Bustang Services: Expansion Program

State Transportation Advisory Committee
Transit and Rail Advisory Committee

May 2022
Agenda

1. Background: Bustang Family of Services
2. Current Service & Ridership
3. Statewide and Local Benefits
4. Bustang Expansion Proposal
5. Phased Implementation
6. Funding
7. Questions and Discussion
Background and inception of Colorado’s State Transit Service:

• In 2009, the Colorado General Assembly created the Division of Transit and Rail.

• Primary functions at the time were to serve as a pass-through agency administering FTA and State transit funds to local agencies, conduct statewide transit and rail planning, & to work towards integration of transit into statewide transportation system.

• In 2015, Bustang service launched in the I-25 and I-70 corridors.

• In 2018, Bustang Outrider services launched across the state bringing rural connections to the state service.
➢ Pegasus is an express service operating Friday - Sunday, and Holiday Mondays between Denver Union Station and Avon.

➢ The Service will operate in passenger vans, using Mountain Express Lanes in Clear Creek County when the lanes are active

➢ Service will begin Memorial Day Weekend.
Meet Bustang’s Family of Services

Seasonal Services - Bustang to Estes Park, Bustang to Broncos, RamsRoute
Existing Bustang Service I-25 North Line

NORTH ROUTE RIDERSHIP FTC - DEN

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Existing Bustang Service I-25 North Line

NORTH LINE
6 Daily Round Trips Weekdays
2 Daily Round Trips Weekends

FORT COLLINS DOWNTOWN TRANSIT CENTER
ADDRESS: 250 NO. MASON
FORT COLLINS, CO

HARMONY TRANSFER CENTER
ADDRESS: 4414 E. HARMONY RD. I-25 EXIT 265
FORT COLLINS, CO

LOVELAND-GREELEY PARK & RIDE
ADDRESS: U.S. 34 WEST & I-25 EXIT 257
LOVELAND, CO

DENVER UNION STATION
ADDRESS: GATE B4 IN UNDERGROUND BUS CONCOURSE,
1701 WYNKOOP ST
DENVER, CO
GATE B3
North Route Mobility Hubs

- Multiple mobility hubs planned for the northern I-25 corridor - Centerra and Berthoud to launch first.

- Enhanced ridership opportunities for Bustang passengers and Colorado residents.

- Improved connections for riders between State and Local Transit Services.

- Northern Colorado Maintenance Facility planned for survey.

- Exploring options to expand services North to Cheyenne with WYDOT.
Existing Bustang Service I-25 South Line

SOUTH ROUTE RIDERSHIP COS - DEN

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Existing Bustang Service I-25 South Line

**SOUTH LINE MAP**

- **TEJON/NEVADA PARK & RIDE**
  - ADDRESS: Exit 140, I-25 & Tejon St., Colorado Springs, CO

- **COLORADO SPRINGS DOWNTOWN TRANSIT TERMINAL**
  - ADDRESS: 127 East Kiowa St, Colorado Springs, CO

- **WOODMEN ROAD PARK & RIDE**
  - ADDRESS: Woodmen Rd & Corporate Dr. West of I-25, exit 149, Colorado Springs, CO

- **MONUMENT PARK & RIDE**
  - ADDRESS: Woodmoor Dr & I-25, Exit 161, Monument, CO

- **COLORADO STATION**
  - ADDRESS: 4300 East Colorado Center Dr, Denver, CO

- **CIVIC CENTER AREA**
  - NORTHBOUND ADDRESS: Lincoln & Colfax Ave, Denver, CO
  - SOUTHBOUND ADDRESS: 14th Ave & Broadway, Denver, CO

- **DOWNTOWN DENVER**
  - NORTHBOUND ADDRESS: 18th & California, Denver, CO
  - SOUTHBOUND ADDRESS: 19th & Stout St, Denver, CO

- **DENVER UNION STATION**
  - ADDRESS: 1701 Wynkoop St, Denver, CO
  - Gate B3 in Underground Bus Concourse

- **DENVER BUS CENTER**
  - ADDRESS: 1055 19th St, Denver, CO
  - Gates 1 & 2

- **6 Daily Round Trips Weekdays**
- **2 Daily Round Trips Weekends**
Multiple mobility hubs planned for the northern I-25 corridor - Centerra and Berthoud to launch first.

Enhanced ridership opportunities for Bustang passengers and Colorado residents.

Improved connections for riders between State and Local Transit Services.

Northern Colorado Maintenance Facility planned for survey.

Exploring options to expand services North to Cheyenne with WYDOT.
Existing Bustang Service I-70 West Line
Existing Bustang Service I-70 West Line

