



COLORADO
Department of Transportation
Division of Transit & Rail
2829 W. Howard Pl. 4th Floor
Denver, CO 80204

DATE: January 10, 2020
TO: Transit & Rail Advisory Committee
FROM: Sophie Schulman - Chief- Office of Innovative Mobility
David Krutsinger, Director - Division of Transit & Rail
Mike Timlin, Manager - Bus Operations Unit
RE: Bustang Outrider Phase III Route Recommendations

Purpose

The purpose of this memo is to provide the TRAC recommendations on Bustang Outrider Phase III Rural Regional Route additions proposed to launch in 2021.

Action

The Division of Transit & Rail requests endorsement from TRAC on the proposed new Outrider routes to begin in 2021. With TRAC endorsement, formal approval will be sought from the CDOT Transportation Commission on January 16, 2020.

Background

The Bustang Outrider rural regional bus service began operation January 2, 2018, with a Lamar- Pueblo route operated by Senior Resource Development Agency of Pueblo, Inc. Outrider is using a different funding source (FTA 5311(f), rather than state FASTER funds) and is contracted-out as a pass-through grant agreement rather than a direct operational agreement with specific requirements. FTA rules allow local cash match to be replaced by “in-kind” contributions from private intercity bus “unsubsidized miles operated” or Transportation Development Credits.

Outrider serves essential service transportation from rural to an urban community services center as well as a connection to the national intercity bus network. Outrider is considered as, and is marketed as an “offspring” brand to the parent Bustang system.

With the FTA 5311(f) projects fully funded, it is anticipated that the majority of the Phase III Outrider additions will be funded by uncommitted FASTER Operating dollars.

The Current Routes are:

- Lamar - Colorado Springs in revenue service Monday through Friday except major holidays and operated by Senior Resource Development Agency of Pueblo, Inc. (SRDA)
- Alamosa - Salida -Pueblo is in revenue service daily and is also operated by SRDA.
- Gunnison - Salida- Denver is operating in revenue service daily and is operated by Alpine Express Shuttle.
- Durango - Grand Junction has transitioned to Outrider from Roadrunner operating in revenue service daily by Southern Colorado Community Action Agency (SoCoCAA, formerly SUCAP)
- Denver - Salt Lake City - currently operated by Greyhound, and to be replaced in January 2021 as Outrider

The Proposed Routes are:

- Trinidad - Pueblo proposed for 5 days/week service, except major holidays.
- Sterling - Greeley proposed for 5 days/week service, except major holidays.
- Telluride - Grand Junction proposed for 5 days/week service, except major holidays.
- Craig - Denver via U.S. 40 for 7 days/week service, except major holidays.

Details

The routes were scored on the following categories:

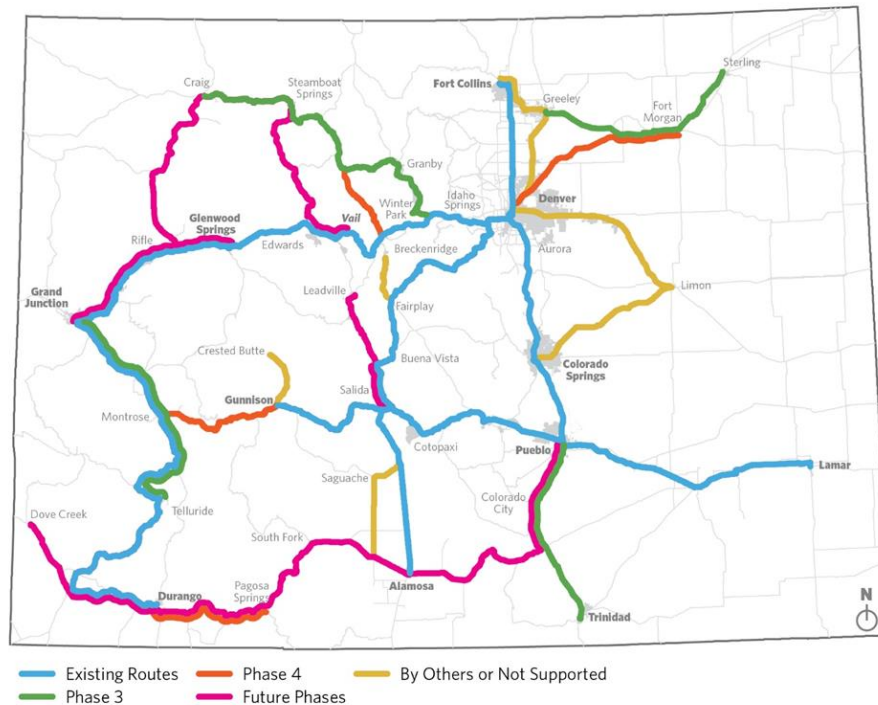
- Implementation Feasibility
- Geographic Equity
- Social Equity
- Feedback from Stakeholders

