

**Transit and Intermodal Committee**

**Meeting Agenda**

**July 18, 2018**

**CDOT / Auditorium  
2829 W. Howard Place  
Denver, CO 80204**

**David Krutsinger, Director  
Division of Transit and Rail**

**Debra Perkins-Smith, Director  
Division of Transportation Development**

**Ed Peterson, Chair  
District 2, Lakewood**

**Karen Stuart  
District 4, Broomfield**

**Kathy Gilliland  
District 5, Livermore**

**Kathy Hall  
District 7, Grand Junction**

**Bill Thiebaut  
District 10, Pueblo**

- **SB 228 & 267 – Jeff Sanders (10 min)**
- **Front Range Passenger Rail Plan – David Krutsinger & Sharon Terranova (30 min)**
- **Informational Items (5 min) – David Krutsinger & Mike Timlin**
  - **Bustang Quarterly Report**
  - **Outrider Quarterly Report**
  - **Bus Operations / S I-25 Gap**

**THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION.**



# COLORADO

## Department of Transportation

Division of Transit & Rail

2829 West Howard Place  
Denver, CO 80204

**DATE:** July 18, 2018  
**TO:** Transit and Intermodal Committee  
**FROM:** Jeff Sanders, Division of Transit and Rail, Transit Planning Manager  
**SUBJECT:** Senate Bill 228 Year 3 Project Recommendations

### Purpose

The purpose of this memo is to provide background information and discuss possible project selections using Senate Bill 228 transit funds. Staff will seek a resolution by the Transportation Commission, likely in August, to approve projects.

### Action

Informational only this month, with action requested in August or September.

### Background

Senate Bill 09-228 (SB 228) provided \$200M in new revenue for CDOT in FY 2016, \$79M in FY 2017, and \$79M in FY 2018. At least 10 percent of the funds must be dedicated to transit, resulting in \$35.8 million for transit projects (\$20M + \$7.9M + \$7.9M). The legislation states that CDOT must use SB 228 funds for strategic, TC-approved projects with statewide or regional significance.

The Transportation Commission approved Year 1 projects in August 2016 and Year 2 projects in November 2017. Attachment 1 provides more information about those projects and their status.

### Details

Below are recommended projects for Year 3

**Bustang Bus Needs:** CDOT-DTR previously discussed with the Committee plans to expand the Bustang service by stopping in three metro area "outer ring" communities: Castle Rock, Longmont, and Idaho Springs. Bustang currently serves Idaho Springs. Adding stops in Castle Rock and Longmont will significantly increase ridership and require additional operating costs and buses to accommodate. We estimate the increased ridership needs will require five new buses (four in service plus one spare). Even without the Longmont park-and-ride in place, the North Route's ridership growth is exceeding current capacity. DTR recommends purchasing two buses for the North Route to respond to the immediate need, and have the capacity available when the Longmont park-and-ride opens. The Castle Rock park-and-ride site exploration has not been conclusive to-date, but the I-25 Gap construction project has advanced to construction. As part of the construction mitigation, CDOT is proposing to initiate Colorado Springs to Denver Tech Center service, with a stop in Monument. Buses are needed immediately to support the mitigation effort, and during the construction period (18-24 months), the Castle Rock park-and-ride planning can reach a conclusion. Anticipated cost is \$3.2 million.

**Local Agency Equipment Needs:** DTR proposes to use SB 228 to supplement existing programs that provide grants to local transit agencies to purchase buses and other transit equipment. Improving the condition of the state's rural transit fleet is a goal of the state embodied in PD 14 under System Maintenance. As approved in Resolution TC-17-11-13, DTR reallocated \$2 million annually in FASTER funds from capital grants to meet operating needs around the state. DTR proposes to use SB 228 funds to offset this reallocation. The Transportation Commission approved \$6.5M in Year 2 funds and DTR proposes an additional \$3.5 million in Year 3 funds. DTR will award the combined funds, \$10 million, over a five-year period. Anticipated cost is \$3.5 million.

**Pueblo Park and Ride:** Bustang is anticipated to begin service to Pueblo in the last quarter of calendar year 2018. The initial opening would originate in downtown Pueblo, and have a temporary stop proposed to be negotiated with an existing vacant Kmart. The Kmart property *could* be a permanent location if the price were right, and

Region 2 has also identified a property adjacent to the Region 2 Headquarters Office. A new park and ride in Pueblo will accommodate Bustang passengers and will also serve as a connection point for local service and for the Outrider route connecting Pueblo and Salida. DTR-CDOT has begun discussions with CDOT Region 2 and the Pueblo area MPO to identify a possible location. Anticipated cost is \$3.0 million.

**Tejon Park and Ride:** The Tejon Park and Ride is the originating stop for the Bustang South line. DTR proposes to use SB-228 funds to make operational improvements to the existing park and ride to improve safety and save time. The improvements include pedestrian crossings, curb cuts, signaling, and other minor improvements. Anticipated cost is \$.5 million.

**Program Support and Planning:** The Commission approved \$2 million for program and construction management in SB 228 Year 1. DTR anticipates additional funds will be needed to perform the same responsibilities for the remaining two years. Any leftover funds will be used for other projects. Anticipated cost is \$.7 million.

The table below summarizes the recommended projects.

<b>Table 1 Proposed SB-228 Projects Year 3</b>	
\$3.2 M	Bustang Capital Needs <ul style="list-style-type: none"> <li>• Five 45 foot over-the-road coaches (\$629k each); service incorporation of Castle Rock and Longmont (SW Weld County)</li> </ul>
\$3.5M	Local Agency Capital Needs <ul style="list-style-type: none"> <li>• Funding to improve state of good repair of local agency vehicles</li> </ul>
\$3.0 M	Pueblo Park and Ride <ul style="list-style-type: none"> <li>• A park and ride in Pueblo to accommodate intercity, regional, and local transit services.</li> </ul>
\$0.5 M	Tejon Park and Ride <ul style="list-style-type: none"> <li>• Minor improvements to CDOT-owned park and ride to better accommodate intercity and local transit services.</li> </ul>
\$0.7 M	Program Support and Planning
<b>TOTAL: \$10.9 M</b>	Total includes \$7.9 M from Year 3 plus \$3.0 resulting from withdrawn project in Year 1

Next Steps

After receiving feedback and direction from the Committee, staff will prepare a resolution for the Transportation Commission in August.