**WEST LINE MAP**

**GRAND JUNCTION**
- **ADDRESS:** Greyhound Station
  230 South 5th St, Grand Junction, CO

**PARACHUTE**
- **ADDRESS:** Rafting Center – I-70 & CO 215
  Parachute, CO

**RIFLE**
- **ADDRESS:** RFTA Park & Ride – US 6 & CO 13
  Rifle, CO

**GLENWOOD SPRINGS**
- **ADDRESS:** West Glenwood Park & Ride
  Wulfschln Road, Glenwood Springs, CO

**EAGLE**
- **ADDRESS:** Chambers Park & Ride – ECO Transit
  Exit 147, I-70 & Eby Creek Rd, Eagle, CO

**VAIL**
- **ADDRESS:** Vail Transportation Center
  241 South Frontage Rd East, Vail, CO

**FRISCO**
- **ADDRESS:** Frisco Transfer Center
  1010 Meadow Drive, Frisco, CO

**IDAHO SPRINGS**
- **ADDRESS:** Bus Shelter at Idaho St. & 13th
  Idaho Springs, CO

**DENVER FEDERAL CENTER**
- **ADDRESS:** RTD Denver Federal Center Station, Gate L
  11601 West 2nd Place, Lakewood, CO

**DENVER UNION STATION**
- **ADDRESS:** Gate B3 in Underground Bus Concourse
  1701 Wynkoop St, Denver, CO

**DENVER BUS CENTER**
- **ADDRESS:** Denver Greyhound Station – Gates 1 & 2
  1055 19th St, Denver, CO

- 2 Daily Round Trips Grand Junction and Denver
- 1 Round Trip Glenwood Springs and Denver
- 1 Round Trip Avon and Denver
West Route Mobility Hubs

- Multiple mobility hubs planned for the northern I-25 corridor - Centerra and Berthoud to launch first.
- Enhanced ridership opportunities for Bustang passengers and Colorado residents.
- Improved connections for riders between State and Local Transit Services.
- Northern Colorado Maintenance Facility planned for survey.
- Exploring options to expand services North to Cheyenne with WYDOT.
Local Community Benefits of Bustang

REDUCE DOWNTOWN PARKING NEEDS
1. Reduces impervious surface area
2. Land designated for higher value use

REDUCE LOCAL STREET CONGESTION FROM VEHICLES TROLLING FOR PARKING

PROMOTE ECONOMIC DEVELOPMENT AT TRANSIT STOPS

Plans for Loveland Centerra Park and Ride

Commuters using the mobility hub will park in the new Park-N-Ride lot located at the southwest corner of the future Kendall Parkway and I-25.
Statewide Benefits of Bustang Expansion

CAPACITY ENHANCEMENT
Hourly service moves more people per vehicle mile traveled

NETWORK MANAGEMENT
Reduces congestion caused by passenger vehicles

GREENHOUSE GAS EMISSION REDUCTION
Expansion Proposal for Bustang Transit Services
CDOT is proposing to “go big” by expanding Bustang for a three year period in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.

The proposal includes new, enhanced service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility for existing riders.

A comprehensive media campaign will be included to increase public awareness of Bustang as a travel option and to assist in building and sustaining ridership throughout the pilot.

This three year time period provides a sufficient opportunity to test this concept and prove its viability and value to Colorado.
## Expansion Components

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<th>Corridor</th>
<th>Existing Service</th>
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*Pegasus to supplement on weekends and Holidays to the Mountain Corridor*  
ADD SLIDE W%
Fare and Fiscal Responsibility

• System-wide fares are based on transit stops with sufficient spacing to allow for transit vehicles to achieve travel times comparable to passenger vehicles.

• Discount fares for youth, seniors, and disabled passengers

• Multi-packs are available - largest discount of 25% for a 40 ride pack

• TMOs work with employers to provide information on commuter benefits that allow employees to purchase tickets with pre-tax salary
Greenhouse Gas/Ozone Emission Reduction Potential

Annually:

✓ Removes over 600,400 passenger vehicles on the highway network
✓ Reduces 49.7 tons of NO\textsubscript{X} from passenger vehicles
✓ Reduces 14,400 tons of CO\textsubscript{2} emissions from passenger vehicles

Assumptions:
One passenger vehicle mile traveled produces 404 grams of CO\textsubscript{2} and 1.39 grams of NO\textsubscript{X}
Transit vehicle occupancy of 75% for a 32-passenger bus
Average passenger distance traveled of 100 miles
Budget Proposal (FY22-26)

Expenditures:

Existing Service Cost*: $73,531,531
Existing Funding**: $50,302,255

Need for Transit O/M ***: $61,500,000
Rolling stock: $11,300,000

Total Transit Need: $72,800,000

Secured Revenues:

Legislative Proposal: $30,000,000
State MMOF: $42,000,000

Total secured revenue: $72,000,000

Other potential sources of revenue: Non-Attainment Enterprise, 10 Year Plan (Rolling Stock), & Congestion Mitigation Air Quality (CMAQ) funds.

NOTES:
All numbers are estimates and subject to change
*Assumes 3% annual operating cost increase
** Funding sources include: FASTER Transit, Farebox Revenue, FTA 5311(f), partnerships for Snowstang
***Assumes 30% farebox recovery and 3% annual operating cost increase
• In general, capital needs associated with Bustang will be funded through the 10-Year Plan.
• Legislative funding and the state share of MMOF are more than adequate to meet Bustang O&M needs over the next four years.
• The drop off in MMOF funding after FY26 will require bringing in additional transit-eligible funding sources (currently assumed as part of funding for the 10-Year Plan).
• CMAQ and Non-Attainment Enterprise sources can supplement and accelerate/expand deployment or reduce the need from other sources in subsequent years.
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<tr>
<th>Year</th>
<th>Activities</th>
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| 2022 | ● Refine service phasing and execution  
       ● Develop marketing campaign  
       ● Kick off Phase 1 expansion (Fall 2022) |
| 2023 | ● Outreach and education  
       ● Phase 2 expansion (Summer 2023) |
| 2024 | ● Outreach and education  
       ● Phase 3 expansion (Summer 2024)  
       ● Service assessment and refinement |
| 2025 | ● Refine service as needed  
       ● Outreach and education  
       ● Service assessment and refinement |
| 2026 | ● Conclude pilot service and assess next steps |