

Transit and Intermodal Committee Meeting

**Meeting Agenda
Wednesday, January 20, 2016**

CDOT / Auditorium

**4201 East Arkansas Avenue
Denver, Colorado**

**Mark Imhoff, Director
Division of Transit and Rail**

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

**Kathy Gilliland, Chair
District 5, Livermore**

**Shannon Gifford
District 1, Denver**

**Bill Thiebaut
District 10, Pueblo**

**Nolan Schriener
District 9**

**Ed Peterson
District 2, Lakewood**

- **Introductions / Approval of October Minutes (Kathy Gilliland-5 min.)**
- **Transit Grant Quarterly Report (David Krutsinger - 5 min.)**
- **FTA State Management Plan (David Krutsinger – 5 min.)**
- **Bustang**
 - **Quarterly Update (Mike Timlin-5 min.)**
 - **Weekend service / North & South (Mike Timlin-5 min.)**
 - **Service for metro ring communities / Policy discussion (Mike Timlin-10 min.)**
- **SB 228 / Rural Regional outreach schedule (Mike Timlin-5 min.)**
- **Peak Period Shoulder Lane (PPSL)/Bustang Pilot (Informational)**
- **Transit Town Halls 2016 (Informational)**
- **Bike/Ped update (Informational)**
- **Adjourn**

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

Transit & Intermodal Committee Meeting Minutes
Thursday, October 15, 2015

Committee Members Attending:

Shannon Gifford, Kathy Gilliland (Chair), Ed Peterson, Nolan Shriner, and Bill Thiebaut

Additional Commissioners attending included:

Staff & Others attending included:

Deputy Executive Director Mike Lewis, DTR Director Mark Imhoff, DTD Director Debra Perkins-Smith, Communications Director Amy Ford, Bus Operations Manager Mike Timlin, Commission Assistant Zach Alexander, DTR Deputy Director David Krutsinger.

Commissioner Gilliland called the meeting to order at 10:13 am.

1. **Introductions/Approval of Minutes:** The minutes of the July 2015 T&I Committee meeting were approved unanimously.
2. **Bustang Quarterly Report:** Mike Timlin reviewed the Quarterly Report with the T&I Committee. During the start-up period, as drivers have been getting familiar with the routes, are experiencing accidents, incidents, and collisions at the rate of 2.75 per 100,000 miles. The goal is to keep the rate at or below 0.5 per 100,000 miles. On-time performance was at 91% in July during the first weeks of start-up, and had improved to 98% by September. The goal for farebox recovery within 2 years of start-up is 20%. Current farebox recovery is at 28% for the whole Bustang system, and is at 40% on the I-70 West Route.

The Rams Route was started in September, targeting CSU students who travel down to Denver on Friday afternoon, and back to Fort Collins Sunday. It has been operating within expectations.

The Commissioners asked questions.

Q: Is the South Route meeting expectations?

A: At the end of its service in 2012, the FREX was operating 16 one way trips (8 round trips) per day and serving an average of 397 passengers per day. Today's service is operating 14 one way trips (7 round trips per day) and serving about 150 trips per day. While it has not yet met the FREX ridership levels, it has doubled in the first two and a half months, and is on the continued rise. DTR staff believe this is a result of riders gaining enough confidence that the route will be permanent, shifting from carpools and vanpools to bus service.

Q: Can the T&I Committee get the route charts in color or make them more readable in black & white?

A: Yes.

3. **Bustang Operation Guidelines (PD 1605):** Mark Imhoff reviewed Policy Directive 1605 with the T&I Committee, noting the responsibilities of the T&I as a Committee, and describing which decisions must be confirmed by the full Commission. T&I makes decisions about capital expenditures in general. The full Transportation Commission considers budget expenditures over the base \$3 M per year budget.

Mark Imhoff and Mike Timlin then reviewed upcoming minor adjustments and schedule changes proposed for January.

4. **Bustange West Route Weekend Service:** The West Route will have minor schedule changes to reflect I-70 winter travel conditions. The West Route is also proposed to add service, changing from service weekdays only, to service 7-days per week, starting the week of November 16th (Saturday November 20th would be the first Saturday, the 21st the first Sunday).

5. **Purchase Three New Bustang Buses:** This discussion introduced the concept of a bus spare ratio, often calculated as 20% to 30% more than the number of vehicles operated in maximum service (VOMS) or 1.2x to 1.3x VOMS. Alternately it can total fleet divided by VOMS. In the case of Bustang, 13 total / 10 VOMS = 30% spare ratio. If the math results in a partial vehicle, i.e. 20% means a need for 1.25 spare vehicles, then 2 spares are required because vehicles are not divisible into pieces. In urban areas, with closely spaced routes, and large vehicle fleets, 20% is usually an adequate spare ratio. With small fleets or largely spaced coverage, 30% is the standard. Bustang has broadly spaced coverage, with vehicles operating over 260 miles of routes.

This discussion of spare ratio preceded the recommendation by DTR Staff that Bustang purchase three more vehicles. With ridership growth, particularly on the West Route, DTR would put another bus into service if it was available. That would mean 11 vehicles on the road, and 2 spares would only provide an 18% spare ratio ($13/11 = 1.18 = 18\%$ spare). The T&I members were understanding of this explanation, of the growth rates forecast for ridership, and of the 9- to 12-month lead-time to order/deliver a new bus. The T&I members requested additional information about the operating costs and fare recovery implied by putting another vehicle into service. DTR Staff replied that a memo and/or a special T&I meeting could be scheduled to discuss the additionally requested information.

SB 228 & SB 1 Remaining Funds: CDOT will receive approximately \$200 Million in SB 228 funds, of which a minimum of 10% is dedicated to transit, or \$20 Million. In addition, CDOT, through cash management efforts, identified approximately \$12 Million in unspent SB 1 funds dedicated to transit. The total is \$32 Million. SB 228 funds and SB 1 funds are a temporary funding source and therefore only useful for capital investment, not on-going operations & maintenance.

DTR staff described the components of a Rural Regional bus network. The goal is to make service more efficient (i.e. more passengers) and more effective (i.e. serve people at more convenient times). The core of the network must be predicated on the available operating funds, \$3 Million Bustang (plus fares), \$1 Million FASTER Regional Operating Assistance, and \$1.6 Million in FTA §5311(f) funds. PD 14, State Transit Plan, Intercity Bus Study, and SB 228 goals/objectives/metrics all “drive” and guide how the funds might be invested in park-and-rides, in vehicles for Rural Regional bus services, and possibly intelligent transportation system improvements.

DTR staff will need to do outreach to confirm with Transportation Planning Regions (TPR's) that there is a good rationale behind the selection of projects. The SB 228 transit list, for instance, identifies over 10-times the need (\$323 M) as compared to available funds (\$20 M). Also, the success of Bustang has shown the benefits from close coordination with local transit agencies. The T&I Committee members affirmed the need for outreach efforts prior to making decisions, and suggested ideas for DTR staff to consider during outreach (public sector – private sector interactions, seniors and other populations, local government partnership opportunities, and risks for CDOT of potential investment choices.)

6. **Other TC Policy Considerations / Metro Fringe Area Stops:** DTR staff noted that Bustang customers routinely ask for Bustang service in Castle Rock, Idaho Springs, and the Carbon Valley (Frederick, Firestone, Dacono, Erie, SW Weld County). It was noted that Bustang's mission, to date, is to connect existing transit agencies, and that these areas do not have local transit service. Nevertheless these areas do have riders who could be served, and are on State/Inter-state highways of significance with congestion. The T&I Committee requested further information from DTR staff to continue the discussion.
7. **Adjourn:** The meeting was adjourned at 11:36 AM.

**Transit & Intermodal Committee Minutes, Special Meeting Held by Phone Conference
Monday, October 26, 2015**

Committee Members Attending:

Shannon Gifford, Kathy Gilliland (Chair), Ed Peterson, Nolan Shriner, and Bill Thiebaut

Additional Commissioners attending included:

Staff & Others attending included:

DTR Director Mark Imhoff, Bus Operations Manager Mike Timlin, Commission Assistant Zach Alexander, DTR Deputy Director David Krutsinger.