Attachment:

Attachment 1: Approved Projects, SB-228 Years 1 & 2

## Attachment 1: Approved Projects for SB-228 Transit, Years 1 and 2

YEAR 1		
Project	Description	Status
Program and Construction Management (\$2.0 M)	Consultant assistance for project development and program/construction management for the SB 228 transit projects.	Executed contract with AECOM, the program/construction management consultant retained by the Bridge Enterprise for technical assistance.
Winter Park Express Platform (\$1.5 M)	Project to construct the Winter Park Express platform and related railroad improvements. CDOT partnered with Winter Park Resort, Amtrak, and the UP.	<b>COMPLETED</b> Project completed in partnership with Region 3. The official opening of the service was on January 6 <sup>th</sup> , 2017.
Bus Purchases (\$2.5 M)	Purchase of branded over-the-road coaches for Outrider.	<b>COMPLETED</b> Six coaches were delivered in March 2018.
I-25 Managed Lanes Project - Park and Ride near Loveland (\$5.0 M)	The park and ride is part of a much larger project to build managed lanes from Loveland to Ft. Collins. This project includes Bustang slip ramps and a new park and ride at Kendall Parkway and I-25.	Partnership with Region 4. The larger managed lanes project has awarded the contract with construction set to begin in 2018.
Woodmen Road Park and Ride Replacement (withdrawn)	Relocation and construction of the primary Bustang bus stop and park and ride in Colorado Springs.	Project withdrawn. Negotiations with the property owner of the identified site failed. CDOT will explore other methods to increase parking capacity of the existing site. The \$3 million in funds originally identified for the project will be re-programmed in Year 3.
San Miguel County Park and Ride (\$1.5 M)	Design and construction of a new park and ride outside of Telluride that will serve local and regional transit services.	Partnership with Region 5. Construction is currently underway and will be completed in 2019.
Frisco Transit Center (\$2.5 M)	Rehabilitation and expansion of a transit center in Frisco which serves local routes, Bustang, Greyhound, and private car rental businesses.	Partnership with Region 3. Local officials are currently producing design and engineering plans for the transit center and construction will begin in 2019.
Rifle Park and Ride (withdrawn)	Relocation and expansion of a park and ride to better serve local and regional transit, and future Bustang service.	Project withdrawn. City officials encountered obstacles in working with the property owner of the preferred site and providing funds for off-site improvements associated with the park and ride. DTR hopes to continue working with the City and Region 3 to build a park and ride in the area in the future. The \$2 million in funds originally identified for the project were re-programmed for Year 2 projects.
<b>TOTAL: \$15M</b>		

YEAR 2		
Project	Description	Status
Bus Purchases (\$2.4 M)	Purchase of four 45' coaches for intercity and rural regional transit capital needs. Two buses are for the Bustang West route, one for the Bustang South route, and another for the Outrider Gunnison-Denver route.	<b>COMPLETED</b> Buses were delivered in June 2018.
TIGER 9 Match (\$1.0 M)	CDOT portion of local matching funds for TIGER 9 Southwest Chief for route restoration and repair.	The TIGER application was successful. CDOT is currently negotiating with Colfax County, NM (lead agency) to complete the contracting and environmental work.
Local Agency State of Good Repair (\$6.5 M)	Funds available for local transit agency capital needs (bus replacements, transit stops, etc). Funds will be drawn down over the next three years.	CDOT-DTR awarded the first \$2 million to local transit agencies for bus purchases. DTR announced these awards in April 2018. DTR will award the remaining funds over the next three years.
<b>TOTAL: \$9.9M</b>		



**COLORADO**  
Department of Transportation  
Division of Transit & Rail

2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204

**DATE:** July 18, 2018  
**TO:** Transit & Intermodal Committee of the CDOT Transportation Commission  
**FROM:** David Krutsinger, Director, Division of Transit & Rail  
Sharon Terranova, Senior Transit & Rail Planner  
**SUBJECT:** Colorado State Freight and Passenger Rail Plan

Purpose

To respond to questions proposed at the June 2018 meeting, engage in further dialogue at the July meeting, and then seek approval of the Plan at the August 2018 meeting.

Action Requested

Discussion and advice in July, leading to action in August.

Background

The State Freight & Passenger Rail Plan (“Rail Plan”) balances the fiscal realities of CDOT’s current funding, with the higher expectations that CDOT take on a larger role in rail transportation. The Rail Plan is required by FRA for CDOT and community partners to be eligible for competitive, federal grant opportunities like TIGER, BUILD, INFRA, and CRISI, and other future federal funding. Those funding sources are available for both freight and passenger rail purposes.

At the June 2018 Transportation Commission workshop, Commissioners requested additional information and clarification about the State Freight & Passenger Rail Plan. February 2018 was the last time that the Commissioners had seen a copy of the draft document, and the latest draft was not available for the June meeting. The Commissioners asked whether “approval” was a perfunctory rubber-stamping of an FRA administratively required planning document, or whether, given other events of the last year, the Rail Plan represented a more substantive body of work amounting to a policy statement, possibly a new policy direction, on rail investment. This memo seeks to clarify what it is, exactly, that the Transportation Commission is being asked to approve.

Details

The table below lists the most recent briefings in 2018 on the Rail Plan, and occasionally the companion Colorado Freight Plan (“Freight Plan”) when briefings were done jointly.

