



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
Summary of 2018 Local Match by Member Entity for Planning

Community	2015 Population	2015* Local Match Population Percent	2016 UPWP Budget	2017 UPWP Budget	2018 UPWP Budget	Difference From 2017 Budget	Percent Change	Total Billed
Berthoud	5,692	1.18%	\$ 3,349	\$ 3,422	\$ 3,442	\$ 20	0.59%	
Eaton	4,925	1.02%	\$ 2,887	\$ 2,879	\$ 2,978	\$ 99	3.43%	
Evans	19,933	4.12%	\$ 12,270	\$ 11,670	\$ 12,053	\$ 383	3.29%	
Fort Collins	160,935	33.28%	\$ 93,975	\$ 92,525	\$ 97,314	\$ 4,789	5.18%	
Garden City	244	0.05%	\$ 144	\$ 145	\$ 148	\$ 2	1.43%	
Greeley	101,302	20.95%	\$ 60,542	\$ 59,061	\$ 61,255	\$ 2,194	3.71%	
Johnstown	14,854	3.07%	\$ 6,727	\$ 7,957	\$ 8,982	\$ 1,025	12.89%	
Larimer County	56,495	11.68%	\$ 35,511	\$ 33,802	\$ 34,161	\$ 359	1.06%	
LaSalle	2,068	0.43%	\$ 1,270	\$ 1,230	\$ 1,250	\$ 20	1.65%	
Loveland	74,461	15.40%	\$ 44,663	\$ 43,687	\$ 45,025	\$ 1,337	3.06%	
Milliken	6,351	1.31%	\$ 3,667	\$ 3,635	\$ 3,840	\$ 206	5.66%	
Severence	3,744	0.77%	\$ 2,108	\$ 2,108	\$ 2,264	\$ 156	7.38%	
Timnath	2,418	0.50%	\$ 751	\$ 1,183	\$ 1,462	\$ 279	23.55%	
Weld County	6,694	1.38%	\$ 8,286	\$ 7,485	\$ 4,048	\$ (3,437)	-45.92%	
Windsor	23,454	4.85%	\$ 12,559	\$ 13,009	\$ 14,182	\$ 1,173	9.02%	
TOTAL	483,570	100.00%	\$288,710	\$283,799	\$292,404	\$8,605	3.03%	\$292,404


* Uses DOLA November 2015 population estimates



COLORADO
Department of Transportation
Division of Transit & Rail



BUSTANG OUTRIDER
NFRMPO - TAC January 17, 2018


Rural Regional Bus Network Development

Role of Bustang Interregional Bus Service in the network is to provide much needed connectivity to Colorado's largest transit agencies along the I-25 Front Range Urban Corridor and the I-70 Mountain Corridor:

- Regional Transportation District (RTD)
- Transfort
- Mountain Metropolitan Transit (MMT)
- Roaring Fork Transportation Authority (RFTA)
- Eagle County Transit (ECO)
- Vail Transit
- Summit Stage

Initial phases of the Bustang OUTRIDER Rural Regional Network will expand on Bustang and provide additional connections to regional activity centers such as:

- Pueblo
- Grand Junction
- Colorado Springs



COLOR OF MONEY


Bustang uses \$3.5M FASTER annually (2019) But Outrider utilizes FTA 5311(f) Intercity Bus funds

Operations

- 5311(f) \$1.6m in 2016 - estimated to be \$1.7m in 2017, and \$1.8m in 2018 due to modest increase in FAST act

Capital

- SB228 will be used to purchase vehicles and upgrade or develop supporting infrastructure (primarily Park and Rides)



Public Outreach

The **OUTRIDER Rural Regional** concept has had significant stakeholder outreach:


- All local transit entities through four Transit Town Hall meetings in March 2016
- Fifteen presentations to all TPRs and MPOs during April, May and June of 2016.
- A TRAC sub-committee has been involved over the past year in the development of the Rural Regional plan.