Commissioner Gilliland called the meeting to order at 3:02 PM

1. **Introductions:** Introductions were made, and the purpose of the meeting was described. Meeting minutes from the regular October 15th meeting, and this meeting will be reviewed at the regular T&I quarterly meeting in January. Zach Alexander noted that this meeting, although held by phone, had all the public notice of a regular meeting, is itself open to the public by phone, and confirmed that a phone meeting was sufficient to conduct the business of the T&I Committee.
2. **Bustang Vehicle Purchase:** The main purpose of the meeting was to consider additional information that the T&I Committee requested before making a decision about the staff recommendation proposing purchase of three additional over-the-road (OTR) coaches for Bustang services. Mark Imhoff summarized that if CDOT had the buses today, one would be immediately put to use on the I-70 West Route, based on the ridership demand. The ridership on the North and South I-25 routes is growing significantly, and even modest projections of volumes in late 2016 are indicating the need for more capacity on those routes as well. The additional information in the T&I meeting packet presented the operating & maintenance (O&M) costs, both with current operations, and with three additional buses being put into operation.

Commissioner Gifford said she felt more comfortable with all the information laid out, having the O&M information in addition to the prior meeting's ridership and capital cost information. Commissioner Peterson said he was also more comfortable, and questioned whether it would really take nine to twelve months for the buses to be delivered. Mike Timlin confirmed that it will take that long both for the delivery from the manufacturer, and the post-delivery equipment installation & branding (i.e. bus wrap) that must take place before the buses can be put out for service. Mike noted CDOT will know the exact schedule better once the order is placed. Commissioner Shriner asked how the payment works. Mark Imhoff replied that the funds are committed at the time of delivery, but are not paid until the buses are delivered to and accepted by CDOT.

Commissioner Peterson made the motion to recommend to the full Transportation Commission that the three buses be purchased. Commissioner Gifford seconded. Commissioner Shriner also affirmed. The motion passed unanimously, without further discussion.

3. **Questions:** T&I Commissioners asked for a verbal update on the TIGER VII project for the Amtrak Southwest Chief rail service passing through La Junta, CO. Mark affirmed that CDOT's overall contribution remained at \$1 Million, toward a \$24 Million total project, with about a third, or \$8 Million, of that expected to be directly spent in Colorado.

The meeting adjourned at 3:30 PM



DATE: January 20, 2015
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Transit Grants Quarterly Report

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the first quarterly update on the Transit Grants Program. It is a draft format of what will become a regular quarterly update to T&I on the management of the Transit Grant Program.

Action

DTR Staff request T&I Committee input about what information is most useful in the role of providing oversight and policy direction for transit programs.

Background

A State Legislative Audit of the FASTER Program occurred in 2015, resulting in findings in August 2015. In response to that Audit, Policy Directive 704 is being presented to the Transportation Commission for approval in January 2016, covering FASTER Safety, FASTER Bridge, FASTER Maintenance, and FASTER Transit programs. PD 704 states that the T&I Committee shall receive a quarterly update on FASTER Grants. This is the first such FASTER Transit update in response to PD 704. Similarly, a triennial review (aka State Management Review or SMR) was completed by the Federal Transit Administration (FTA) in October 2015. CDOT is required to provide quarterly reporting to the FTA. Because FASTER and FTA funds are managed together as a whole, and each individually is approximately half of the overall transit program, this report includes information about both revenue sources and grants.

Details

Policy Directive 704 states, that the T&I Committee shall review quarterly reports submitted by DTR which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding. FTA Circular 5010.1D requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is assembled by members of the Division of Transit & Rail (DTR), the Business Office within the Division of Accounting and Finance (DAF), and the Office of Financial Management & Budget (OFMB).

FASTER Update

FASTER revenues were allocated by state statute into "local" and "statewide" pools. In June 2014, a TC decision further sub-allocated "local" into two uses, and "statewide" into five uses. This was done to move FASTER transit funds towards better performance management, to respond to the increasing demand for vehicle replacements which are more routine decisions by age/mileage criteria, and to spend money on transit operations for the first time (Bustang and other Regional bus service). The seven total use categories are shown as the "Available Overall" column of Table 1.

The rest of Table 1 provides a status update on State Fiscal Year (SFY) 2015; projects awarded two years ago (February 2014), for which budget was available to write contracts (July 1 2014), and which are now 18 months into project completion since then. Many of the dollars are un-expended because they are capital projects (buses and



facilities) which take longer to complete. This is an example of FASTER financial reporting that can be provided to the T&I Committee.

SFY 2016 projects with budget available for contracting in July, 2015 are just now getting under contract; the April quarterly report will begin to report on the status of the SFY 2016 program.

Table 1: FASTER Funding Available SFY 2015: July 2014 - June 2015				
Status Report as of December 31, 2015				
(\$Millions, rounded)				
FASTER Pool	Available Overall	Contracts Un-expended	Contracts Expended	Un- Programmed
Local Pool				
Small Agency Capital Expenses	\$4.1	\$4.0	\$0.1	\$0.0
Large Urban Capital Expenses (MMT, TF)	\$0.9	\$0.9	\$0.0	\$0.0
Subtotal Local Pool	\$5.0	\$4.9	\$0.1	\$0.0
Statewide Pool				
DTR Admin, Planning, & Technical Assistance	\$1.0	\$0.4	\$0.6	\$0.0
Bustang Interregional Express Service	\$3.0	\$2.0	\$1.0	\$0.0
Regional Operating Assistance*	\$0.0	--	--	\$0.0
Large Urban Capital Expenses (RTD)	\$3.0	\$2.5	\$0.1	\$0.4
Statewide Competitive Capital Pool	\$3.0	\$1.9	\$1.1	\$0.0
Subtotal Statewide Pool	\$10.0	\$6.8	\$2.8	\$0.4
TOTAL	\$15.0	\$11.7	\$2.9	\$0.4
*Note: Not approved until June 2014, and not budgeted/available until SFY 2016, beginning in July 2015.				

FTA Update

Table 2 shows the federal fiscal year (FFY) 2015 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state, and to use for CDOT administrative purposes. In 2015, \$17.3 Million was available from FTA. Of the \$17.3 Million, CDOT has obligated and sub-awarded to transit agencies \$13.2 Million of that, and has \$0.7 Million to administer the funds. This is a snapshot in time, and CDOT has just completed a selection process for new projects, expected to use up much of the \$3.4 Million that currently shows in this table as un-programmed.

Table 2: FTA Funding Available FFY 2015 Program Pools: October 2014 - September 2015					
Status Report as of December 31, 2015					
(\$Millions, rounded)					
FTA Program	Available Overall	Contracts Un-Expended	Contracts Expended	Available as CDOT Admin	Un pro- grammed
5304 - State/Non-Urban Planning	\$0.4	\$0.1	\$0.0	\$0.0	\$0.3
5310 - Senior/Disabled Large UZA	\$1.6	\$0.7	\$0.5	\$0.1	\$0.3
5310 - Senior/Disabled Small UZA	\$1.0	\$0.5	\$0.4	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	\$0.5	\$0.1	\$0.0	\$0.0
5311 - Rural Transportation	\$11.0	\$3.4	\$6.7	\$0.5	\$0.4
5312 - Research & Technology	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	\$0.0	\$0.0	\$0.0	\$2.4
TOTAL	\$17.3	\$5.5	\$7.7	\$0.7	\$3.4



Project Assistance / Lessons Learned

PD 704 asks DTR to more regularly identify projects that are experiencing significant changes to scope, schedule, or budget. Once identified, DTR staff then can apply more project management controls, offer more technical assistance, or it can serve as an advance notice to the T&I Committee that some projects may be subject to PD 703’s rules regarding budget changes.

Table 3: Projects Experiencing Significant Changes		
Project	Change being Experienced	Description / Response
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - FTA Funds 2015 - \$330,920 FASTER - \$120,000 FTA 5311	The project is substantially delayed. Delays occurred because the property sale / acquisition did not close as expected. Estimated on-going operating & maintenance were higher than expected, and not fully vetted among project partners. The project cannot be cancelled, because it is a required “mitigation” action to CDOT highway re-construction through Trinidad. The scope and budget will be reduced to meet the minimum mitigation requirements.	Not all partners in the project were able to fulfill original commitments. This project, in hindsight, was not sufficiently ready-to-go when originally awarded funding. DTR is providing technical assistance and requiring more project controls on this project. DTR is requiring a higher level of project development for future projects.
Orchards Transfer Facility - Loveland, CO - FASTER Funds 2013 - \$383,000 FASTER	The project was substantially delayed because the property sale/acquisition did not close as expected. In addition, the sponsoring agency had staff turnover which impeded the ability to resolve the property issue.	Project cancelled in 2015
SH-7 / I-25 Carpool Lot - Thornton, CO - FASTER Funds 2014 - \$522,000 FASTER	Project appeared to have met selection criteria when awarded. As the project started, it became clear that the project did not fully comply with environmental clearance & design requirements. CDOT Region & DTR staff offered technical assistance to attempt to resolve.	CDOT interchange re-design at SH 7 / I-25 must be completed before a carpool lot or park-and-ride can be appropriately designed. The transit project is being cancelled. The project sponsor may re-apply at a later date.
Steamboat Bus Refurbishment - FTA Funds 2013 - \$1,765,910 FTA 5309	Time delay and cost increase. Six buses were in the original project. During the project, after three buses were refurbished, the low-bid vendor/supplier of the refurbishment went into bankruptcy. CDOT and Steamboat worked to “cure” the contract with the vendor, and complete the work as promised.	Ultimately, the contract with the original vendor was terminated. Steamboat had to re-bid the refurbishment of the other vehicles, resulting in a delay. The new vendor quoted a higher price. The project is being completed.