Month & Meeting	Purpose	Expected Next Step
January 2018 T&I Committee	Update on development of the Colorado Freight Plan and the State Freight and Passenger Rail Plan	February 2018 Draft Reports March Final Report & Adoption
February 2018 Transportation Commission Workshop	Review Opportunity for the State Freight and Passenger Rail Plan prior to request for TC Adoption/Approval in March.	March Final Report & Adoption
March 2018 T&I Committee	Update the Transportation Commission on the progress of this FRA-required planning document, and approval step.	March Information Only May Adoption
June 2018 Transportation Commission Workshop	Transportation Commission overview and review of the 2018 State Freight and Passenger Rail Plan prior to request for approval in July 2018.	June Final Report Document July Adoption of the Rail Plan

In January and February 2018, the Rail Plan was coming to a close, and the “Colorado Delivers” freight message had been unveiled. It seemed likely that the Rail Plan would reach its conclusion in March. After the February meeting, however, the Federal Railroad Administration (FRA) requested significant changes to the organization and structure of the Rail Plan to more closely align with PRIIA guidance. Prior rail plans had been approved with wider latitude on plan organization, allowing for more readability, and contents varied to reflect that some state DOTs own and/or operate rail systems, while others like Colorado DOT, do not. In March, CDOT staff advised that it would take time to re-work the organization of the Rail Plan, and make minor content changes.

In April, the Rail Plan changes were not quite ready. May’s Transportation Commission meeting was a road trip to Durango and the necessarily abbreviated agenda did not lend itself to discussion that month. Also in May 2018, the State of Colorado Legislature passed Senate Bill 18-001 (SB 1), which included \$2.5 Million in funding for the Southwest Chief & Front Range Passenger Rail Commission (“Rail Commission”). That bill gave momentum to a Rail Commission, independent of CDOT, acting in capacity similar to the relationship between the High Performance Transportation Enterprise (HPTe) Board and the CDOT Transportation Commission.

In June, staff hoped to do a reprise of prior content, and seek approval in July. The belief was still that the content had not changed substantively since February, only the organizational structure. The draft Final Report missed the deadline for inclusion in the June Transportation Commission packet, and made the Commission uncomfortable that approval was being requested for a sight-unseen document.

In response to the questions, this memo provides attachments which make available the Draft Final Report, and provide a Draft Resolution in several parts. The Draft Resolution’s first page is very similar to the resolution used when the last Rail Plan was adopted in 2012. The first page is a concise statement that the Rail Plan is required, that a formal public review period was followed, that the Rail Plan has received support from advisory bodies, and that seeing no major comments or controversy, the Commission can proceed to adoption. The subsequent four pages provide individual resolution statements for each of four policy areas: (1) freight rail, (2) passenger rail, (3) rail planning, and (4) economic development. This should enable the Transportation Commission to follow, step-by-step, why a particular planning goal (policy goal) is recommended. Staff can retain this format for July, or compress key resolution statements into a one- or two-page final resolution.

#### Policy Options

1. Review the Draft Final Plan and the Draft Resolution, and refer minor comments to staff to clarify before adoption in August.
2. Review the Draft Final Plan and the Draft Resolution, and refer moderate comments to staff, expecting further discussion in August, and adoption in September.
3. Review the Draft Final Plan and the Draft Resolution, and refer major comments to staff, as well as suggesting a different timeline for adoption.

#### Next Steps

- Recommendation: refer minor comments to staff to clarify before July. TC adopt/approve in August.
- Staff submit to FRA as final document in August.

#### Links and Attachments:

1. Link: [Draft Final Report \(see esp. pp 119 - 123 on implementation\)](#)
2. Link: [Final Report Appendices](#)
3. Draft Resolution (overall), plus individual resolution statements
4. One Page Rail Plan Summary

**Resolution # TC-18-07-XX**

Resolution to Approve the State Freight & Passenger Rail Plan for the State of Colorado

**Approved by the Transportation Commission on August 16, 2018.**

**WHEREAS**, the Colorado Transportation Commission (Commission) has statutory authority pursuant to 43-1-106, C.R.S. to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the USC, and 43-1-1101 through 1105 C.R.S.; and

**WHEREAS**, Congress passed the 2008 Passenger Rail Investment and Improvement Act (PRIIA) which requires states to have an approved State Rail Plan in order to be eligible for federal funding for freight and passenger rail investments; and

**WHEREAS**, an eighteen month planning effort incorporating considerable stakeholder involvement including a Rail Plan Working Group and Freight Advisory Council, has led to the completion of the Plan; and

**WHEREAS**, a draft plan was made available for a 30+ day review and comment period; and

**WHEREAS**, comments received by CDOT have been reviewed and incorporated, as appropriate;

**NOW, THEREFORE BE IT RESOLVED**, the State Freight & Passenger Rail Plan of 2018 be adopted as the basis for the railroad element of the future CDOT Statewide Long Range Transportation Plan (2045 Plan);

**BE IT FURTHER RESOLVED**, upon acceptance of this resolution, CDOT will forward the Plan to the Federal Railroad Administration (FRA) for final concurrence.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

Information after this page may be used to refine and amplify the above resolution, consistent with the major goals of the State Freight & Passenger Rail Plan.



## FREIGHT RAIL

WHEREAS, two Class 1 (national) and twelve Class 2 or 3 (short line) freight railroads serve Colorado with over 2,684 route-miles of track in the state; and

WHEREAS, the freight railroads serving Colorado employ more than 2,500 people in Colorado and move 20 percent of all freight in/from/to Colorado; and

WHEREAS, there are 2,129 public crossings of state and interstate highways by freight railroad tracks, which influence CDOT decisions for those same highways; and

WHEREAS, short line railroads are incubators of economic development in manufacturing, processing, and resource industries; and

WHEREAS, CDOT receives approximately \$3 Million per year of FHWA Section 130 funding for purposes of public highway / railway crossing safety improvements;

NOW, THEREFORE BE IT RESOLVED that CDOT should seek to strengthen freight railroad coordination to fulfill the Department's mission for the State (portion thereof), which seeks to effectively and safely move *goods*; and

BE IT FURTHER RESOLVED, that CDOT should pursue reasonable measures, within fiscal constraints, to ensure the safety and efficiency of freight rail movements as part of a comprehensive and multi-modal freight delivery network.

