

Southwest Colorado

Regional Transit Feasibility Study



Prepared for

Region 9
Economic Development District
of Southwest Colorado

Southwest Colorado Regional Transit Feasibility Study

Final Report

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September 24, 2009

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CHAPTER I

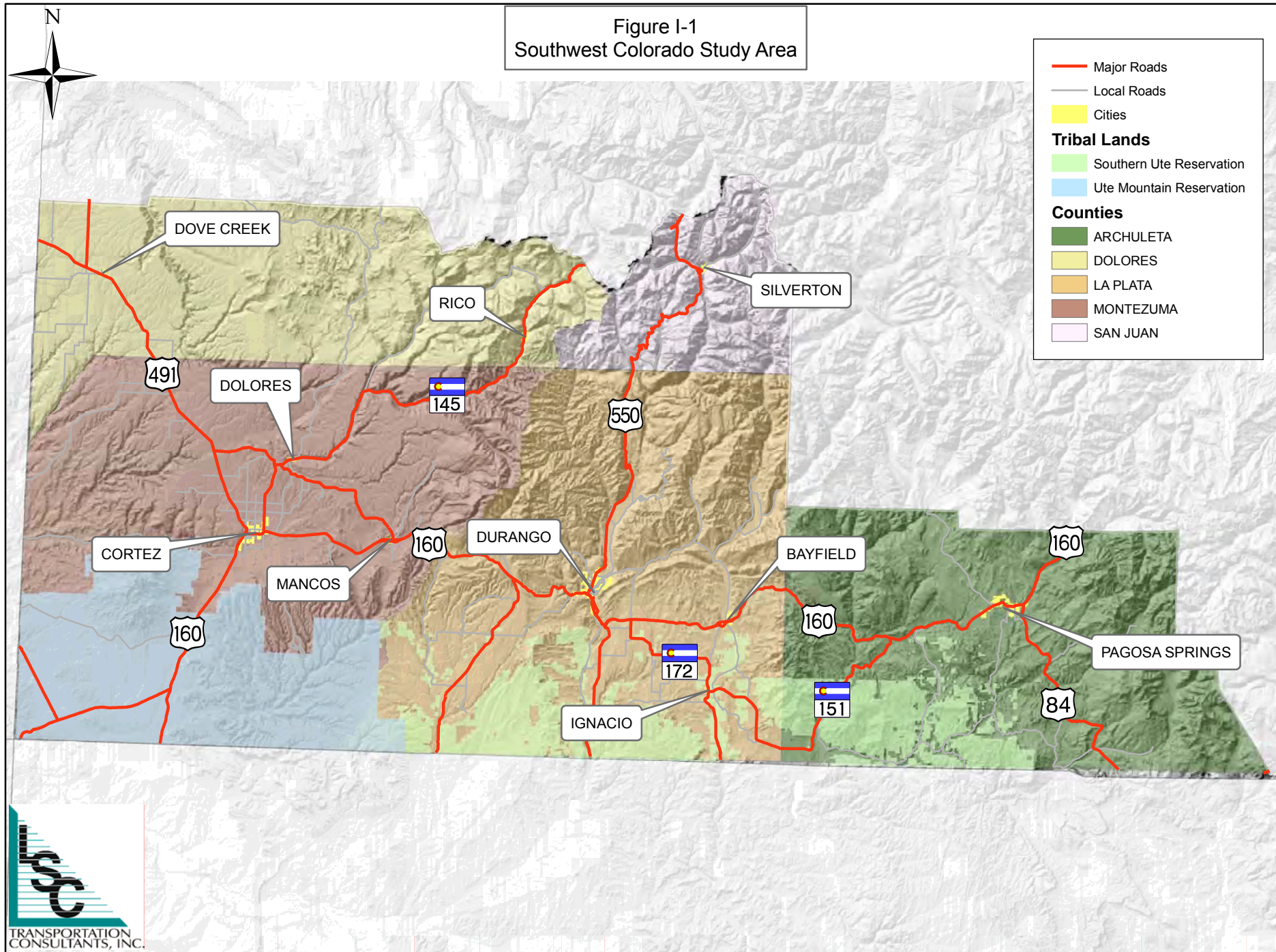
Introduction

STUDY BACKGROUND

The Region 9 Economic Development District (EDD) of Southwest Colorado—which includes the counties of Archuleta, Dolores, La Plata, Montezuma, and San Juan as well as two Native American Indian Reservations (Southern Ute and Ute Mountain Ute Indian Reservations)—contracted with LSC Transportation Consultants, Inc. to conduct the Southwest Colorado Regional Transit Feasibility Study. The primary focus of this project is to determine the needs for regional transit services and to identify the most feasible, cost-effective, and efficient means of providing transit services along potential transit corridors.

One of the strategic directions that the Region 9 EDD of Southwest Colorado has identified is the potential of transit service along the major corridors—US Highway 160 between Pagosa Springs, Durango, and Cortez; US Highway 491 between Cortez and Dove Creek; State Highway 145 between Cortez and Rico; State Highway 172; and US Highway 550 from Silverton to Durango with potential extensions into Farmington and Aztec, New Mexico. This report presents an analysis of the existing transportation services in the area, an analysis of the demand for existing and future services, and a preferred service plan based on service design, estimated preliminary cost, and ridership forecasts. Figure I-1 provides an illustration of the study area.

Figure I-1
Southwest Colorado Study Area



The overall planning process included the following elements:

- Identification of issues and concerns
- Inventory of services
- Demand for services
- Service alternatives
- Financial and institutional alternatives
- Development of a preferred regional transit service plan
- The regional transit operations that need to be accommodated in the new Durango Transit Center
- Determination of service feasibility

Two interim reports were prepared prior to preparing this final report, which documents results from the entire study process. At key points throughout the study, the public was involved to provide feedback on alternatives and needs. Key stakeholder involvement included meetings with the Working Group. The project Working Group reviewed and provided input on study goals and products. This Working Group made key decisions and helped guide the process. Additional input was sought through community meetings and an online community survey. The end product is the determination of feasibility and an appropriate service plan for the area.

ORGANIZATION OF THIS REPORT

Chapter II presents input from the public involvement process. This included open houses/public meetings, comment sheets, and an online community survey.

Chapter III presents a brief review of existing transportation services in the study area.

Chapter IV provides a review of transit demand for the area which was used in evaluating future route structures.

Chapter V provides an assessment of regional transit needs, existing transit generators, and potential transit markets which helped identify gaps in transit services.

Introduction

Chapter VI presents various service alternatives. The Planning Team developed several alternatives for the provision of regional transit services to fill a needed gap. These range from vanpool service to continuous bus service along major corridors.

Chapter VII reviews the institutional alternatives that could be used to oversee the transit services for the region.

Chapter VIII provides the preferred service plan with the levels of service that would be appropriate to meet the needs of the communities. This study determines where new or expanded services should be implemented and the level of service, as well as how to coordinate those new regional services with existing transportation services. Specific recommendations are provided for each corridor. The recommendations include enhanced ridesharing service, new vanpool transit service, and creation of a Coordinating Council.

Chapter IX provides an implementation plan for the recommended services. Recommendations are provided for phased implementation and a financial plan is provided to identify the required funding.

PLANNING ISSUES

The five-county region is sparsely populated with an economy based on natural attractions in the region. Major activity centers in the region are limited to several communities along US Highways 160, 550, and 491 and State Highway 145. The main activity centers in the region are Durango, Pagosa Springs, Cortez, Ignacio, Bayfield, Silverton, Mancos, and Towaoc for employment, health care, and additional social services. Durango acts as a regional hub for services and health care. Much of the population growth in the region—especially in the Pagosa Springs and Durango areas—can be attributed to migration as new residents are moving into the area to take advantage of the area’s unique natural resources, quality of life, and other amenities. Many of these new residents are retirees or second-home owners. This study has determined where new or expanded services should be implemented and the level of service, as well as how to coordinate those new regional services with existing transportation services.

Initial Meetings

LSC met with the Working Group on January 23, 2009 as part of a study “kick-off” meeting. This meeting gave the Working Group an opportunity to be introduced to the study goals and objectives and to voice issues and concerns in the area. LSC worked directly with the Working Group throughout all phases of this study. At key points, presentations and discussion with the Steering Committee took place to ensure the results reflect community needs and desires.

Preliminary Study Issues

The “kick-off” meeting gave the Working Group members a chance to voice community transit and transportation issues. These issues acted as the driving force as recommendations and the preferred service plan were developed. A roundtable discussion allowed each member of the Committee to voice issues to be addressed in the study. These issues are:

- Need to look at shared or coordinated dispatching for the various transportation services in the region.
- Need to look at centralized or consolidated maintenance for the various transportation providers in the area.
- Schedules need to be coordinated among the various transportation providers. Consistency in scheduling is critical for creating a regional transit service.
- Need for regional transit service.
- Extension of service hours.
- Need to find a way to allow more than two bikes on a bus.
- Need for increasing capacity.
- Dolores County needs public transportation, not just specialized service.
- Need to implement newer technology to improve services. Technology may leverage existing resources to enhance or expand services.
- Address the issue of operating costs, particularly the uncertainty in fuel costs and its impacts on budgets.
- Lack of transportation is a barrier for many in the region, particularly for students.
- Reduce or eliminate duplication of services in the region.
- Set up a consolidated fare structure throughout the region.
- Investigate the potential for use of alternative fuels.
- Consider a cooperative arrangement for fuel purchases among the region’s providers.

Introduction

- Work with employment centers to obtain support from employers and provide service to meet transportation needs of employees on different shifts.
- Serve the tourism market.
- Operate later hours, particularly for workers with evening work hours.
- There are several gaps in service which should be addressed as part of a regional transit service plan such as:
 - Animas Valley
 - Florida Mesa
 - Dove Creek-Cortez-Durango
 - Bayfield (service throughout the day and local service)
 - Pagosa Springs to Ignacio
 - Transportation to support after school activities
- Need to address sources of funding and funding inequalities throughout the region.
- Facilities that will be required to support regional transit service include bus stops, park-and-ride lots, bus pull-outs, and transfer points.
- PUC license issues related to providing regional services.
- Finding sufficient qualified workers for transit service.
- Coordinated training for drivers and employees.
- Durango has trainers and testers for CDL training.
- Transportation for employees commuting to Telluride.
- Purgatory is currently reimbursing carpool participants. The study should look at expanding employer support for alternate modes of transportation.



CHAPTER II

Public Involvement

INTRODUCTION

An integral part of any planning process is the public participation effort. During the course of this plan, several methods for involving the public in the process were undertaken. Based upon comments and suggestions from the project Working Group, a number of public meetings were hosted by the LSC Team with the help of the Region 9 Economic Development District (EDD) of Southwest Colorado and the Working Group members to receive public input on the regional transportation needs in the Southwest Colorado Region.

PUBLIC MEETING/OPEN HOUSE INPUT

The first open houses were held from March 17 through March 19, 2009. The locations on March 17 were the Pagosa Springs Community Center and the Ignacio Town Hall Council Room, both held at 6:30 p.m. The March 18 open house was at 6:30 p.m. at the Durango Fairgrounds. Open houses were held at the Bayfield Town Hall and the Cortez City Hall at 6:30 p.m. on March 19.

The Ignacio Town Hall meeting had no people show up, while the Pagosa Springs Community Center meeting had six persons attend. The Durango Fairgrounds open house had 11 attendees. The Bayfield Town Hall meeting had four attendees, while the Cortez City Hall open house had 19 attendees. Attendees were given the opportunity to voice what they felt are the regional transit needs within each of their communities. The public was given a comment sheet which asked them questions on where they lived, whether they used public transit, what type of transit service they would prefer, to which community they needed public transit and the primary reason they needed public transit to that community, and additional comments they would like to include regarding the transit feasibility study. Appendix A includes a copy of the comment sheet. Comments in Appendix B are

Public Involvement

categorized into each open house location. A brief summary of those open house comments:

Pagosa Springs Community Center

Listed below are comments received from citizens that attended the public meeting:

- Need service to Durango for medical purposes - two trips a week.
- Need service to Durango for shopping at Wal-Mart - one trip a week.
- Need service to the airport in Durango - daily.
- Need service to Durango to access Greyhound.
- Need service to Durango for Fort Lewis college students.
- Need service to Ignacio for employment purposes (at the casinos, and oil and gas industries).
- Need service to Wolf Creek.
- Need volunteer drivers for service to Durango.

Durango Fairgrounds

Listed below are comments received from citizens that attended this public meeting:

- Need commuter service from Durango West to Durango.
- Need commuter service from Hermosa to Durango.
- Need commuter service from Bayfield to Durango.
- Need commuter service from Mancos to Durango.
- Need commuter service from Dolores to Durango.
- Need commuter service from Edgemont/Florida Road to Durango.
- Need service to the Durango/La Plata County airport and to the Durango Area industrial park.
- Need park-and-ride lots.
- Need service to Cortez, Bayfield, and Pagosa Springs for students and commuters.
- Need bike racks on buses.
- Need service from Aztec to Durango.
- Need service from Farmington to Ignacio.
- Need service from Farmington to Durango.
- Need trips from Ignacio to Farmington for shopping purposes.

- Need scheduled service in Cortez.
- Need scheduled service to the medical centers.
- Need coordinated schedules between various transportation providers in the region.
- Need a coordinated fee/fare structure between various transportation providers in the region.
- Need shared bikes/carpooling in the Durango area.
- Need service to the San Juan Basin Tech College.
- Need innovative fuels such as biodiesel.
- Need access to recreation in the mountains and the Rafter J on Wildcat Canyon Road.
- Need bus service to Denver. Need a better interface with the intercity bus service.
- Need for good local circulation.
- The priorities identified at the Durango meeting were on cross-county services, with service to Mancos, Bayfield, Aztec, and Hermosa.

Bayfield Town Hall

Listed below are comments received from citizens that attended this public meeting:

- Mancos is a bedroom community, and there is a need for employees to access transportation service into Durango along US Highway 160 from 8:00 a.m. to 5:00 p.m., Monday through Friday. Whenever people are looking to move to Mancos, there is always a consideration made to live in Bayfield which is somewhat equidistant to Durango and has access to public transportation services into Durango.
- Ignacio is seen as a major employment center in the Southwest Colorado Region with access to various jobs because of the new Sky Ute Casino Resort, jobs linked to the Southern Ute Indian Tribe, and oil and gas industries. There is a need for transportation into Ignacio from the Durango area.
- Most of the Bayfield residents work in the Durango area.
- Need for public transportation from Bayfield to the Durango airport. SUCAP/Road Runner will have to deal with the Public Utilities Commission (PUC) issues/insurance issues. The Durango airport currently has an issue of limited parking, and public transportation to/from the airport will alleviate some of that problem.
- Need to better serve the Mercy Regional Medical Center. The hospital's isolated and scattered activities makes it difficult to serve. There are different work shifts between the hours of 7:00 a.m. and 4:00 p.m.

Public Involvement

- Need for youth in the Bayfield/ Ignacio area to access transportation service into Durango, especially on Fridays and weekends for entertainment such as movies.
- Need for occasional service to Albuquerque. The Veterans of Foreign Wars (VFW) currently provides service to Albuquerque.
- Need for occasional service (once a week) to Farmington, Durango/Silverton, and Mesa Verde from Bayfield.
- Public transportation requires patrons to be flexible, but on the other hand, it gives people a sense of independence.
- Need more runs/increased bus service capacity between Ignacio, Bayfield, and Durango, provided by SUCAP.
- SUCAP has observed a slight reduction in ridership since gas prices have dropped. There is a need for marketing efforts, encouraging people to use the bus at least two days a week.
- People in the Bayfield area choose to live there because of the Road Runner service.
- Need more runs between Ignacio and Bayfield. There are currently four runs between these two communities.
- SUCAP majority market segment is commuters with a small percentage of transit-dependent riders that use the service midday.
- Need for transportation to the Rivergate—a private hospital and housing development.
- There is a need for benches, kiosks, and bus schedules at the SUCAP bus stops. Also, SUCAP bus stops need to be attached to activities.
- Need for SUCAP buses to get from Bayfield to Durango before 8:00 a.m. (approximately 7:40 a.m.).
- Need to access federal stimulus money for light rail services using the existing railroads.
- Some of the priorities identified at the Bayfield meeting were on commuter service from Mancos to Durango, North Hermosa into Durango, and the Trimble Hot Springs into Durango.

Cortez City Hall

Listed below are comments received from citizens that attended this public meeting:

- Need service from Mancos to Durango.
- Need service from Cortez to Durango.
- Scheduled service should be with designated stops.
- Need service to Farmington from Cortez to access medical facilities, and for school/education purposes.

- Need service from Shiprock to Cortez.
- Need service to the casinos from Shiprock and Farmington.
- Need service from Cortez to the casino.
- Need service from Dolores County (Dove Creek) to Cortez.
- Need service to Farmington and Durango to access jobs.
- Need early morning and late evening service from Dolores to Telluride, seven days a week.
- The San Juan Basin Technical College's number one complaint is lack of transportation. It is a barrier for potential students. Classes at the Technical College start at 7:30 a.m. and end at 2:00 p.m.
- Transfers are an issue for the elderly and individuals that are ill.
- Need coordinated schedules and fares.
- Need park-and-ride locations.
- Need bikes on buses.
- One of the recommendation was that it would be better for the Navajo Transit service to come to Cortez.

The second round of open houses was held on April 28 and 29, 2009. The Cortez City Hall open house took place on April 28, 2009 at 4:00 p.m. The other two open houses were held on April 29, 2009 at the Pagosa Springs Community Center at 7:30 a.m. and at the Durango Recreation Center at 7:00 p.m.

The Cortez City Hall open house had 14 persons attend. The Pagosa Springs Community Center open house had eight people, while the Durango Recreation Center open house had only one person attend. Participants at these open houses were given an opportunity to comment on the various service alternatives. In this round of meetings, a brief description of the various service alternatives was given. The attendees were then shown displays of each alternative so that they could have a closer look and ask questions. The public was given a comment/suggestion sheet which asked them to rank each of the alternatives, give reasons why they selected a particular service corridor and the type of transit alternative, any changes they would like to see in the preferred transit service alternative, and the service alternative that should be given the highest priority in the preferred transit plan. Comments in Appendix C are categorized by subject.

PROJECT WORKING GROUP

The Region 9 Economic Development District (EDD) of Southwest Colorado and LSC worked with a project working group throughout this study. This Working Group is made up of representatives of various stakeholders in the community such as transportation providers, human services agencies, elected officials from the tribes and local communities and local planning staff.. This group provided a broad representation from throughout the study area and served as an advisory panel for the study. LSC worked directly with this Working Group throughout all phases of this study. At key points, presentations and discussion with the Working Group took place to ensure the results reflect community needs and desires. Thirteen representatives attended the first meeting on January 23, 2009, and six representatives attended the second meeting on March 20, 2009. The third meeting on May 5, 2009 was a telephone conference that was attended by six representatives.

COMMUNITY SURVEY

This section provides the analysis of data collected through a survey of residents in the Southwest Colorado area. The questionnaire was distributed at the open houses in a paper format and was also available to anyone on the Internet as part of the project website. The questionnaire was provided in English and is included in Appendix D. A total of 359 usable responses were received. The purpose of the survey was to gather input from residents about their need for public transportation services and the feasibility of providing transit services in the Southwest Colorado Region. The responses are summarized in the following sections.

This survey was not based on a representative sample of the area population. The results should be interpreted as information about those who completed the questionnaire. The results should be used with care and should not be considered as representative of all residents of the Southwest Colorado Region.

Demographic Characteristics

There were a number of questions asked to determine demographic characteristics of each respondent. This includes information on age, income, whether respon-

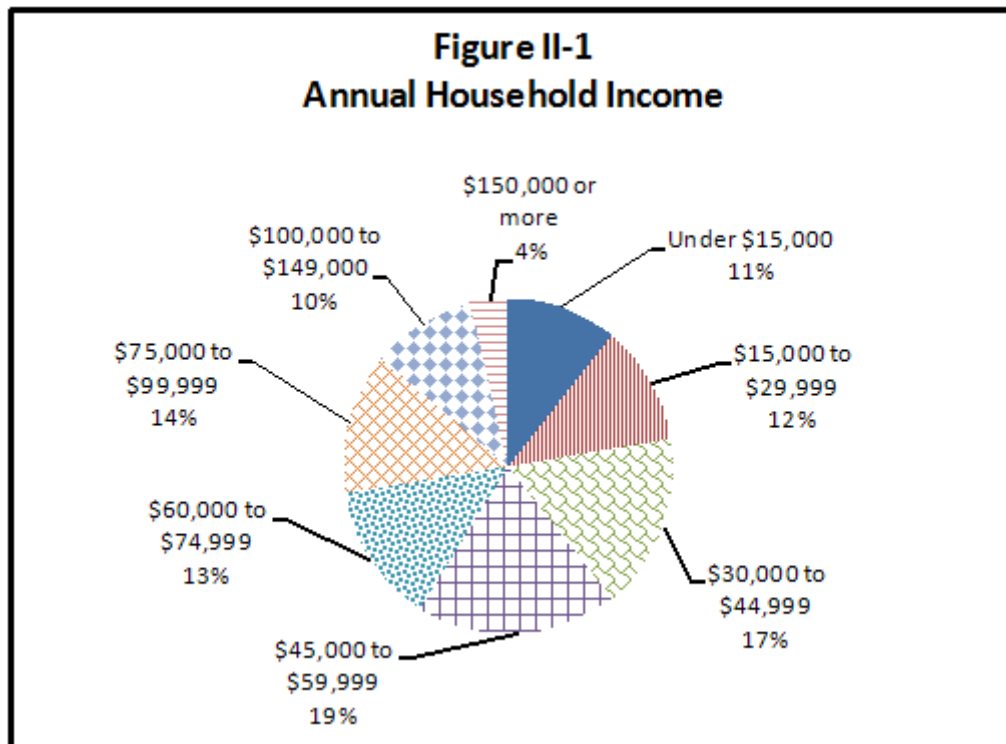
dents hold a driver's license and are able to drive, number of operating vehicles, licensed drivers in each household, employment status, and whether the respondent has any travel disability. These characteristics help to determine the different market segments in a community.

Age

The average age of the respondent was 55 years, ranging from 21 to 94 years. Age 59 was the most frequent age of the respondents. Approximately six percent of respondents were between the ages of 21 and 29 years, 57 percent were between 30 and 59 years, and 37 percent were 60 years and older. When compared with the 2000 US Census which provides demographic information, the average age of individuals in the Southwest Region (who are 18 years and older) was 44 years.

Annual Household Income

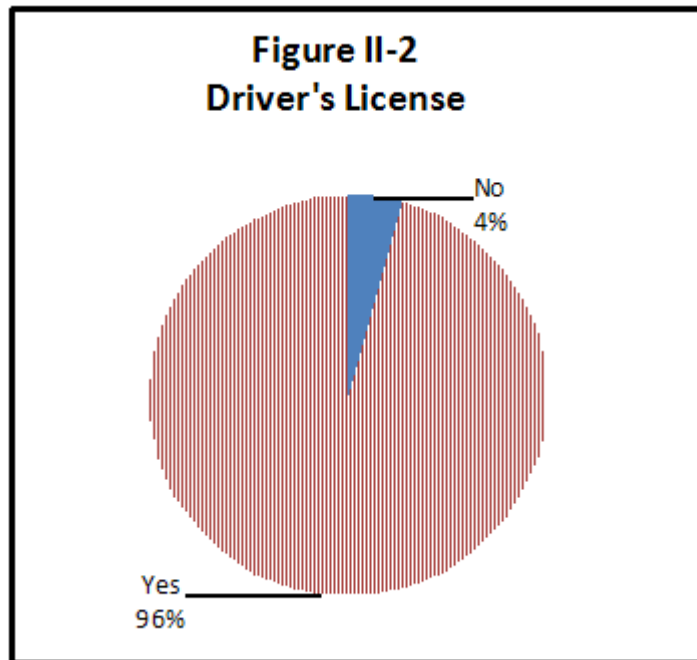
Income plays an important role in determining the type of transit service to be planned in the Southwest Colorado Region. Generally, low-income market segments have a higher dependence on transit than other income groups, but high-income market segments will use the service if it is convenient and saves them time. The annual household income ranges of respondents are shown in Figure II-1. Respondents represent a broad spectrum of annual household income group ranges. Approximately 11 percent of the patrons reported having incomes less than \$15,000 per year. As illustrated in the figure, the income groups between \$15,000 and \$ 75,000 range from 12 percent to 19 percent of the total respondents. Approximately 28 percent of the respondents reported having incomes of greater than \$75,000 annually. When compared with the 2000 US Census, approximately 17 percent of the population in the region reported having incomes less than \$15,000 and 17 percent of the population report having incomes greater than \$75,000 annually.



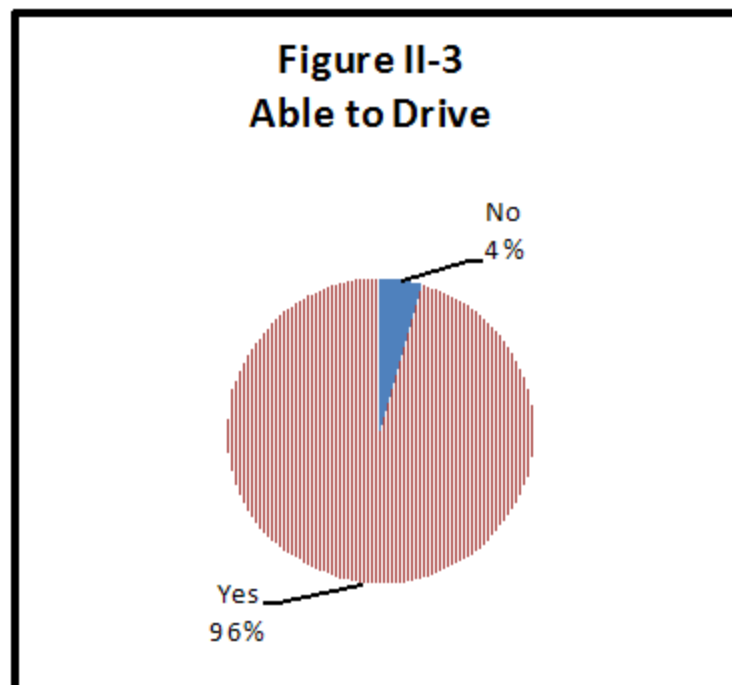
Vehicle Availability and Driver's License

Lack of a private vehicle or the inability to drive influence people to use public transportation. This comparison provides an indication of the number of potential choice riders compared to those who are transit-dependent. Potential choice riders refer to respondents who have a personal vehicle and a driver's license and may choose to use transit.