Grants Improvement in 2015

For several years, the Division of Transit & Rail, the Business Office (DAF), OFMB, and the Office of Procurement have been working to improve several areas of the management of all transit grants, affecting both FASTER and FTA revenues. A LEAN process was undertaken several years ago to streamline some steps. In other areas, controls have been tightened or changed to improve the capability of CDOT to complete contracts in a timely manner, to pay invoices in a timely manner, and to prevent instances of spending occurring outside a contract (i.e. before it’s signed, or after it expired). Table 4 below summarizes the accomplishments in the last year. Figure 1 provides graphic representation of the timely contracts goal. Transit grant partners/grant recipients have already expressed appreciation for the significant improvements that have resulted from the concerted efforts of many groups within CDOT.

The following are additional documents DTR expects to update in 2016 to further the overall management of the program, in compliance with State Legislature and FTA triennial State Management Review expectations, and for transparency of the process:

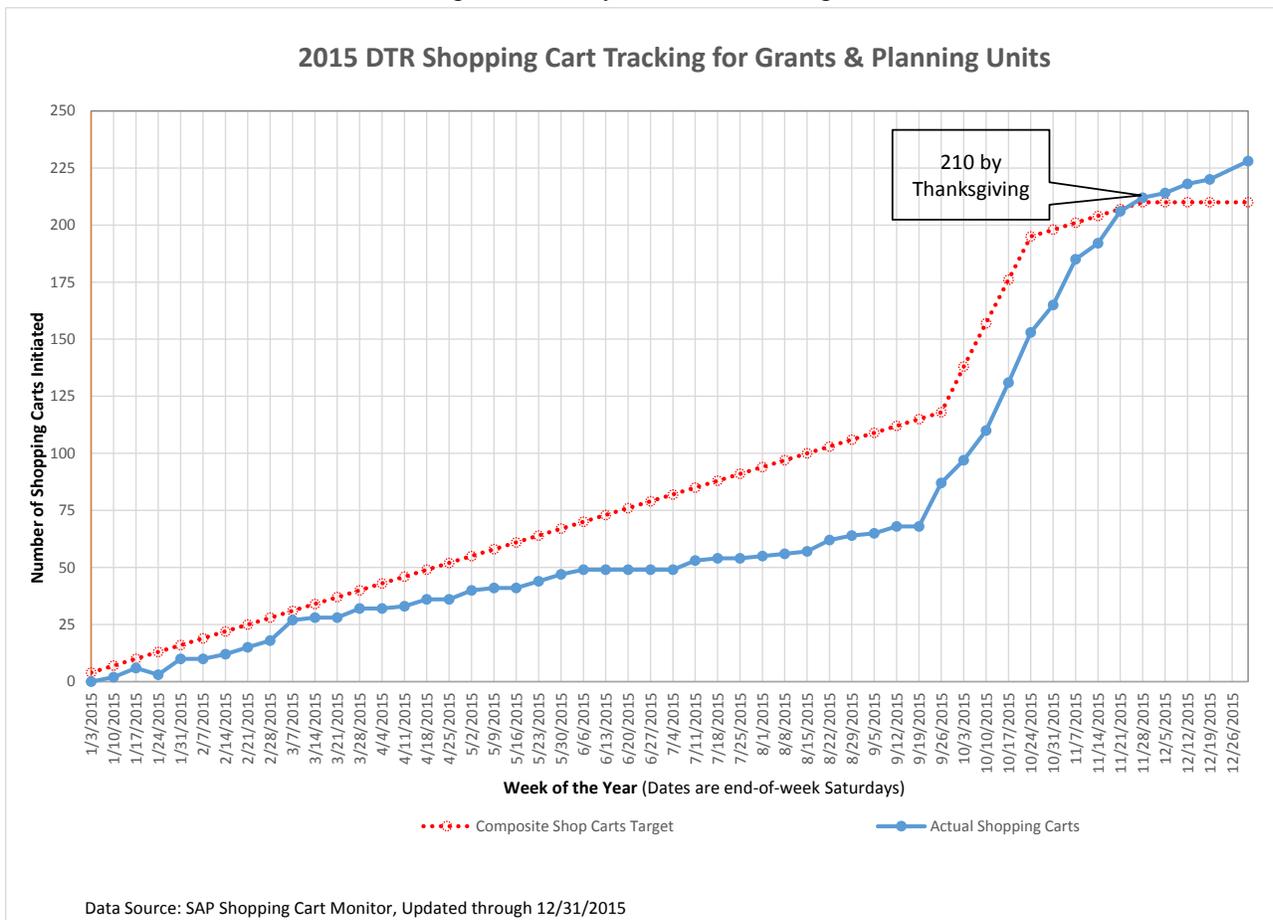
- State Management Plan
 - Policies for Management of FTA & FASTER Funds
 - Release Draft for comment by late January 2016



- Grant Partner Manual
 - Instructions & Guidance for Grant Partners / Grant Recipients
- Standard Operating Protocols
 - Instructions & Guidance for CDOT Staff (Grant Coordinators)

Table 4: Summary of Grants Improvement in 2015	
Goal Area	Results
Timely Contracts	Normal Year: 150 Contracts 2015 Goal: 210 Contracts to “catch up” on backlog of contracts 2015 Actual: 228 Contracts (50% more than normal year)
Timely Payments (Average Days)	45 days to payment, average for FY Jul 1 2013 - Jun 30 2014 35 days to payment, average for FY July 1 2014 - Jun 30 2015 30 days to payment target for FY July 2015 - Jun 2016 28 days to payment to date July 2015 - November 2015
No Statutory Violations	12 Statutory Violations occurred in 2014 1 Statutory Violation in 2015

Figure 1: Timely Contracts Tracking



Next Steps

DTR will receive T&I Committee input on this report, and adapt future quarterly reporting to support T&I providing oversight and policy guidance. The next quarterly report will be available for the April 2016 meeting.

Attachments

None





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

DATE: January 20, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: FTA State Management Plan

Purpose

The purpose is to inform the Transit & Intermodal Committee on the FTA State Management Plan status and completion schedule.

Action

No action is required; informational only.

Background

CDOT is required by Federal Transit Administration regulation to develop and maintain a State Management Plan (SMP) that outlines how CDOT awards, administers, and provides compliance oversight for federal transit funds. Because DTR uses a comprehensive (FTA and FASTER funds combined) process for awarding capital projects (vehicle replacements, facilities, and equipment), the decision was made to incorporate state FASTER policies and protocols into the SMP to provide a single guidance document for all transit funding provided through CDOT.

FTA conducts a triennial State Management Review every three years; the CDOT triennial review was completed in October, 2015. As a result of the triennial State Management Review, CDOT had a number of findings and corrective actions, many of which centered around the need to update the existing SMP. In addition, the Transportation Commission approved the repeal of three outdated CDOT Rules relating to the administration of federal funds, with the understanding that a more formal process of adoption would be used for the SMP that replaced the rules.

DTR has been working closely with FTA over the past few months on the development of the updated State Management Plan. Also active in the plan development are the CDOT Audit Division, Business Office, Procurement Office, Division of Accounting and Finance, and the Civil Rights and Business Resource Center; all CDOT staffs have been diligently working to prepare the individual elements for incorporation. In addition, DTR hired a consultant to assist with the creation of the updated SMP.

Details

The SMP findings stipulated that a revised SMP should be submitted to the FTA by March 11, 2016. To this end, a number of the plan elements (representing corrective actions identified during the triennial review) will be submitted to FTA for their review on January 12, followed by the release of the full draft State Management Plan for public comment on Monday, January 25. Public input will be accepted until February 24, 2016 at which point the final draft will be developed for submission to the FTA by Friday, March 11, 2016.

The public is encouraged to provide input on the State Management Plan so that DTR will be able to develop a comprehensive SMP that provides clear policy direction for the distribution of transit funds in Colorado.