## PASSENGER RAIL

WHEREAS, 4.3 million trips are made annually aboard the Regional Transportation District's (RTDs) light rail and commuter rail network; and

WHEREAS, by Transportation Commission Resolution TC-17-11-13 (November 2017), RTD receives \$3 Million per year in FASTER transit funds and much of that is used for passenger rail purposes; and

WHEREAS, nearly 0.3 million additional trips are made annually aboard Amtrak's intercity trains through Colorado; and

WHEREAS, CDOT has performed studies to confirm the technical feasibility of intercity commuter rail, as well as intercity high speed rail and rapid speed advanced guideway systems (AGS); and

WHEREAS, CDOT has made small, strategic investments (\$5 Million) in competitive or discretionary funding opportunities such as PRIIA, TIGER, and rail disaster recovery programs, and has been party to over \$75 Million in returns from such efforts 2012 through 2017;

WHEREAS, one of those efforts was successful in restoring self-supporting train service between Denver Union Station and Winter Park in 2017; and

WHEREAS, major metropolitan areas of the United States, and around the world, are served by both metropolitan rail and intercity rail systems, and have thereby supported their economic growth; and

WHEREAS, Colorado's Front Range population between Fort Collins and Pueblo is forecast to grow from 4 Million persons now to over 6 Million persons by 2040; and

WHEREAS, the State of Colorado Legislature created the Southwest Chief & Front Range Passenger Rail Commission to "facilitate the development of a Front Range passenger rail system"; and

WHEREAS, the 2018 Colorado Legislature funded the Southwest Chief & Front Range Passenger Rail Commission with \$2.5 Million; and

WHEREAS, the Southwest Chief & Front Range Passenger Rail Commission is seeking to hire a Project Director and conduct further rail system studies; and

WHEREAS, CDOT is a non-voting member of the Southwest Chief & Front Range Passenger Rail Commission;

NOW, THEREFORE BE IT RESOLVED that with staff time and, with resources separately approved by the CDOT Transportation Commission, if any, CDOT should advance the idea of Front Range passenger rail; and

BE IT FURTHER RESOLVED that CDOT should seek to strengthen passenger railroad coordination to fulfill the Department's mission for the State (portion thereof), which seeks to effectively and safely move *people*; and

BE IT FURTHER RESOLVED, that CDOT should continue the policy of positioning Colorado for funding that becomes available to advance passenger rail.

## RAIL PLANNING FOR THE FUTURE

WHEREAS, coordinated efforts are required to leverage multiple funding sources and develop investment and mobility partnerships; and

WHEREAS, coordinated applications for competitive or discretionary funding tend to be more successful than CDOT stand-alone applications; and

WHEREAS, financial partnerships with other organizations, public or private, minimizes the net cost to the traveling public to deliver freight and passenger mobility solutions; and

WHEREAS, small studies (e.g. feasibility studies, and categorical exclusions) to larger studies (e.g. Planning & Environmental Linkage (PEL), Environmental Assessments (EA), and Environmental Impact Statements (EIS) are required to seek funding, receive funding, and advance projects to construction; and

WHEREAS, CDOTs efforts are strengthened by the advice and counsel of the Freight Advisory Council (FAC) and its Freight Rail Subcommittee, the Transit & Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), the Southwest Chief & Front Range Passenger Rail Commission (SWC & FRPRC), and the Regional Planning Commissions (RPCs) of the state (representing the fifteen transportation planning regions (TPRs) of the state); and

WHEREAS, the Colorado Public Utilities Commission (PUC) is the statutory authority for oversight of rail crossing safety generally, and is the State Safety Oversight Authority (SSOA) for FTA-funded passenger rail corridors specifically; and

WHEREAS, such studies and relationships as noted above assist CDOT and the CDOT Transportation Commission in prioritizing efforts using limited resources;

NOW, THEREFORE BE IT RESOLVED that CDOT should integrate planning processes and efforts to the maximum extent possible, and to the maximum benefit of Colorado.

## ENHANCING ECONOMIC DEVELOPMENT

WHEREAS, Class II or III (short line) track built for less than 286,000-pound loads can be an impediment to economic development in the state; and

WHEREAS, other states around the country have more active freight rail investment programs involving low-interest loans and/or economic development grants than Colorado; and

WHEREAS, freight rail yards in central locations throughout Colorado represent an enormous fixed-asset investment and land-use commitment supporting industries of Colorado; and

WHEREAS, freight rail delivery options are especially important to agricultural, farming, and resource industries along-side truck delivery options; and

WHEREAS, commercial, office, and retail industries rely on low-cost passenger rail options to attract and retain workers; and

WHEREAS, CDOT HQ & Region 1 offices included site location criteria to attract and retain workers now and into the future; and

WHEREAS, state law requires the Executive Director of CDOT to report to the State Legislature annually on the potential for rail line / rail corridor abandonments for purposes of preservation (e.g. prevent unnecessary removal) or re-purposing of those assets (e.g. from freight to passenger rail); and

NOW, THEREFORE BE IT RESOLVED that CDOT should maximize freight (air, truck, rail, and other modes) planning and freight partnerships, and should also maximize passenger rail planning and partnerships to enhance the economic connections across Colorado.