Figure II-2 shows the proportion of respondents who are licensed drivers. Licensed drivers made up a high percentage of respondents, with 96 percent having a license to operate a car.



Respondents were asked whether they were able to operate a vehicle. Figure II-3 provides the responses and indicates that four percent of the respondents are unable to drive.

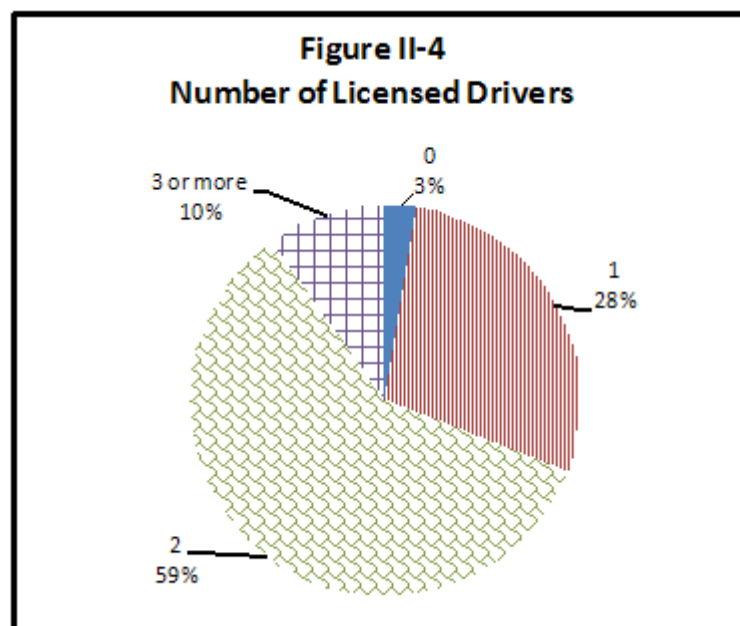


A cross-tabulation between driver’s license and ability to drive—shown in Table II-1—gives an indication that 91 percent of the respondents are potential choice riders while, on the other hand, four percent of the respondents are truly transit-dependent.

Table II-1 Percentage of Respondents with a Driver's License and Those Who are Able to Drive			
Ability to Drive	Driver's License		
	Yes	No	Don't Know
Yes	91%	0%	1%
No	0%	4%	0%
Don't Know	0%	0%	4%

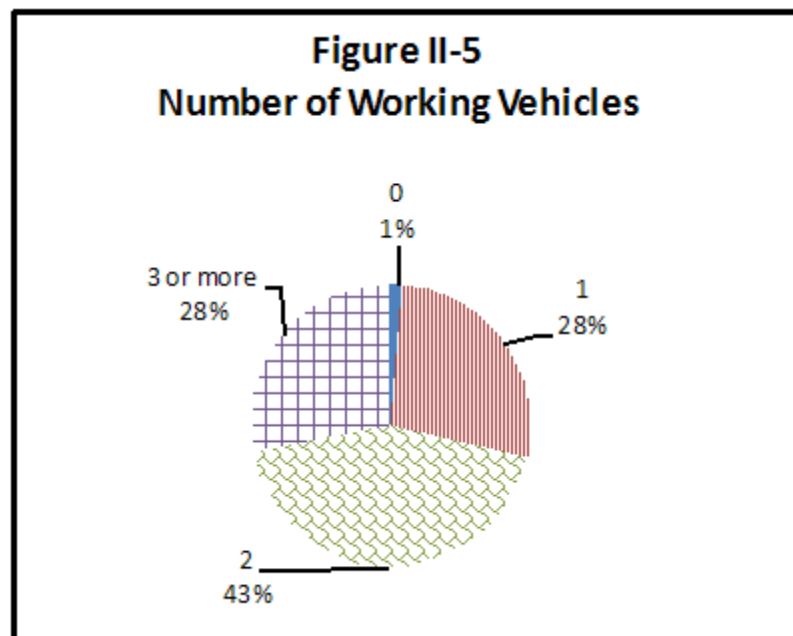
Source: Community Survey, 2009.

Respondents were also asked how many licensed drivers, including themselves, were in the household. Figure II-4 shows the responses. As illustrated, 59 percent reported having two licensed drivers in the household, including the respondent. Approximately 28 percent of the respondents reported being in a one-licensed-driver household, while three percent of the respondents have no licensed driver in their household. Approximately 10 percent of the respondents indicated three or more licensed drivers in their household.



Residents were also asked the number of operating vehicles available in their household, shown in Figure II-5. As illustrated, a small portion of respondents (one percent) live in households with no vehicles. Another 28 percent live in single-vehicle households. The most common response was two vehicles per respondent household, with 43 percent of the respondents indicating two operating vehicles in their household. Approximately 28 percent live in households with three or more vehicles.

The survey corresponds closely with the 2000 US Census. According to the census, five percent of the population lived in households with no vehicles. Another 28 percent lived in single-vehicle households, 42 percent lived in two-vehicle households, and 25 percent of the population in the study area indicated having three or more vehicles available in their household.



A cross-tabulation was conducted with the number of licensed drivers and number of operating vehicles to understand their relationship and determine what, if any, patterns exist. Table II-2 shows that if there are one to two licensed drivers in a household, the number of operating vehicles are proportional to the number of licensed drivers. However, the table also shows that households with

Public Involvement

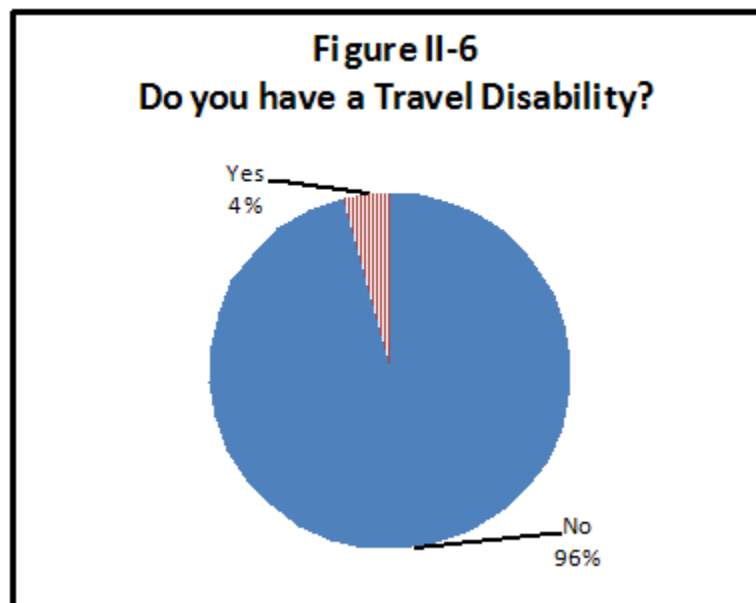
three or more licensed drivers are possibly carpooling or sharing rides with family members.

Table II-2 Percentage of Licensed Drivers and Operating Vehicles Reported by a Household				
Number of Licensed Drivers	Number of Operating Vehicles			
	0	1	2	3 or more
0	1%	1%	0%	0%
1	0%	21%	6%	2%
2	0%	5%	36%	19%
3 or more	0%	0%	2%	8%

Source: Community Survey, 2009.

Travel Disabilities

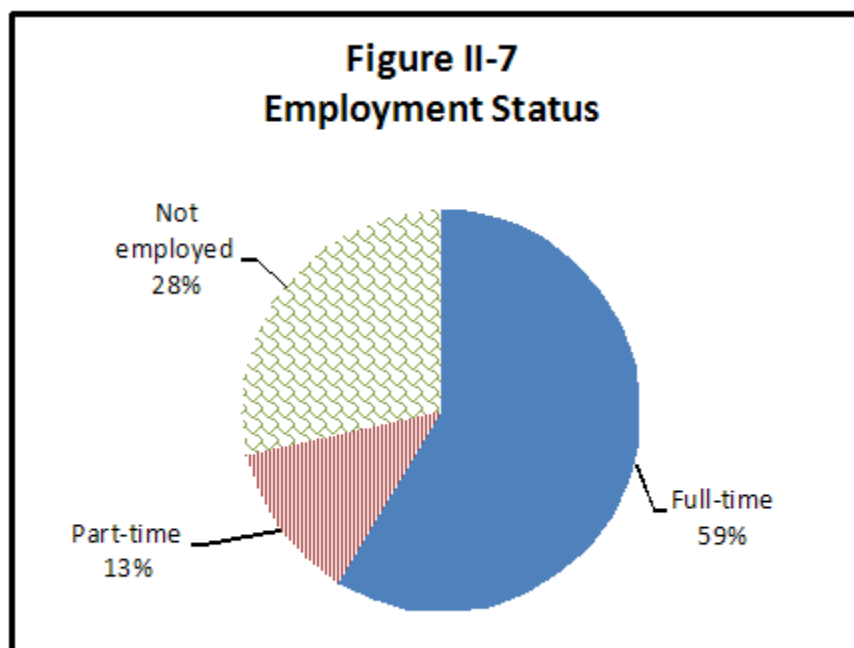
Respondents were asked to indicate if they have a disability which limits their ability to travel. As shown in Figure II-6, approximately four percent indicated a disability that restricted them from traveling alone outside the home. This closely corresponds to the 2000 US Census, where approximately four percent of the population had a disability which restricted travel outside their home.



Employment Status

Respondents were asked to indicate their employment status from a list of options—full-time, part-time, and not employed. Figure II-7 shows the responses. Approximately 59 percent of the respondents are employed full-time, while 13 percent are employed part-time. These two groups reflect the potential commuter market segment within the Southwest Colorado Region. Approximately 28 percent are not employed.

The 2000 US Census reflects a lower percentage of unemployed individuals with six percent unemployed and the remaining 94 percent of those in the civilian labor force as employed.



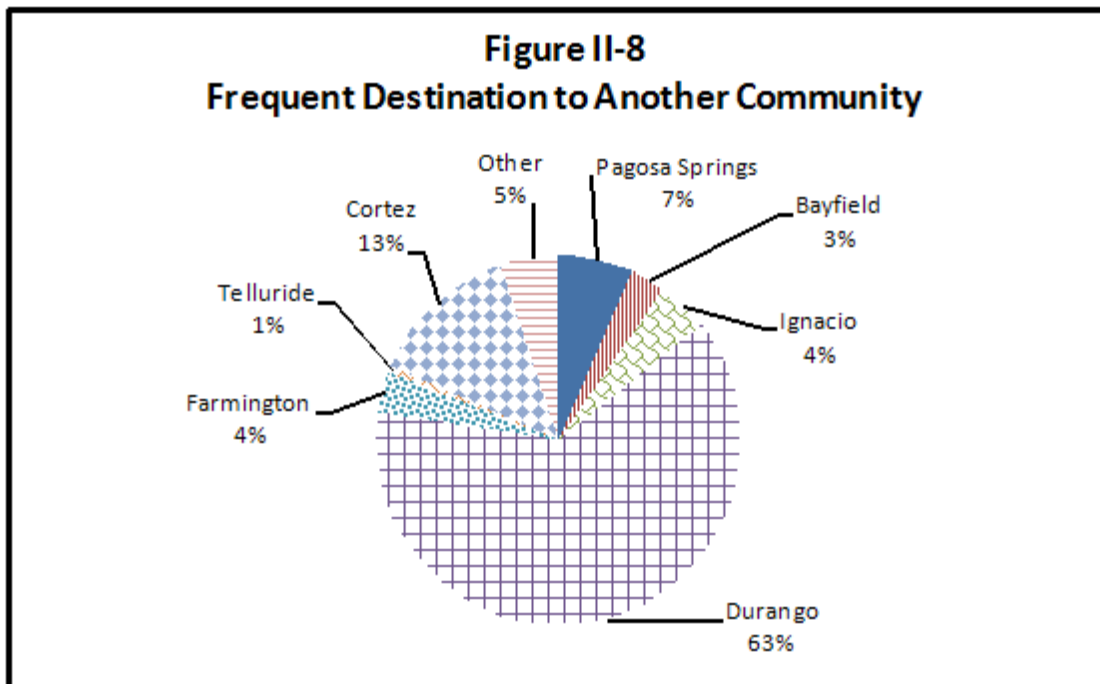
Respondents were also asked to indicate the number of full-time and part-time employed persons in their household. An average of one individual was employed full-time and 0.6 were employed part-time. Of these employed individuals in each of the respondent's households, approximately 69 percent are employed full-time and 31 percent are employed part-time.

Trip Characteristics

The survey asked residents to provide information about their trip characteristics such as their trip purpose, travel frequency, and mode of transportation to their most frequent destination. The following analysis provides insight on the current travel patterns of the residents as well as the likelihood of an individual using a bus service for travel into other communities.

Frequent Destination to Another Community

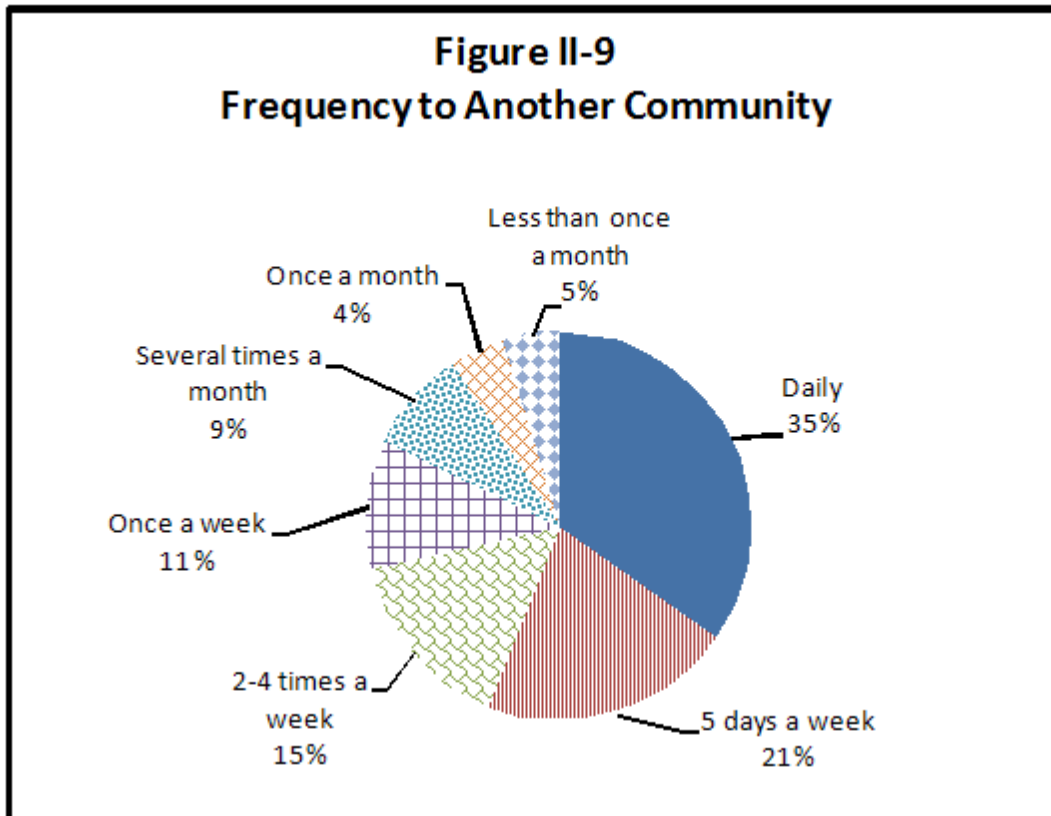
Respondents were asked which community was their most frequent destination. Figure II-8 shows the responses. The majority of respondents (63 percent) indicated that Durango was their most frequent destination. This was followed by Cortez (13 percent) and Pagosa Springs (seven percent).



Travel Frequency to Another Community

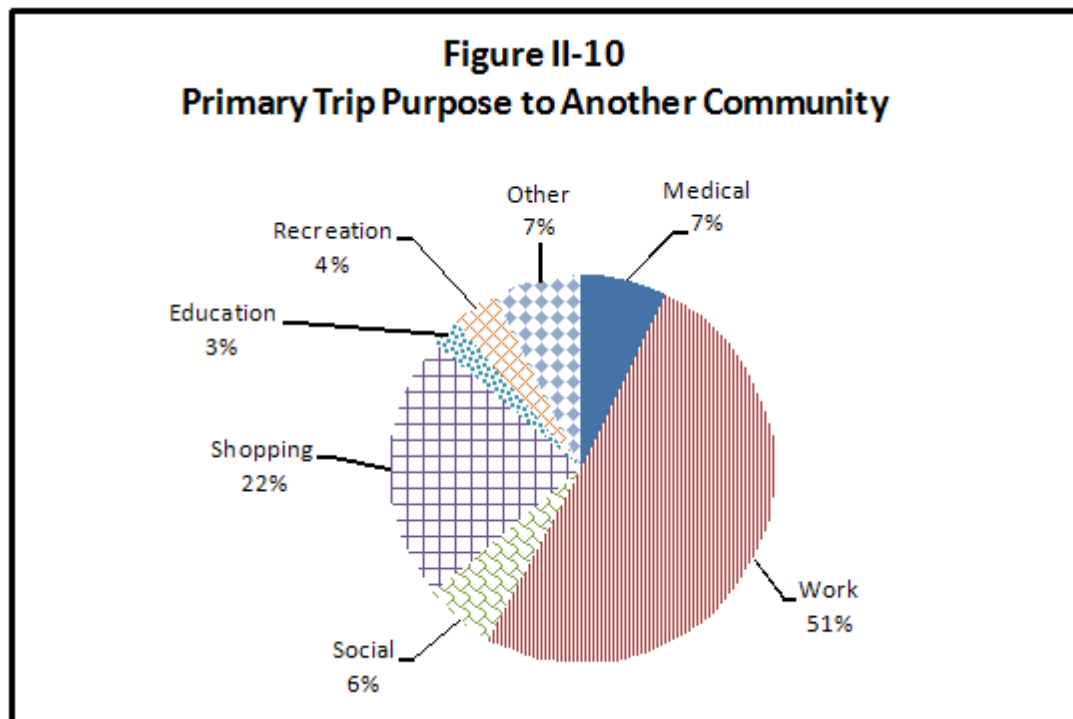
Respondents were asked how often they traveled to that community. Figure II-9 shows the responses, which were widely distributed among options ranging from daily to less than once a month. As shown in the figure, the majority of respondents (56 percent) are traveling frequently at least five days a week to another community. Approximately 15 percent of respondents travel to another community

two to four times a week. Another 11 percent are traveling to another community once a week.



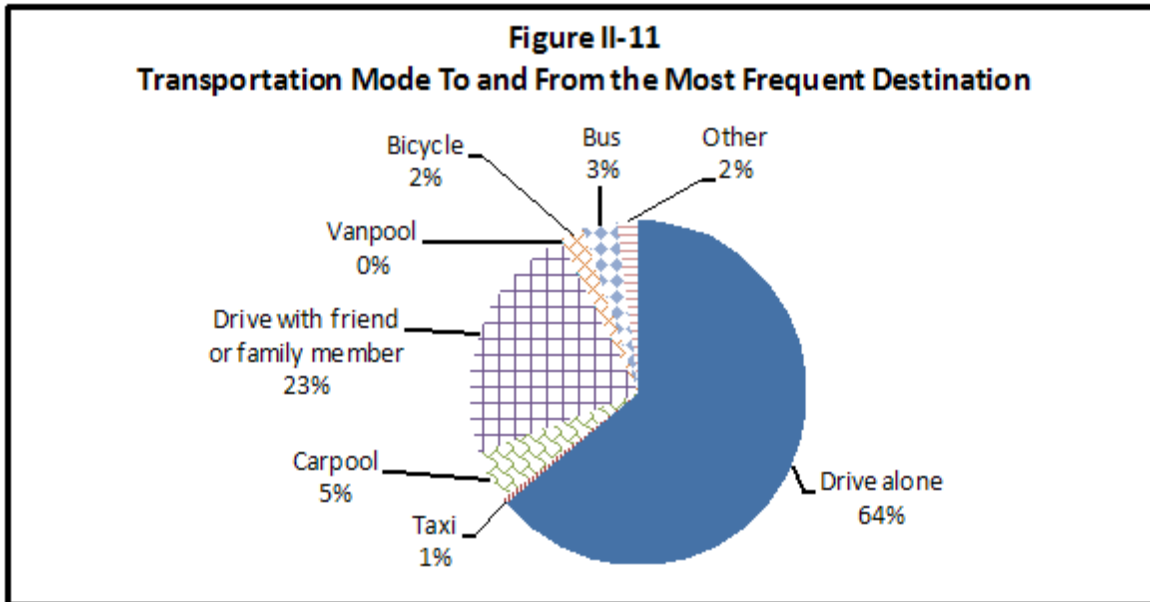
Primary Trip Purpose to Another Community

Respondents were also asked their primary trip purpose for traveling to that community. Figure II-10 shows the responses. As illustrated, a majority of the respondents (51 percent) travel to another community for work purposes. This is closely followed by respondents who travel to another community for shopping purposes (22 percent). Other trip purposes indicated were medical (seven percent), other purposes (seven percent), and for social (six percent) purposes.



Mode of Transportation

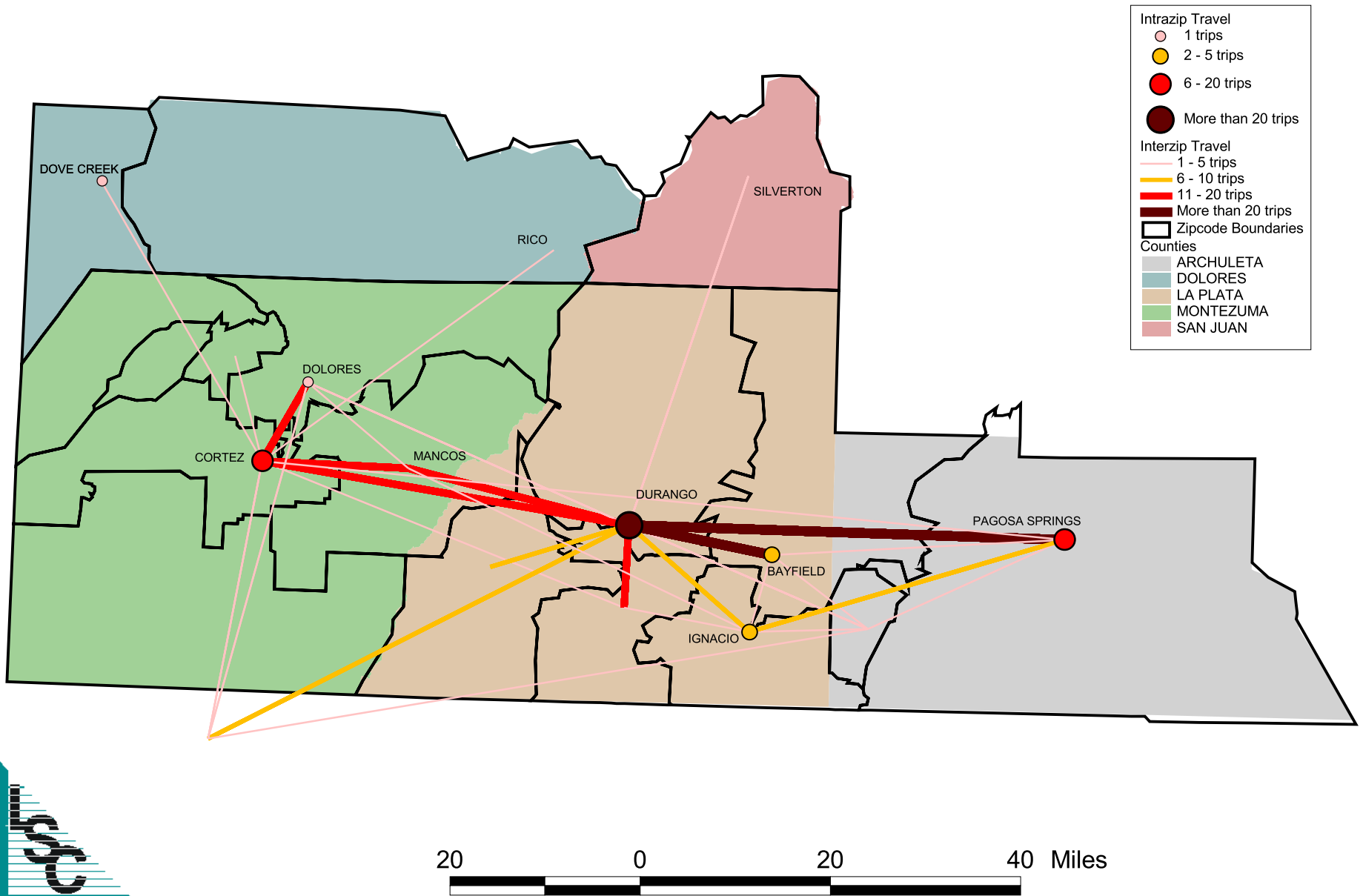
Respondents were asked to indicate the most often used mode of transportation to and from their most frequent destination. As shown in Figure II-11, approximately 64 percent of respondents drive alone, followed by 23 percent of respondents who drive with a friend or family. There is a small percentage of respondents who carpool (five percent), use the bus (three percent), bicycle (two percent), use other modes of transportation (two percent), taxi (one percent), and less than one percent use a vanpool.



Travel Patterns to the Most Frequent Destination

Figure II-12 shows travel patterns from the zip code of residence to the place of destination for frequent trips. As shown in the figure, the origin-destination travel patterns are between Pagosa Springs/Durango and Bayfield/Durango, followed by travel patterns between Durango/Cortez, Durango/Mancos, Cortez/Mancos, and Dolores/Cortez.

Figure II-12
Destinations for Frequent Trips



Likelihood of Regional Service Use and Service Characteristics

To determine the likelihood that residents would use a regional service, several questions were asked of respondents.