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

DATE: January 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Bustang Quarterly Update

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the Quarterly Bustang Update on operational and performance measures.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 requires the Director of DTR to report operational and performance measures to the Committee on a quarterly basis, by route based on the fiscal year. This quarterly update covers October 2015 through December 2015.

Details

2nd Quarter Bustang Operations Data					
<i>Bustang System</i>					
	Q1 : Jul-Sep 2015	Q2 : Oct - Sep 2015	Oct-15	15-Nov	15-Dec ^{note}
<i>Revenue riders</i>	17,576	24,426	7,753	7,844	8,829
<i>Revenue</i>	\$ 172,660	\$ 258,905	\$ 79,922	\$ 80,188	\$ 98,795
<i>Cumulative Avg. Fare</i>	\$ 9.82	\$ 8.58	\$10.31	10.22	\$11.19
<i>Load Factor</i>	23%	26%	22%	22%	28%
<i>Farebox Recovery Ratio</i>	28%	Through November 36%	35%	38%	December expenses pending
<i>South Route</i>					
<i>Revenue riders</i>	7,206	9,665	3,421	3,022	3,222
<i>Revenue</i>	\$ 63,897	\$ 92,182	\$ 34,135	\$ 27,468	\$ 19,237
<i>Cumulative Avg. Fare</i>	\$ 8.87	\$ 9.54	\$ 9.98	\$ 9.09	\$ 9.49
<i>Load Factor</i>	19%	21%	20%	21%	21%
<i>Farebox Recovery Ratio</i>	21%	Through November 29%	30%	28%	December expenses pending
<i>North Route</i>					
<i>Revenue riders</i>	8,062	10,567	3,450	3,603	3,514
<i>Revenue</i>	\$ 68,909	\$ 90,661	\$ 32,853	\$ 28,424	\$ 29,384
<i>Cumulative Avg. Fare</i>	\$ 8.55	\$ 8.58	\$ 9.52	\$ 7.89	\$ 8.36
<i>Load Factor</i>	23%	26%	23%	29%	26%
<i>Farebox Recovery Ratio</i>	32%	Through November 40%	41%	38%	December expenses pending
<i>West Route</i>					
<i>Revenue riders</i>	2,636	4,396	878	1,216	2,214
<i>Revenue</i>	\$ 43,470	\$ 79,089	\$ 12,664	\$ 24,107	\$ 42,318
<i>Cumulative Avg. Fare</i>	\$ 16.49	\$ 17.99	\$14.42	\$19.82	\$ 18.38
<i>Load Factor</i>	48%	56%	37%	54%	72%
<i>Farebox Recovery Ratio</i>	41%	Through November 45%	36%	62%	December expenses pending

Note: E commerce revenue and ridership report failed December 30 & 31- data recovery in process - this report includes estimates for both days

January 4 Schedule Changes - Schedule and ridership analysis, including inception to date trends, survey requests and public comments led to service refinements that went into effect on January 4. The number of runs in each corridor remain the same, but departure times were altered to better manage the demand. The January 4 Bustang schedule is shown in Attachment A.



Quarterly Safety/Collisions - Four collisions occurred in the quarter only one was rated preventable; Cumulative Accident Frequency Rate (AFR) per 100,000 miles = 1.6 down from 2.75 in first quarter. Goal is 0.5 AFR. Only one was rated as *preventable*. A breakdown of the quarter's accidents follows:

- 11/13 - bus# 38011 - Wadsworth & I-70 Mirror hit and damaged by Greyhound bus while enroute from Stewart-Stevenson warranty repair to Ace Garage- rated non-preventable.
- 11/16 - Bus - 38006 - Bus struck a rogue construction barrel in the travel lane in Hanging Lake tunnel-visibility poor - Broken right turn signal lens - rate non-preventable
- 11/27 - bus# 38000 - I-25 in Lone Tree - Xcel Energy Truck swerved into bus lane and damaged mirror during snow event - rated non-preventable.
- 12/22 - bus 38002 - Colfax & Lincoln - Bustang came in contact with RTD bus -rated preventable and driver's record charged.

Quarterly Other Incidents

- 10/13 - Bus 38002 - glancing deer strike - down graded to incident - no damage
- 10/15 - Bus 38009 - Box truck mirror came in contact with Bustang at 17th & Stout - No damage - downgraded to incident.

Quarterly On-Time Performance -Departures:

- System - 97.3%;
- West Line - 93.0%;
- North Line - 98.7
- South Line - 95.9%,

RamsRoute - For the quarter, RamsRoute averaged 25 roundtrip riders (Fridays and Sundays). Surveys identified a significant student ridership between CSU and Colorado Springs. With no Sunday service between Colorado Springs and Denver these students return to Fort Collins on Monday mornings. Therefore, in October we began to allow a restricted number of one-way tickets allowing a Friday RamsRoute departure and a Monday morning North Route return. Also, effective January, after a request from UNC students a "discharge only" stop at the Loveland Park & Ride has been added to the Sunday RamsRoute return.

Ticket Sales/Fareboxes Issues: Ten SPX Genfare Odyssey fareboxes on loan from The City of Colorado Springs as well as the SPX Genfare Fast Fare-e Scanners will be replaced January 8-10 with ten new SPX Genfare Fast Fare boxes. The loaned Odysseys will be return to Colorado Springs. Still working with SPX Genfare on these issues:

- Printed ticket QR Code "bad listing" fix by end of January.
- Creating "bustang ticket accounts" so multi-ride tickets can be transferred seamlessly when customers purchase new phones. Currently multi-ride tickets are tied to the phone.
- Longer term - Open Source Payment. Current fareboxes are capable of accepting credit/debit cards, RFID enabled cards (smart cards), and Apple/Google Pay, however SPX Genfare has yet to guarantee Payment Card Industry data security.

Social Media Update:

- Web Page hits for October averaged 817 hits per day, November 1,050 hits/day, December 1,028 hits /day.
- Facebook Likes grew from 736 in October to 846 in December; Facebook received 22 surveys which rated Bustang 4.6 stars out of 5.
- Twitter followers grew from 208 in October to 277 in December.
- Facebook "reach" for each post reached 136 users in October and grew to 173 in November and December.

Customer Survey/Comment

- An on-line customer survey was conducted in Novemeber 2015. The Executive Summary and data overview is provided in Attachment B.
- Schedule adjustments based on survey input and general public comment were implemented and effective January 4.



- A few requests for Castle Rock, Denver Tech Center, Longmont, Johnstown, Georgetown and Idaho Springs service.
- Many requests for direct service to DIA
- Many accolades for West line weekend service.
- Many requests for Denver area winter recreational day schedules.

West Route Daily Service:

- Average Saturday/Sunday ridership - 66 passengers per day.
- Thanksgiving Day- 34 passengers handled.
- Christmas Day - 23 passengers handled.
- 13 extra buses operated for overloads; 9 between December 21 and December 31.
- Between December 21 and December 31 - 106% load factor without extra buses, 84% with extras.
- Heaviest travel days - West Route December 30 with 185 passengers handled; followed by December 31 with 165 passengers handled.

Next Steps

May 2016 Schedule Change

- Monitor January 4 Schedule change for dynamic ridership changes.
- Meet with Transfort to receive approval to originate all southbound Bustang North Route departures at the Downtown Transit Center.
- Call March Fare and Route Committee (FRC) and submit recommended May schedule changes followed by public comment the last two weeks of March.

RTD/INIT Intelligent Transportation System Integration:

- Final Scope of Work ready to submit to INIT for review and quotation for sole source procurement.
- Draft Service Level Agreement with INIT, RTD and Ace Express is going through final review.

MCI Coach Purchase

- Conduct pre-production meeting and finalize delivery dates.

Attachments

Attachment A - Bustang January 4 Schedule

Attachment B - Bustang Survey Executive Summary & Data Overview



Attachment A- January 4, 2016 Schedule Changes

Fort Collins // Denver
North Line

Southbound Schedule

BUS ROUTE	601	602	605	607	631	633
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Downtown Transit Center					11:00a	3:00p
Harmony Transfer Center	5:30a	6:00a	6:30a	7:00a	11:20a	3:20p
U.S. 34 & I-25 Loveland	5:50a	6:20a	6:50a	7:20a	11:20a	3:30p
Denver Union Station	6:45a	7:15a	7:45a	8:15a	12:20p	4:15p
Denver Bus Center	7:00a	7:30a	8:00a	8:30a	12:50p	4:30p

Northbound Schedule

BUS ROUTE	630	632	635	637	604	606
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Denver Bus Center	7:20a		3:40p	4:20p	5:05p	6:00p
Denver Union Station	7:30a	1:00p	4:00p	4:50p	5:20p	6:10p
U.S. 34 & I-25 Loveland	8:25a	1:50p	5:00p	5:50p	6:20p	7:10p
Harmony Transfer Center	8:40a	2:05p	5:20p	6:10p	6:40p	7:30p
Downtown Transit Center	9:00a	2:25p	5 [*]	6 [*]	6 [*]	6 [*]

* Discharge stop only. Bus stops only upon passenger request.
Note: Route 633 starts at Denver Union Station, not Denver Bus Center.

