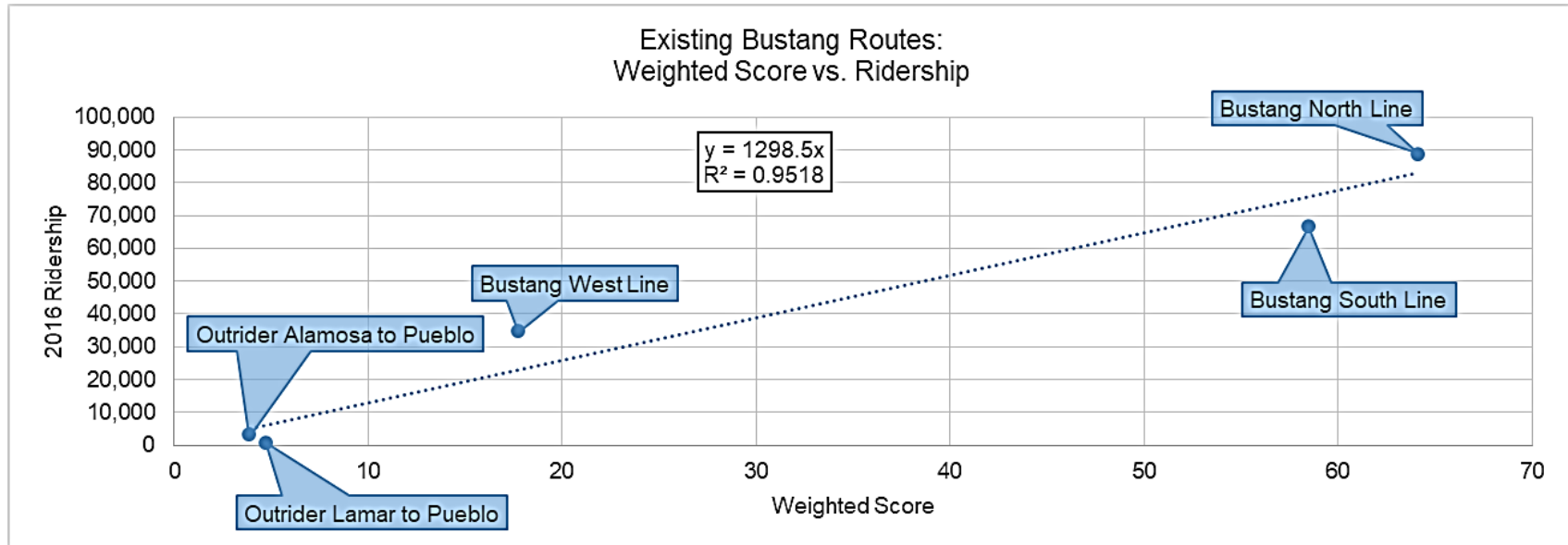
- **Gather Data**
 - Population and Employment plus disadvantaged populations.
- **Aggregate Data and Assign Score**
 - Sum census designated places (CDPs) within 0.5-mile buffer of each potential route.
- **Normalize and Weight Datasets**
 - Population = 15%
 - Employment = 15%
 - Disadvantaged Population = 35%
 - Seniors
 - Below Poverty Line
 - Disabled
 - Households without Vehicle Access = 35%
- **Weigh the scores by one-way travel time.**





Ridership Forecasts

1. Score existing Bustang and Outrider routes using same methodology
2. Plot weighted score and 2017 ridership
3. Use best-fit line equation to project ridership of the potential routes





Scoring Summary

	Implementation	Social Equity	Geographic Equity		Potential Ridership
Proposed Transit Route (not ranked)	Implementation Rating	Social Equity Rating	CDOT Transportation Planning Region	CDOT Transportation Region	Potential Annual Ridership: Best Fit Line
Between Alamosa and Salida, via 285 thru	High	High	San Luis Valley	5	1,159
Between Craig and Frisco	High	Medium	Intermountain, Northwest	3	755
Between Crested Butte and Gunnison	High	Low	Gunnison Valley	3	799
Between Durango and Pagosa Springs	High	Medium	Southwest	5	1,127
Between Limon and Colorado Springs	Medium	Medium	Pikes Peak Area, Eastern, Central Front Range	2, 4	20,185
Between Craig and Grand Junction	Medium	Medium	Grand Valley, Intermountain, Northwest	3	3,268
Between Craig and Idaho Springs	Low	Low	Greater Denver Area, Northwest	1,3	539
Between Craig and Vail	Low	Medium	Intermountain, Northwest	3	981
Between Durango and Dove Creek	Medium	Medium	Southwest	5	1,235
Between Durango and Pueblo	Medium	High	Pueblo Area, Southwest, Central Front Range, San Luis Valley, South Central	5,2	2,700
Between Fairplay and Breckenridge	High	Low	Intermountain, Central Front Range	2, 3	615
Between Grand Junction and Telluride	High	High	Grand Valley, Gunnison Valley	3,5	3,203
Between Montrose and Gunnison	Medium	Medium	Gunnison Valley	3	1,575
Between Salida and Leadville	Low	Medium	San Luis Valley, Intermountain	3,5	757
Between Salida and Pueblo	High	Low	Pueblo Area, San Luis Valley, Central Front Range	5,2	7,075
Between Sterling and Denver	Medium	High	Greater Denver Area, Eastern, Upper Front Range	4, 1	33,896
Between Sterling and Greeley	Medium	Medium	North Front Range, Eastern, Upper Front Range	4	5,774
Between Trinidad and Pueblo	Medium	High	Pueblo Area, South Central	2	8,329





Moving Forward

Meet with all Transportation Planning Regions (TPRs)

- Provide a general project overview and discussion of the route selection process.
- Solicit feedback regarding potential funding, stop locations, routing and operational considerations, timing for service implementation and other factors.
- Key stakeholders interviewed during the onset of the project will be invited to participate.

Develop service plans for top prioritized routes

- Routing
- Stop locations
- Layover locations
- Number of trips per day
- Potential ridership
- Productivity (rides per plat hour)
- Garage pull time
- Number and type of buses required





Where Can I Learn More?

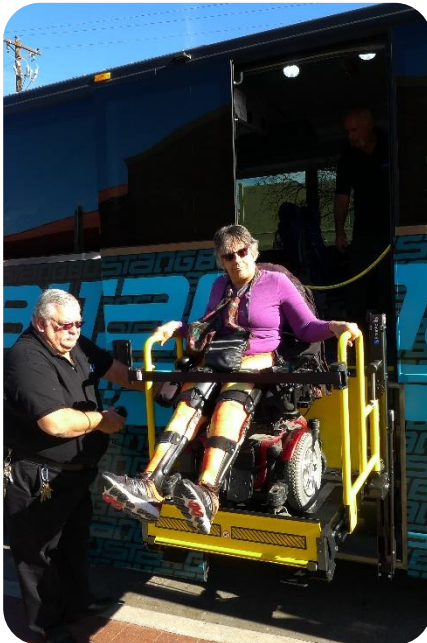
<https://ridebustang.com/>

<https://www.facebook.com/BustangOutrider>

<https://twitter.com/BustangOutrider>

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MY BUS
MY RULES!
ANY 
QUESTIONS?