**Colorado's rail systems are a critical component of our multimodal transportation system that enhance mobility and advance economic vitality for all Coloradans**

Ensure that Colorado's rail systems are **SAFE** and **SECURE**

**EXPAND** and **IMPROVE** Colorado's rail systems for passengers and freight

Provide users and travelers with greater **MOBILITY** and **CONNECTIVITY** options

**PRESERVE** and **MAINTAIN** critical corridors and infrastructure to support Colorado's rail systems

Advance **ECONOMIC VITALITY** and **ENVIRONMENTAL QUALITY** of Colorado's communities and regions

Our Priority Strategies

**Advance Front Range Passenger Rail**



- Support the Southwest Chief and Front Range Passenger Rail Commission
- Integrate findings of relevant studies to identify consensus potential future Front Range passenger rail alignments
- Document future capacity considerations and constraints on potential passenger rail corridors
- Develop and maintain priority list of mobility, connectivity and accessibility improvements needed to improve existing passenger rail service and/or support future service

**Strengthen Rail Coordination**



- Continue to develop partnerships and consultation with public and private rail operators
- Support efforts to ensure full implementation of positive train control
- Coordinate with partners to identify and fund safety, security, and crossing needs
- Support and participate in joint efforts to improve safety and security

**Integrate Planning Processes**



- Consider guidelines or directives that integrate freight and passenger rail issues and needs into CDOT planning processes
- Develop program for freight-focused workshops or summits to connect local and regional planning partners with industry
- Establish process to share information with local planning partners and the public on outcomes of freight and passenger rail studies
- Craft information, policies, or guidelines to better align local decision-making and statewide rail priorities

**Enhance Economic Connections**



- Develop ongoing coordination processes and communication channels with economic organizations and planning partners
- Quantify regional trade relationships and commodity flows and apply findings to customize transportation plans
- Support state and regional economic development and education partners in evaluating and responding to freight and logistics workforce needs and labor supply
- Develop a statewide export, manufacturing, and trade and logistics transportation strategy

**Address Freight Rail Needs and Issues**



- Develop inventory of short-line rail service constraints
- Design and develop a freight railroad assistance program
- Continue coordination with Class I railroads to identify planned or needed improvements
- Identify potential projects that address rail-related infrastructure constraints or rail access and connectivity improvements
- Expand SB37 abandonment reporting process to identify additional rail-related infrastructure at risk

Our Action Plan

Ongoing Education and Communications

Implementation and Continuous Planning



*Partner, Coordinate, Act, Support, Invest*



**COLORADO**  
Department of Transportation

Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227  
Denver, CO 80222

DATE: July 18, 2018

TO: Transit & Intermodal Committee

FROM: David Krutsinger, Director - Division of Transit & Rail

SUBJECT: Bustang Quarterly Update; FY 2017-18 Q4 & Fiscal 2017-18

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the FY 2017-18 4th quarter Bustang update on operational and performance measures.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation in July, 2015. PD 1605 requires the Director of DTR to report operational and performance measures to the Committee on a quarterly basis. This quarterly update covers the fourth quarter of FY 2017/18, April 2018 through June 2018 as well as fiscal year-to-date.

Details

Fourth Quarter & FYTD 2017-18 Operating Comparison

	Q4: Apr-Jun 2017	Q4: Apr-Jun 2018	Q4: Variance 2017 vs 2018	%	FY Jul 2016- Jun 2017	FY Jul 2017- Jun 2018	YTD Variance 2016/17 vs 2017/18	%	April 2018	May 2018	June 2018
<b>Bustang System</b>											
Revenue riders	40,517	50,622	10,105	25%	\$ 155,864	194,064	38,200	25%	16,680	16,845	17,097
Revenue	\$ 419,353	\$ 499,275	\$ 79,922	19%	\$ 1,551,435	\$ 1,844,669	\$ 293,234	19%	\$ 160,624	\$ 164,283	\$ 174,368
Cumulative Avg. Fare	\$ 10.04	\$ 9.86	\$ (0.18)	-2%	\$ 9.95	\$ 9.51	\$ (0.45)	-5%	\$ 9.63	\$ 9.75	\$ 10.20
Load Factor	31%	46%	15%	48%	25%	46%	21%	84%	46%	41%	50%
Farebox Recovery Ratio	50%	58%	8%	15%	50%	58%	8%	15%	56%	56%	61%
<b>South Route</b>											
Revenue riders	15,062	17,509	2,447	16%	57,306	66,375	9,069	16%	5,659	5,895	5,955
Revenue	\$ 125,290	\$ 165,201	\$ 39,911	32%	\$ 503,801	\$ 580,457	\$ 76,656	15%	\$ 51,649	\$ 54,918	\$ 58,634
Cumulative Avg. Fare	\$ 8.32	\$ 9.44	\$ 1.12	13%	\$ 8.79	\$ 8.75	\$ (0.05)	-1%	\$ 9.13	\$ 9.32	\$ 9.85
Load Factor	29%	38%	9%	32%	19%	32%	13%	68%	38%	38%	40%
Farebox Recovery Ratio	44%	48%	4%	8%	28%	41%	13%	46%	45%	47%	51%
<b>North Route</b>											
Revenue riders	17,293	24,691	7,398	43%	64,642	89,064	24,422	38%	8,281	8,277	8,133
Revenue	\$ 123,991	\$ 197,492	\$ 73,501	59%	\$ 500,785	\$ 696,905	\$ 196,120	39%	\$ 66,502	\$ 66,502	\$ 64,488
Cumulative Avg. Fare	\$ 7.17	\$ 8.00	\$ 0.83	12%	\$ 7.75	\$ 7.82	\$ 0.08	1%	\$ 8.03	\$ 8.03	\$ 7.93
Load Factor	38%	57%	19%	50%	28%	42%	14%	50%	55%	53%	63%
Farebox Recovery Ratio	54%	67%	13%	25%	39%	55%	16%	41%	70%	66%	66%
<b>West Route</b>											
Revenue riders	8,162	8,422	260	3%	33,916	38,625	4,709	14%	2,740	2,673	3,009
Revenue	\$ 171,820	\$ 136,391	\$ (35,429)	-21%	\$ 537,552	\$ 608,650	\$ 71,098	13%	\$ 42,473	\$ 42,671	\$ 51,247
Cumulative Avg. Fare	\$ 21.05	\$ 16.19	\$ (4.86)	-23%	\$ 15.85	\$ 15.76	\$ (0.09)	-1%	\$ 15.50	\$ 15.96	\$ 17.03
Load Factor	56%	45%	-11%	-20%	48%	45%	-3%	-6%	45%	41%	49%
Farebox Recovery Ratio	72%	67%	-5%	-6%	60%	65%	5%	8%	64%	64%	74%