FARES

** North I-25	Walkup	10 ride	20 ride	40 ride
One-Way Fare between Denver AND				
I-25-34 & I-25 Loveland	\$9	\$81	\$144	\$270
Fort Collins	\$111	\$90	\$160	\$300

** NOTE - No passengers will be transported if the entire trip is within the FLEX operational area (Fort Collins - Loveland) or within the Denver RTD District.

N 25% discount for people with disabilities and seniors 65+. 50% discount for children ages 2-11.
*See website for change during the year. For more information, please visit www.fortcollins.com.

Colorado Springs // Denver
South Line

Northbound Schedule

BUS ROUTE	501	503	505	507	509	531	533
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS							
Tejon/Nebraska Park & Ride	4:45a	5:30a	6:00a	6:45a	7:30a	10:00a	3:00p
Downtown Union Terminal	↓	↓	↓	↓	↓	10:10a	3:10p
Woodmen Park & Ride	5:00a	5:20a	6:00a	7:00a	7:50a	10:20a	3:20a
Monument Park & Ride	5:20a	6:05a	6:35a	7:35a	8:05a	10:40a	3:40p
Colorado Station (no LRT)	6:10a	6:25a	7:25a	8:10a	8:55a	11:25a	4:20p
Civic Center (no LRT)	6:40a	7:30a	8:00a	8:45a	9:30a	↓	↓
18th & California	6:50a	7:30a	8:20a	9:00a	9:30a	↓	↓
Denver Union Station	7:00a	7:45a	8:15a	9:00a	9:45a	11:40a	4:40p
Denver Bus Center	7:10a	7:55a	8:25a	9:10a	9:55a	11:50a	4:50p

Southbound Schedule

BUS ROUTE	530	532	500	502	504	506	508
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS							
Denver Bus Center	7:20a	12:30p	2:10p	2:50p	4:30p	5:10p	6:10p
Denver Union Station	7:30a	12:40p	3:30p	4:10p	4:40p	5:20p	6:30p
19th & Steel	↓	↓	3:40p	4:20p	4:50p	5:30p	6:40p
Civic Center (no LRT)	↓	↓	3:50p	4:30p	5:00p	5:40p	6:50p
Colorado Station (no LRT)	6:15a	1:05p	4:10p	4:50p	5:30p	6:10p	7:10p
Monument Park & Ride	1:05p	1:55p	5:00p	5:40p	6:20p	7:00p	8:00p
Woodmen Park & Ride	9:20a	2:10p	5:20p	6:00p	6:30p	7:10p	8:20p
Downtown Terminal	9:30a	2:40p	5 [*]				
Tejon/Nebraska Park & Ride	9:40a	2:45p	5:20p	6:10p	6:50p	7:30p	8:30p

* Discharge stop only. Bus stops only upon passenger request.

FARES

** South I-25	Walkup	10 ride	20 ride	40 ride
One-Way Fare between Denver AND				
Colorado Springs	\$12	\$108	\$192	\$360
Monument Park & Ride	\$9	\$81	\$144	\$270
One-Way Fare between Monument AND				
Colorado Springs	\$5	\$45	\$80	\$150

** NOTE - No passengers will be transported if the entire trip is within the FLEX Park RTD District (Colorado Springs & Monument) or within the Denver RTD District.

N 25% discount for people with disabilities and seniors 65+. 50% discount for children ages 2-11.
*See website for change during the year. For more information, please visit www.fortcollins.com.

Glenwood Springs // Denver
West Line

Eastbound Schedule

BUS ROUTE	701
EVERY DAY SUNDAY - SATURDAY	
Glenwood Springs (West Denver Park & Ride)	7:00a
Glenwood Springs (West Denver Park & Ride)	7:20a
Eagle (West Denver Park & Ride)	8:30a
Vail (West Denver Park & Ride)	9:30a
Frisco (West Denver Center)	9:25a
Lakewood - Denver Federal Center	10:40a
Denver Union Station	11:10a
Denver Bus Center	11:10a

Westbound Schedule

BUS ROUTE	700
EVERY DAY SUNDAY - SATURDAY	
Denver Bus Center	5:10p
Denver Union Station	5:40p
Lakewood - Denver Federal Center	6:50p
Frisco (West Denver Center)	7:20p
Vail (West Denver Center)	8:00p
Eagle (West Denver Park & Ride)	8:30p
Glenwood Springs (West Denver Park & Ride)	9:00p
Glenwood Springs (West Denver Park & Ride)	9:20p

FARES

** I-70	Walkup	10 ride	20 ride	40 ride
One-way fare between Downtown Denver/Denver Federal RTD Station AND:				
Frisco Transfer Center	\$17	\$136	\$192	\$360
Vail Transportation Center	\$17	\$153	\$272	\$510
Eagle Chambers Park & Ride	\$22	\$198	\$265	\$490
Glenwood Springs Park & Ride	\$25	\$252	\$448	\$840
One-Way Fare between Vail AND:				
Frisco Transfer Center	\$5	\$45	\$80	\$150
One-Way Fare between Glenwood AND:				
Eagle	\$5	\$45	\$80	\$150
Vail Transportation Center	\$12	\$108	\$190	\$360
Frisco Transfer Center	\$17	\$132	\$272	\$510

** NOTE - No passengers will be transported if the entire trip is between Vail and Eagle or within the Denver RTD District.

N 25% discount for people with disabilities and seniors 65+. 50% discount for children ages 2-11.
*See website for change during the year. For more information, please visit www.fortcollins.com.

Data Overview

Executive Summary

The data pulled from the survey takes a deep dive into the ridership's demographic, uncovers Bustang riders' behavior patterns and identifies growth opportunities in secondary and tertiary target audiences. This information will help to inform targeted strategies and tactics moving forward.

DEMOGRAPHICS

Per the resulting data, Bustang riders are:

- Commuting professionals
- Well-educated with a household income between \$75,000-150,000
- 35-55 years old
- Male/Female (fairly even split)
- Caucasian

Frequent riders (using Bustang 1-5 times per week) are highly educated with more than 80% having at least a Bachelor's degree. This group is specifically using Bustang to commute.

BEHAVIORS

Daily public transportation users are likely to take Bustang for business/commuting AND personal/extracurricular reasons.

Daily Drivers are likely to take Bustang for business/commuting reasons.

OPPORTUNITIES

- The survey data reaffirms Bustang's core target audience is commuting professionals. Marketing efforts should focus heavily on this population.
- Daily transportation users are also a prime target for Bustang. This group is open to the idea of Bustang and skews:
 - Younger
 - Lower household income
 - Less educated
 - More diverse/higher minority count
- A younger demographic rides Bustang occasionally. There is opportunity here to convert the 25-35 year old age group into frequent riders.



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

DATE: January 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Bustang North & South Route Limited Weekend Service

Purpose

To present the Transit & Intermodal Committee with recommendations on weekend service expansion for the North & South Bustang Routes.

Action

Recommendation is to not add weekend service; action only if the T&I Committee chooses to implement.

Background

PD-1605 outlines the Transit & Intermodal Committee oversight of the Bustang Program. The Committee shall “Monitor the performance of the Program and serve as recommending body for any substantial modification, addition or deletion of services, including capital needs.”

At the October 2015 T&I Committee, the Committee approved adding Bustang service to the West Route beginning in November. Also at the October meeting, staff committed to provide the Committee with a recommendation on weekend service expansion for the North and South Routes at the January quarterly meeting.

Details

Customer/public comments have suggested and requested weekend service for both the North and South Routes.

The West Route has seen strong weekend ridership with an average load factor of 57% from November 21 to December 31 on both Saturdays and Sundays. Sunday, November 29 required an extra bus on the evening return to Glenwood Springs due to the Thanksgiving travel peak. During Christmas holiday peak travel, between December 21 and December 31, the load factor was as high as 106% of capacity, not including the 9 extra buses operated. High volumes of winter recreational overnight travelers were the result of the increased ridership numbers during the Christmas holiday period. We expect continued high ridership during the balance of the winter recreational season, especially during the March 2016 Spring Break period. West Route November fare box recovery reached 62% as a partial result of weekend service.