Temporal Need

Respondents were asked preference questions, such as the hours and days of operation that they need transportation to and from the community to which they travel frequently. Respondents were allowed to select multiple responses. The majority of respondents indicated that the service should operate between 4:00 and 6:00 p.m. followed by 6:00 to 8:00 a.m. Tables II-3 and II-4 provide the responses. As shown in Table II-3, Monday through Friday are evenly represented for needed days of service, while the need for service on weekends was lower. In terms of specific times during the day, standard commute times dominate the proportion of needed times. Specifically, 55 percent of the respondents need service during the 4:00 to 6:00 p.m. commute time, and 49 percent need the service during the 6:00 to 8:00 a.m. commute time. Other hours of service needed by residents were time ranges in between the two commute times—the hours of 8:00 - 10:00 a.m. (32 percent), 6:00 - 8:00 p.m. (25 percent), 2:00 - 4:00 p.m. (24 percent) and 10:00 a.m. - 12 noon (23 percent). The lowest need for transportation was between 10:00 p.m. and 6:00 a.m.

Days of the Week	Number	Percent of Responses
Monday	232	65%
Tuesday	240	67%
Wednesday	243	68%
Thursday	249	69%
Friday	237	66%
Saturday	113	31%
Sunday	60	17%

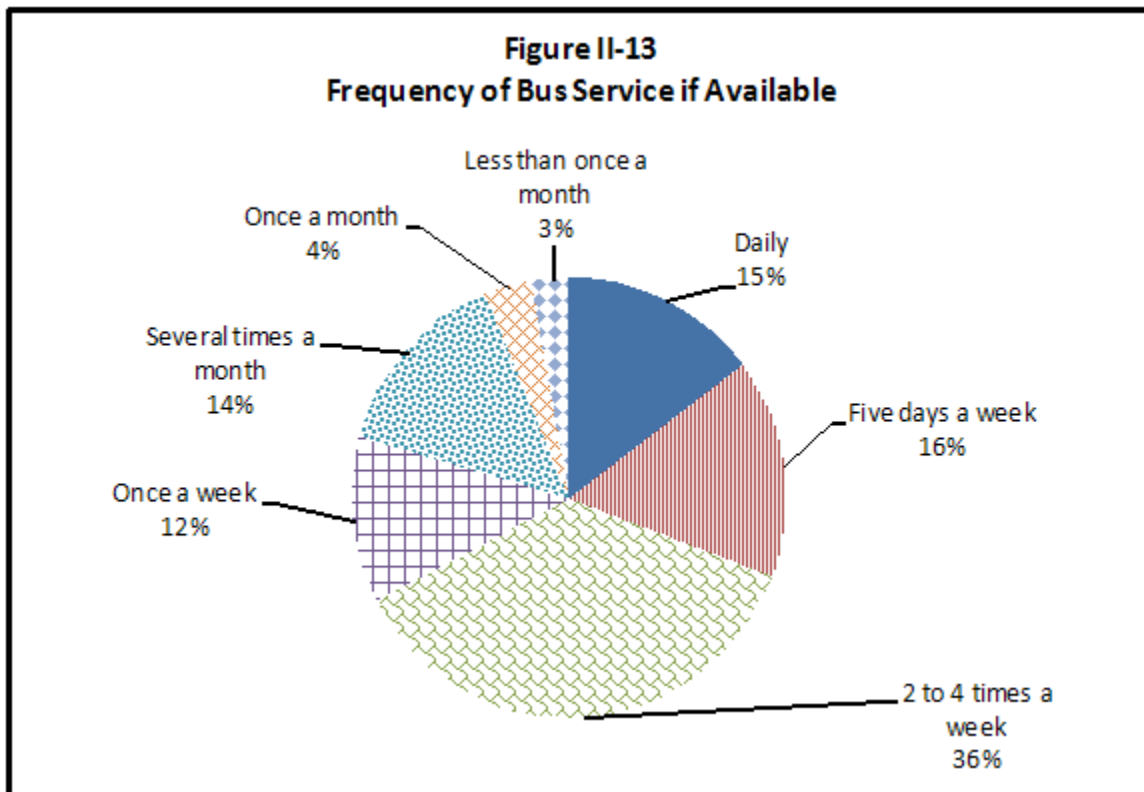
Source: Community Survey, 2009.

Table II-4 Hours of Service To/From Another Community		
Hours	Number	Percent of Responses
6:00 to 8:00 a.m.	176	49%
8:00 to 10:00 a.m.	114	32%
10:00 a.m. to noon	83	23%
Noon to 2:00 p.m.	74	21%
2:00 to 4:00 p.m.	85	24%
4:00 to 6:00 p.m.	196	55%
6:00 to 8:00 p.m.	91	25%
8:00 to 10:00 p.m.	50	14%
Between 10:00 p.m. and 6:00 a.m.	15	4%

Source: Community Survey, 2009.

Usage of Bus Service

Respondents were asked if they would use a bus service if it was available from their home to their most frequent destination. Approximately 86 percent indicated they would use such a service. Additionally, respondents were asked how often they would use such a service. Figure II-13 shows the responses. The largest percentage of respondents (36 percent) indicated that they would use the service two to four times weekly. Approximately 31 percent of respondents indicated they would use the service at least five days a week.



Service Characteristics

Respondents were asked to rate each characteristic that may or may not influence their decision to use public transportation. Respondents were asked to rate each characteristic as either not important, somewhat important, very important, or extremely important. The responses presented in Table II-5 are shown as a proportion of each attribute. The characteristics which were rated as extremely important include:

- Clean buses
- Guaranteed ride home
- Service from home to work
- Local service in the community where I live
- Service must be flexible in scheduling rides

Those characteristics which were the least important were door-to-door service, service every half-hour, late evening service (until 11:00 p.m.), service from a park-and-ride lot to work, Sunday service, and service every hour.

Table II-5 Service Characteristics					
Service Characteristics	Not Important	Somewhat Important	Very Important	Extremely Important	No Response
Service from home to work	23%	9%	13%	37%	19%
Service from home to medical facilities	21%	28%	18%	21%	13%
Local service in the community where I live	23%	14%	19%	27%	16%
Service must be flexible in scheduling rides	12%	21%	24%	26%	17%
Service from a park-and-ride lot to work	27%	15%	18%	18%	23%
Evening service (until 9:00 p.m.)	19%	20%	22%	20%	19%
Late evening service (until 11:00 p.m.)	34%	19%	13%	13%	21%
Service twice a day	15%	14%	19%	23%	28%
Service every few hours	15%	15%	23%	19%	28%
Service every hour	25%	18%	16%	16%	25%
Service every half-hour	35%	18%	9%	14%	24%
Saturday service	19%	21%	19%	18%	22%
Sunday service	26%	23%	15%	13%	22%
Express service (very few stops)	18%	28%	21%	14%	20%
Door-to-door service	41%	21%	11%	6%	21%
Service close to my home	10%	19%	29%	23%	19%
Service provided by buses	9%	17%	30%	22%	22%
Clean buses	6%	10%	30%	38%	16%
Attractive buses	18%	29%	19%	14%	20%
Service by vanpools	15%	22%	25%	12%	25%
Guaranteed ride home	14%	11%	19%	38%	18%
Other					
<i>Source: Community Survey, 2009.</i>					

Potential Transit Riders

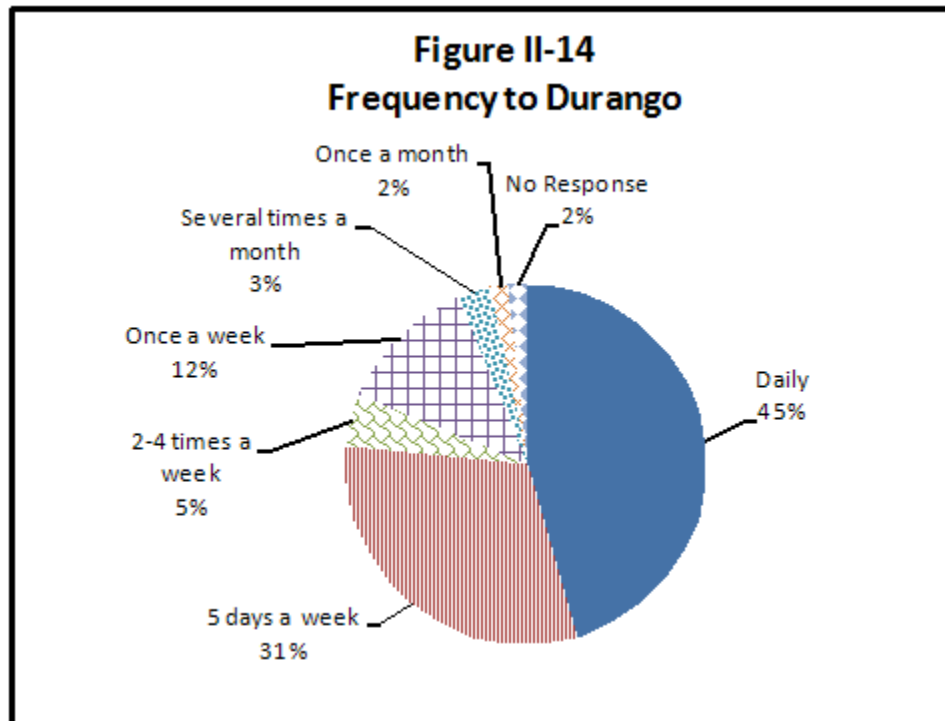
To determine potential riders who would use the bus service if available to their most frequent destination, a multi-step analysis was done. Respondents were first asked if they would use the bus service between their home and the most frequent destination—291 out of the 359 respondents responded in the affirmative. The respondents were then asked if they needed a car for business purposes while at work. Out of the 291 respondents who indicated that they would use the bus service, 208 responded that they would not need a car for business purposes while at work. The next question asked respondents whether they would need their car for personal errands during the day. Out of the 208 respondents who indicated they would not need a car for business purposes, 109 indicated they would not need a car for personal errands. Finally, respondents were asked if they needed their car to drop off or pick up children to and from work. Based on the responses, about 97 respondents out of the total 359 responses were then determined to be potential riders who would use the bus service within the Southwest Colorado Region. This indicates that approximately 27 percent of the total number of respondents could do without their cars while at work, reflecting potential riders who would use the bus service in the Southwest Colorado Region.

Out of the potential bus riders (97 respondents), respondents were asked their most frequent destination. As shown in Table II-6, 66 percent of the total potential riders indicated Durango as their most frequent destination, followed by 13 percent who indicated Cortez as their most frequent destination.

Table II-6 Percent Breakdown of Potential Riders and Their Most Frequent Destination		
Community	Responses	Percent of Total Potential Riders
Durango	64	66%
Cortez	13	13%
Other	8	8%
Pagosa Springs	5	5%
Ignacio	3	3%
Bayfield	2	2%
No Response	1	1%
Farmington	1	1%
Telluride		0%
TOTAL	97	
<i>Source: Community Survey, 2009.</i>		

Frequency to Durango

Out of the potential bus riders (97 respondents), the respondents who indicated that Durango was their most frequent destination were also asked their frequency of travel. Figure II-14 illustrates the frequency of travel into Durango by these potential riders. Approximately 77 percent of potential riders who indicated Durango as their most frequent destination (49 respondents) would travel to Durango at least five days a week. Approximately 13 percent of riders would make their trip to Durango at least once a week.



Additional Comments

Participants were given the opportunity to include additional comments and suggestions regarding carpool, vanpool, or bus transportation needs in the Southwest Colorado Region. The actual comments are included in Appendix E. A variety of comments were received including the need for public transportation in the Southwest Colorado Region. Some of the corridors for public transportation suggested were Pagosa Springs to Ignacio, Bayfield, Durango and to Cortez; service between San Juan Basin Technical College and Durango most likely used by citizens from Cortez, Dolores, and Mancos; service between Mancos and Durango; Dove Creek to Cortez; vanpool service to Aztec/Farmington; Towaoc to Cortez; and service between Cortez and Shiprock, especially for the Navajo people.

SUMMARY

The information received from the public involvement process and the online community survey played an important role in the development of a regional transit plan in the Southwest Colorado Region.

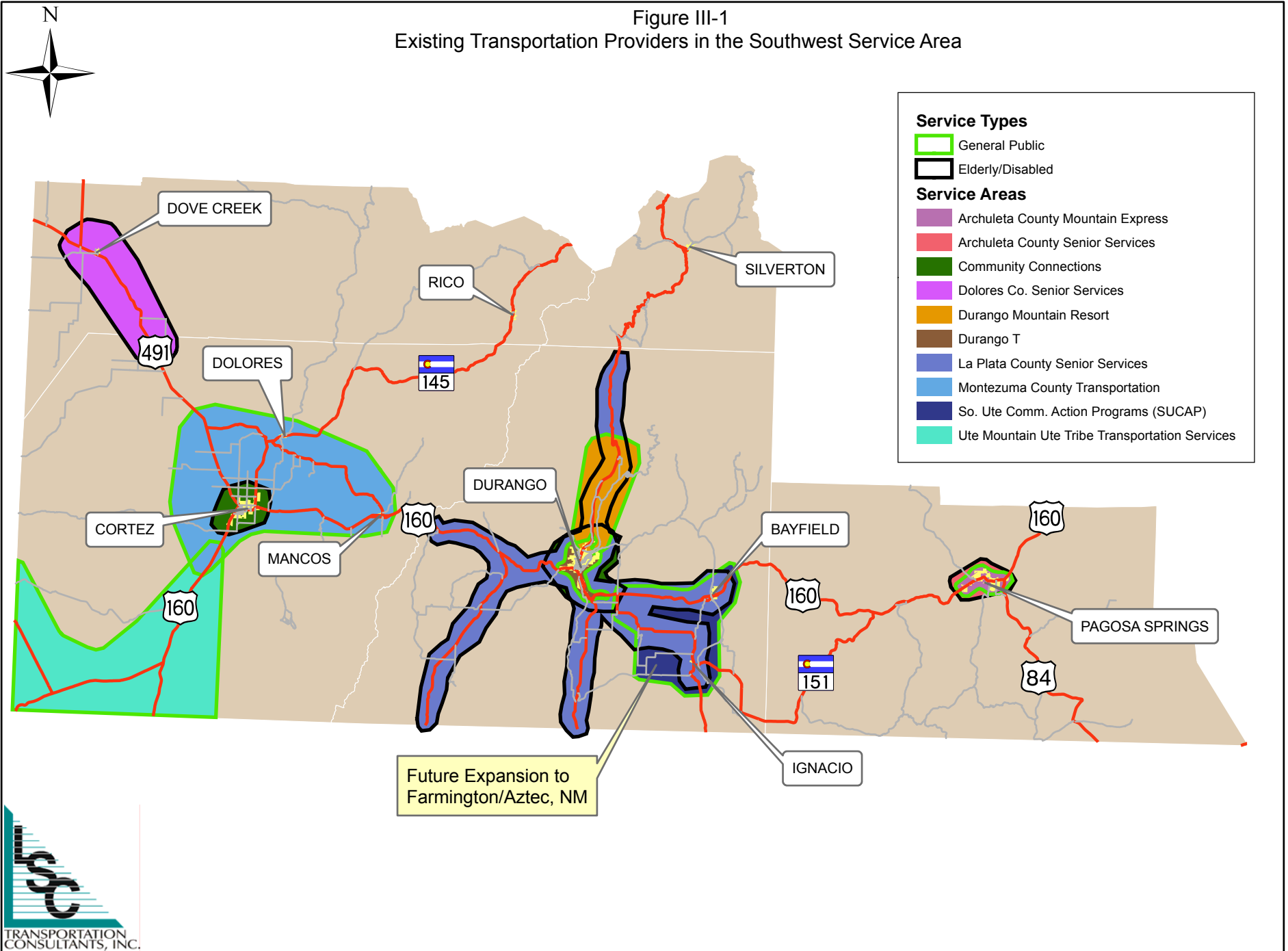


Existing Transportation Resources

INVENTORY OF SERVICES

This chapter reviews the existing transportation providers within the area. Sections are organized by county and provide information from the 2035 Transit and Coordinated Human Services Plan completed for the Southwest Transportation Planning Region in 2006. Updates were provided by the local transportation programs. Appendix F presents profiles of the local providers. Figure III-1 provides an illustration of existing service areas identified by providers.

Figure III-1
Existing Transportation Providers in the Southwest Service Area



Archuleta County

Currently, Archuleta County Senior Services and Archuleta County Mountain Express are the two agencies providing services in the Archuleta County area that represent the Federal Transit Administration (FTA) Section 5310 grant recipient (capital)/FTA Section 5311 grant recipient.

Archuleta County Senior Services

Archuleta County Senior Services provides demand-response services for seniors and persons with disabilities in the Pagosa Springs area for medical, shopping, and nutrition trips. Other transportation services to residents include long-distance shopping trips to Durango, Colorado and Farmington, New Mexico; a medical shuttle to Durango; and Meals-on-Wheels transportation in the Pagosa Springs area.

The agency uses a 2004 18-passenger bus which has wheelchair accessibility for its demand-response service. The service operates from 9:00 a.m. to 4:00 p.m. weekdays, except Thursdays when the vehicle is used for long-distance shopping trips or for other special events. The agency has one full-time driver and three volunteer drivers.

Service Overview

Archuleta County Senior Services mainly provides services in the Pagosa Springs area, with occasional long-distance trips to Durango and Farmington. Transportation services provided approximately 1,184 hours and 18,264 miles of service in 2005.

The agency's total operating costs were approximately \$33,270 annually for FY 2005-2006. Revenues are provided through a variety of sources. The agency receives FTA 5310 for capital (in 2004), Title IIIB funds, a United Way grant, and other grants.

The agency has one body-on-chassis vehicle. The vehicle is stored on county property. However, there is no secured facility to store their bus. Ridership was

Existing Transportation Resources

provided for the last four years with estimates for 2006. Ridership has stayed relatively constant, with annual one-way trips of between 6,500 and 7,500.

Performance Measures

The following performance measures were calculated for the County Senior Services from reported costs and ridership information for FY 2006.

- Annual cost: \$37,224
- Cost per hour: \$33.21
- Cost per passenger-trip: \$5.67
- Cost per mile: \$2.37
- Passenger-trips per hour: 5.9
- Passenger-trips per mile: 0.42

Archuleta County Mountain Express

Archuleta County Mountain Express is operated by Archuleta County and provides fixed-route services for the general public. This service began in July 1999 from a Job Access and Reverse Commute grant program. The grant provided funds to purchase a new small bus and operate a deviated fixed-route public transit service in the Pagosa Springs area. The fixed-route service supplements the Senior Transportation Program which provides demand-response service.

Mountain Express operates Monday to Friday from 6:00 a.m. to 4:40 p.m. The route serves downtown Pagosa Springs, uptown Fairfield area (including the Pagosa Lakes core area), Aspen Springs, and Turkey Springs along US Highway 160. The one-way route is 30 miles and has 21 scheduled stops that are served eight times throughout the day.

The Highway 160 corridor is the primary location for employment in the community. The fixed-route service serves the training center, employment services, education center, childcare providers, schools, shopping centers, and lodging facilities. The route provides a connection between two hubs on US 160—the Fairfield area and the Pagosa Springs downtown area. It is approximately five miles between the two areas.

An additional transportation service is provided by Archuleta County Mountain Express for the Department of Social Services within the county. The service is demand-response and is available to approved clients from the department. The Social Services Department is directly billed based on the numbers of clients that use the service.

Due to a countywide layoff as of July 2, 2007, Archuleta County Mountain Express has drastically scaled back their service days and hours to typically three runs per day. Service area and bus stops have not changed. The new agency operating cost estimate for 2008 was \$103,362. With the new changes, the agency estimated providing 7,000 one-way trips with approximately 24,960 vehicle-miles and 1,300 vehicle-hours.

Service Overview

Mountain Express mainly provides services in the Pagosa Springs, uptown Fairfield, Aspen Springs, and Turkey Springs areas. Transportation services provided approximately 4,386 hours and 67,266 miles of service in 2005.

The agency's total operating costs were approximately \$244,927 annually for FY 2005-2006. Revenues are provided through a variety of sources. The agency receives FTA 5311, Job Access Reverse Commute (JARC) funds, Colorado Works Program, Medicaid, fares, in-kind support, county and local general funds, and other grant funds.

The agency has a current fleet of three body-on-chassis vehicles. One is used on a daily basis. The vehicles are stored on county property. Ridership was provided for the last four years with estimates for 2006. Ridership has increased from 9,000 in 2002 to 14,200 annual one-way trips in 2006.

Performance Measures

The following performance measures were calculated for Mountain Express from reported costs and ridership information for FY 2005.

- Annual cost: \$232,935
- Cost per hour: \$53.10

Existing Transportation Resources

- Cost per passenger-trip: \$16.78
- Cost per mile: \$3.46
- Passenger-trips per hour: 3.17
- Passenger-trips per mile: 0.21

Additional Providers

There are a few additional “providers” in the Archuleta County area which provide limited services:

American Red Cross

The American Red Cross sponsors a volunteer transportation program for cancer patients in Archuleta County. The program began in 1999 and provides transportation to cancer patients needing therapy in Durango, Colorado; and Farmington and Albuquerque, New Mexico.

Pine Ridge Extended Care Center

The Pine Ridge Center provides transportation for residents of the facility in Pagosa Springs. The Center provides on-demand service using one wheelchair-accessible bus.

Pagosa Taxi

Pagosa Taxi is operated in the Pagosa Springs area.

Dolores County

Dolores County Senior Services

Dolores County Senior Services provides demand-response transportation to seniors in the Dolores County area in the communities of Dove Creek and Cahone. Transportation services are provided to the Cahone Recreation Hall and the Senior Center for congregate meals, and for other purposes such as medical appointments, visiting nursing homes, and for recreational purposes. This service provides transportation from 8:30 a.m. to 4:30 p.m. Monday to Friday. Currently, this agency serves approximately 170 seniors.

The agency has four part-time drivers. This agency has three vehicles in its fleet ranging from 5- to 12-passenger capacity. One of the three vehicles is wheelchair-accessible with a wheelchair tie-down. The vehicles are stored on county property. The agency coordinates whenever possible with Montezuma County Transportation, including referring clients to and receiving referrals from Montezuma County Transportation. In 2010, the agency would like to apply for FTA section 5311 funding and expand services from Dove Creek to Durango.

Service Overview

Dolores County Senior Services mainly provides transportation from Dove Creek and Cahone to Cortez and Durango with at least two to three trips per week. Transportation is also provided from Dove Creek to Durango, Colorado; Farmington, New Mexico; and Monticello, Utah for medical trips. Transportation services provided approximately 1,312 hours and 22,429 miles of service in 2008.

The agency's total operating costs are approximately \$55,580 annually for FY 2008. Revenues are provided through a variety of sources. The agency receives Title IIIB funds, mill levy, in-kind support from the county, donations, and other grants.

Ridership was provided from 2001 with estimates for 2008. Ridership has stayed relatively constant, with annual one-way trips of between 2,400 and 3,700.

Performance Measures

The following performance measures were calculated for the County Senior Services from reported costs and ridership information for FY 2008.

- Annual cost: \$55,580
- Cost per hour: \$42.36
- Cost per passenger-trip: \$14.79
- Cost per mile: \$2.47
- Passenger-trips per hour: 2.86
- Passenger-trips per mile: 0.17

La Plata County

Durango Transit (T)

Durango Transit is a public transit service operated by the City of Durango General Services Department. The agency primarily serves Fort Lewis students and local residents. Durango Transit currently operates The Loop, The Trolley, and The Opportunity Bus.

The Loop operates six fixed routes, including the night routes. Service is provided to neighborhoods in Crestview, South Durango, north and south businesses and shopping areas, Fort Lewis College, the Durango Tech Center, and Highway 160 West.

The Trolley operates on Main Avenue from downtown to the Iron Horse Inn and Days Inn. This service is operated year-round and has a fare of \$0.50 for each one-way trip. Though much of the summer use is by visitors to the community, local residents use the service throughout the year.

The Opportunity Bus is a demand-response, door-to-door service for the Durango urban area. The Opportunity Bus provides service to origin/ destination points up to 10 miles outside of the city limits. This boundary exceeds the three-quarter mile minimum distance required by the American with Disability Act for complementary services.

During the summer, Durango Transit operates seven days a week from 7:00 a.m. to 11:00 p.m., and during the fall season operates Monday to Saturday from 6:40 a.m. to 10:40 p.m. The service area includes the City of Durango and La Plata County within 10 driving miles outside city limits. With prior arrangements, residents can be picked up off the scheduled routes. The main transfer points for connecting with other routes are College Drive and Main Avenue, Fort Lewis College, Albertsons, Spanish Trails, and North City Market at 32nd Street.

Service Overview

Durango Transit mainly provides services within the city limits of Durango, which includes the annexed areas. Transportation services provided approximately 27,176 hours and 402,116 miles of service in 2005.

The agency's total operating costs were approximately \$1,440,600 annually for FY 2008. Revenues are provided through a variety of sources. The agency receives FTA 5311 funds, local and county general funds, Medicaid, advertising, fares, donations, parking ticket funds, contributions from Fort Lewis College, lodging tax, and other grants.

The agency has a current fleet of 14 buses, nine of which are used on a daily basis. The City of Durango is in the process of developing a transit center that will act as a hub for transportation services between Durango Transit, Ignacio Roadrunner, Durango Mountain Resort Ski Shuttles, and the intercity bus service. The proposed transit center will be located on the southeast corner on Camino del Rio between 7th and 8th Streets in downtown Durango. The proposed facility will include passenger waiting areas, restrooms, bicycle storage, and passenger information services. Part of the funding for the Durango transit center has come from the state Senate Bill, which is \$5.1 million dollars. Ridership was provided from 2001 with estimates for 2008. Ridership has stayed relatively constant, between 218,000 to 365,000 annual one-way trips.

Performance Measures

The following performance measures were calculated for Durango Transit from reported costs and ridership information for FY 2005.

- Annual cost: \$1,196,232
- Cost per hour: \$44.02
- Cost per passenger-trip: \$4.04
- Cost per mile: \$2.97
- Passenger-trips per hour: 10.9
- Passenger-trips per mile: 0.74

Southern Ute Community Action Programs, Inc. (SUCAP)/Road Runner Transit

Southern Ute Community Action Program (SUCAP) is a private nonprofit organization governed by a Board of Directors on the Southern Ute Indian Reservation. The agency provides scheduled fixed-route, demand-responsive, and curb-to-curb transportation services to all persons in the service area for several programs (such as Head Start and Senior Services) and to the general public.