Total fiscal 2017-18 unlinked passenger trips including RamsRoute and Bustang to Broncos = 197,457

Total revenue collected fiscal 2017-18 including RamsRoute and Bustang to Broncos = \$1,884,957



*RamsRoute* -RamsRoute Year over Year Comparison Fall Semester CSU 2017/18 academic year results through March:

	<i>Academic Year 2017-18</i>	<i>Academic Year 2016-17</i>	<i>Variance</i>	<i>%+/-</i>
<i># of Revenue Trips</i>	75	73	2	3%
<i>Revenue riders</i>	3,044	2,879	165	6%
<i>Revenue</i>	\$ 28,918	27,698	\$1,221	4%
<i>Cumulative Avg. Fare</i>	\$9.50	\$9.50	\$9.50	100%
<i>Load Factor</i>	80%	77%	3%	3%
<i>Farebox Recovery Rat</i>	126%	115%	11%	10%

*Quarterly Safety/Collisions* - There were three (3) accidents involving a Bustang vehicle in the April - June 2018 quarter. Two (2) were rated as preventable. The fiscal 2017-18 Accident Frequency Rate ended at 1.40 per 100,000 miles. This represents a reduction over fiscal 2016-17 which ended at 2.01 accidents per 100,000 miles.

- April 13, 2018 - Bus 38015 - Bus made contact with a construction sign at Woodmen Park & Ride in Colorado Springs. - Driver's record was charged with a preventable accident.
- April 17, 2018 - Bus 38008 - During a winter storm and a traffic tie up at the Eisenhower Johnson Tunnels a tractor trailer backed into the bus while in the general purpose lanes rendering the bus undrivable with front end damage. The tractor trailer driver failed to stop and CSP was called to assist in apprehension. Our driver's record was not charged.
- May 3, 2018 - bus 38002 - driver backed into the wall at the Denver Bus Center. Driver's record was charged.

*Quarterly On-Time Performance -Departures:*

- System - 99.6%
- West Line - 98.9%
- North Line -99.0%
- South Line -99.2%

*Schedule Changes* - On June 29 we launched Denver - Grand Junction Bustang to a very positive response in the Grand Valley from the Grand Valley Transit Downtown Transit Center. On Aug 15 we will expand to include service to Greyhound Grand Junction for all interlining intercity bus passengers.

With the North Line rapidly growing passenger volumes, we are planning for another peak time/direction round trip in the second quarter of FY2018-19. Also in the second quarter we are also planning to expand one round trip to Pueblo from Colorado Springs to enhance connectability to the new Outrider services into Pueblo from Lamar and Alamosa/Gunnison.

Of note is Bustang's participation in the South I-25 Gap construction congestion mitigation planning. Bustang may operate up to two (2) additional South Line trips focused on Colorado Springs - Denver Tech Center service, of which is currently not being operated.

These projects, may result in a purchase of four (4) new coaches and one (1) spare to ensure spare ratio of 25% is maintained as well as need to short term dry lease of up to 2 additional buses while we are waiting for delivery of the new buses.

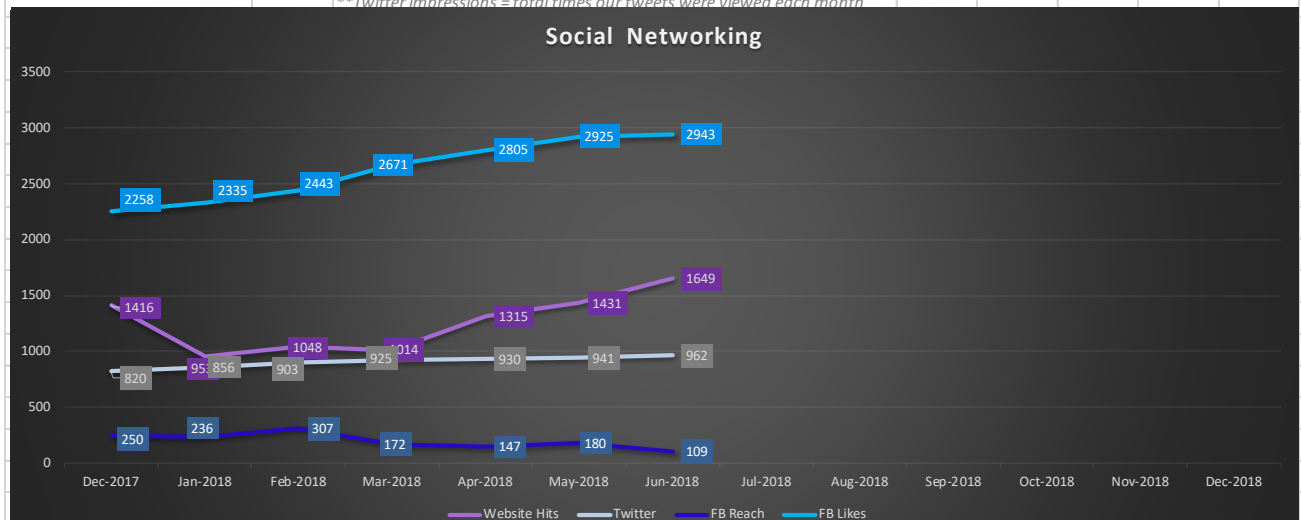
*On-Board WiFi status* - All buses have new Cradlepoint IBR 900 routers installed. The resulting call volume with regard to WiFi instability is now one or two a week.