In December 2015 the South Route combined load factor (weekday service) was 21%; and North Route combined load factor was 26%. Unlike the West Route, the North and South Routes are primarily commuter in nature with some essential service travel but experienced higher than anticipated off peak travel during the Christmas holiday period.

Assuming 2 round trips/Saturday and Sunday on the North and South Routes, additional annual operating costs would be incurred as follows:

South Route

Increase in operating days - 110 (weekend schedules on major holidays)
Contract Mileage/day - 304 Miles @ \$3.76 = \$1,143
Fuel 3.5 miles per gallon @ \$2.00/gallon - \$173
Total Costs - \$1,316 per day Saturday/Sunday or \$144,760 annually.



North Route

Increase in operating days- 110 (weekend schedules on major holidays)

Contract Mileageay - 260 Miles @ \$3.76 = \$977

Fuel 3.5 miles per gallon @ \$2.00/gallon - \$149

Total Costs - \$1,126 per day or \$123,860 annually.

Ridership levels for weekend service, and the resulting fare box recovery, is difficult to project. However, given the current weekday ridership levels, adding weekend service would increase overall operating costs disproportionately.

Bustang has an annual operating cost cap of \$3.0M plus farebox revenue. Three additional Bustang buses have been ordered with the expectation that they will be deployed into service in the most effective and cost efficient means. At this time, staff believes it most prudent to hold off on service additions. As ridership increases over the coming months, and as more operating experience and data become available, service expansion options, including weekend service on the North and South Routes, will be analyzed and presented to the T&I Committee for consideration.

Options and Recommendations

- 1) Do not implement weekend service on the North and South Routes at this time; staff recommendation.
- 2) Implement weekend service on either or both the North and South Routes. Options include Saturdays and/or Sundays, and one or two round trips/day.

Next Steps

Continue to monitor system performance and ridership trends, and analyze service additions as ridership and demand increases.





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

DATE: January 20, 2016

TO: Transit & Intermodal Committee

FROM: Mark Imhoff, Director, Division of Transit & Rail

SUBJECT: Policy Discussion on Service to Outer Ring Suburbs

Purpose

To initiate a policy discussion with the Transit & Intermodal Committee for development of guidelines for future Bustang expansion to the “outer ring” Denver suburban communities requesting inclusion into the Bustang network.

Action

Informational only no action requested.

Background

The mission of Bustang is to provide interregional express bus service connecting local transit systems, providing convenient park & ride access, and interfacing with local transit service at existing local transit facilities. PD 1605 spells this out in paragraph one (1) of the General Provisions:

“The IX Program was developed to augment CDOT’s commitment to provide the best multi-modal transportation system in the country. The IX Program fills a critical need by connecting the local bus systems serving population and employment centers to better integrate a statewide transit system.”

Clear Creek County, Castle Rock and SW Weld County communities have all made repeated requests to have Bustang stops and park & rides serving their communities. Following TC policy, the initial/current Bustang service is express in nature, and does not stop in these communities that lack local transit service.

During FREX operations, Castle Rock was included in the early years and the City contributed annually to cover the operations serving Castle Rock. Castle Rock made up a significant share of total ridership, but later cancelled their financial contribution due to economic conditions. FREX was forced to eliminate Castle Rock from the service. Learning from this experience, the TC through the Bustang development phase chose to not solicit operating local matches from any of the communities served, but rather to informally view the local transit service as an “in-kind” match.

Staff is in the midst of developing a plan for the use of the SB228 Transit funds that will be available later this year. This plan likely will include some modest expansion to the Bustang system, plus a limited level of service to connect rural communities to regional centers for essential service needs. At the October T&I Committee meeting, as part of this plan development, the Committee requested staff to evaluate the possibility of adding “outer ring” stops to the current Bustang routes.

Details

Castle Rock

2015 commute patterns show 76.8% of Douglas County residents commute to work in other counties¹. Likely commuter destinations include Downtown Denver, the Denver Tech Center (DTC) and north Douglas County

¹ 2015 Metropolitan Denver Labor Force & Economic Profile



employment center. Bustang currently does not stop in the DTC because there is no easy/quick access, and a stop there would significantly degrade the travel time for the majority destined to Downtown; a stop is made at the I-25/Colorado Blvd LRT station.

There currently are no park & rides along I-25 in the Castle Rock area. Adding Castle Rock would require an adequate park & Ride facility adjacent to I-25, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed. The FREX service used to utilize a park & ride in the Outlets at Castle Rock; this was a very inconvenient and time consuming stop. Staff recommends no consideration of re-establishing the Outlets as a park & ride option.

SW Weld County (Frederick, Dacono, Firestone)

The 2010 US Census² data indicates Weld County residents who work outside of the county commute to Boulder County and Larimer County, rather than Denver County, each by a 2 to 1 margin. Although, commuters to the Denver core are believed to be significant.

There are three existing CDOT carpool facilities along I-25 north of the RTD district boundary:

- *North Longmont*-located in the southwest quadrant of I-25 and State Highway 66 in Longmont.
- *South Longmont*- Located in the southeast quadrant of I-25 and State Highway 119.
- *Frederick/Firestone/Dacono* - Located in the Northwest quadrant of I-25 and State Highway 52 adjacent to a CDOT Maintenance Garage

All three have parking capacity of less than 100 spaces and would be inadequate for a transit facility and all three would require an additional 10 minutes of running time to serve. Bustang's operating expenses equate currently to \$159 per revenue hour or \$2.65 per revenue minute. An additional 10 minutes for 6 round trips runs would add \$318.00 of operating expense per day or \$81,090 annually. A \$5 fare per passenger would yield a break-even point (100% FBR) of 45 passengers per day or 4 passengers per trip. Therefore, none of these locations is recommended in the current configuration.

Adding SW Weld County would require an adequate park & Ride facility adjacent to I-25, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed.

Clear Creek County

The only current park & ride facility in Clear Creek County along I-70 is located in, and owned by, Idaho Springs in the northwest quadrant of I-70 and State Highway 103. It is adjacent to I-25, has poor bus circulation and has capacity for only 25 cars. During the winter recreational period, this facility is heavily used by Loveland ski area employees taking the ski area shuttle bus to work.

Utilizing this park & ride in Idaho Springs would require a minimum 10 minutes of running time with one round trip adding \$53 of daily operating expense or \$19,345 annually. At a \$5 fare per passenger, a break-even would require 11 passengers per day.

Adding Idaho Springs would require an adequate park & ride facility adjacent to I-70, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed.

Located east of Empire Junction, Idaho Springs would be an ideal stop, with a proper facility, for the proposed Rural Regional statewide bus network by serving as a connecting hub for service from/to Grand County and Summit County to/from Denver.

² 2010 U.S. Census Bureau 5 year ACS Survey (2006-2010)



Conclusions

- The three “outer ring” communities, Clear Creek County, Castle Rock and the SW Weld County communities have all made repeated requests to have Bustang stops and park & rides serving their communities, and ridership demand is believed to exist. The current Bustang service by-passes all three areas in express mode.
- The North and South Routes have existing capacity to potentially add an “outer ring” stop with the existing fleet. The West Route is currently capacity constrained, however is expected to have capacity relief next summer/fall when a second run is added. Any additional ridership would increase the load factor and fare box recovery. However, if/when ridership levels increase as the current trend suggests, additional runs and more buses could be required, and seasonal demand is also a concern for the West Route.
- None of the three “outer ring” communities has a suitable existing park & ride facility. Adding service to these locations would require adequate park & ride facilities adjacent to I-25/I-70, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. Suitable sites would need to be located and developed.
- With adequate park & ride facilities, adding any or all of these locations would have minimal operating cost increases to the existing service. However, if/when capacity is reached on any route requiring additional runs, operating costs would increase; strong ridership could offset most of the operating cost increase.
- CDOT has limited capital funds coming available through SB 228, and clearly nowhere near enough to cover the costs of these three facilities.

Recommendations

- As part of the SB228/Rural Regional Bus Plan development, direct staff to meet with each of the “outer ring” entities and their stakeholders to explore the potential for CDOT/local partnership opportunities. This would include park & ride location assessment, ease of access, and cost sharing.
- The T&I Committee will assess the “outer ring” Bustang locations as part of the SB228 overall evaluation.
- If the T&I Committee chooses to consider service to the “outer ring” communities, staff makes the following recommendations:
 - Continue with the policy of not soliciting or accepting local contributions toward operating costs.
 - Require capital partnerships between CDOT and the local community for park & rides, and possibly additional buses if the demand requires additional service.
 - Maintain the philosophy of express service, and require park & rides to have quick and easy access to/from I-25 and I-70; preferably slip ramps.