SUCAP provides transportation services in three ways: (1) The general public transit service provided through Road Runner Transit has four runs a day between Ignacio and Durango and four runs a day between Bayfield and Durango. (2) SUCAP also provides local demand-response service in the Town of Ignacio, the Southern Ute tribal campus, the Southern Ute Housing area, and the Town of Bayfield. The hours of the demand-response service are limited and riders need a 24-hour advance reservation to schedule a trip on this service. (3) SUCAP also provides escorted transportation for seniors and persons with disabilities. This service is operated by the Ignacio Senior Center. Service provided is door-through-door where passengers are assisted out of the vehicles to their point of destination.

The agency expanded public transit services between Durango and Bayfield in the fall of 2006.

Service Overview

SUCAP mainly provides services between Ignacio and Bayfield to Durango. Transportation services provided approximately 4,523 hours and 115,943 miles of service in 2008. These revenue-hours and revenue-miles reported are for Road Runner Transit only and do not include the Head Start or New Freedom programs.

The agency's total operating costs were \$328,779 annually for FY 2008. Please note that this operational cost does not include costs from the Head Start or New Freedom programs. Please note that the operational costs, revenue-miles, and revenue-hours reported include the Forest Lakes-Bayfield-Ignacio route, which is not operating as of April 2009. Riders from Forest Lakes can catch the Road Runner to Bayfield and Durango at the Forest Lakes Clubhouse at 6:33 a.m., Monday through Friday. Revenues are provided through a variety of sources. The

agency receives FTA 5311 funds, local and county general funds, tribal funds, and advertising revenue. The Southern Ute Indian Tribe was recently awarded \$157,000 through the FTA 5311(C) Tribal Transit program for public transportation services to be operated by SUCAP. The original application proposed to begin in 2009 included a new bus route from Aztec-Farmington to Ignacio, with eight runs per day seven days a week. It would also be used for expanding Ignacio's local dial-a-ride service including adding weekend service, acquiring one passenger van with a wheelchair tie-down, and one full-time mobility management position for a lead driver/dispatcher/administrative assistant. The Tribe was granted 53 percent of the grant requested.

The agency has a current fleet of five body-on-chassis vehicles and one van that are used for the Road Runner Transit service. Four vehicles are used on a daily basis. The agency uses one 12-passenger body-on-chassis vehicle for the Ignacio Senior Center and five buses for the Head Start program.

Ridership was provided for the last eight years. Ridership has increased from 5,000 to 20,500 annual one-way trips. The New Freedom program—which has been in operation for six months—provided 478 one-way trips from July through December 2008.

Performance Measures

The following performance measures were calculated for SUCAP from reported costs and ridership information for FY 2008. These performance measures include information calculated for Road Runner Transit (general public) and not for the Head Start or New Freedom programs. As mentioned before, the annual cost, revenue-hours, and revenue-miles for FY 2008 include the Forest Lakes-Bayfield-Ignacio route, which is not operating as of April 2009.

- Annual cost: \$328,779
- Cost per hour: \$72.69
- Cost per passenger-trip: \$16.07
- Cost per mile: \$2.83
- Passenger-trips per hour: 4.52
- Passenger-trips per mile: 0.18

La Plata County Senior Services

La Plata County Senior Services—based out of the La Plata Senior Center in Durango—provides on-call, door-to-door, demand-response transportation services to seniors and persons with disabilities. The service is available from 8:30 a.m. to 5:00 p.m., Monday through Friday within the City of Durango and provides trips to Bayfield twice a month. The primary service is transporting seniors for medical appointments, congregate meal sites, pharmacies, and shopping in the community. This agency is eligible for FTA 5310 funding and applied for a 5310 vehicle in 2008.

The transportation program empowers the elderly, blind, and disabled to maintain their independence by promoting an effective and integrated system for the delivery of support services within their communities. It also prevents older adults from feeling isolated and depressed. It encourages greater mobility and socialization and enhances their quality of life and mental health. The agency anticipates an increase in program services for 2009 and 2010 due to changing demographics, the completion of the new Bayfield Senior Center, and more affordable housing for retirees outside the city limits.

La Plata County Senior Services coordinates whenever possible with the City of Durango, the Ignacio Road Runner, and SUCAP.

Service Overview

La Plata County Senior Services provides services throughout La Plata County, including Bayfield, Ignacio, Vallecito, Allison, Marvel, Red Mesa, Hesperus, Hermosa, and other unincorporated areas of the county outside the City of Durango and outside Southern Ute tribal lands. Transportation services provided approximately 37,900 miles of service in 2008.

The agency's total operating costs were approximately \$122,000 annually for 2008. Revenues are provided through a variety of sources. The agency receives FTA Section 5309 and Title IIIB funds, a United Way grant, Medicaid funds and other grants.

The agency has one 14-passenger Ford bus that is wheelchair-accessible and two minivans—a seven-passenger Dodge minivan and an ADA-compliant Ford turtletop van. The vehicles are stored on county property.

Ridership was provided for the last six years. Ridership has increased drastically from 1,500 to 5,600 annual one-way trips.

Performance Measures

The following performance measures were calculated for County Senior Services from reported costs and ridership information for 2008.

- Annual cost: \$121,983
- Cost per passenger-trip: \$21.90
- Cost per mile: \$3.22
- Passenger-trips per mile: 0.15

Durango Mountain Resort

Durango Mountain Resort (DMR) provides free public transportation within the resort area. DMR also pays for transportation through gas refunds. Transportation is eligible for the general public, youth, and employees.

In 2008, the agency provided 25,000 annual one-way trips at a total operating cost of \$464,000. The agency has a fleet of five vehicles that ranges from five-passenger capacity to 35-passenger capacity. None of the vehicles are wheelchair accessible.

The agency identified that one of the major transportation needs was to expand the North County service from Durango to the new transit center. Some of the real or perceived barriers to the coordination of existing transportation services as identified by the Resort were:

- The City of Durango says its federal revenue sources prevent it from serving destinations outside the city limits
- La Plata County does not provide or help fund transit services for county residents.

Existing Transportation Resources

North County Shuttle runs daily from 8:00 a.m. to 6:00 p.m. between Tamarron, Purgatory, and Cascade Village. Passengers need to call the Tamarron front desk to schedule a pick-up. They also provide on-call demand-response service that serves Durango, the Durango Airport, Silverton, Mesa Verde, Ouray, and other destinations. The trips vary in price depending on the destination and the numbers of passengers.

DMR also provides bus transportation between Silverton and DMR for their employees that reside in Silverton. As DMR grows and expands its operations in the future, DMR is committed to building employee housing in Silverton.

Durango Transportation Inc.

Durango Transportation, Inc. operates a broad range of transportation services, which are listed below. The primary location for services is La Plata County, specifically in the City of Durango.

- Transporting passengers between all points in La Plata County.
- Taxi service between the La Plata County Airport and all points within a 100-mile radius of Durango.
- Call and demand limousine and charter service of passengers between the La Plata County Airport and all points within a 100-mile radius of Durango. Service to the northern areas of Montrose, Delta, Mesa, and Gunnison are limited to and from the Montrose County Airport.
- Sightseeing service within 100 miles of Durango. Service must begin and end at the same point and is restricted on unpaved roads or jeep trails.
- Taxi, charter, and on-demand limousine service to passengers from San Juan County and Archuleta County to all points in Colorado. Service cannot originate from the Front Range counties.

Durango Transportation provides airport shuttle, taxi service, limousine, charter buses/vans, or sightseeing service between Pagosa Springs and Durango.

Greyhound Bus Lines/TNM&O

Greyhound Bus Lines/TNM&O provides services from Grand Junction through Durango to Albuquerque.

Intercity transit providers typically provide a fixed-route service to serve different cities or over much longer distances. TNM&O, a division of Greyhound Bus Lines, provides regularly scheduled service to and from the region. The service operates daily connecting Durango north to Grand Junction and south to Albuquerque. Buses leave Durango daily at 6:40 a.m. for Grand Junction and 7:40 a.m. to Albuquerque.

Additional Providers

A few additional providers offer services in the La Plata County area. These are:

- Lodging properties such as Mountain Shadows, Hampton Inn, Valley Inn, and Durango Mountain Resort offer shuttle services for visitors.
- The Four Corners Health Care Center also provides limited transportation to clients.

Montezuma County

Montezuma County Transportation

Montezuma County Transportation is based out of Cortez and provides on-call, door-to-door, demand-response transportation to the general public and elderly within Montezuma County. A minimum 24-hour advance notice is required to schedule a trip on this service.

Service in Cortez is demand-response and for all non-emergency trip purposes. Service is available to the general public from 8:30 a.m. to 4:30 p.m. Monday through Friday. The agency has eight vehicles in its fleet ranging from 6- to 13-passenger capacity. Three of the eight vehicles have wheelchair accessibility with tie-downs.

Service Overview

Montezuma County Transportation mainly provides services in the Cortez, Dolores, and Mancos areas. Transportation services provided approximately 4,557 hours and 40,974 miles of service in 2008.

The agency's total operating costs were approximately \$126,343 annually for FY 2008. Revenues are provided through a variety of sources such as FTA 5310 and 5311, Title IIIB funds, Colorado Service Block grants, Colorado Department of

Existing Transportation Resources

Public Health and Environment, developmental services, Medicaid, United Way, donations, and other grants.

The agency has three body-on-chassis vehicles and five vans. Ridership was provided for the last six years with estimates for 2008. Ridership has stayed relatively constant, with annual one-way trips of between 7,000 and 10,000.

Performance Measures

The following performance measures were calculated for County Transportation from reported costs and ridership information for FY 2008.

- Annual cost: \$126,343
- Cost per hour: \$27.72
- Cost per passenger-trip: \$19.21
- Cost per mile: \$3.08
- Passenger-trips per hour: 1.4
- Passenger-trips per mile: 0.16

Ute Mountain Ute Tribe Transportation

Ute Mountain Ute Tribe Transit Service is managed by the Planning Office which provides four Ute Mountain scheduled routes from Towaoc to Cortez five days a week. The service is provided for the general public, seniors, persons with disabilities, and the developmentally disabled. In 2002, the Ute Mountain Ute Tribe provided approximately 4,530 annual one-way trips with approximately 47,000 vehicle-miles and 2,000 vehicle-hours.

Ute Mountain Ute Casino Shuttle - The Ute Mountain Ute Casino Shuttle serves the dual purposes of transporting area visitors to and from the casino and providing transportation for casino employees from Towaoc, Cortez, and Shiprock, New Mexico. The shuttle makes 11 trips to Towaoc at 12:15 p.m., 2:30 p.m., 3:10 p.m., 5:30 p.m., 6:30 p.m., 8:30 p.m., 10:30 p.m., 12:15 a.m., 2:15 a.m., 3:30 a.m. and 4:00 a.m., and seven trips to Cortez at 1:10 p.m., 4:10 p.m., 9:10 p.m., 11:00 p.m., 12:15 a.m., 2:15 a.m., and 4:00 a.m. The shuttle between Cortez and Towaoc makes scheduled stops at the Holiday Inn, Comfort Inn, Budget Host, Rodeway Inn, Texaco, and Chevron in Cortez, and other advance reservation pickups from

the Cortez area. The shuttle also makes scheduled trips to Shiprock, New Mexico at 5:00 a.m., 11:00 a.m., 1:15 p.m., 5:10 p.m., and 11:10 p.m. The trip between Shiprock and the casino is 35 miles long and casino employees are charged a fare while casino customers are allowed to ride free. The Casino Shuttle requires a one-hour advance reservation. This service started as a year-round service in October 2008. The shuttle service is provided seven days a week.

In March 2009 the Ute Mountain Ute Casino reported 898 one-way weekly passenger trips. Approximately 77 percent are customers and 23 percent are casino employees. The Casino Shuttle also provides free service to bingo on Monday, Tuesday, Friday, Saturday and Sunday from Farmington, New Mexico; Kirtland, New Mexico; Shiprock, New Mexico; and Kayenta, Arizona.

The Ute Mountain Ute Casino Shuttle was conceived and developed by a tribal member to provide shuttle service from the nearby city of Cortez to the casino. The Casino Shuttle is funded solely by the Ute Mountain Ute Casino. The casino has a fleet of seven vans and four buses. Two buses have a seating capacity of 40 passengers and two buses have a seating capacity of 50 passengers. The buses are used mainly for transportation on bingo nights.

Ute Mountain Ute Head Start - The Ute Mountain Ute Head Start program operates out of Towaoc for low-income families on the Reservation. The Head Start program provides transportation service for children, ages three to five years old. Transportation is also provided off the Reservation, primarily to Cortez.

Ute Mountain Ute Senior Citizens Program - The Ute Mountain Senior Citizens Program operates service daily to Cortez in the morning and travels to Cortez each afternoon by request. Senior citizens living on the Reservation call into the office to make reservations. Transportation is also available to Durango and Farmington by request.

Ute Mountain Ute Tribe Department of Social Services - The Department of Social Services (DSS) for the Ute Mountain Ute Tribe operates from Towaoc for low-income and at-risk families. DSS provides transportation both on and off the

Existing Transportation Resources

Reservation. Children’s activities and medical treatment are the primary reasons for transportation within the department. Annual operating costs are 100 percent funded from the Bureau of Indian Affairs (BIA).

Ute Mountain Ute Tribe Johnson O’Malley (JOM) Program - The Ute Tribe JOM Program provides kindergarten transportation and to after-school activities. The children are picked up at their homes and are taken to school in Cortez. The children are then taken home in the afternoon or taken to after-school activities.

San Juan County

San Juan Backcountry

San Juan Backcountry currently holds a PUC license to provide seasonal public transportation service from Silverton to Tamarron, to Ouray, to all locations lying between Tamarron and Ouray, and to all locations lying within San Juan County. San Juan Backcountry has a current need to acquire additional transportation facilities, including a “miniature school bus” unit to better accommodate the public transportation needs of their clientele. They are interested in expanding their service area in the future to include Durango and Montrose. San Juan Backcountry recognizes their current tariff rates are viewed by the public as being “high”—even though such rates are, at the minimum, necessary to maintain the business—and, as such, their tariff rates are a hindrance to increased public use, especially for low- and moderate-income persons.

Silverton Outdoor Learning and Recreation Center

The Silverton Outdoor Learning and Recreation Center (SOLRC) provides a free shuttle service for their clients from Silverton and the vicinity to the Silverton Mountain Ski Area on a year-round basis. SOLRC is interested in expanding and modifying its transportation services in the future to include public transportation to other destinations located within San Juan County.

Additional Providers That Serve More Than One County

RideShare: Regional Rideshare Program

RideShare is a website that connects people in the Southwest Region who are interested in sharing rides to get to similar destinations. RideShare is sponsored by La Plata County, KDUR Radio at Fort Lewis College, and the Region 9 Economic Development District. The program began initially from a grant from the Governor's Office of Energy Conservation in the late 1990s, but was inactive for the last few years.

The RideShare network identifies similar commuters willing to share transportation to and from work, school, and other activities. The major goal of RideShare is to provide a transportation alternative to people in La Plata, San Juan, Archuleta, Montezuma, and Dolores Counties. The main access to RideShare is through their website: www.freerideshare.org.

The website is sponsored by the Safe Roads Coalition—a La Plata County group whose mission is to promote safe roads, pathways, and sideways and encourages positive relationships among all road users. The website provides a user guide to complete a commuter profile form. Once submitted, entries are processed and potential ride matches are connected by e-mail address. It is then the option of these riders to provide personal information. If no matches are found immediately, entries are kept for 60 days. Work is in progress to help seniors and potential riders without Internet access to use the program.

The website also provides a cost savings tool, called the Community Calculator. The link calculates the cost to commute between any two locations in the area and the calculated saving if one would carpool.

Community Connections

Community Connections is a nonprofit agency providing demand-responsive transportation to individuals with developmental disabilities primarily in and around the communities of Durango and Cortez, where the agency's corporate and satellite offices are located. Trips are also provided to Dove Creek, Bayfield, Pagosa Springs, and Silverton. In addition to providing transportation, the agency also

Existing Transportation Resources

pays their staff 48 cents a mile to drive their own personal vehicle to transport clients. The agency has approximately 60 employee-owned personal vehicles that are used as needed to transport clients. The agency service area includes the counties of La Plata, Montezuma, Archuleta, Dolores, and San Juan. Transportation is provided seven days a week. Hours of service vary depending on the needs of the clients, but are from approximately 7:00 a.m. to 8:00 p.m. The agency has one vehicle—a 1995 Dodge Caravan in poor condition with 170,145 miles on it. It seats six passengers, has a wheelchair tie-down, and is an accessible vehicle. The agency provided approximately 65 one-way annual trips in 2006 with an annual operating cost of \$93,200. Revenue sources are primarily through comprehensive contracts which are approximately \$61,000. The agency hopes to work with other agencies such as senior centers, adaptive sports, or Special Olympics to help provide transportation that is not available.

School Districts

All of the school districts in the Southwest Region provide transportation for a portion of student enrollment. Each district operates a variety of vehicles (mostly school buses) to transport students to school, special school events, and occasional field trips.

The Pagosa School District—which includes all of Archuleta County—operates 16 routes daily during the school year using 25 vehicles. One bus is wheelchair-accessible.

Wilderness Journeys, Inc.

Wilderness Journeys, Inc. operates several transportation services based in the Pagosa Springs area. The main portion of their transportation business is sight-seeing tours and transportation associated with rafting. They also provide scheduled transportation to the Wolf Creek Ski Area in winter months. Taxi service is also provided to and from the Durango/La Plata County Airport on demand.

San Juan Basin Area Agency on Aging (SJAAA)

The San Juan Basin Agency on Aging provides limited transportation services for seniors in the counties of San Juan, La Plata, Montezuma, Dolores, and Archuleta on an as-needed basis for grocery shopping, medical services, and social events.

School to Work Alliance Program (SWAP)

The SWAP program is a vocational program that assists youth (between the ages of 16 and 25 years) with disabilities to find and keep jobs. It is a collaborative effort between the Colorado Division of Vocational Rehabilitation and the local school districts. The San Juan Board of Cooperative Services (BOCS) serves five school districts in Bayfield, Durango, Ignacio, Pagosa Springs, and Silverton. This program coordinates with the Workforce Center. They provide transportation in private vehicles for job interviews and have a mileage reimbursement for their volunteers or clients.

Church Services

Sacred Heart of Mary Catholic Church operates one school bus-type vehicle for a variety of parish activities. They also have a jeep that brings churchgoers from Pine Ridge Extended Care Center to church on Sundays. St. Jude's Catholic Church and Marvel United Methodist Church also provide transportation for members.

VPSI, Inc.

VPSI, Inc. is a private provider of commuter vanpool transportation service. A public-private partnership with VPSI can provide La Plata County with access to a fleet of commuter vans along with taking care of the operating, administrative, and maintenance details to meet the demand for commuter service in the area. With a Turnkey contract where VPSI provides vehicles, maintenance, and transit service, 50 percent of the contract is allowed for FTA capital assistance.

La Plata County could contract with VPSI to supply the vanpool service and use a variety of federal funds, including Urbanized Area Formula funds. Vanpool pricing is based on type of vehicle and monthly commute mileage (plus 200 personal miles for the primary driver) and includes the cost of maintenance,

Existing Transportation Resources

automobile insurance coverage, vehicle license and registration, driver certification tracking, roadside assistance, emergency road service, marketing, and administrative support services such as invoicing. VPSI, Inc. is able to provide the following:

- Recruit and qualify volunteer drivers, provide vehicle orientations, perform motor vehicle driving record checks, and credit checks.
- Procure vehicles without obligating users to lease guarantees. Users must, however, provide a 30-day notice of their intention to discontinue the commuter vanpool group.
- Provide fully insured vanpool vehicles to commuter groups.
- Provide a comprehensive preventive and incidental maintenance repair program.
- Provide 24-hour emergency roadside assistance.
- Provide operating materials for vanpool drivers and passengers that help with giving a clear picture of day-to-day operations.
- Provide a fuel card program that can be integrated into a customer's vanpool bill.
- Development of a marketing plan to promote VPSI vanpool services including newsletter articles, customized posters, website linkage, electronic surveys, and much more.
- For a fee, VPSI will collect National Transit Database information on the vanpool fleet and report data annually to the locally designated federal funding recipient.

Providers Outside the Service Area

Navajo Transit System (NTS)

Navajo Transit System (NTS) is based out of Window Rock, Arizona and provides 10 fixed-routes within the boundaries of the Navajo Nation and to the three border towns of Farmington and Gallup, New Mexico and Flagstaff, Arizona. NTS is a department under the Division of General Services within the Navajo Nation Government and is funded primarily through the New Mexico and Arizona Departments of Transportation. NTS administers and operates intercity fixed-route transportation services for the general public. Service on all fixed routes cost a \$1.00 fare per person per day. Though the Navajo Transit System does not have any transportation service in the Southwest Colorado Region, the nearest destination points are Shiprock and Farmington, New Mexico. Transportation service is available to the general public from 6:00 a.m. to 7:00 p.m. Monday through Friday. The

agency employs 15 full-time drivers, all of which are CDL-certified, to provide this transportation service.

The agency employs 12 vehicles that are used on a daily basis. The agency's total operating costs were \$1,411,717 annually for FY 2008. Revenues are provided through a variety of sources such as FTA 5311, the FTA 5311(C) Tribal Transit program, and general funds. Ridership provided for the last eight years shows that ridership has decreased from 2001 to 2007 from 81,000 to 52,000 annual one-way trips. Ridership in 2008 is the highest at 102,702 annual one-way trips. Transportation services provided approximately 12,753 hours and 410,335 miles of service in 2008. NTS—which is based in Arizona—is interested in providing public transportation service from Shiprock, New Mexico to Cortez, Colorado. However, NTS will have to go through the Ute Mountain Ute Reservation using State Highway 491 to get to Cortez, Colorado.

Performance Measures

The following performance measures were calculated for the Navajo Transit System from reported costs and ridership information for FY 2008.

- Annual cost: \$1,411,717
- Cost per hour: \$110.69
- Cost per passenger-trip: \$13.74
- Cost per mile: \$3.44
- Passenger-trips per hour: 8.05
- Passenger-trips per mile: 0.25



Regional Transit Demand Estimates

INTRODUCTION

The purpose of this chapter is to describe the area conditions as they pertain to transit service for commuters, seniors, and transit-dependent populations. Since this area is made up of five counties, the demographics vary from area to area. Below is a short description of each of the counties.

Archuleta County - Archuleta County had a total population of 9,898 in 2000, an 85 percent increase from 1990. In 2007, the Colorado Department of Local Affairs estimates that the county population was 12,625—a 28 percent increase since the 2000 US Census. Pagosa Springs—which is the county seat—is located at the junction of US Highways 160 and 84. The majority of the county’s population is located in Pagosa Springs, with more than half of the county land located in either the San Juan National Forest or the Southern Ute Indian land. The Wolf Creek Ski Area is a major attraction in the area. Tourism is the area’s number one industry and the region’s chief economic asset.

Dolores County - Dolores County had a total population of 1,844 in 2000, a 23 percent increase from 1990. In 2007, the Colorado Department of Local Affairs estimates that the county population was 1,937—a five percent increase since the 2000 US Census. Dove Creek is the county seat and is located on the west side of the county. Rico is the second largest community in the county. Government is the primary industry in Dolores County and makes up approximately 42 percent of the jobs.

La Plata County - La Plata County originally evolved as an agricultural community. Mining fueled the economy during the 1800s due to the proximity of the San Juan Mountains. La Plata County had a total population of 49,758 in 2007, a 16 percent increase since the 2000 US Census. This is the most populous county in the study area. Durango is the county seat and has approximately

16,000 residents. Bayfield and Ignacio are the next largest communities in the county. Government, tourism, retail trade, construction, and health care/social assistance are the area's major employment sectors in the county. According to the Colorado Department of Labor and Employment, the major employers in the county are the Southern Ute Indian Tribe with approximately 1,000 employees followed by the Mercy Medical Center, Durango School District 9R, Fort Lewis College, and the US Government. The major employers in the county are reflective of the major employment sectors in the county.

Montezuma County - Montezuma County had a total population of 23,830 in 2000, a 28 percent increase from 1990. The Colorado Department of Local Affairs estimates that the county population was 25,561 in 2007, a seven percent increase since the 2000 US Census. The provision of governmental services is the area's major employment sector in Montezuma County. This is followed by retail trade. The county is part of the "Four Corners" tourist attraction to the area. The major communities within Montezuma County are Cortez, Dolores, and Mancos—with the City of Cortez being the largest with 8,500 residents.

San Juan County - San Juan County had a total population of 558 in 2000, a 25 percent decrease from 1990. The Colorado Department of Local Affairs estimates that the county population was 571 in 2007, a two percent increase since the 2000 US Census. This county is the least populous of the 64 counties in the State of Colorado. Silverton is the only incorporated town in San Juan County. The primary industry for this county area residents is tourism.

Using US Census information, population data gathered from the Colorado Department of Local Affairs, and the 2035 Transit and Coordinated Human Service Transportation Plan, the analysis from this chapter was used to help define the area in terms of existing population and future populations that would use regional services for a variety of needs. As shown above, La Plata and Montezuma Counties have a far greater population than Archuleta, Dolores, and San Juan Counties. This information helps provide the framework for demand estimates later in this chapter.

PROJECTED POPULATION

Examining changes in overall population is important because it provides insight into the number of amenities that need to be provided. Data from the State of Colorado Demography Office were used to show historical trends and future projections. The data are projected in five year increments from 2000 to 2035 and are presented in Figure IV-1.

Over the past five years, the study area has grown by approximately eight percent, from 80,000 residents to 87,000. The study area is projected to reach 164,000 residents by 2035.

Archuleta County

Archuleta County is predicted to grow at the fastest rate in the study area (approximately 8.7 percent annually). The county is projected to have a population of over 30,000 people in 2035.

Dolores County

Dolores County is expected to grow at the rate of 4.8 percent annually. This growth rate would yield a population of 3,000 people in 2035.

La Plata County

La Plata County has seen the second highest growth rate at approximately 5.7 percent annually. This growth rate would yield a population in 2035 that is nearly double what it is today.