*INIT Intelligent Transportation Project-* The IGA with RTD is finalized and is currently gathering signatures for execution. It is anticipated that the INIT system will go live by the end of October, 2018.



Social Media Update:

Month/Weeks	Dec-2017	Jan-2018	Feb-2018	Mar-2018	Apr-2018	May-2018	Jun-2018	Jul-2018	Aug-2018	Sep-2018	Oct-2018	Nov-2018	Dec-2018
Website hits/day - avg	1416	953	1048	1014	1315	1431	1649						
Twitter Followers - total	820	856	903	925	930	941	962						
FB Post Reach - avg(organic only)	250	236	307	172	147	180	109						
FB Likes - total	2258	2335	2443	2671	2805	2925	2943						
Average FB rating (1-5 stars)	4.2	4.2	4.2	4.2	4.2	4.2	4.0						
Twitter Impressions	74,300	66,200	63,300	68,200	41,400	44,600	44,600						
		*Post reach only accounts for organic reach and does not include paid ads											
		**Twitter impressions = total times our tweets were viewed each month											



Customer Comments

Next Steps

- Continue planning for future Castle Rock and Longmont Park and Rides.
- Begin RTD/INIT Intelligent Transportation System Integration
  - Complete IGA with RTD
  - INIT - Contract in place

Attachments

Bustang operational measure graphs.







**COLORADO**  
Department of Transportation

Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227  
Denver, CO 80222

**DATE:** July 18, 2018

**TO:** Transit & Intermodal Committee

**FROM:** David Krutsinger, Director - Division of Transit & Rail

Mike Timlin, Bus Operations Manager - Division of Transit & Rail

**SUBJECT:** Bustang Outrider Quarterly Update; FY 2017-18 Q4

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee a quarterly Bustang Outrider update on operational and performance measures.

Action

Informational only - no action is required.

Background

The Bustang Outrider rural regional bus service began operation in On January 2, 2018, with a Lamar- Pueblo route operated by Senior Resource Development Agency of Pueblo, Inc. Outrider uses a different funding source (FTA, rather than FASTER) and is contracted-out as a pass-through grant agreement rather than a direct operational agreement with specific requirements. Outrider also 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. For these reasons, a separate Outrider update will accompany the quarterly Bustang update.

Details

On January 2, 2018 the Outrider "soft" launched the Lamar- Pueblo route operated by Senior Resource Development Agency of Pueblo, Inc (SRDA). In May 2018 SRDA launched the Alamosa -Pueblo service also funded with FTA 5311(f) intercity bus money and will eventually have Bustang and Greyhound Lines connections in Pueblo. The mobile ticketing has not yet been approved but we are hopeful for implementation by mid-August.

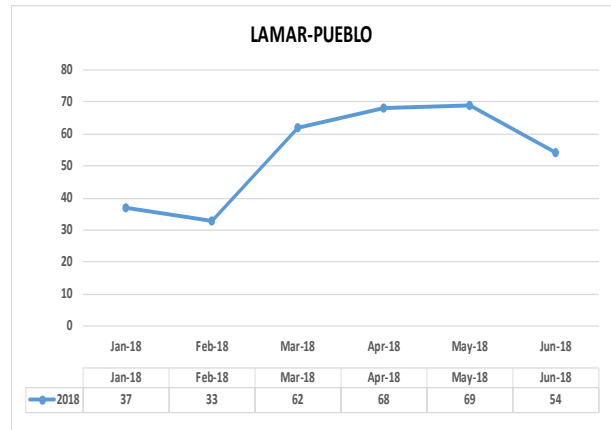
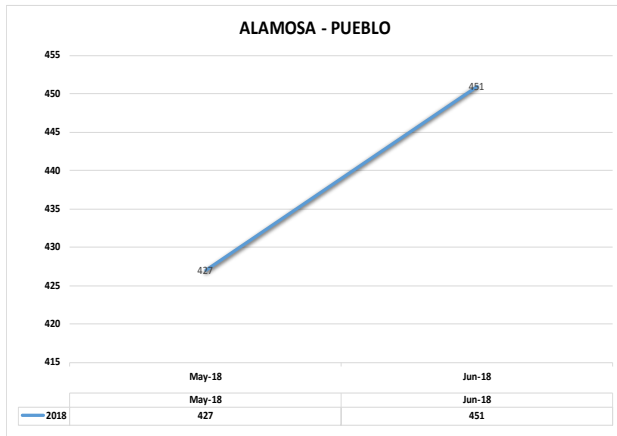
The SUCAP Roadrunner service between Durango and Grand Junction transitioned to to Outrider and the Gunnison - Denver Outrider service launch on July 1, 2018. This completes all 2018 outrider launches.

Alpine Express of Gunnison was awarded the Gunnison-Denver route. Alpine is also the contract operator for Gunnison Valley RTA.

All seven (7) buses are prepped and ready for deployment. SRDA gets three (3) 35 ft. buses, Alpine Express gets one (1) 35 ft. and one (1) 45 ft. and Sucap gets 2 35ft buses. Unfortunatley lease agreements with the three entities to are not yet executed thus none have been assigned. We should have them distrubuted and in revenue service by July 31.



Ridership -



Social Media

Community/Stakeholder Comment-

Media - Media coverage of the Outrider launch has been outstanding through out the state with television and print media coverage. Outrider is a sponsor of the 2018 Grand Junction Rockies of the Pioneer Baseball League.

Next Steps

- Place six (6) Van Hool CX-35 and one (1) MCI motor coaches in service by July 31, 2018.
- Launch "Just Ride Outrider" mobile app in mid August 2018
- Receive HDR Phase III Outrider 2019 launches Recommendations which will be shared with the T & I Committee in September 2018.