Next Steps

- Continue development of SB 228 plans to include new park & ride facilities.
- Collaboration with CDOT Regions in community engagement on financial partnerships for planning and construction of facilities.





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

DATE: January 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: SB228/Rural Regional Bus Plan Development Update

Purpose

To provide the Transit & Intermodal Committee a status of the SB228/Rural Regional Bus Plan development.

Action

No action requested, informational only.

Background

The Transit & Intermodal Committee was introduced to the Statewide Rural Regional Bus Network plan at the October 2015 meeting; and the full TC in November. With no objections, staff informed the Commission that a public outreach program would be developed for the winter.

Bustang is an important element in the Rural Regional Bus Network Plan by providing much needed connectivity to Colorado's largest Transit Agencies along the Front Range Urban Corridor and the I-70 Mountain Corridor. The Rural Regional Bus Network expands upon Bustang and touches all other regions in the state providing rural residents a connection to regional essential services centers, such as Denver, Pueblo, Colorado Springs, Frisco and Grand Junction.

CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds dedicated to providing rural connections to the intercity transit network, including national commercial bus operators, such as Greyhound and some rail services provided by Amtrak. The Office of Policy and Governmental Affairs has estimated that the new FAST Act may grow the Colorado 5311(f) apportionment to \$1.8M in calendar 2018.

CDOT, utilizing the 5311(f) funds, currently contracts to public and private providers to operate the rural connections. The current practice has benefits, but it is not coordinated into a state network, includes amortized capital in the reimbursed operating costs, and is not branded as an integrated product. The annual FASTER Transit Statewide program also includes up to \$1.0M/year available for rural regional transit operations, of which approximately \$550K/year are currently utilized.

The Rural Regional Bus Plan under development will be a sustainable service plan to utilize the combined 5311(f) and unallocated FASTER Statewide Transit operating funds. This proposal would rely on SB 228 and SB 1 funds to provide the capital needs, i.e. buses and Park & Rides. Smaller buses, sized to rural demand levels, would be procured and utilized for the rural regional and Bustang expansion. This proposal optimizes the usage of limited operating funds by leveraging other available sources of capital funding. Similar to Bustang, the rural regional system would be managed by CDOT through packages of operating contracts with private and public providers such as Greyhound and Black Hills Stage Lines. With renewed packages of contracts bid in 2017, the revised network of services would begin in 2018.



Details

Working with the Policy Office, the public outreach plan for the Rural Regional Bus network plan is being constructed to include a series of regional open houses throughout the State during February and March to present the Rural Regional Bus network concept and options, and gather public comment on the plan. The regional open houses will include all MPOs, TPRs, local transit entities and the public at large. The regional open house schedule will be set in consultation with the CDOT Statewide Plan Team (Regional planners).

The team has established three goals for the system to be used at the open houses:

- *Connect rural residents to services, goods, and institutions located in regional centers.*
- *Provide connections to the national intercity bus network and Bustang.*
- *Operate cost-effective services that supports local communities and their programs, businesses and institutions.*

Issues to be discussed at the public open houses include:

- *Importance of geographic equity versus routes with strong performance.*
 - *Concentrating on rural areas with little or no public or private options.*
 - *Spreading funds broadly with limited service.*
- *How can partnerships with local governments or transit agencies support a more expansive network?*

Next Steps

- Develop the Rural Regional Bus route structure options by January 28.
- Meet with Statewide Plan Team January 28 to present the route structure options and finalize schedule for regional open houses.
- Meet with STAC and TRAC January 29 to present the route structure options and solicit comments.
- February and March 2016 - conduct regional open houses.





DATE: January 20, 2016
TO: Transit & Intermodal Committee of the Transportation Commission
High Performance Transportation Enterprise Board of Directors
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Transit / Bustang Pilot Program Test of I-70 PPSL

Purpose

To describe a pilot program, using Bustang buses, to test the applicability of and collect data for evaluation of transit bus use of the I-70 Mountain Express Lane (Peak Period Shoulder Lanes).

Action

This information is presented to the T&I Committee and to the HPTE Board. No action is necessary.

Background

The Mountain Express Lane has been implemented within the context of the I-70 Mountain Corridor Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) allowing operational improvements. CDOT's Bustang bus service has simultaneously been implemented within the same context, as well as fulfilling the intent to connect Colorado's largest transit agencies. The I-70 Mountain Express Lane required debt financing for construction and therefore has the financial objective of collecting toll revenues to repay HPTE's \$25 Million commercial loan by December 15, 2024.

Operating rules for the I-70 Mountain Express Lane have been implemented for safety allowing vehicles and up to 25 feet or less in length to use the lane. This rule allows most passenger cars and many of the smaller ski/airport shuttles to operate in the lane.

Vehicles longer than 25 feet are not currently allowed. Larger buses, such as those used by Bustang, Greyhound, and many ski-related charter operations use larger buses, called over-the-road (OTR) coaches, have 3 axles and are usually 40-45 feet in length.

The FEIS, the ROD, and anticipated corridor growth make transit (aka public transportation) an important consideration for the corridor. So CDOT and HPTE staff will be implementing a pilot program, of up to two years, and using Bustang buses, and buses owned by Bustang's contract operator, Ace Express, access to the I-70 PPSL to better understand the operational effects of larger buses in the peak period shoulder lanes. The purpose of the pilot is to test the applicability of and collect data for evaluation of transit bus use of the I-70 Mountain Express Lane.

Details

The 2-axle and 25-foot maximum operating rules were implemented in response to the template of I-70 Mountain Express Lane having a 1-foot inside shoulder and an 11-foot lane. The adjacent general purpose lane is separated from express lane by an 8-inch wide stripe. An important issue to note is that public transit, school, & shuttle buses that are 2-axle and less than 25 feet in length can operate in the lane while vehicles owned by the same entities that do not meet these requirements cannot.

For the traveling public, the policy question relates to the ability to maximize the number of vehicles moving through the corridor during peak congestion. The implementation of tolls and congestion pricing is a traffic demand management tool utilized to maximize throughput in the corridor. However, the traveling public may support the idea of transit and shuttle buses as providing options and being able to take more cars off the road. The public may even support buses traveling in the express lane to provide a travel time incentive to use the buses. The traveling public's support of the concept may falter if travel time reliability degrades the experience for persons who are paying the toll to travel in the express lane.



Since the Bustang West Route started on July 13, 2015, the launch has surpassed all expectations in ridership, load factor and farebox recovery. Strong public comment triggered the Transportation Commission's Transit and Intermodal Committee to approve seven day a week service. Strong ridership averaged over 60% load factors during the first three weeks of weekend operation. Load factors of 75% during Thanksgiving week resulted in instances of that required extra buses for overload situations. The seven-day-a-week service means Bustang buses are now traveling on weekend days when the express lane will be active.

The current schedules for the Bustang have the buses passing eastbound through the 13-mile stretch of I-70 in Clear Creek County at approximately 10:30 AM each day. The I-70 Mountain Express Lane activation, based on traffic flows, is typically expected to occur after 11:00 AM on most weekend days. Typically, the Bustang would not pass through the corridor at a time that the express lane would be active. The current schedules for the Bustang have only one round trip per day. A second round-trip is expected to be implemented by fall 2016.

CDOT & HPTE staff, from a variety of divisions and units, will conduct the pilot program over a period of up to two years, beginning in February 2016. The pilot program will collect and report information to the HPTE Board for consideration and for purposes of developing a policy. The pilot program will do the following:

- HPTE, Region 1, and TSM&O will monitor overall traffic operation, consistent with HPTE goals, for generalized traffic flow, traffic safety, and revenue collection with the normal 2-axle, 25-foot maximum rules in place.
- Bustang / Ace Express Buses will cooperate with the traffic operations center (TOC) to run initial tests during off-peak times when the lane is not active.
- Bustang / Ace Express buses will subsequently be tested, during active express lane operations. The initial testing will be during the initial hour and final hours of express lane operation. Secondary testing will occur during the 4-6 PM peak return to Denver. The intent is to begin with a single bus only and conduct multiple-bus tests later.
- Observations will be made and data collected regarding traffic flow (i.e. speeds, density), traffic safety (i.e. "shying" and/or vehicle passing), bus operational safety (i.e. ride-alongs with HPTE, Region 1, TSM&O staff, and others), and seasonality (i.e. winter & summer peak times).
- Data will also be collected in the adjacent general purpose lanes to document the volumes of existing buses (i.e. airport shuttle, ski shuttle, charter, limo, etc.) by time of day, to document the potential "range" (bus volumes, bus share of total volumes) of vehicles to which a future policy may apply.