Input received has generally been very supportive with the following themes:

- Coverage valued over level of service (LOS)
- Fare structure similar to Bustang is acceptable
- Flexibility in service design (LOS, vehicle type, etc.) is looked upon favorably
- Desire to see CDOT support the existing providers in the corridors
- Look at other services where there are existing gaps
- Partnerships with Human Service Organizations will be important over the long haul.

Balancing Viewpoints:

- Two TPRs felt the funds could be better spent on rural roads.
- Other TPRs wanted additional routes and more funds spent on transit

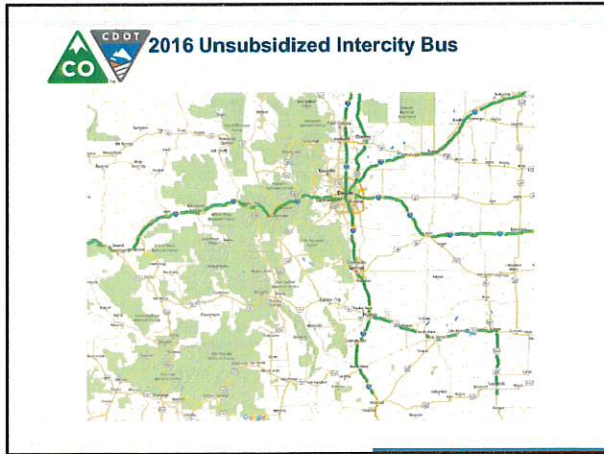
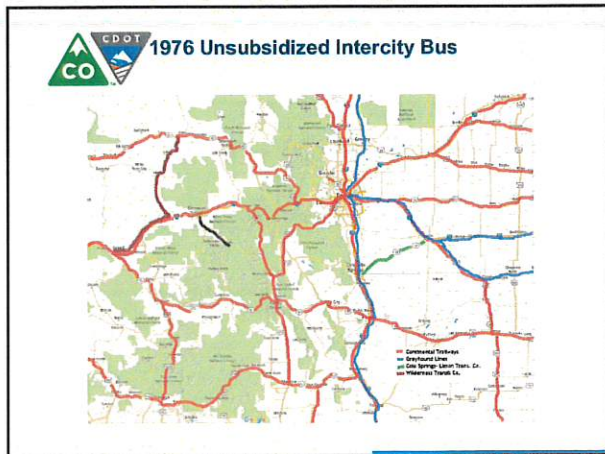


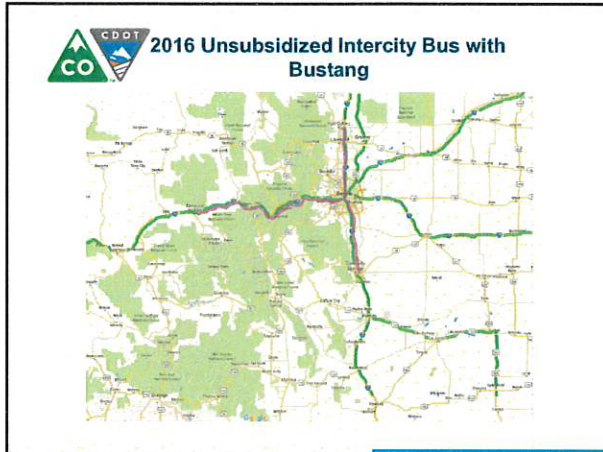
CREATING THE MOST EFFECTIVE NETWORK

It is important to jointly view the statewide bus network concurrently. Bustang expansion (utilizing FASTER Statewide Bustang funds) and Rural Regional reconfiguration (utilizing 5311(f) funds).

The plan is broken into two phases:

- **Phase 1 – FY 2016/17 DONE**
Deploy three new Bustang coaches and begin the reconfiguration of the current 5311(f) routes into a branded integrated service network.
- **Phase 2 – FY 2017/18**
Provide locals with buses and 5311(f) funding and develop service packages where appropriate to go out to bid.