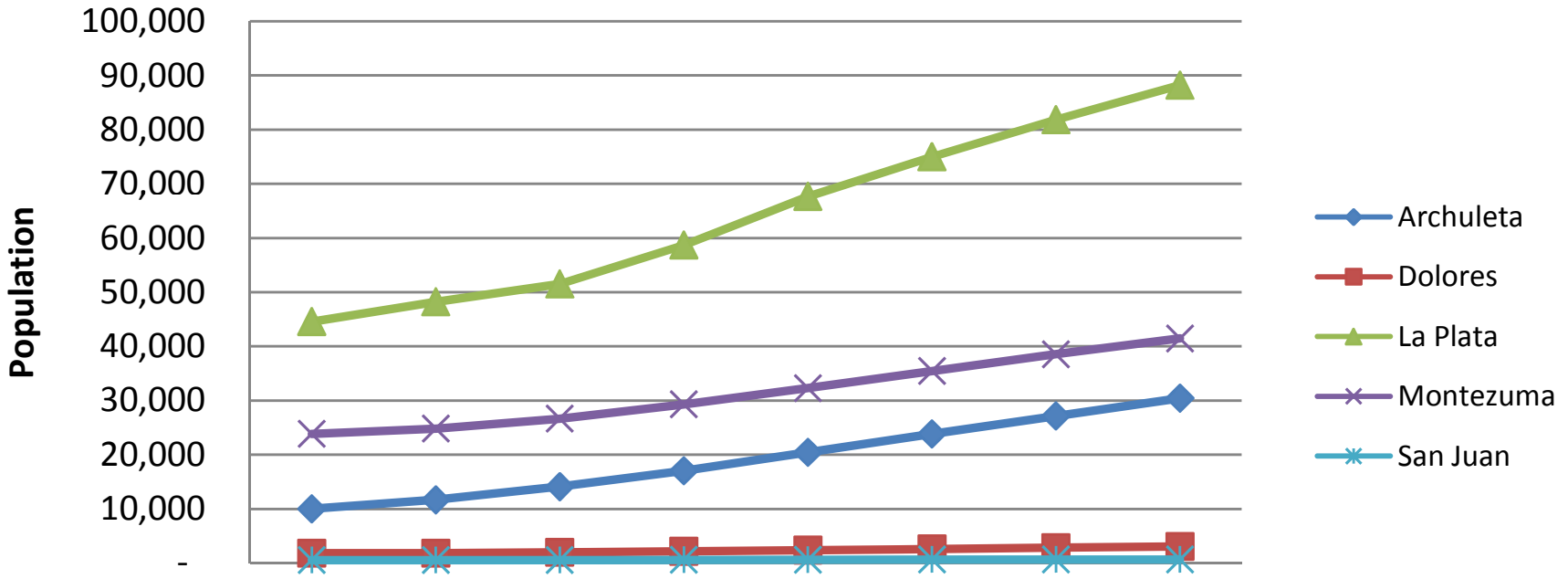
Montezuma County

Montezuma County is expected to grow at a rate of five percent annually. The county is expected to have a population of 41,000 in 2035.

San Juan County

San Juan County has seen the lowest growth rate of the five counties within the study area. The county is expected to grow at an approximate rate of 3.4 percent annually.

Figure IV -1 Population Projections



TRANSIT-DEPENDENT POPULATION

Various segments of the population are examined because of their dependence on public transit. The elderly, impoverished, mobility-disabled, and those with zero vehicles in their household are generally considered to be transit-dependent. The following section outlines these key populations in the context of the five counties.

Elderly

The percentage of elderly individuals (60 years and older) for the entire study area averages 15.2 percent. The county with the lowest percentage of elderly population is San Juan County (12.7 percent), while the highest percentage of elderly population is in Dolores County (22.7 percent). Montezuma, Archuleta, and La Plata Counties have 18 percent, 17 percent, and 13 percent of their population, respectively, as elderly. The distribution of elderly individuals can be seen in Figure IV-2. As shown in the figure, the highest densities of elderly population are concentrated in the communities of Cortez, Durango, Bayfield, and the area just west of Pagosa Springs along US Highway 160. Other areas that have a high density of elderly population are Ignacio and Dove Creek.

Mobility Impairments

Individuals with mobility impairments generally rely on transit because they often lack the ability to operate a motor vehicle. The study area has approximately two percent of the residents living with a mobility impairment. La Plata County had a similar percentage at 1.5 percent. San Juan County represented the lowest percentage (0.7 percent) and Dolores, Montezuma, and Archuleta Counties had the highest percentages at approximately three percent. The density distribution of individuals with mobility impairments is presented in Figure IV-3. As illustrated, the highest densities of mobility impairments are in the communities of Cortez, Durango, Bayfield, and areas just west of Pagosa Springs along US Highway 160. The communities of Ignacio and Dove Creek also show up as areas with a high concentration of mobility-impaired population.

Figure IV-2
Density of Elderly Population (60 Years and Older)

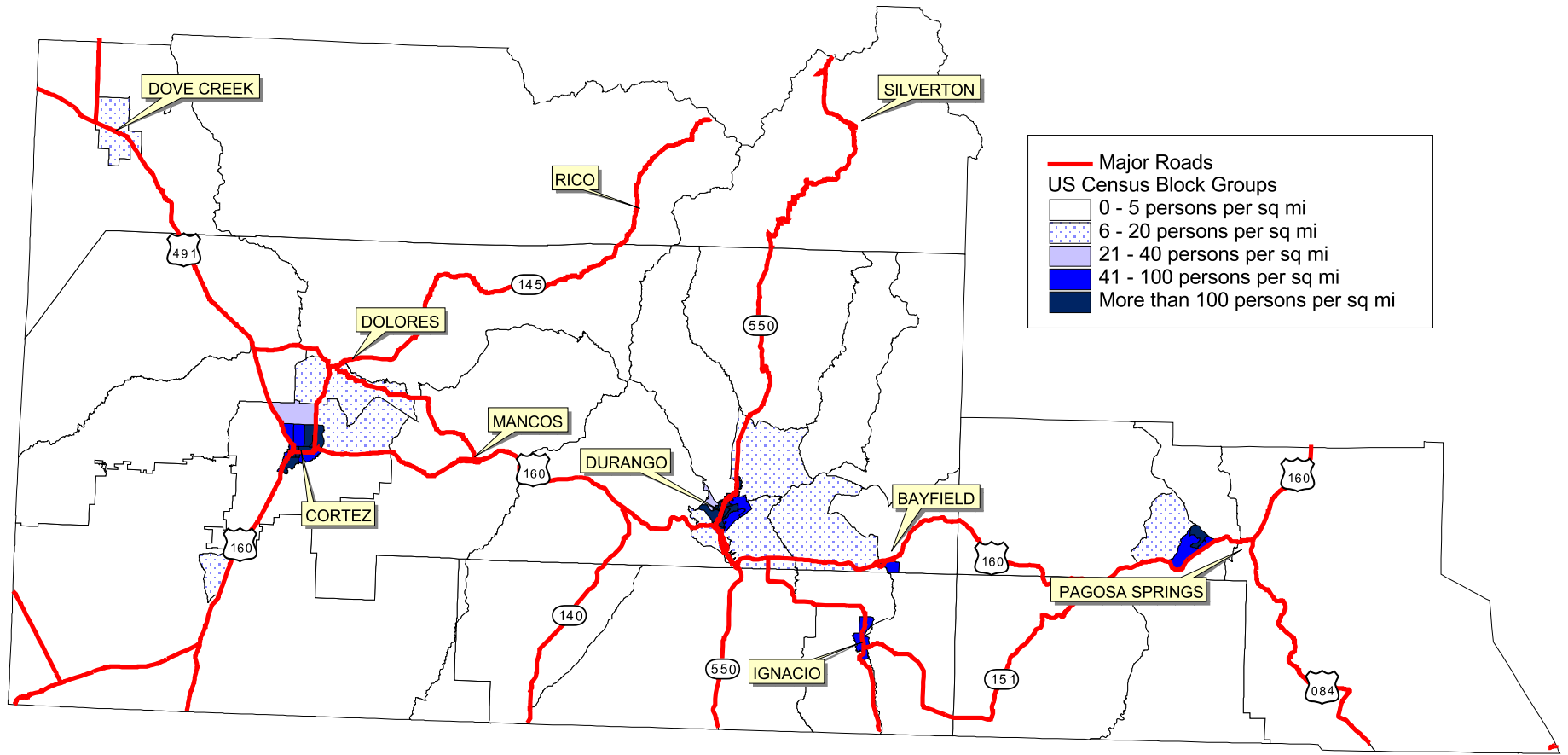
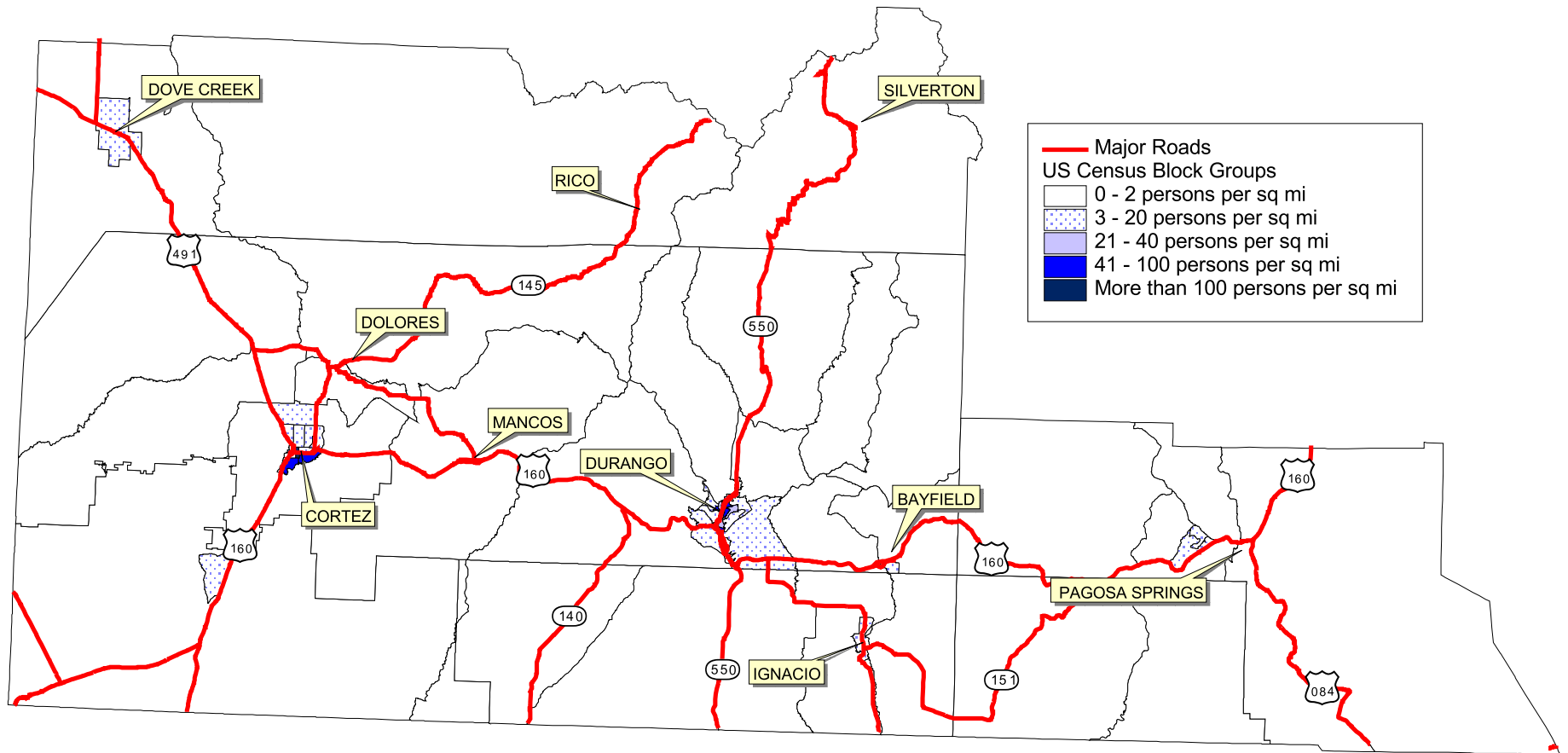


Figure IV-3
Density of Mobility-Limited Population



Low-Income Individuals

Individuals who are living below the poverty line often rely on transit because of the high cost of owning and maintaining a vehicle. The study area averaged nearly 13 percent of the population living in poverty. The county with the lowest percentage of residents living in poverty is La Plata, which has 11.2 percent of the residents below the poverty line. San Juan County has approximately 21 percent of the population living in poverty, the highest of any of the five counties. The remaining counties—Archuleta, Dolores, and Montezuma—have values of 12, 13, and 16 percent, respectively, who live in poverty. The distribution of individuals living in poverty is shown in Figure IV-4. As illustrated in the figure, the highest densities of population living in poverty are concentrated in the communities of Cortez, Dolores, Durango, Bayfield, the area just west of Pagosa Springs, Ignacio, and Dove Creek.

Zero-Vehicle Households

Individuals living in a household without a vehicle are inherently transit-dependent because of their limited automobile access. Over five percent of households in the study area do not have access to an automobile. There is a great deal of variation in zero-vehicle households among the counties that comprise the study area. Dolores County has the lowest percentage at 4.6 percent (38 households) living in zero-vehicle households. In contrast, nearly eight percent of San Juan County's residents reported living in zero-vehicle households. Archuleta and La Plata Counties each reported having five percent of the households without a vehicle. Montezuma County has nearly six percent of the households without a vehicle. The distribution of zero-vehicle households is shown in Figure IV-5. As illustrated in the figure, the highest density of zero-vehicle households is similar to the other three transit-dependent categories where population is concentrated in the communities of Cortez, Dolores, Durango, Bayfield, the area just west of Pagosa Springs, and Ignacio.

Figure IV-4
Density of Low-Income Population

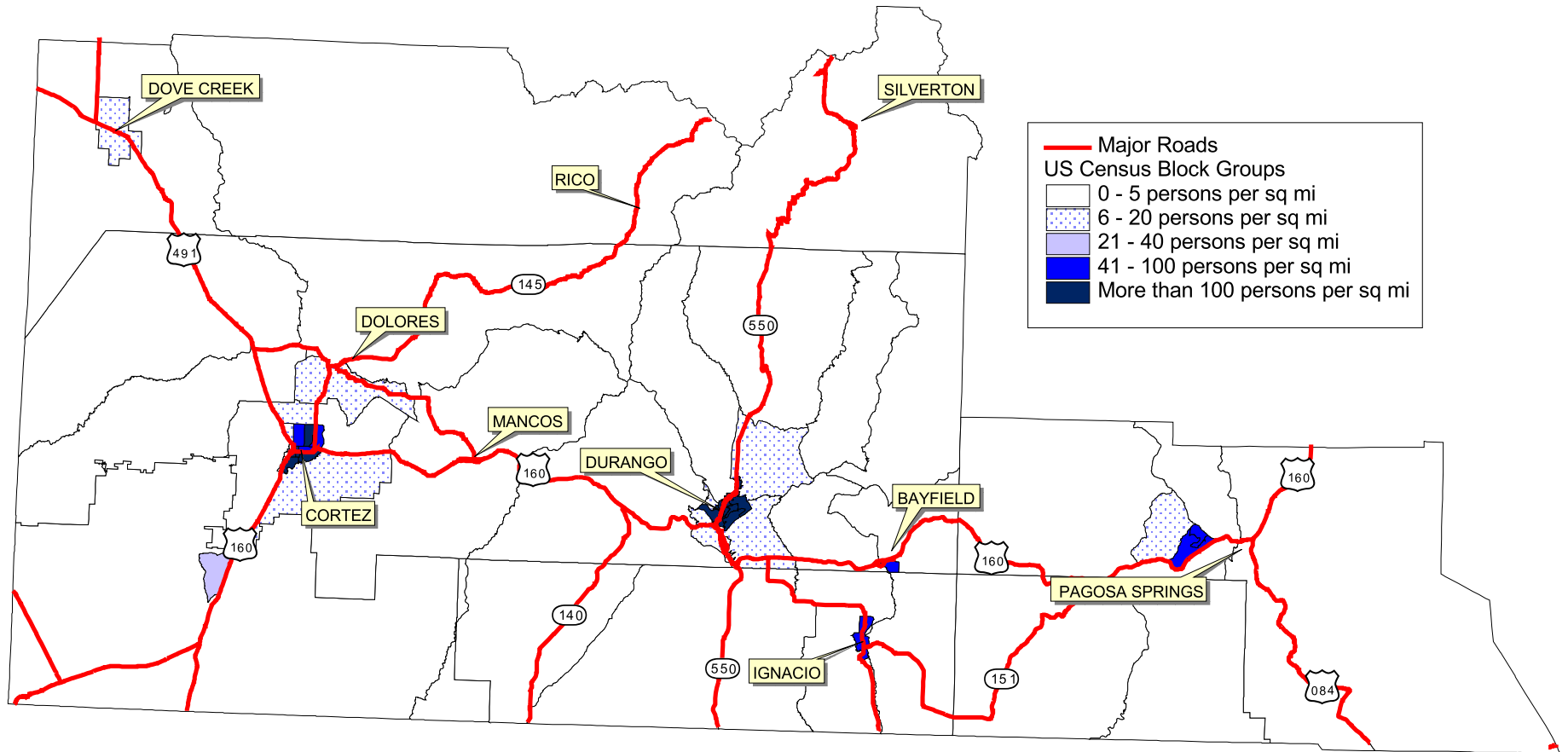
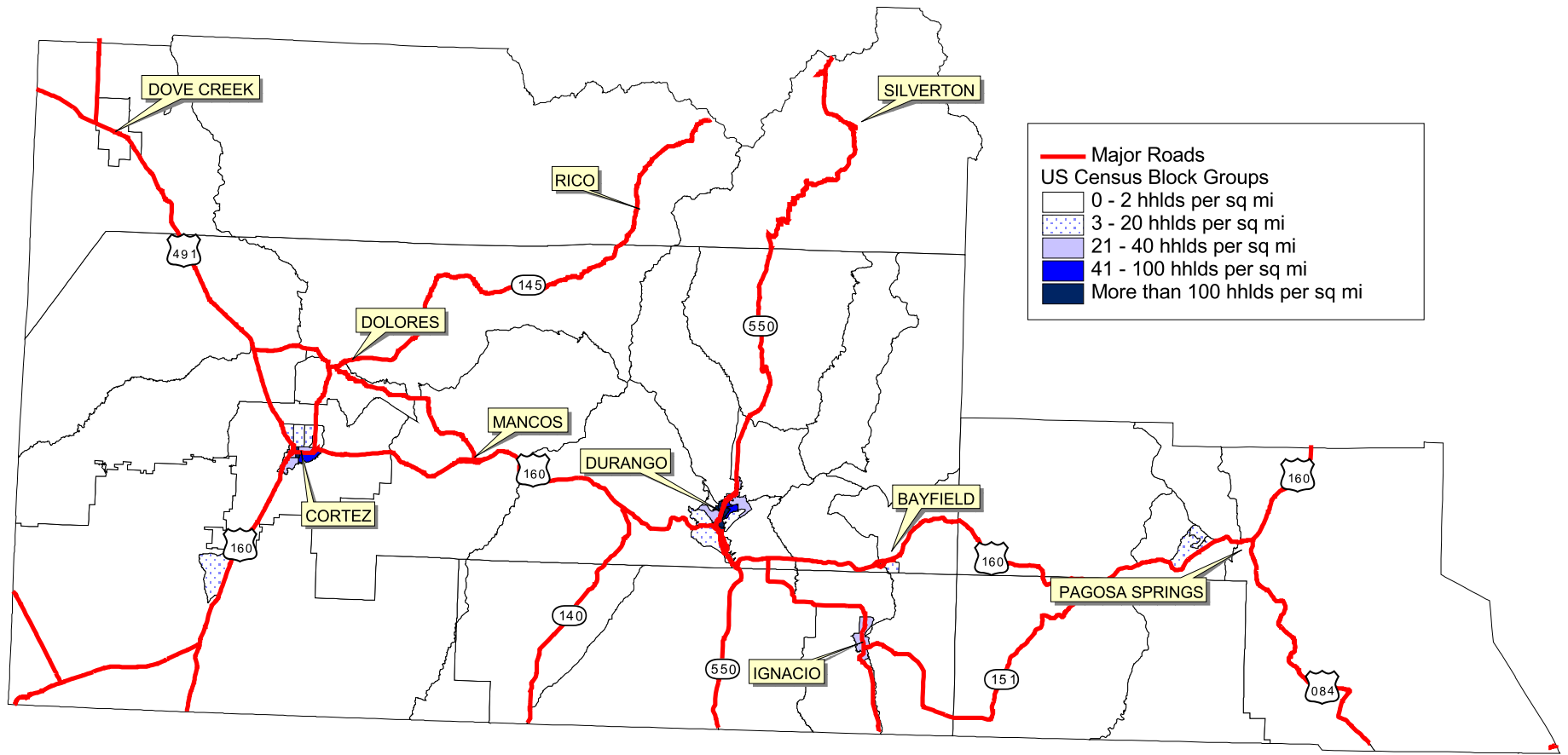


Figure IV-5
Density of Zero-Vehicle Households

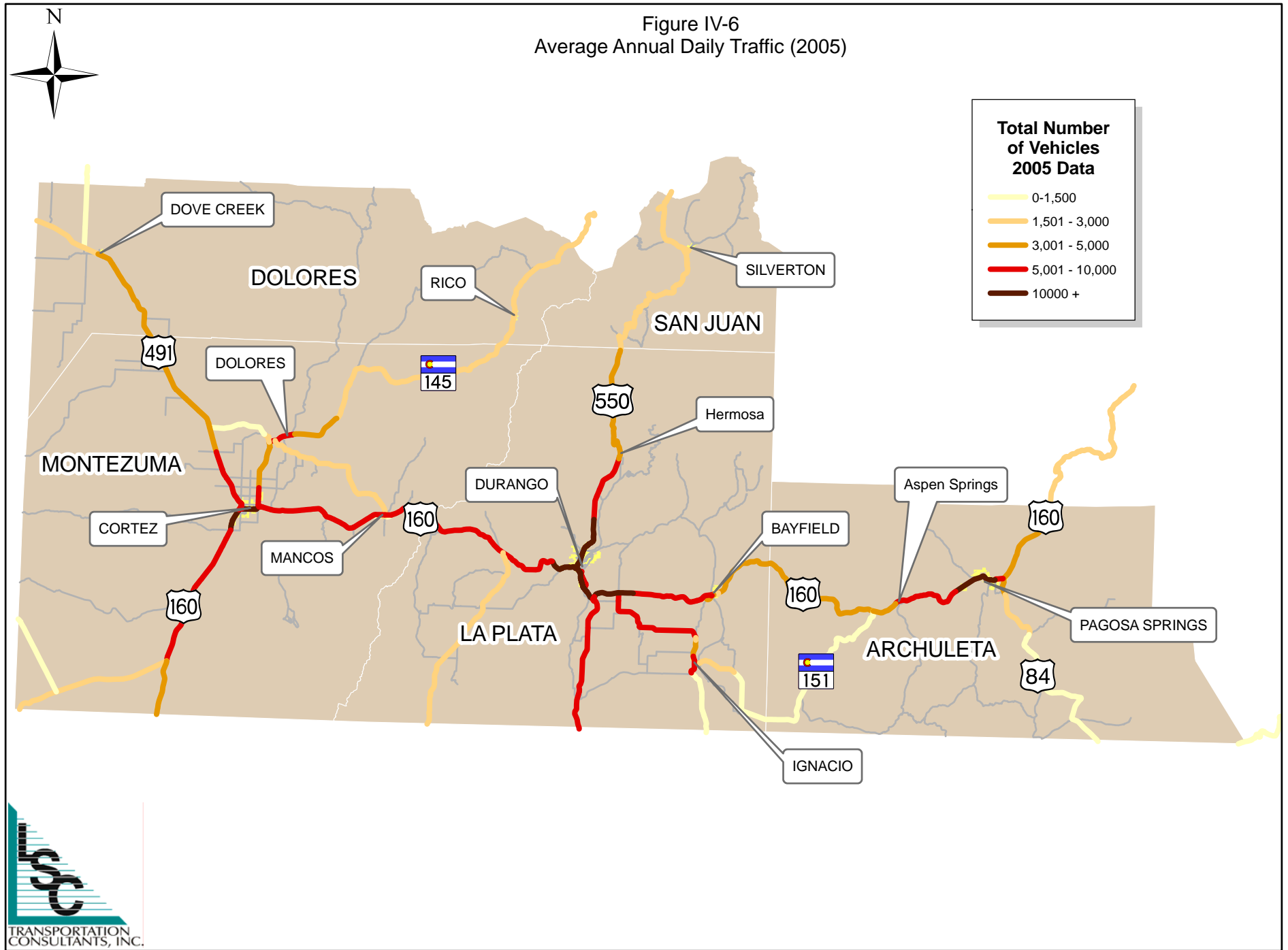


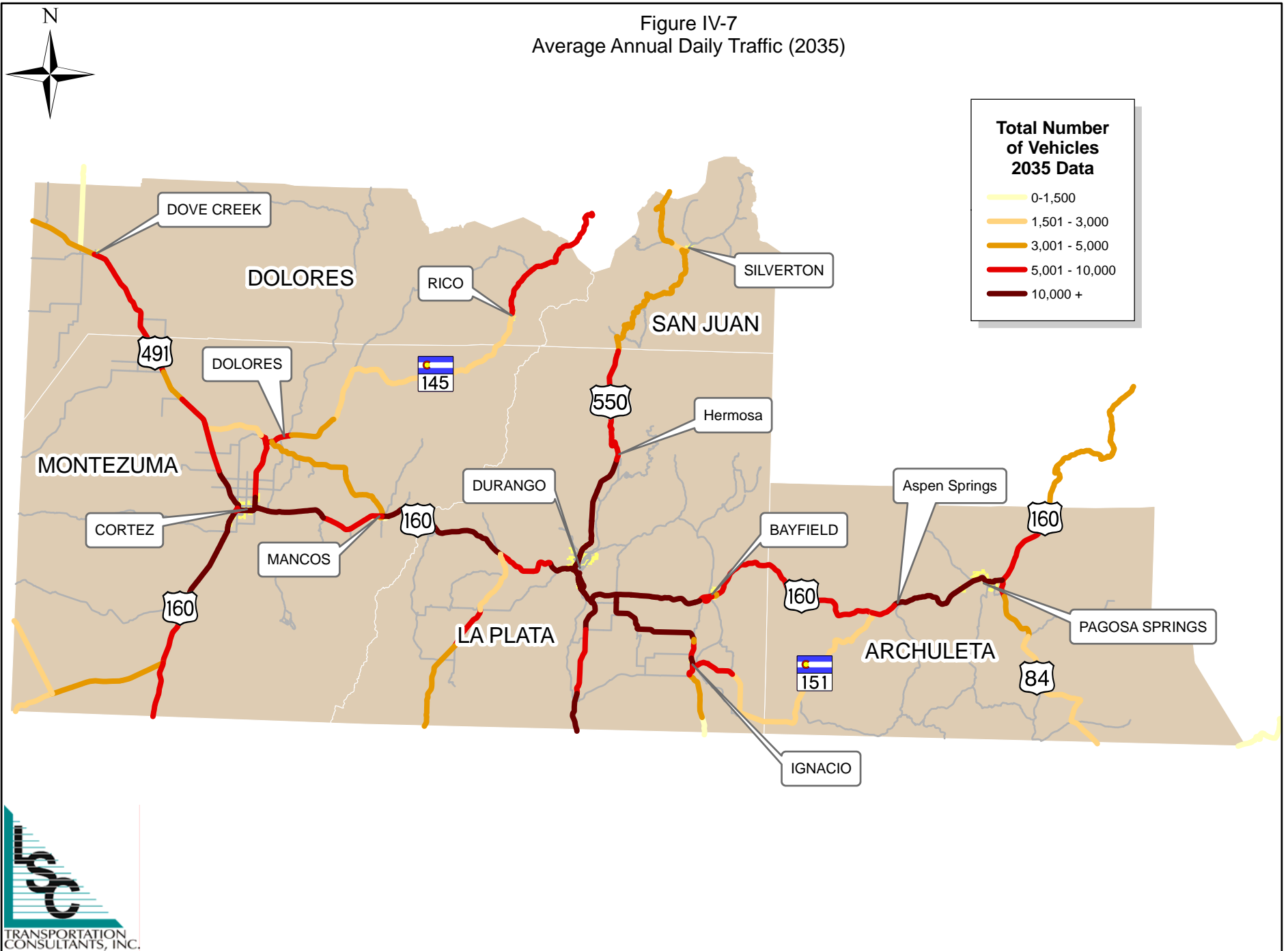
REGIONAL TRAFFIC VOLUMES

Average Annual Daily Traffic

Traffic counts on state highways were conducted by the Colorado Department of Transportation (CDOT) in 2005 and provide information from the 2035 Regional Transportation Plan completed for the Southwest Transportation Planning Region in 2006. The data were collected by CDOT through mobile and permanent traffic counters, and models that compare values similar to roads across the state. The average annual daily traffic (AADT) is the total number of vehicles on a road segment of a highway throughout the year divided by 365. Figures IV-6 and IV-7 show the AADT for the Southwest Region in 2005 and 2035, respectively. Figure IV-6 shows that the highest average daily traffic is in Durango, Cortez, and the area west of Pagosa Springs. Figure IV-7 shows that there is a significant growth in the AADT from 2005 to 2035.