Bustang buses have undergone prior efforts to assure that this pilot program can be implemented safely. In March 2014, TSM&O conducted a "Bus on Shoulder" test on I-70 between Herman Gulch and Idaho Springs using donated Greyhound Buses. The over-the-road coaches in that test were using a 10-foot wide outside shoulder. Bustang buses have successfully been operating in the I-70 Mountain corridor during construction where lane widths were restricted by temporary barriers to 12 foot lanes with no shoulders. This is equivalent to the express lane operating environment which has 11-foot lanes with a 1-foot inside shoulder.

Bustang operators have very high training requirements that are well above the typical training for shuttle, intercity, and other carriers. The minimum for other carriers is a commercial driver's license (CDL). Professional bus drivers (i.e. Greyhound) normally require 100-hours of training. Bustang requires 156 hours of training, including 68 classroom hours, 40 hours of behind-the-wheel training in non-revenue, and 48 hours of in-revenue training with an instructor present. Bustang / Ace Express drivers' training has included communication protocols with CDOT safety & maintenance staff, including use of CDOT radio channels.

The Pilot Program would consist of Bustang Drivers receiving an additional minimum of 16 hours non-revenue service during off peak express lane (as long as FHWA approves, and this does not "count" against CDOT's allowable number of express lane operating days) attended by Ace Express Safety manager, DTR Bus Operations staff, Region 1-TSMO Safety, CDOT Division of Transportation Safety and Colorado State Patrol. The back of the bus would be equipped with signage indicating a "test bus." A road test would be conducted for those successfully driving 16 hours to qualify drivers to operate in the express lane during high demand.





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

DATE: January 20, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: State Transit Town Halls

Purpose

Inform the Transit & Intermodal Committee of the upcoming Transit Town Hall meetings.

Action

No action required.

Background

Annual Transit Town Halls are conducted to keep the public and the transit Grant Partners aware of changes to the CDOT policy, process, requirements or new programs; and to gather input.

Details

The Division of Transit & Rail has finalized the schedule for the annual Transit Town Halls. Held in March each year, the Transit Town Halls are the primary opportunity for the public and our grant partners to provide input on policy issues facing CDOT. Each year, DTR staff travel around the state to host these meetings. This year DTR will not only be soliciting input on general policy issues, but these town halls will be the first opportunity for the public and Grant Partners to begin the discussion on CDOT's method of distributing federal transit funding.

This past year saw a significant increase in requests for federal funding across the transit programs which highlighted the fact that the distribution process has not been reviewed in many years. DTR will be seeking input on concerns and issues with funding for transit operations, vehicles, facilities, and equipment as well as considerations for new transit systems, such as the Winter Park system, which recently won a tax initiative to fund a community transit system.

There are four regional meetings scheduled and an online/telephone session will be added later in March.

Monday, March 7, 2016
CDOT Headquarters Auditorium
4201 East Arkansas Avenue
Denver, CO 80222
9:00 - 14:00

Thursday, March 10, 2016
Glenwood Springs City Hall
101 West 8th Street
Glenwood Springs, CO 81601
9:00-14:00

Wednesday, March 9, 2016
Durango Public Library - Program Room
1900 East 3rd Avenue
Durango, CO 81301-5027
9:00 - 14:00

Wednesday, March 16, 2016
Pueblo Police Department Community Room
200 South Main Street
Pueblo, CO 81003
9:00 - 14:00





DATE: January 20, 2016
TO: Transportation Commission Transit and Intermodal Committee
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Bicycle and Pedestrian Activity Update

Purpose

To provide an update on recent CDOT activities regarding walking and bicycling accommodation.

Action

None. Informational.

Background

CDOT's Bicycle/Pedestrian and Scenic Byways Section works to provide people living in and visiting Colorado an opportunity to travel by walking and bicycling. Additionally, this work supports Governor Hickenlooper's initiative of becoming the Number One Bicycle Friendly State, as well as CDOT Policy 1602 and CRS 43-1-120, which require the needs of bicyclists and pedestrians be included in all planning, design, and operation of transportation facilities as a matter of routine.

Details

Recent activities include:

- The development of a bicycle/pedestrian representative in each of CDOT's Regions. The team is led by Chief Engineer Josh Laipply.
 - Supports Statewide Bike/Ped Plan Goal to maximize transportation investments and increase bicycling and walking. Their activities include:
 - Being the point person in each region regarding bicycle and pedestrian questions and issues
 - Helping to distribute and share information regarding policy and design
 - Collecting information regarding bicycle and pedestrian accommodation
 - Coordinating with DTD Bike/Ped/Byways Section
- Developing a process to track bicycle and pedestrian investments as part of construction projects.
 - Supports Statewide Bike/Ped Plan Goal to maximize transportation investments
 - Working with engineers to develop protocol for capturing information
 - Developing draft instructions and identifying all items needing tracking
 - Working with Contracts and Market Analysis Branch to test specific projects
- Safe Routes to School (SRTS)
 - Supports Statewide Bike/Ped Plan Goal to enhance safety; increase bicycling and walking; provide transportation equity
 - Thanks to the TC supporting the program with dedicated funding, CDOT called for projects in September. Applications are due January 8, 2016
 - The SRTS Advisory Committee will review and score projects in January and February and expect to bring project recommendations to TC in March or April
- Bicycle and Pedestrian Policy 1602 and Procedural Directive 1602.1
 - Supports Colorado Pedals Project and Statewide Bike/Ped Plan
 - Updating existing Policy which requires all projects to include bicycle and pedestrian accommodation
 - The update better defines responsibilities for accommodation (from chief engineer to designers, to maintenance, etc.)



- Draft being reviewed by leadership, engineers, maintenance, planning, etc.
- Anticipate bringing to TC for adoption in February
- Bike/Ped Inventory Project
 - Supports Statewide Bike/Ped Plan Goal to develop performance measures and evaluations
 - Kicked off a pilot project to inventory bicycle and pedestrian assets on and parallel to state roads in Region 2
 - Expect completion by late summer, with inventory of other CDOT Regions to follow in the future
- Bike/Ped Chapter 14 Update
 - Supports Statewide Bike/Ped Plan Goal to maximize transportation investments; improve state/regional economy; enhance safety
 - Completed and adopted update to Chapter 14 of CDOT's Roadway Design Manual in November
- Meetings with Governor's Bike Czar and Bicycle Colorado to identify issues and improve communication
 - Supports Colorado Pedals Project and Statewide Bike/Ped Plan
 - CDOT's Mike Lewis, Josh Laipply, Scott McDaniel, Debra Perkins-Smith, CDOT's Bicycle/Pedestrian Section and the Regional Bicycle and Pedestrian Representatives are working with Bicycle Colorado and the Governor's Bike Czar, Ken Gart
 - Developing strategies to make Colorado No. 1 Bike Friendly state (changing CDOT culture to more multi-modal; training more engineers about bicycle and pedestrian accommodation; looking at specific issues involving local communities and CDOT projects
- Assisting Department of Natural Resources with Governor's Colorado Beautiful Project (that all Coloradans have access to a park, green space, a trail, etc. within 10 minute walking distance as a way of getting more people active and healthy)
 - Supports Statewide Bike/Ped Plan to expand recreational opportunities and enhance quality of life; improve state/regional economy
 - Helping to develop a map of all trails in the state
 - Providing input on 16 in '16 Trails initiative (identifying 16 priority trails in 2016)
- Collaborating with the Department of Local Affairs and the Colorado Department of Public Health and Environment to develop and implement main streets workshops for local communities throughout Colorado
 - Supports Statewide Bike/Ped Plan Goal to improve state/regional economy; maximize transportation investments; expand recreational opportunities and enhance quality of life
 - Will be selecting several local communities to present information this spring focusing on the walkability of their main streets
 - Will provide technical information on complete streets concepts as well as other economic and health data

Key Benefits

Improving bicycling and walking provides more mode choices for people who don't drive (approximately 30% of the population); reduces the number of vehicles on the road; improves both air quality and personal health; and provides an economic generator to communities.

Next Steps

- Transportation Commission review and adoption of updated Bicycle and Pedestrian Policy 1602 in February.
- Transportation Commission review and approval of FY 16 SRTS projects in March or April.