Phase 1 Details – FY 2016/17

Funding is fiscally constrained and is leveraging existing sources

Operations

- Eliminate the 5311(f) subsidy to the I-76 Route
- Apply the 5311(f) "savings" to Phase 2
- Maintain the status quo on Denver - Salt Lake via Steamboat
- The current subsidized Greyhound I-70 to Grand Junction replaced with Bustang July 2017
- Improve SUCAP Durango-Grand Junction service reliability

Capital

- Six Van Hool CX-35's arrive late February - March 2018 plus one MCI 45 ft. coach for Phase II implementation



Phase 2 Details – FY 2017/18

Phase 2 will include implementation of the remaining elements from Phase 1 and two Bustang extensions:

Operations

- Eliminate the subsidy for the Pueblo - Wichita Route
- Re-allocate funds to new Lamar - Pueblo Route
- Reconfigure existing Alamosa-Salida-Pueblo, Gunnison-Salida - Denver
- Add weekday round trip to the Bustang North Route
 - Requires return of Bustang coach on loan to SUCAP
- Add two round trips of Bustang South Route to Pueblo
 - One AM, one PM

Capital

- 2 new branded Rural Regional smaller over the road coaches to SUCAP for use Durango to Grand Junction route MAYBE
- 4 new branded over the road coaches for supporting capital on southern Colorado routes: Gunnison-Denver, Alamosa - Pueblo, Pueblo-Lamar.

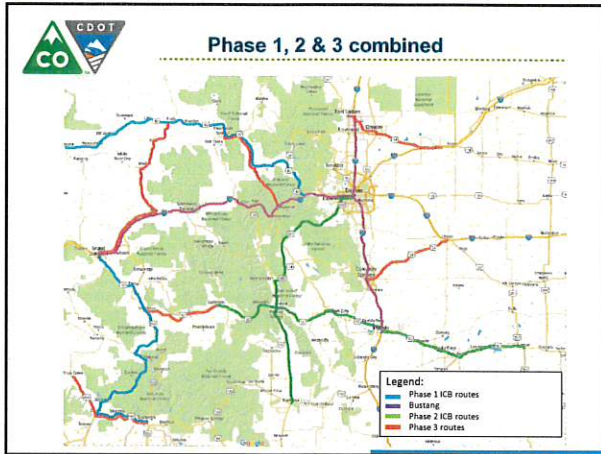


Phase 3 Details – FY 2017/18 and FY 2018/19

After Phase 1 & 2 are complete, use any 5311(f) savings and the remaining FASTER Regional Operating Funds for new Rural Regional Services proposed by local transit agency partners

<p>Proposed New Operations</p> <ul style="list-style-type: none"> • Steamboat Springs to Frisco • Fort Morgan to Greeley • Greeley to Fort Collins • Gunnison to Montrose • Dove Creek to Durango • Limon to Colorado Springs • Craig - Rifle - Grand Junction • Fairplay Breckenridge <p>Capital</p> <ul style="list-style-type: none"> • Order up to 14 additional smaller, branded over-the-road buses using SB 228 funding 	<p>Potential Co-Branding Opportunities</p> <p><u>with Existing Regional Services</u></p> <ul style="list-style-type: none"> • Fort Collins to Boulder (FLEX) • Trinidad to Pueblo (SCCOG) • Craig-Steamboat (SST) • Leadville-Vail (ECO) • Leadville-Frisco (Summit Stage) • Rifle - Glenwood (RFTA)
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Next Steps

- Complete Bus Procurement - Receive 6 35 ft. and one 45 ft Outrider Coach.
- May 1, 2018 - SRDA launches Alamosa - Pueblo.
- Phase 2 Operator RFP Gunnison - Denver out for Bid - to begin July 1, 2018
- BUSTANG replaces Greyhound Denver - Grand Junction July 1, 2018
- SUCAP begins Durango - Grand Junction as OUTRIDER.