Figure IV-6
Average Annual Daily Traffic (2005)





REGIONAL COMMUTE PATTERNS

County-To-County Commute

One key element in planning transit systems is a knowledge of travel patterns by residents. Examining the number of commuters who live in one county, but work in another shows the potential for capturing ridership commuting to work via transit. Table IV-1 shows a matrix in which employees' residence locations are listed along the vertical axis and their work locations along the horizontal axis. The matrix predictably shows that most people live and work in the same county. There are, however, a few instances of commutes between the counties for work. The most common of these trips is for individuals living in Dolores County and working in Montezuma County (22 percent of Dolores County residents) and those living in San Juan County and working in La Plata County (16 percent of San Juan County residents). It is important to note that the largest attraction of jobs in the region is La Plata County. These commuting patterns provide a snapshot at a county level of the location of jobs and services.

County of Residence	County of Work				
	Archuleta	Dolores	La Plata	Montezuma	San Juan
Archuleta	3,999		248	na	na
Dolores	na	450	16	177	na
La Plata	110	na	21,214	134	20
Montezuma	16	35	619	8,868	1
San Juan	na	na	47	na	219

Note: na= not available
Source: County-to-County worker flow files, 2000 Census, LSC2009

In total, 1,423 employees cross county lines to go to and from work. If commuter transit was installed and a modest estimate of one percent of employees used the service, it would yield approximately 72,500 annual one-way trips. This demand estimate was calculated using the formula below.

$$1,423 \text{ intercounty employees} * 255 \text{ days/year} * 2 \text{ work trips/day} =$$

$$725,730 \text{ intercounty work trips per year}$$

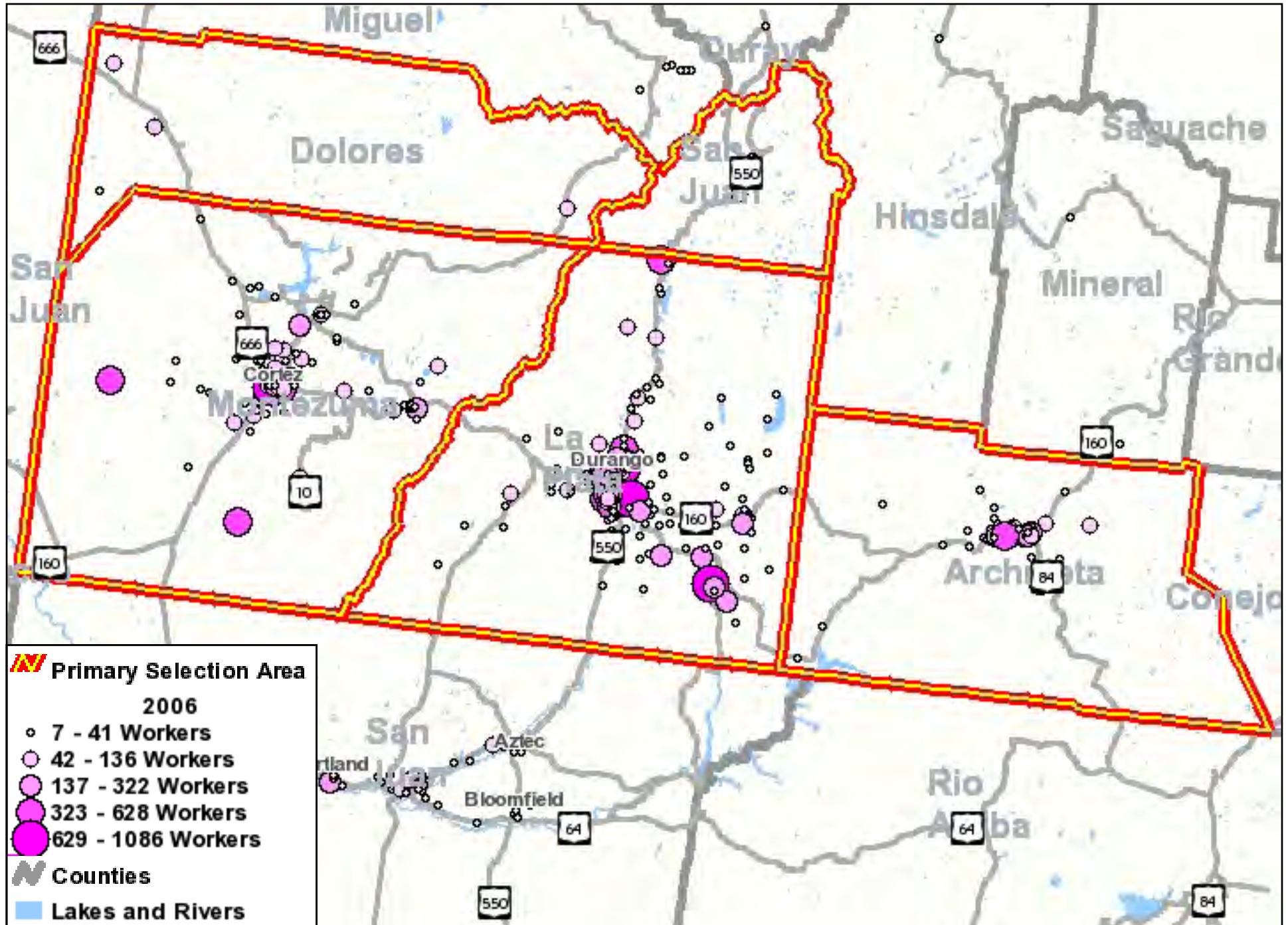
$$725,730 * 1.0\% = 72,573 \text{ annual one-way transit trips per year}$$

Places of Residence and Work

The US Census Bureau LED On the Map provides detailed maps at the block level showing where workers live and their place of work in the Southwest Colorado Region. Figures IV-8 and IV-9 show the places where workers live and work, respectively. The graduated scale shows the number of workers that live and work in the Southwest Colorado Region area. As shown in Figure IV-8, there is a high concentration of workers living in the Cortez, Durango, Ignacio, Bayfield, and Pagosa Springs area. Figure IV-9 illustrates that workers' places of work is concentrated in the counties of Montezuma, La Plata, and Archuleta in the communities of Cortez, Durango, Bayfield, Ignacio, and the Pagosa Springs area. These maps helped in the identification of conceptual service alternatives geared toward employment.

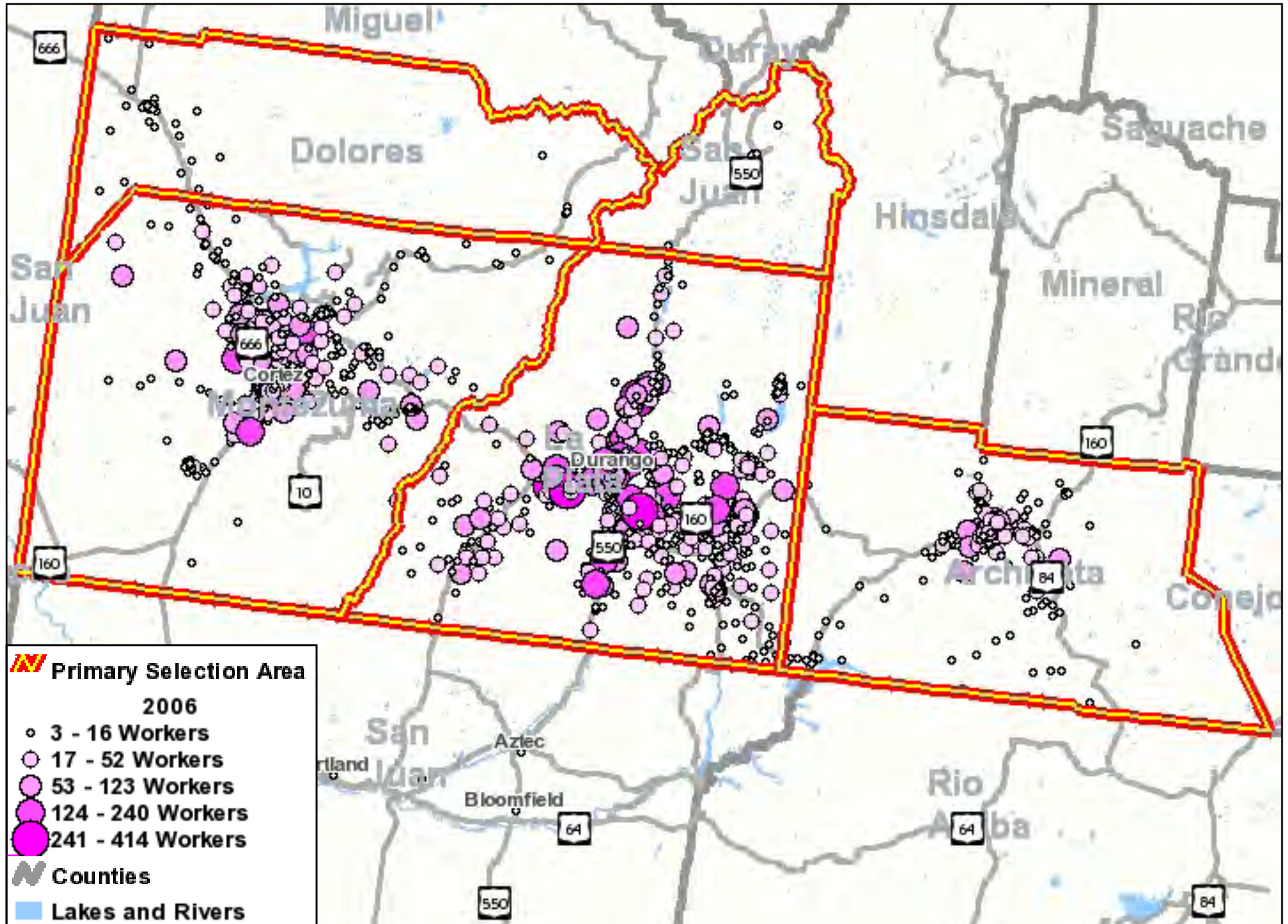
Where Workers Live

Figure IV-8



Where Workers Work

Figure IV-9



CORRIDOR TRANSIT DEMAND ESTIMATES

Mode Split Analysis

The LSC team developed a mode split analysis to estimate the number of transit trips on the highways. The mode split analysis was based on the CDOT 2005 traffic counts on the major highways in the study area to determine the travel patterns (Figures IV-10 and IV-11). The LSC team assumed a 0.5 percent mode split to determine the number of transit trips, based on the traffic counts of each major roadway with a reported average daily traffic. Figures IV-10 and IV-11 present the results of this analysis by corridor for 2005 and 2035, respectively. The numbers represent the daily one-way ridership that can be expected along that segment of roadway. The highest traffic volumes are on US Highway 160 from Cortez to Durango. The next highest traffic volumes are on US Highway 160 from Durango to Bayfield. The mode split decreases from Bayfield to Aspen Springs and then increases again from Aspen Springs to Pagosa Springs. Similarly, the traffic volumes are high on US Highway 550 from Durango to Hermosa and decreases further north to Silverton. This analysis gives the LSC team a basic understanding of the travel patterns in the study area to which potential regional transit users would be attracted.

Figure IV-10
Daily Transit Estimates (2005) - 0.5% Trip Rate

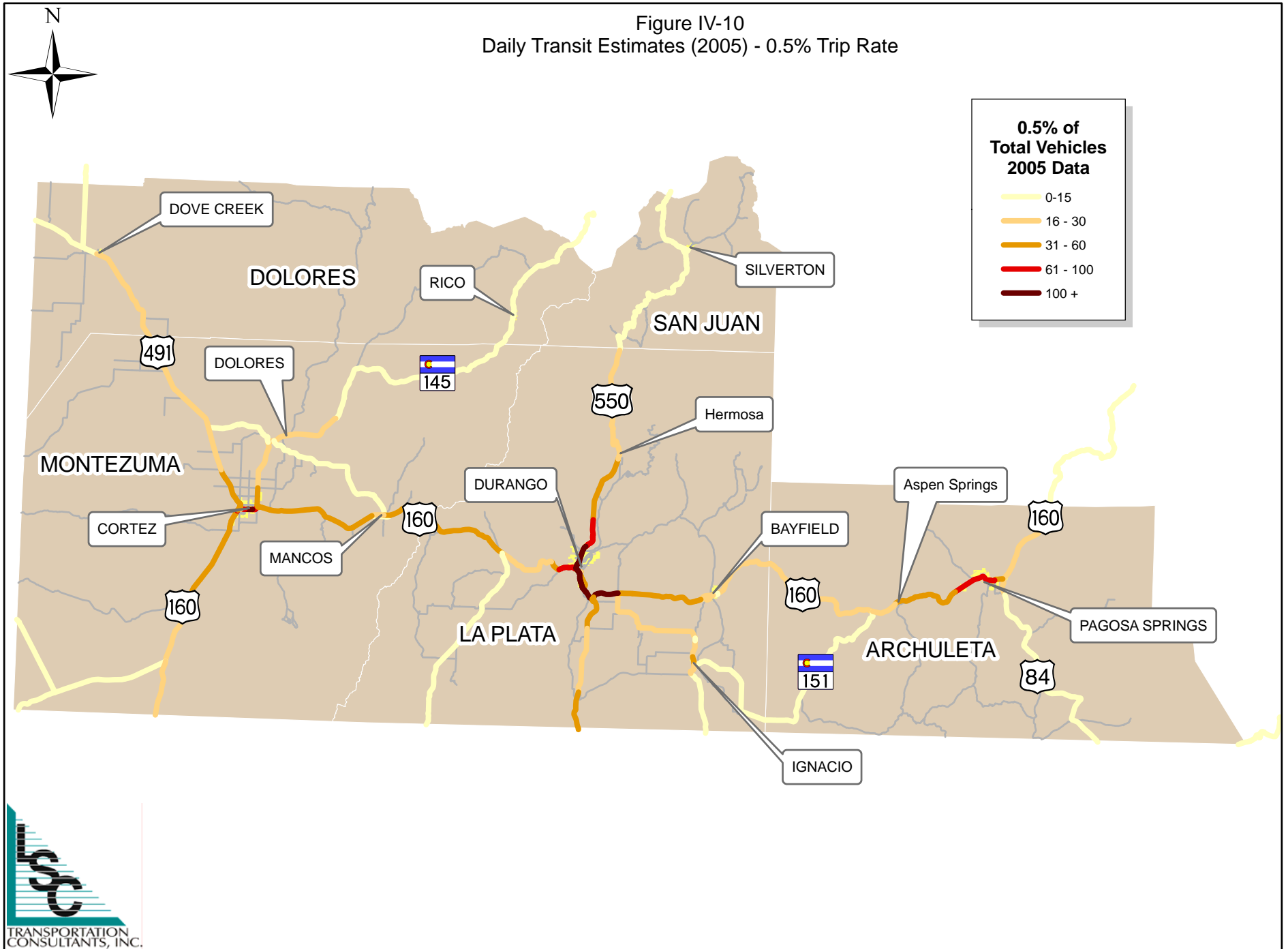
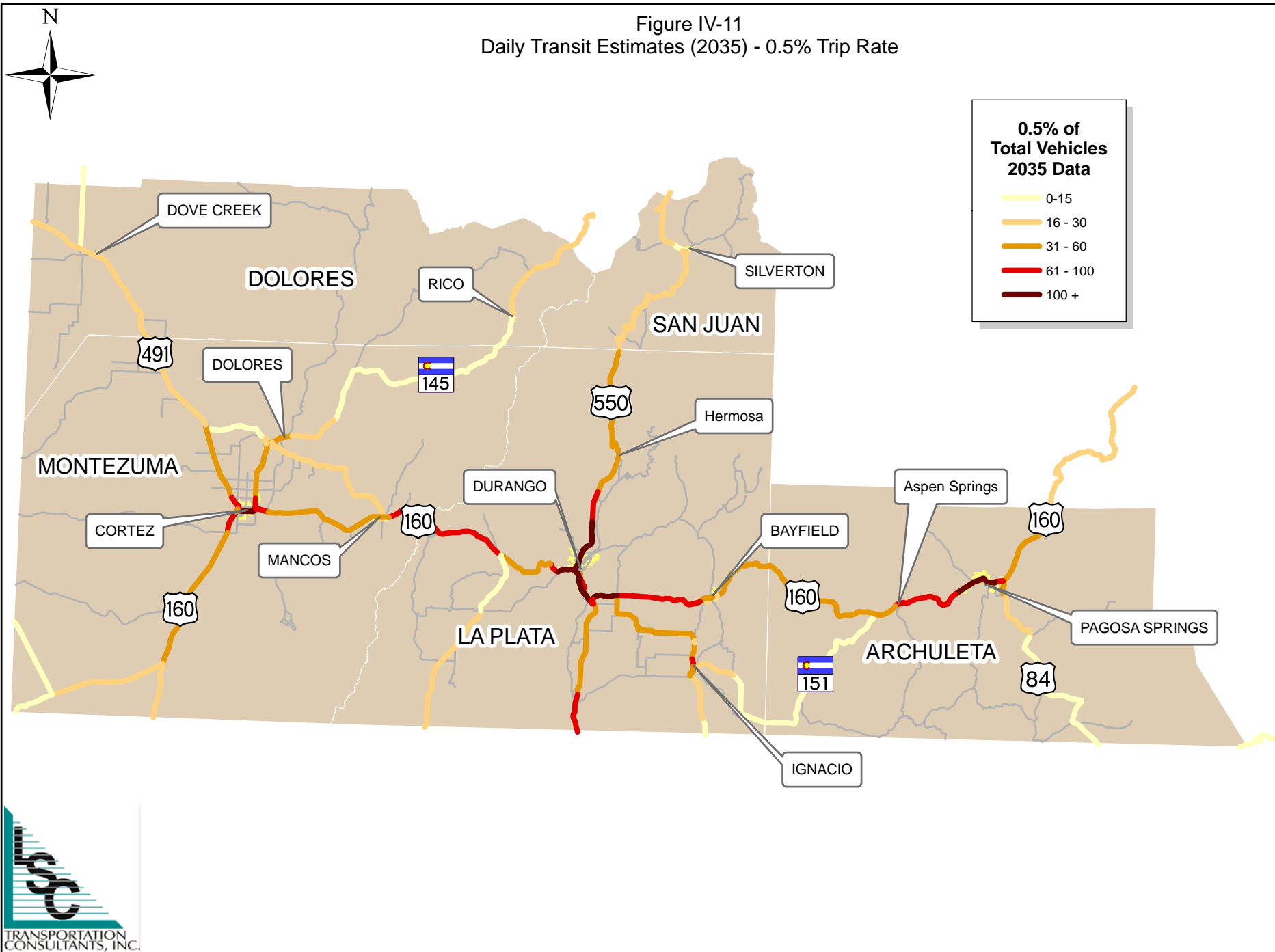


Figure IV-11
Daily Transit Estimates (2035) - 0.5% Trip Rate





Assessment of Regional Transit Needs

REGIONAL TRANSIT SERVICE GAPS

This section presents some of the regional service gaps for the Southwest Region. These service gaps were identified at the initial kick-off meeting and from the 2035 Transit and Coordinated Human Services Plan completed for the Southwest Transportation Planning Region in 2006. The Southwest Region has several providers that primarily serve the general public with some that serve the elderly and disabled populations. The identified gaps in service were used to develop service options for the region.

Gaps in service for this area relate to both the availability of funding and the lack of additional services and providers. While there are ten main providers in the region, each one primarily serves the local community or a certain segment of the local population with very little regional service. Gaps in service are both geographic in nature as well as related to various market segments and service hours of operation. Identified service gaps include the following:

Geographic Service Gaps

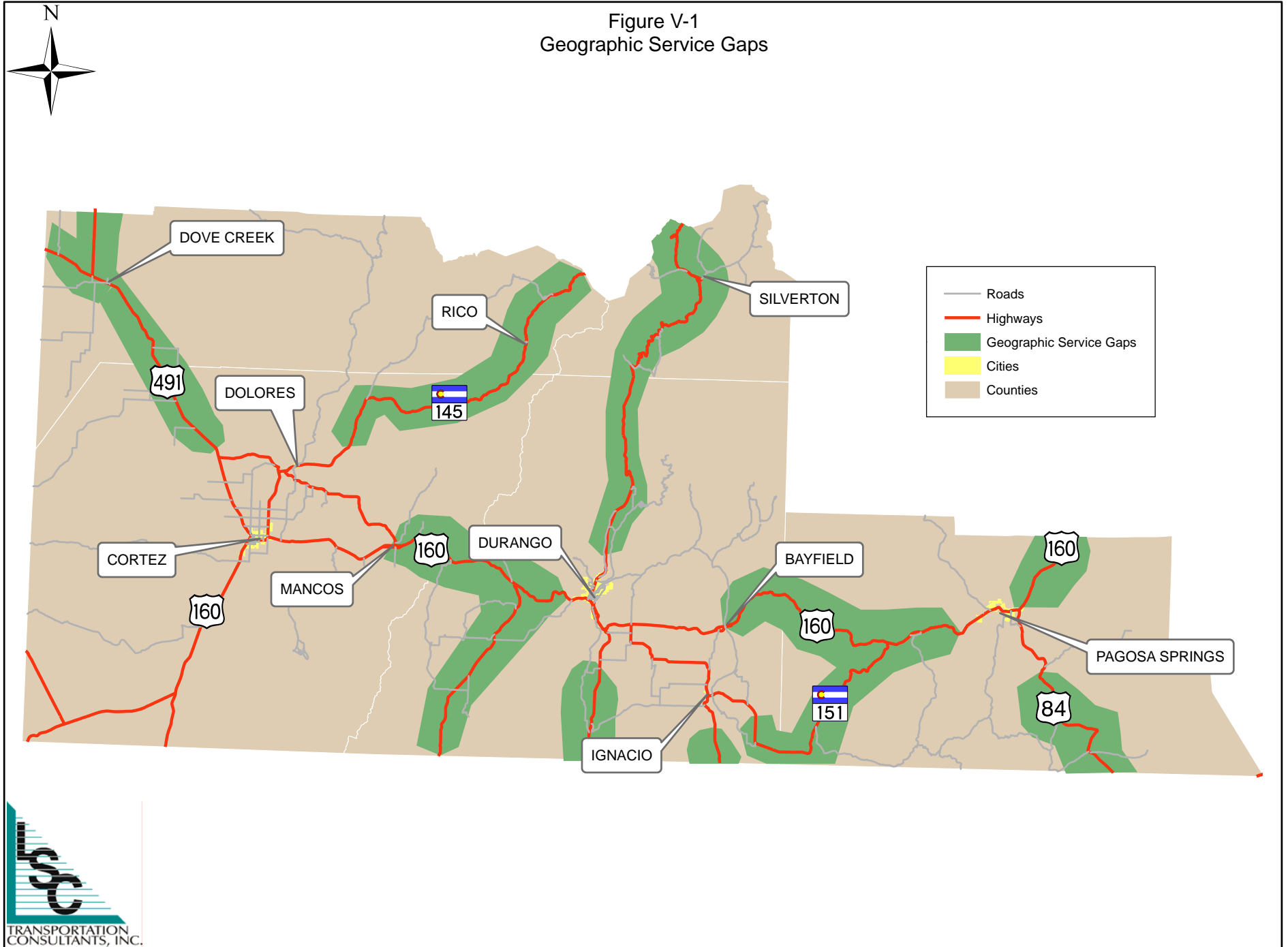
Figure V-1 illustrates the geographical gaps in service in the Southwest Region. Most of the geographical service gaps are in areas that lack regional services to communities for services. Some of the gaps in regional service and better coordination activities needed are:

- Regional service on US Highway 160 from Pagosa Springs to Durango.
- Regional service from Cortez to Durango or Farmington for doctor appointments.
- Regional service along US Highway 160 from Cortez to Pagosa Springs.
- Regional service on US Highway 491 from Dove Creek and Cahone to Cortez and Durango.
- Regional service from Pagosa Springs to Ignacio.
- Regional service from Durango to Animas Valley on US Highway 550.