**COLORADO**  
Department of Transportation  
Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227  
Denver, CO 80222

DATE: May 18, 2018  
TO: Transit & Intermodal Committee  
FROM: David Krutsinger, Director - Division of Transit & Rail  
SUBJECT: Bustang Quarterly Update; FY 2017-18 Q3

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee an update on proposed Bustang involvement in the I-25 Gap traffic congestion mitigation.

Action

No action is required.

Background

The I-25 "Gap" Project Team has been tasked with mitigating traffic effects along the south I-25 Gap upcoming widening project. The Project team has proposed a multimodal approach using vanpools, carpools, transportation network companies (TNCs) and Bustang.

Details

As part of the traffic mitigation strategy, CDOT is proposing adding two morning and evening peak direction buses between Colorado Springs and Monument and the Denver Tech Center at RTD stops along DTC Parkway, Union and Ulster beginning from the South at Arapahoe at Village Center Station ending at the Belleview RTD Station. This service will operate 5 days a week only Monday through Friday except major holidays. CDOT will coordinate and secure service planning with RTD to ensure smooth operations.

*Expenses* - for the 18-month period bus dry lease costs would be approximately \$216,000 based on 2 buses for 18 months at approximately \$6,000 per bus per month.

During the 18-month period 107,000 revenue miles is proposed to be operated at CDOT's estimated contract rate with Ace Express Coaches of \$3.94 per mile. Eighteen months of operations would be \$421,580.

Fuel Cost for 107,000 miles at 5 miles per gallon using 21,392 gallons at \$2.90 per gallon would equal \$62,037.

Total gross expenses for the 18-month construction period would be \$699,617. Assuming a 40% farebox recovery, as is Bustang's historical recovery rate for the South Route, that would leave a net expense of \$419,770 for 18 months which is to be paid from the construction budget.

*Bustang to Broncos* - CDOT is also proposing the project team incentivize additional riders on Broncos Sundays by subsidizing 50% of the single round trip fare of \$30.00 to reduce to \$15.00 round trip per person. Normally 1-2 buses are used on Sunday game days from Colorado Springs, on a break even basis. CDOT is able to handle up to 3 additional buses further reducing I-25 traffic through the construction zone. Costs to the project for 10 games (not including playoffs) for 3 buses per game would be \$22,950. Due to peak Bustang activity during the week no additional drivers would be available for Monday night and Thursday night games. The 18-month construction period would conclude in late 2019 such that two Broncos seasons are expected to be operated at a total cost of \$45,900.



Total costs for the proposed Bustang operations for the 18-month period, net of fares, is estimated at \$465,670.

#### Policy Issue #1: Bustang DTC Service

There are three possible results evolving from the weekday operations, Colorado Springs - Monument - DTC:

1. Very few commuters chose to ride Bustang to the DTC, and show preference for other traffic mitigation strategies. The service can be cancelled and no further operations and maintenance resources will be needed beyond the 18-month construction period. Funds could be re-purposed to the other traffic mitigation strategies.
2. Commuters chose Bustang DTC service during the construction period, but after the 18-month construction period commuters chose to return to their cars, reestablishing the volume of traffic and paying the tolls on the new managed lanes. The Bustang DTC service can be cancelled, with no further resources needed.
3. Commuters chose Bustang DTC service during the construction period, and after the construction is complete, commuters continue to use the service at the same or growing levels creating a policy issue due to the end of project support for the added tech center service.

The policy issue results from a replacement source of funding. In example #3, if Bustang is assigned a larger portion of the current Statewide FASTER transit funds for the DTC service continuation, there will be less money for statewide transit support. If the Tech Center service is allowed to sunset with no additional funding and there is demand, relaunching the service at a future date will be much more difficult if not impossible with a stretched out service growth as well as having to spend more money on a messaging campaign.

#### Policy Issue #2: Discounted Bustang-to-Broncos

If CDOT provides an incentive fare of \$15 round trip to Colorado Springs there will be significant opposition to offering \$15 round trip fare to the south but not to the north. We have not yet operated more than one bus on any game in the past two years from the north. If CDOT offered an incentivized fare of \$15 from the North our best information shows the maximum number of buses needed is a maximum of 2 per game or a total of \$28,400 for the 18 months.

If no reduced fare is offered to the North customers there could be general discouragement resulting in reduced sales in the North. The Bustang to Broncos program is used primarily as a marketing tool to grow ridership. Dissatisfaction due to the lack of a reduced fare on the Broncos program may hinder continued north route growth potential.

#### Recommendations

##### *Policy Issue #1 Recommendation: Bustang DTC Service*

Over the past three years of operation, Bustang continues to grow, in fact in the last year ridership has grown another 25%. We have given commuters what they want, free WiFi, power to their electronic devices and an adequate work station at their seats to be productive.

On the South Line, even without any construction project in the Gap, the next logical expansion is to the Denver Tech Center. Service to the Denver Tech Center is a high request in public comment and the Denver TMA as well as Douglas County has requested service. The South Denver TMA in particular has stated the several companies in the Tech Center area such as Western Union is interested in Bustang services.

If we do our job as we have for the past 3 years, they will come. Due to the reasons stated above, commuters will stay providing more than adequate demand for Tech Center bus service from El Paso County. Using a combination of FASTER funds and farebox revenue will minimize any FASTER shortfall for statewide distribution unless a new funding source is approved by the voters in November.



*Policy Issue #2 Recommendation: Bustang to Broncos*

For Bustang to Broncos - If no other funding mechanism is found, at a cost of \$28,400 over 2 seasons, Bustang can and should be absorbed the cost to prevent any public dissatisfaction.

Next Steps

- Once given the go-ahead, collaborate with Ace Express to recruit more drivers for the intended increase in services. The anticipated start date would be November 2018.
- Service planning meetings with RTD
- Lease 2 proper motor coaches immediately, and move to purchase 2 buses with SB 228 funds, in anticipation of a longer-term commitment to the service.