The four (4) routes selected for 2021 launch based on the above criteria:

1. Trinidad - Pueblo
2. Sterling - Greeley
3. Telluride - Grand Junction
4. Craig - Denver via U.S. 40

In addition four (4) routes scored high enough on the criteria to merit mention as a possible Phase IV implementation:

1. Montrose - Gunnison
2. Craig - Frisco via U.S. 40/SH 9
3. Sterling - Denver
4. Durango - Pagosa Springs



Trinidad - Pueblo - This 180 mile round trip service will start as a 5 day per week essential service making stops in Aguilar, Colorado City and Walsenburg along I-25. It will meet the need in Pueblo for medical, shopping, and connecting service to Bustang & Outrider routes to/from Alamosa, Gunnison, Lamar, Colorado Springs/ Denver and the Bustang network. The annual operating and maintenance costs would be about \$230,000. One *Body on Chassis* bus plus another will be procured for a spare procured for this service for a total capital cost of \$360,000.

Sterling - Greeley - This will be a 200 mile round trip that will start as a 5 day per week essential service making stops in Brush, Fort Morgan and Wiggins along I-76 then U.S. 34 to/from. This service will have an important connecting service to/from Windsor and Fort Collins on the new Poudre Express launching January of 2020. The

annual operating and maintenance costs would be about \$240,000. One *Body on Chassis* bus plus another will be procured for a spare procured for this service for a total of \$360,000 of capital.

Telluride - Grand Junction -This 5 day per week 244 mile round trip along SH145/62/US 550/US 50 will be an important essential service for the Western Slope allowing a day trip to regional services in Grand Junction as opposed to the current Durango - Grand Junction route which doesn't allow for a day trip. This will be an important service for veterans allowing for enough time at the Grand Junction VA center. This service will also make stops in Placerville, Ridgeway, Montrose, Olathe and Delta. The annual operating and maintenance costs would be Approximately \$347,000. Two (2) Van Hool CX-35 motor coaches, with one serving as a spare for a capital cost of \$860,000.

Craig - Denver via US 40 - This would replace the Denver - Salt Lake City Greyhound service co-funded by CDOT and UDOT and would continue to serve FTA subsidized service between Denver and Salt Lake City, UT is experiencing a significant decrease in passenger traffic due to its business decisions by Greyound Lines outside of Colorado but directly affecting the service in Colorado. The dwindling fare revenue has affected their profitability resulting in Greyhound Lines requesting significantly more in FTA subsidy funds for a declining schedule product. In addition, the subsidy per passenger is climbing at an unacceptable rate to what we project in 2020 of \$83 per passenger, double what is was in 2015. Our goal is to sunset this service in December 2020, redeploying the \$552,536 in FTA Funds in January 2021 as a new Outrider route orginating in Craig in the early morning to Denver via US 40 returning in the late afternoon, opposite of the service plan. The annual operating and maintenance cost would be about \$600,000. The capital fleet costs of two (2) Van Hool CX-35 motor coaches, one for a spare, of \$860,000

Year	Passengers	FTA 5311(f) Subsidy	Subsidy per Passenger
2015 (Actual)	10,368	\$420,000	\$41
2016 (Actual)	10,322	\$468,000	\$45
2017 (Actual)	8,316	\$467,536	\$56
2018 (Actual)	7,728	\$467,536	\$60
2019 (Projected)	7,700	\$552,536	\$72
2020 (Projected)	7,700	\$639,536	\$83

ROUTE	O & M COST	CAPITAL
Trinidad - Pueblo	\$230,000	\$360,000
Sterling - Greeley	\$240,000	\$360,000
Telluride - Grand Junction	\$347,000	\$860,000
Craig - Denver	\$600,000	\$860,000
TOTALS	\$1,417,000	\$2,440,000

The Division of Transit and Rail has received initial verbal input from the Transit & Rail Advisory Committee November 8, 2019, and additional input from the Statewide Transportation Advisory Committee December 6, 2019. The Transportation Commission also had a workshop December 18, 2019. All reviews were favorable.

The Division of Transit and Rail requests endorsement from TRAC at this time.

Next Steps

- TRAC vote of endorsement
- TC Final Approval
- If approved by both bodies, DTR will procure buses in 2020, do final route preparations in 2020 (signs, schedules, website, operating contracts, etc), and launch services in 2021.