Assessment of Regional Transit Needs

- Regional service from Durango To Purgatory on US Highway 550.
- Commuter service for employees commuting to Telluride.
- Better coordination of schedules and fare structures among transportation providers, especially for those making linked trips between communities having two different providers.

Figure V-1
Geographic Service Gaps



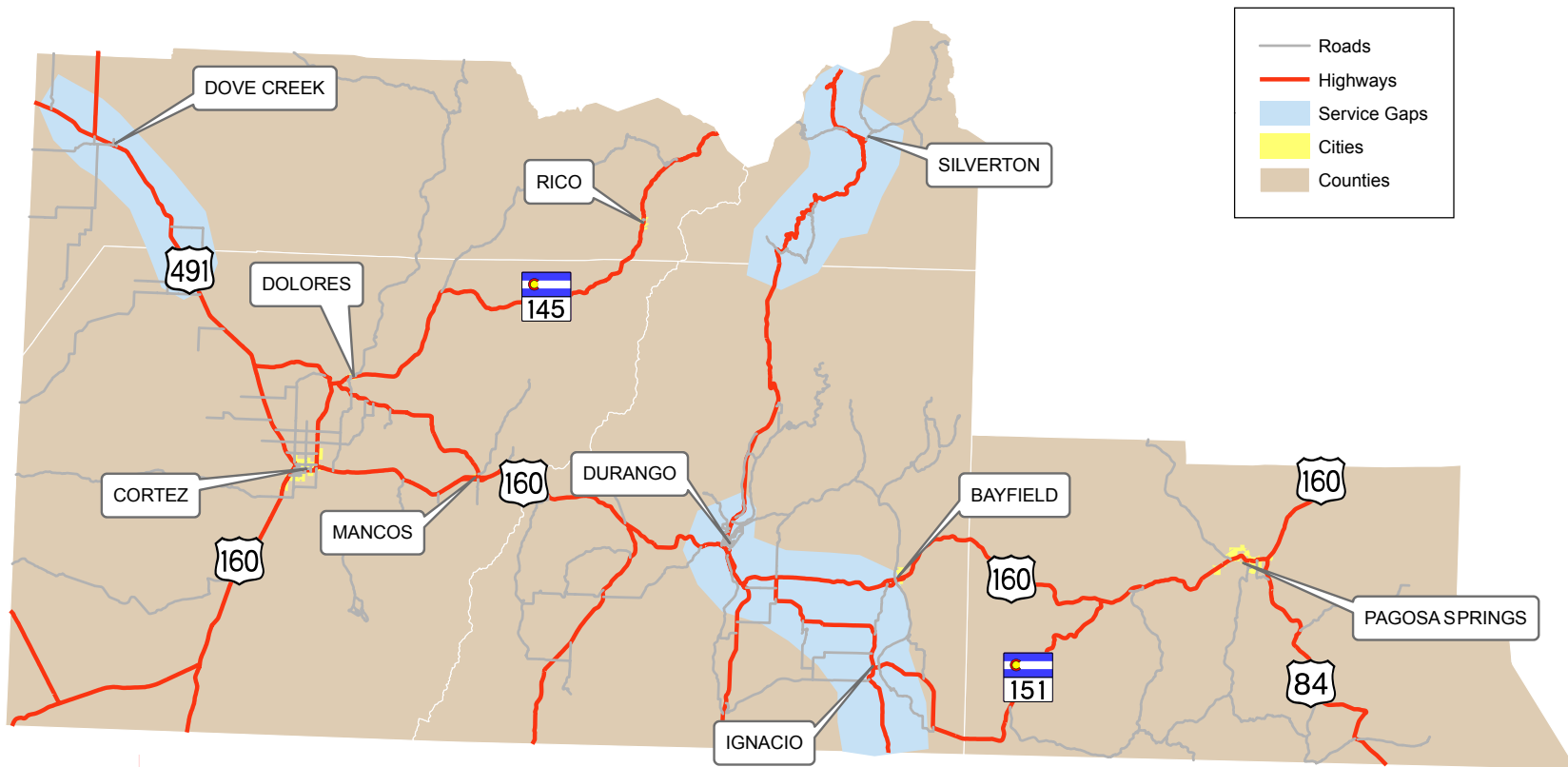
Service Type Gaps

Figure V-2 illustrates the gaps in service type/market segment in the Southwest Region. The largest gap in this area is a lack of any general public transit service in Dolores County (especially in the towns of Dove Creek and Rico) and San Juan County area (in the Town of Silverton), and services for low-income individuals living in rural areas to access employment and other services. While limited services are provided for seniors within Dolores and San Juan Counties, service for the general public within these two counties and other communities is non-existent. Service is limited in terms of the following service types:

- No transit services for the general public in the Dolores County area other than those provided by the Dolores Senior Services in Dove Creek and Cahone.
- No existing transit for the general public in the San Juan County area other than limited transportation services provided by the San Juan Basin Area on Aging. Rural seniors in remote areas need more transportation for a variety of needs.
- Limited service area, frequency, and hours of service are provided.
- Extend service hours to include workers that have late evening shifts. No weekend services.
- Trips are not only needed for seniors, but other segments such as the low-income population for access to employment, students for access to education and after-school activities, and visitors that come to the region.



Figure V-2
Market Segment/Service Type Gaps



NEEDS IDENTIFIED BY AGENCIES

This section addresses the qualitative needs based on the information received from individual agencies through the transportation provider questionnaire.

Fleet and Facility Needs

- Dolores County Senior Services needs to add one paratransit van at \$48,000 to provide more comprehensive service to the community.
- In the long term (7-20 years), Dolores County Senior Services needs to replace a Ford Windstar van at \$30,000 and a Ford Supreme Senator bus at \$60,000.
- Montezuma County Transportation needs a radio dispatching system for all its vehicles instead of cell phones.
- In the long term (7-20 years), Montezuma County Transportation needs to replace all their vehicles and have a new maintenance facility with offices located in them.
- Navajo Transit System needs to construct a transit facility at \$10,000,000 and install 30 bus shelters at \$5,000 each costing a total of \$150,000.
- SUCAP needs to replace one Type II BOC at \$64,200 in year 2010, one Type II BOC at \$68,694 in year 2011, and two Type II BOC at \$147,005 in year 2012. SUCAP will also need additional vehicles if they expand service or increase frequency.
- SUCAP needs to purchase a small van with a wheelchair lift which is presently approved by Section 5317 New Freedom program.
- SUCAP needs to purchase one passenger van with wheelchair tie-downs in 2009 as part of the new bus service grant awarded through the Tribal Transit Program 5311 (c).
- SUCAP needs to construct a transit facility/ bus barn with five double bays, with one bay split between the office, bus washing, and servicing areas.
- La Plata County Senior Services needs another 14-passenger vehicle and a minivan within the next five years.
- In the long term (7-20 years), La Plata County Senior Services will request additional 5310 funds for capital needs as their vehicles increase in mileage and their fleet ages.

Service Needs

- Dolores County needs to add one dispatcher/clerical position at \$15,470.
- In the long term (7-20 years), Dolores County Senior Services wants to expand services from senior transportation to general public transit services.
- Montezuma County Transportation needs to expand transportation to Durango and Farmington, New Mexico for medical appointments, extend service to

Saturday, and extend service hours in the morning between 6:00 to 8:30 a.m. and in the evening between 4:30 and 8:00 p.m.

- SUCAP needs to expand frequency on Ignacio-Durango and Bayfield -Durango routes. This would include two vehicles and drivers with an estimated cost increase of \$60,000 to \$70,000 each (on the Ignacio and Bayfield routes).
- SUCAP would like to start a service from Durango to the airport.
- SUCAP would like to have better dispatching and communication capabilities to have a better interface and better coordination opportunities with Durango Transit and La Plata County Senior Services.
- SUCAP would like to have an employment service between Pagosa Springs and Ignacio, vanpools for outlying areas, and regional service between New Mexico and Durango.
- SUCAP needs to increase service hours (evenings, weekends, night shift for casino workers) and increase frequency on its fixed-route services.
- Navajo Transit System would like to hire a Transportation Planner at \$45,500.
- Navajo Transit System would like to expand their service from Shiprock, New Mexico to Cortez, Colorado.
- Navajo Transit System would like to expand their service from Shiprock, New Mexico to Red Mesa, Montezuma Creek, and Blanding, Utah.
- Navajo Transit System would like to expand service on weekends from Chinle, Arizona to Gallup, New Mexico.
- In the long term (7-20 years), Navajo Transit System would like to construct a transit transfer station at six of their population centers and replace 12 of their vehicles.
- In the long term (7-20 years), Navajo Transit System would like to expand services from Chinle to Pinon, Arizona, from Dilkon to Flagstaff, Arizona, and Farmington to Cuba, New Mexico.
- The Pueblo Community College- Southwest Campuses would like to find a way to transport students from their widespread service area to their campuses with the help of partnership opportunities.
- With the changing demographics, greater demand for services for adults with disabilities, and more seniors moving into La Plata County, La Plata County Senior Services will request additional hours of staffing to accommodate the needs of seniors and persons with disabilities.

EXISTING AND POTENTIAL TRANSIT GENERATORS

Major transit generators are important in terms of land use, trip generation, increased activity, and the ability to be served by public transit. Figure V-3 shows the locations of regional points of interest identified within the study area. Many of these points of interest are clustered together into what can be referred to as

Assessment of Regional Transit Needs

“activity centers” or “transit generators.” Major transit generators in the Southwest Region are concentrated in downtown Durango, as shown in Figure V-3, with others scattered widely across the region. Some of the potential transit generators are located in areas outside the study area such as Telluride, Colorado and Farmington and Shiprock, New Mexico.

Transit generators are locations that are typically shown to generate transit trips because they are prime origins or prime destinations. There is no set formula that is used to derive a list of transit generators as the process is subjective. Transit generators generally include a wide variety of land uses including shopping (malls, plazas), employment hubs, airports, hospitals, and education centers. These are the most critical land uses for individuals who use transit.

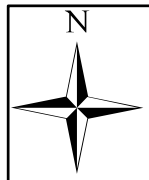

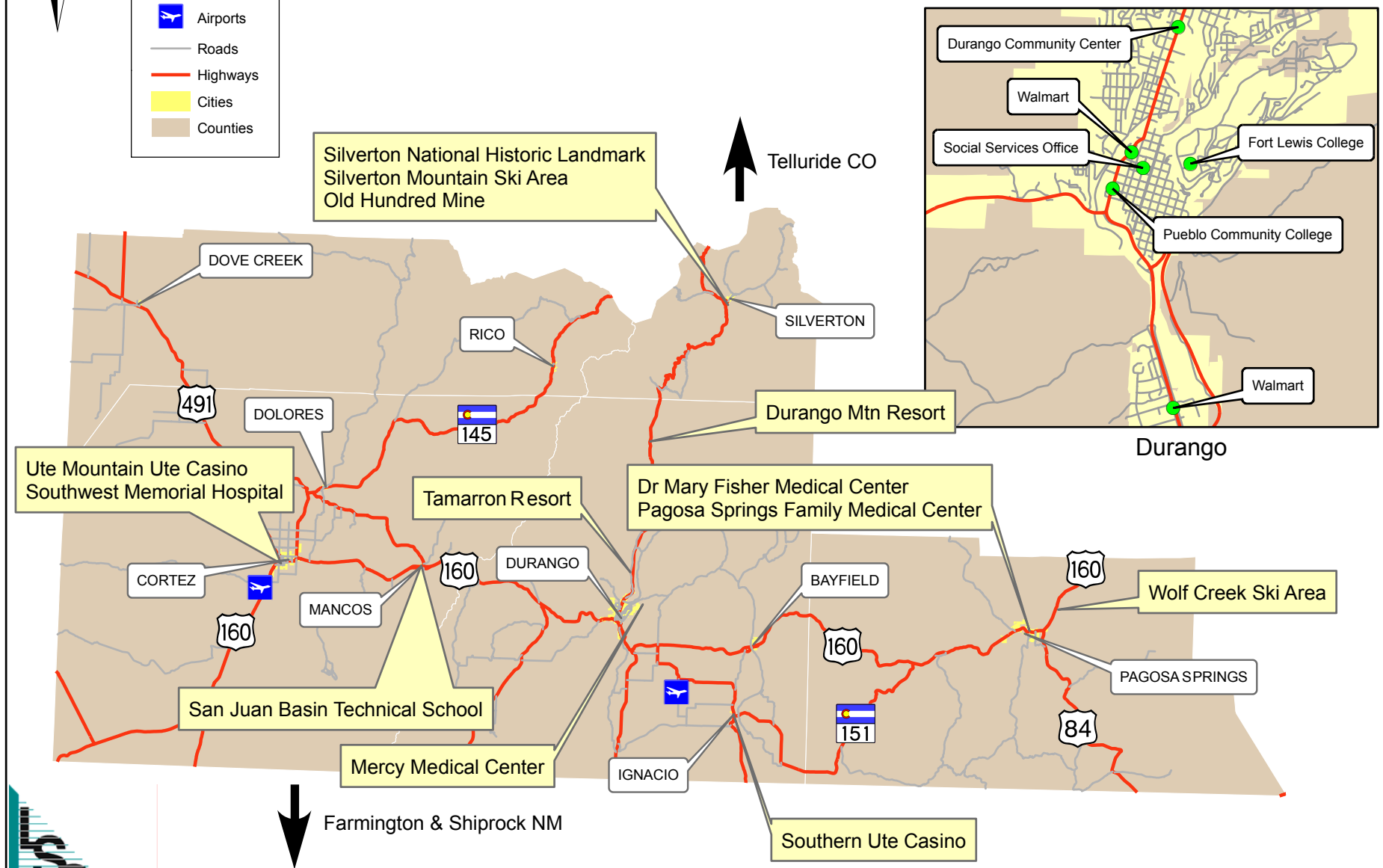


Figure V-3
Existing and Potential Transit Generators

-  Airports
-  Roads
-  Highways
-  Cities
-  Counties



POTENTIAL REGIONAL TRANSIT MARKETS

The potential regional transit markets for the Southwest Region are:

- **Commuters:** People in the region often commute long distances to take advantage of better employment opportunities and lower real estate prices.
- **Medical Trips:** The Southwest Region has a need for regional medical trips. These medical trips have primary destinations to Durango and Farmington.
- **Shopping Trips:** Many passengers travel from one community to another for shopping purposes. Public transportation helps the elderly and persons with disabilities lead independent lives by providing them with access to shopping as well as medical services, entertainment, and social purposes.
- **Other Types of Trips:** While service design for a regional transit service will be concentrated around commuter, medical, and shopping trips, there is always the possibility that other market segments may choose to use the service to access services and amenities in the region. Likewise, it will enable students to take advantage of education and employment opportunities. Hence, regional public transit has been identified as one of the key transportation issues for the region.



CHAPTER VI

Service Alternatives

INTRODUCTION

The basis for a regional transit plan is a careful consideration of realistic service alternatives. Capital requirements, financial plans, and management options can then be developed to support the planned services. The following discussion evaluates transit services along the major service corridors in the Southwest Colorado Region, with each made up of several different types of transit services. The alternatives were based on information and input gathered from the stakeholders, open houses, comment sheets, and the online community survey, and were based on linking local transportation services.

TYPES OF SERVICE

Several types of service were identified as options through the planning process. Currently, there are several general public transportation services offered within the study area.

Several service concepts for expanded or new services along the major corridors of the Southwest Colorado Region are provided for review. The service concepts range from vanpool programs, commuter bus service, and regional fixed-route/continuous bus service. A service description and cost estimate is provided for the various service alternatives along each service corridor, as well as the potential demand for the service. Table VI-1 (at the end of this chapter) provides a comparison of the various service alternatives along each service corridor. Figures VI-1 through VI-5 provide a graphical representation of the transit services along the major corridors. Estimated transportation costs are based upon either the providers' existing hourly cost or, in cases where a service provider was not decided, an average cost of \$55 per revenue-hour for bus service was assumed. For vanpool programs, the region will need to create a dispatch office where residents could call to be matched with a vanpool program that serves the appropriate major

employment city. Riders could then subscribe to a scheduled seat. Riders may choose between a full-time (Monday through Friday) schedule or a part-time (Tuesday/Thursday or Monday/Wednesday/Friday) schedule. The van drivers will be volunteer participants traveling to the major employment centers, who would normally participate in the vanpool program at no cost. The drivers normally keep the vans at their homes and either travel to the other participants' homes or meet the participants at a designated location. For the vanpool programs, only the cost per mile, not the cost per hour, was included since there is no bus driver. This approach provides a base cost estimate for the various transit services within the Southwest Colorado Region.

Vanpool Service

Vanpool service operates a point-to-point function. The vanpool gathers riders within a community, and then travels directly to a major employment center (such as Durango). Normally an agency owns and maintains the vehicle, and allows the individuals who join the vanpool program to ride on the vehicles. The individuals riding on the vanpool share the cost and may even share the driving responsibilities. The schedule and route of the service depends upon the individuals that are participating in the vanpool service. Vanpool service is limited to the individuals within the program and has limited service for medical or shopping trips. Vanpool service is primarily for employment and education/college trips for non-disabled individuals, since there are liability issues with disabled individuals riding on vanpool service. Several federal programs can be used to support vanpooling. Some of the primary federal programs are Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP), National Highway System (NHS), JARC, FTA Section 5307, FTA Section 5309, and FTA Section 5311 funds.

One example is the Denver Ride Arrangers operated by the Denver Council of Governments (DRCOG) and the Regional Transportation District (RTD), which used CMAQ funds to purchase program expansion vehicles and FTA Section 5307 funds to subsidize pool operations. Another example is Colorado Springs Metro Rides. This program is operated by the City of Colorado Springs with CMAQ funds.

Commuter Bus Service

This transit service concept would provide commuter bus service in all or part of the Southwest Colorado study area. Commuter bus service is designed to transport employees from a central origin—such as a park-and-ride lot—to the employees’ place of employment. This service is designed to connect several of the communities during the morning and evening commute times. A commuter route would be designed to serve the major areas of employment in, and adjacent to, the study area including the communities of Durango, Ignacio, Cortez, and Pagosa Springs.

Park-and-ride lots are used in many communities to avoid congested traffic and parking conditions. Good signage and incentives (free parking) to park vehicles at park-and-rides are methods to entice drivers to go to the locations. A good regional transit system can make park-and-rides a success. The park-and-rides must have good shelter, safe waiting areas with seats, and accurate published schedules for pick-ups.

Park-and-ride lots serve to decrease congestion and improve the environment by providing better access to public transportation. On heavily traveled corridors, one bus can remove up to 40 automobiles from traffic. To make this possible, convenient parking lots and transit stops must be located where buses and vehicles can meet. The benefits of a park-and-ride include:

- Reduced traffic congestion
- Economic development
- Improved visitor information

Centrally located park-and-ride lots would allow residents to drive to the nearest lot and to ride public transportation—either a commuter service or vanpool service—if they are commuting between communities for work or college.

Regional Fixed-Route/Continuous Bus Service

This transit service concept would provide regional fixed-route/continuous bus service in all or part of the Southwest Colorado study area. Many of the areas in which the LSC Team conducted open houses expressed an interest in regional services between rural areas and communities to access health care, shopping,

employment, education, and for social purposes. Regional fixed-route service could operate in several different scenarios. The first would be to operate buses on the major corridors of the study area to provide services into the major towns and cities along those corridors. The second option would be to provide services on select days of the week along the major service corridors. This may be operations such as service on Tuesday and Thursday for shopping or healthcare purposes only. Finally, this service can operate in several different forms, such as having demand-response zones on either end of the trip or with only one pick-up/drop-off point at the point of origin/destination. Alternatively, the service could provide only point-to-point direct services from an outlying pick-up point to a drop-off point where passengers could transfer to the local transportation service.

Flex-Route System

A flex-route system is an innovative way of providing transit services that has been looked at closely in many rural areas across the country. The reason this approach works well in low-density areas which are fiscally challenged is that the services can be designed around major origin-destination points, major corridors, and activity centers while still being flexible in nature. The routes are set up so they have a flexible fixed-route structure, thus providing the consistent type of fixed services people expect as well as being flexible because they are able to deviate off a structured route to serve neighborhoods and destinations. The greatest advantage to this type of system is that the flexibility is designed to meet elderly and disabled needs, serving these segments with curb-to-curb service, whereas general public riders are served with more traditional fixed-route services. Deviations can be scheduled either in advance, or in some cases, in real-time given the proper software and equipment. An example of this type of service is Road Runner Transit, which operates from Ignacio to Durango and Bayfield to Durango.

Deviations can be established for those who cannot make it to a fixed stop and discouraged for able-body riders by increasing the fare to deviate for those who do not meet some type of eligibility. In other words, a middle-school student wishing to use the system would be expected to board the bus at the nearest established stop for a set fare. One way to keep from deviating to pick the student up at his

house is to establish deviation criteria, such as being over 60 years of age, disabled, or other criteria. Additionally, the student could be served for a premium fare, such as some percentage more than the cost of a normal trip (double or even triple the normal cost).

MAINTAIN STATUS QUO

Services

A good starting point for the evaluation of transit service alternatives is the consideration of the “status quo.” This alternative involves no change in the transit service provided within the region. The status quo alternative is a viable option which may be appropriate when the current service meets the community’s needs. The largest single factor that could be expected to impact the region over the next 10-year planning period is the aging of the population and increase in population which will result in an increase in the demand for transit services.

There are several agencies which provide service in the region. These include Archuleta County Senior Services, Archuleta County Mountain Express, Dolores County Senior Services, Durango T, SUCAP/Road Runner Transit, La Plata County Senior Services, Montezuma County Transportation, and Ute Mountain Ute Tribe. Each program operates independently, although there is some coordination between some of the programs.

Based on the needs presented in the previous chapters, maintaining the status quo over the next five years will not meet the minimum transportation needs of the residents within the Southwest Colorado Region. Possible economies and improved service will not be achieved without changes to the existing services.

Advantages

The major advantage of maintaining the existing transit service and transportation providers is that there will be no additional cost.

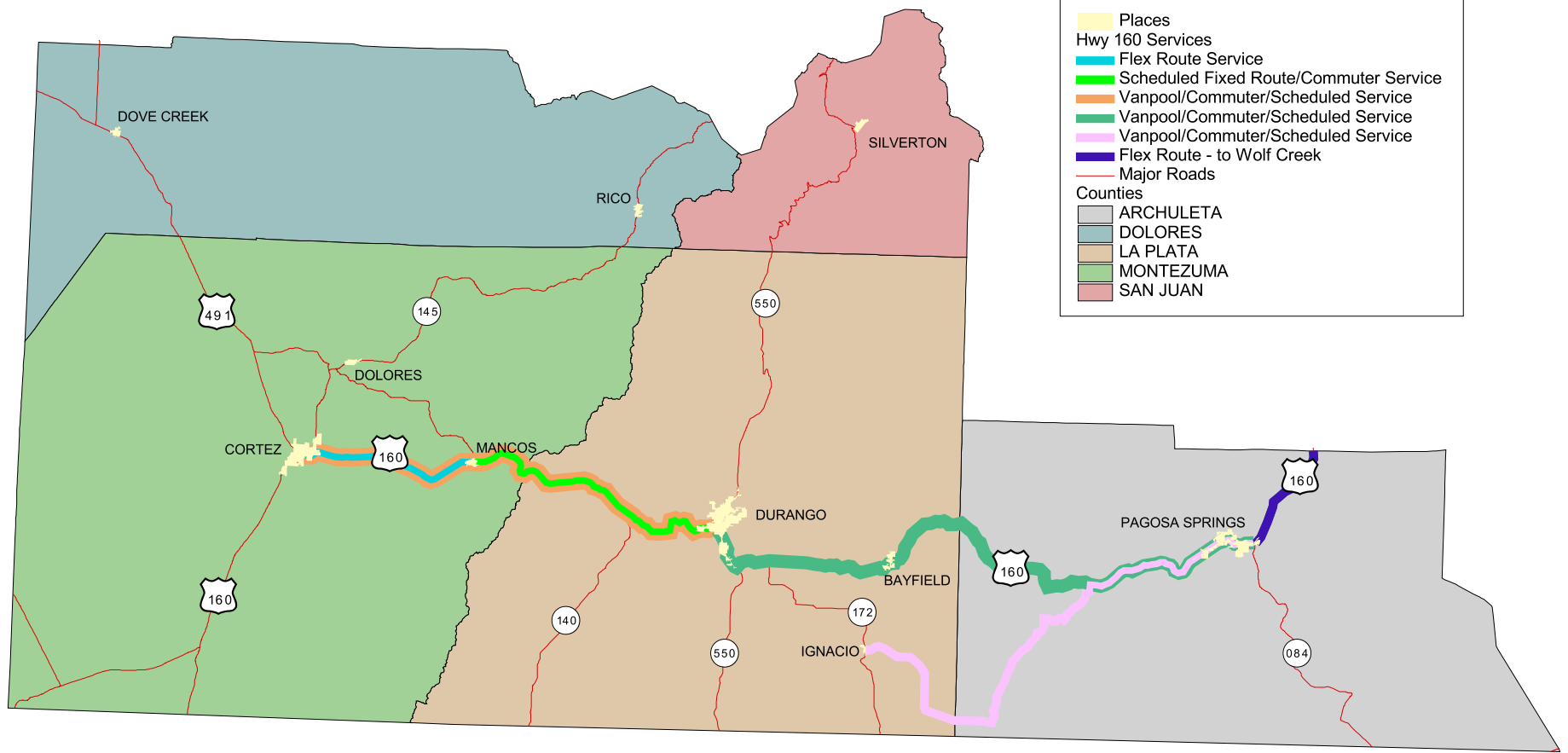
Disadvantages

The major disadvantage to maintaining the status quo is that a large number of potential transit trips within the region will continue to go unserved. The unmet need reduces the mobility and access to services, medical assistance, and employment destinations for the residents. This, in effect, reduces the quality of life for the residents within the study area. Additionally, providers may not realize a cost savings if they currently are making trips into the major communities and there can be a cost savings from providing general public services as opposed to serving particular market segments such the elderly and persons with disabilities.

