

Transit Questions to Consider

Local Bus



Description	Self-propelled rubber tire transit vehicle operating on existing roadways
Variations/ Derivatives	Articulated bus; Transit coach buses in urban applications
Power/Propulsion	Diesel (traditional); alternative fuels; hybrid; electric (battery or overhead catenary)
Speed	Similar to mixed flow traffic; up to 40 mph; good accel/decel characteristics
Station/Stop Spacing	Flexible: 1/4 mile
Capacity	Seated: 20-70 people depending on length/articulation; +30% standing
20 Year Capital and Operating Costs	Bus: <u>\$1,000,000 per mile</u>
Typical Applications	Urban connections between activity centers and along urban streets

Demand Response



Description	Self-propelled rubber tire transit vehicle operating on existing roadways
Variations/ Derivatives	Small body on chassis bus or van in urban and rural applications
Power/Propulsion	Diesel or gasoline (traditional); alternative fuels; hybrid
Speed	Similar to mixed flow traffic; up to 40 mph; good accel/decel characteristics
Station/Stop Spacing	N/A - Door-to-door/center-to-center service
Capacity	Seated: 12-24 people depending on length; No standing
20 Year Capital and Operating Costs	Bus: <u>\$45-\$60 per hour</u>
Typical Applications	Service to children, senior, disabled and low-income urban and rural clients

Regional Bus



Description	Self-propelled rubber tire transit vehicle operating on existing roadways
Variations/ Derivatives	Articulated bus; Over-the-road coach buses in regional applications
Power/Propulsion	Diesel (traditional); alternative fuels; hybrid; electric (battery or overhead catenary)
Speed	Similar to mixed flow traffic; up to 70 mph; good accel/decel characteristics
Station/Stop Spacing	Flexible: 1 mile or more
Capacity	Seated: 20-70 people depending on length/articulation; +30% standing
20 Year Capital and Operating Costs	Bus: <u>\$1,000,000 per mile</u>
Typical Applications	Regional connections between transit centers and Park and Ride locations

Bus Rapid Transit (BRT)



Description	Self-propelled rubber tire transit vehicle operating in exclusive right-of-way
Variations/ Derivatives	Buses can operate in mixed flow traffic, high-occupancy vehicle (HOV) lanes, high-occupancy/toll (HOT) lanes
Power/ Propulsion	Diesel (traditional); alternative fuels; hybrid; electric (battery); or overhead catenary
Speed	Up to 70 mph; good accel/decel characteristics
Station/Stop Spacing	Flexible: 1 mile or greater
Capacity	Seated: 45-70 people depending on length/articulation
20 Year Capital and Operating Costs	<ul style="list-style-type: none"> I-25 Corridor from SH 14/Mulberry (Fort Collins) to SH 119 (Longmont) with 5th and 6th lanes dedicated to HOV, BRT and hybrid fuel vehicles. Total Cost - \$125 Million over base freeway widening of \$400 million
Typical Applications	Line-haul service in urban areas; express/regional service in suburban (freeway) applications

Commuter Rail



Description	Rail vehicle operating in exclusive right-of-way or on existing railroad tracks; typically a locomotive pulling 2 or 3 coach cars
Variations/Derivatives	Diesel Multiple Unit (DMU), possible alternative fuels applications
Power/Propulsion	Diesel or diesel/electric powered locomotive pulling coach cars
Speed	Top speed up to 79 mph; modest accel/decel characteristics
Station Spacing	2 to 10 miles
Capacity	Seated: 135 to 150 passengers per vehicle
20 Year Capital and Operating Costs	<ul style="list-style-type: none"> Use existing BNSF railroad from Fort Collins to Longmont (which will connect with proposed FasTrack commuter rail to Boulder & Denver). Improvements include transit stations and commuter rail operating costs. Costs also include commuter bus from Greeley to E-470 along US 85. Total Cost - \$800 Million (includes \$250M in FTA New Starts funding) New track along I-25 approximately 60 percent higher (\$1.25 Billion) than the BNSF alternative
Typical Applications	Line-haul service between metropolitan and suburban areas