



BUSTANG OUTRIDER

NEW BUSES, RELIABLE SCHEDULES, CONVENIENT SERVICE

Recognizing the need for more consistent and convenient transportation services between Colorado's rural communities, the Colorado Department of Transportation (CDOT) is reconfiguring the current bus network to better fit the needs of its riders. Through this new service, operators will be provided with brand new Bustang Outrider buses and will run on improved schedules.

CDOT is partnering with local governments to improve transit service statewide, with an initial focus on reconfiguring the following routes:

- **Lamar to Pueblo** (Proposed Winter 2018)
- **Gunnison - Denver** (Proposed Summer 2018)
- **Alamosa - Pueblo** (Proposed Summer 2018)
- **Durango to Grand Junction, Roadrunner Stagelines** (Proposed Summer 2018)

FINDING A BETTER WAY

Outrider will benefit riders of the system by:

- Scheduling service to improve the connection of bus routes among rural communities
- Providing new buses for more reliable, on-time service
- Establishing maintenance standards to assure continued reliability
- Setting fares to ensure consistency across geographic areas
- Working with local governments to ensure bus stops are accessible
- Ensuring connectivity to the intercity bus network and providing travel options for day trips to regional centers



WHAT'S THE STRAIGHT SCOOP?

How will CDOT fund Bustang Outrider? Can't we use this money for other things?

CDOT receives funds from the Federal Transit Administration through a Formula Grant for Rural Areas 5311 to provide funding for public transit throughout the state. Eighty-five percent of the grant money goes to subsidize transit within towns, and 15 percent of the grant money is required to be used for service that makes a "meaningful connection" to inter-city bus service. It's this 15 percent that has been funding the current bus service and will continue funding the reconfigured routes.

Is Bustang Outrider taking over service from current providers?

Current transit providers will have an opportunity to be a Bustang Outrider service provider. However, providers will be held accountable to the state's taxpayers through stricter requirements for on-time service and reliability of buses. CDOT is initially looking for operators who demonstrate the ability to provide efficient, reliable service, and also have a strong maintenance plan for the vehicles. If existing transit agencies are unwilling or unable to operate service beyond their local boundaries then CDOT will consider bidding the service out to for-profit providers.

CDOT does not wish to compete with local transit service, and our policies do not allow Bustang Outrider to transport passengers between stops within established public transit districts.

Is there viable ridership on the proposed routes?

Bustang Outrider is not expected to have the high ridership of congested corridors like I-25 and I-70. However, regular daily service of the type that Bustang Outrider provides is more reliable and less expensive than the alternative of providing individualized call-and-ride service.

By increasing the convenience and comfort of public transportation it is estimated that ridership will increase.

Will Outrider expand to other rural towns?

Discussions are ongoing regarding future Bustang Outrider service. No additional routes beyond those identified above will be implemented without extensive study and citizen input from the areas affected.

What if I have other questions or comments?

We are always interested in hearing any suggestions or comments on public transit in your area. Feel free to contact us with any comments or questions.

Questions? / BustangOutrider@codot.us

Or contact Jeff Prillwitz - Phone: 303-757-9526