US HIGHWAY 160

The various service alternatives along US Highway 160 are illustrated in Figure VI-1.

Figure VI-1
US Highway 160 Services



Cortez to Mancos

Flex-Route Service

This flex-route service between Cortez and Mancos would operate Monday through Friday between the hours of 6:30 a.m. and 6:30 p.m. This service would be operated by Montezuma County Transportation (MCT) at a cost of \$30 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Montezuma County Transportation (MCT)
- Annual operations cost: \$91,800
- Estimated annual passenger-trips: 21,165 one-way trips
- Annual vehicle-hours: 3,060
- Annual vehicle-miles: 104,040
- Passengers per hour: 6.9
- Cost per passenger-trip: \$4.34

Mancos to Durango

Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Mancos and Durango would operate Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. This service would be operated by Montezuma County Transportation (MCT) at a cost of \$30 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Montezuma County Transportation (MCT)
- Annual operations cost: \$84,150
- Estimated annual passenger-trips: 19,125 one-way trips
- Annual vehicle-hours: 2,805
- Annual vehicle-miles: 107,100
- Passengers per hour: 6.8
- Cost per passenger-trip: \$4.40

Commuter Service

This commuter service between Mancos and Durango would operate Monday through Friday from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. This service would be operated by Montezuma County Transportation (MCT) at a cost of \$30 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Montezuma County Transportation (MCT)
- Annual operations cost: \$30,600
- Estimated annual passenger-trips: 7,650 one-way trips
- Annual vehicle-hours: 1,020
- Annual vehicle-miles: 30,600
- Passengers per hour: 7.5
- Cost per passenger-trip: \$4.00

Cortez to Durango

Vanpool Service

This vanpool service between Cortez and Durango for commuters and students would operate Monday through Friday with two trips in the morning and two trips in the evening. One of the vanpool services would be designed for commuters, while the other vanpool service would be designed for students. This service would be operated by Dolores County Senior Services (DCSS) at a cost of \$0.45 per mile.

Service characteristics are as follows:

- Number of vans: 2
- Operated by: Dolores County Senior Services (DCSS)
- Annual operations cost: \$21,114
- Estimated annual passenger-trips: 6,160 one-way trips
- Annual vehicle-hours: 1,020
- Annual vehicle-miles: 46,920
- Passengers per hour: 6.0
- Cost per passenger-trip: \$3.43

Commuter Service

This commuter service between Cortez and Durango would operate Monday through Friday from 6:30 to 8:00 a.m. and from 5:00 to 6:30 p.m. This service would be operated by Dolores County Senior Services (DCSS) at an average cost of \$55 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Dolores County Senior Services (DCSS)
- Annual operations cost: \$42,075
- Estimated annual passenger-trips: 6,044 one-way trips
- Annual vehicle-hours: 765
- Annual vehicle-miles: 23,460
- Passengers per hour: 7.9
- Cost per passenger-trip: \$6.96

Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Cortez and Durango would operate Monday through Friday between the hours of 6:30 a.m. and 6:30 p.m. This service would be operated by Dolores County Senior Services (DCSS) at an average cost of \$55 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Dolores County Senior Services (DCSS)
- Annual operations cost: \$168,300
- Estimated annual passenger-trips: 20,145 one-way trips
- Annual vehicle-hours: 3,060
- Annual vehicle-miles: 117,300
- Passengers per hour: 6.6
- Cost per passenger-trip: \$8.35

Pagosa Springs to Durango

Vanpool Service

This vanpool service between Pagosa Springs and Durango for commuters and Fort Lewis students would operate Monday through Friday with two trips in the morning and two trips in the evening. One of the vanpool services would be designed for commuters, while the other vanpool service would be designed for Fort Lewis students. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$0.45 per mile.

Service characteristics are as follows:

- Number of vans: 2
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$27,540
- Estimated annual passenger-trips: 6,160 one-way trips
- Annual vehicle-hours: 1,530
- Annual vehicle-miles: 61,200
- Passengers per hour: 4.0
- Cost per passenger-trip: \$4.47

Commuter Service

This commuter service between Pagosa Springs and Durango would operate Monday through Friday from 6:30 to 8:00 a.m. and from 5:00 to 6:30 p.m. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$60 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$45,900
- Estimated annual passenger-trips: 3,672 one-way trips
- Annual vehicle-hours: 765
- Annual vehicle-miles: 30,600
- Passengers per hour: 4.8
- Cost per passenger-trip: \$12.50

Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Pagosa Springs and Durango would operate Monday through Friday between the hours of 6:30 a.m. and 6:30 p.m. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$60 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$183,600
- Estimated annual passenger-trips: 12,240 one-way trips
- Annual vehicle-hours: 3,060
- Annual vehicle-miles: 122,400
- Passengers per hour: 4.0
- Cost per passenger-trip: \$15.00

Scheduled Service

This scheduled service between Pagosa Springs and Durango would operate twice a week—Tuesday and Thursday—with one trip in the morning and one trip in the evening for medical and shopping purposes. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$60 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$18,720
- Estimated annual passenger-trips: 1,560 one-way trips
- Annual vehicle-hours: 312
- Annual vehicle-miles: 12,480
- Passengers per hour: 5.0
- Cost per passenger-trip: \$12.00

Pagosa Springs to Ignacio

Vanpool Service

This vanpool service between Pagosa Springs and Ignacio for commuters would operate Monday through Friday with one trip in the morning and one trip in the evening. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$0.45 per mile.

Service characteristics are as follows:

- Number of vans: 1
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$11,475
- Estimated annual passenger-trips: 3,080 one-way trips
- Annual vehicle-hours: 510
- Annual vehicle-miles: 25,500
- Passengers per hour: 6.0
- Cost per passenger-trip: \$3.73

Commuter Service

This commuter service between Pagosa Springs and Ignacio would operate Monday through Friday from 6:30 to 8:00 a.m. and from 5:00 to 6:30 p.m. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$60 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$45,900
- Estimated annual passenger-trips: 918 one-way trips
- Annual vehicle-hours: 765
- Annual vehicle-miles: 25,500
- Passengers per hour: 1.2
- Cost per passenger-trip: \$50.00

Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Pagosa Springs and Ignacio would operate Monday through Friday between the hours of 6:30 a.m. and 6:30 p.m. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$60 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$183,600
- Estimated annual passenger-trips: 2,295 one-way trips
- Annual vehicle-hours: 3,060
- Annual vehicle-miles: 127,500
- Passengers per hour: 0.8
- Cost per passenger-trip: \$80.00

Pagosa Springs to Wolf Creek

Flex-Route Service

This flex-route service between Pagosa Springs and Wolf Creek would operate Monday through Friday between the hours of 7:30 a.m. and 5:30 p.m. This service would be operated by Archuleta County Mountain Express (ACME) at a cost of \$60 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Archuleta County Mountain Express (ACME)
- Annual operations cost: \$153,000
- Estimated annual passenger-trips: 11,985 one-way trips
- Annual vehicle-hours: 2,550
- Annual vehicle-miles: 89,760
- Passengers per hour: 4.7
- Cost per passenger-trip: \$12.77

STATE HIGHWAY 145

The various service alternatives along State Highway 145 are illustrated in Figure VI-2.

Cortez to Dolores

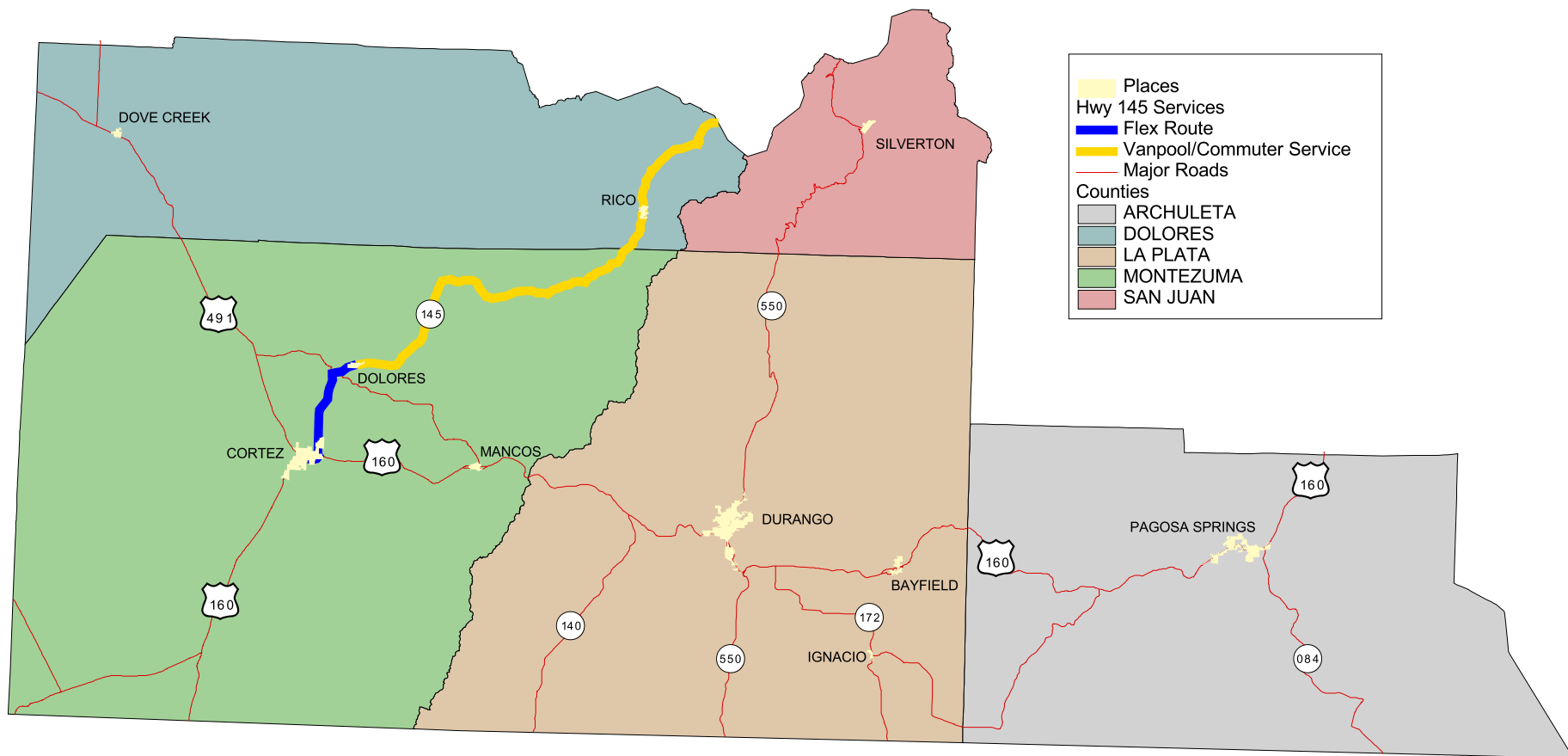
Flex-Route Service

This flex-route service between Cortez and Dolores would operate Monday through Friday between the hours of 6:00 a.m. and 7:00 p.m. This service would be operated by Montezuma County Transportation (MCT) at a cost of \$30 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Montezuma County Transportation (MCT)
- Annual operations cost: \$99,450
- Estimated annual passenger-trips: 14,790 one-way trips
- Annual vehicle-hours: 3,315
- Annual vehicle-miles: 116,280
- Passengers per hour: 4.5
- Cost per passenger-trip: \$6.72

Figure VI-2
State Highway 145 Services



Dolores to Telluride

Vanpool Service

This vanpool service between Dolores and Telluride for commuters would operate Monday through Friday with one trip in the morning and one trip in the evening. This service would be operated at a cost of \$0.45 per mile.

Service characteristics are as follows:

- Number of vans: 1
- Operated by: Undecided
- Annual operations cost: \$14,918
- Estimated annual passenger-trips: 3,080 one-way trips
- Annual vehicle-hours: 765
- Annual vehicle-miles: 33,150
- Passengers per hour: 4.0
- Cost per passenger-trip: \$4.84

Commuter Service

This commuter service between Dolores and Telluride would operate Monday through Friday from 6:30 to 8:00 a.m. and from 5:00 to 6:30 p.m. This service would be operated at a cost of \$55 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Undecided
- Annual operations cost: \$42,075
- Estimated annual passenger-trips: 4,845 one-way trips
- Annual vehicle-hours: 765
- Annual vehicle-miles: 33,150
- Passengers per hour: 6.3
- Cost per passenger-trip: \$8.68

US HIGHWAY 491

The various service alternatives along US Highway 160 are illustrated in Figure VI-3.

Dove Creek to Cortez

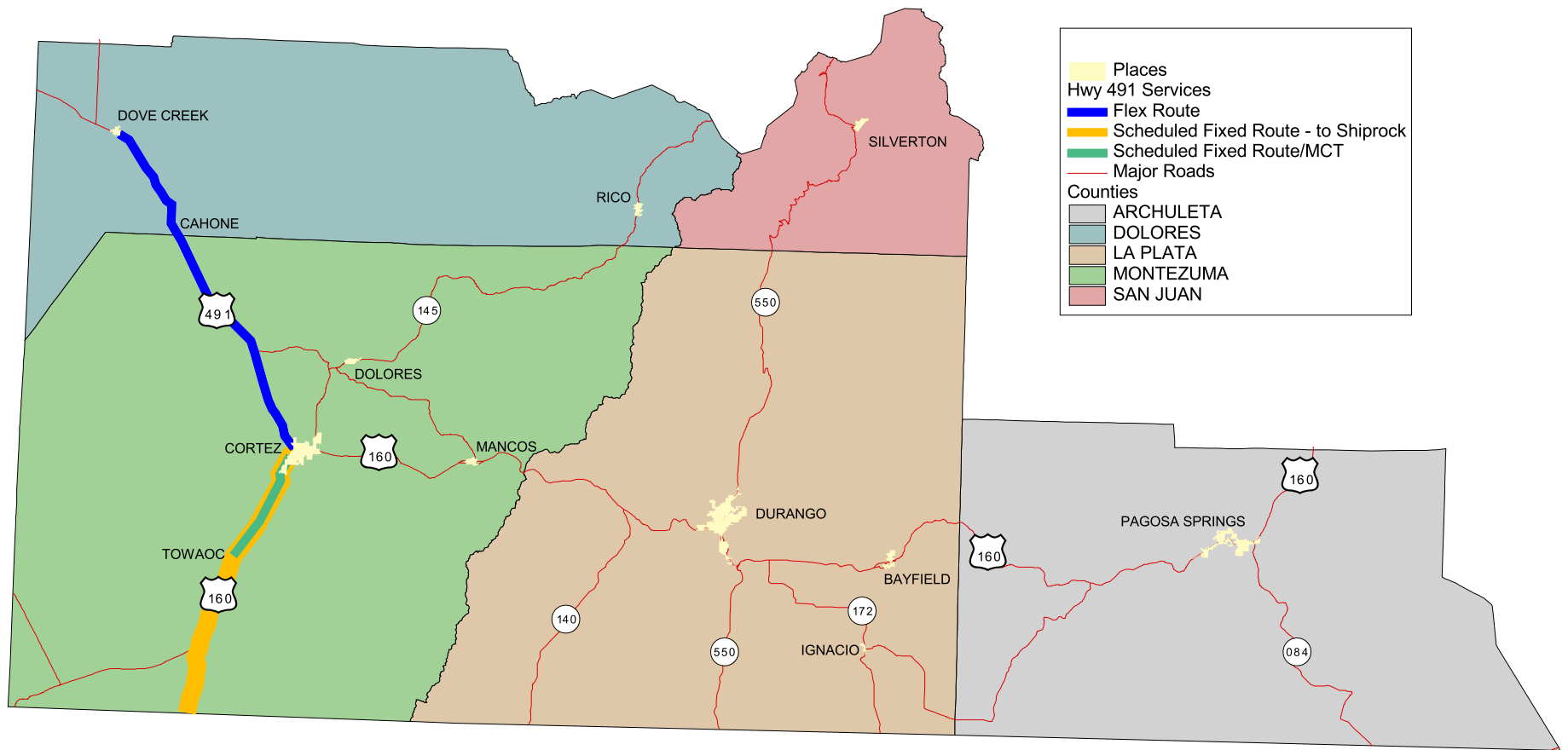
Flex-Route Service

This flex-route service between Dove Creek and Cortez would operate Monday through Friday between the hours of 5:30 a.m. and 7:30 p.m. This service would be operated by Dolores County Senior Service (DCSS) at an average cost of \$55 per hour. DCSS presently provides two to three trips per week from Dove Creek to Cortez. However, this alternative would require DCSS to serve the general public.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Dolores County Senior Service (DCSS)
- Annual operations cost: \$196,350
- Estimated annual passenger-trips: 6,120 one-way trips
- Annual vehicle-hours: 3,570
- Annual vehicle-miles: 122,400
- Passengers per hour: 1.7
- Cost per passenger-trip: \$32.08

Figure VI-3
US Highway 491 Services



Shiprock to Cortez

Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Shiprock and Cortez would operate Monday through Friday between the hours of 5:30 a.m. and 7:30 p.m. This service would be operated by the Navajo Transit System (NTS) at a cost of \$111 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Navajo Transit System (NTS)
- Annual operations cost: \$396,270
- Estimated annual passenger-trips: 10,200 one-way trips
- Annual vehicle-hours: 3,570
- Annual vehicle-miles: 134,640
- Passengers per hour: 2.9
- Cost per passenger-trip: \$38.85

Cortez to Towaoc

Regional Fixed-Route/Continuous Bus Service (UMUT)

This regional fixed-route service between Cortez and Towaoc would operate Monday through Friday between the hours of 7:30 a.m. and 5:30 p.m. This service would be operated by the Ute Mountain Ute Tribe (UMUT) at an average cost of \$55 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Ute Mountain Ute Tribe (UMUT)
- Annual operations cost: \$140,250
- Estimated annual passenger-trips: 20,400 one-way trips
- Annual vehicle-hours: 2,550
- Annual vehicle-miles: 138,720
- Passengers per hour: 8.0
- Cost per passenger-trip: \$6.88

Regional Fixed-Route/Continuous Bus Service (MCT)

This regional fixed-route service between Cortez and Towaoc would operate Monday through Friday between the hours of 7:30 a.m. and 5:30 p.m. This service would be operated by the Montezuma County Transportation (MCT) at a cost of \$30 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Montezuma County Transportation (MCT)
- Annual operations cost: \$76,500
- Estimated annual passenger-trips: 20,400 one-way trips
- Annual vehicle-hours: 2,550
- Annual vehicle-miles: 138,720
- Passengers per hour: 8.0
- Cost per passenger-trip: \$3.75

US HIGHWAY 550

The various service alternatives along US Highway 160 are illustrated in Figure VI-4.

Hermosa to Durango

Commuter Service

This commuter service between Hermosa and Durango would operate Monday through Friday from 7:30 to 8:00 a.m. and from 5:00 to 5:30 p.m. This service would be operated by Durango T at a cost of \$50 per hour.

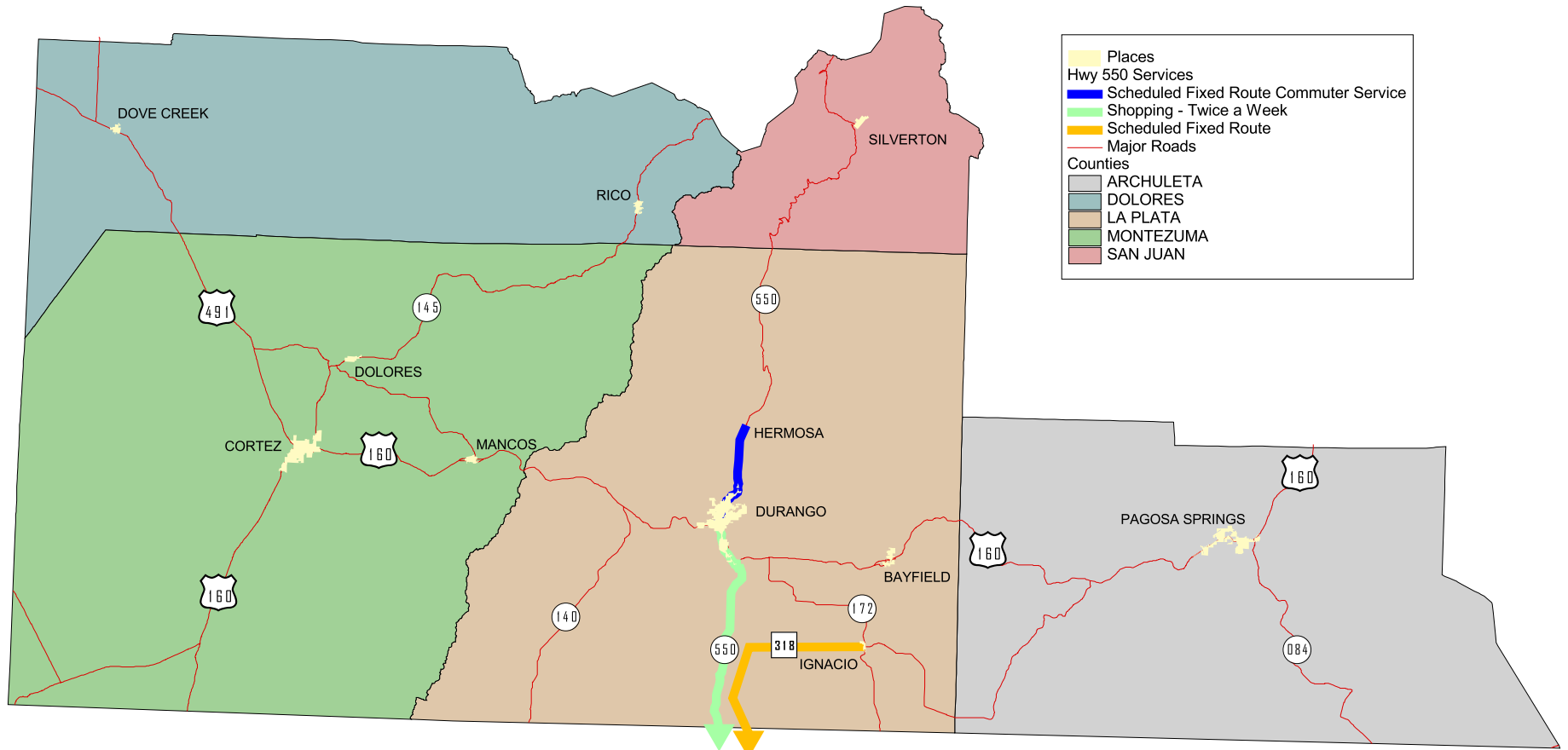
Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Durango T
- Annual operations cost: \$12,750
- Estimated annual passenger-trips: 2,984 one-way trips
- Annual vehicle-hours: 255
- Annual vehicle-miles: 5,610

Service Alternatives

- Passengers per hour: 11.7
- Cost per passenger-trip: \$4.27

Figure VI-4
US Highway 550 Services



Legend:

- Places
- Hwy 550 Services
 - Scheduled Fixed Route Commuter Service
 - Shopping - Twice a Week
 - Scheduled Fixed Route
- Major Roads
- Counties
 - ARCHULETA
 - DOLORES
 - LA PLATA
 - MONTEZUMA
 - SAN JUAN

To Aztec/Farmington



Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Hermosa and Durango would operate Monday through Friday between the hours of 7:30 a.m. and 5:30 p.m. This service would be operated by the Durango T at a cost of \$50 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: Durango T
- Annual operations cost: \$127,500
- Estimated annual passenger-trips: 19,890 one-way trips
- Annual vehicle-hours: 2,550
- Annual vehicle-miles: 89,760
- Passengers per hour: 7.8
- Cost per passenger-trip: \$6.41

Durango to Aztec/Farmington

Scheduled Service

This scheduled service between Durango and Aztec/Farmington would operate twice a week—Tuesday and Thursday or on weekends—with one trip in the morning and one trip in the evening for shopping purposes. This service would be operated by SUCAP at a cost of \$75 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: SUCAP
- Annual operations cost: \$23,400
- Estimated annual passenger-trips: 1,414 one-way trips
- Annual vehicle-hours: 312
- Annual vehicle-miles: 10,400
- Passengers per hour: 4.5
- Cost per passenger-trip: \$16.54

Ignacio to Aztec

Commuter Service

This commuter service between Ignacio and Aztec would operate Monday through Friday from 6:30 to 8:00 a.m. and from 5:00 to 6:30 p.m. This service would be operated by SUCAP at a cost of \$75 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: SUCAP
- Annual operations cost: \$57,375
- Estimated annual passenger-trips: 995 one-way trips
- Annual vehicle-hours: 765
- Annual vehicle-miles: 27,540
- Passengers per hour: 1.3
- Cost per passenger-trip: \$57.69

Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Ignacio and Aztec would operate Monday through Friday between the approximate hours of 6:30 a.m. and 6:30 p.m. This service is planned to operate seven trips a day. This service would be operated by SUCAP at a cost of \$75 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: SUCAP
- Annual operations cost: \$172,125
- Estimated annual passenger-trips: 3,315 one-way trips
- Annual vehicle-hours: 2,295
- Annual vehicle-miles: 64,260
- Passengers per hour: 1.4
- Cost per passenger-trip: \$51.92

STATE HIGHWAY 172

The various service alternatives along State Highway 172 are illustrated in Figure VI-5.

Durango to Ignacio

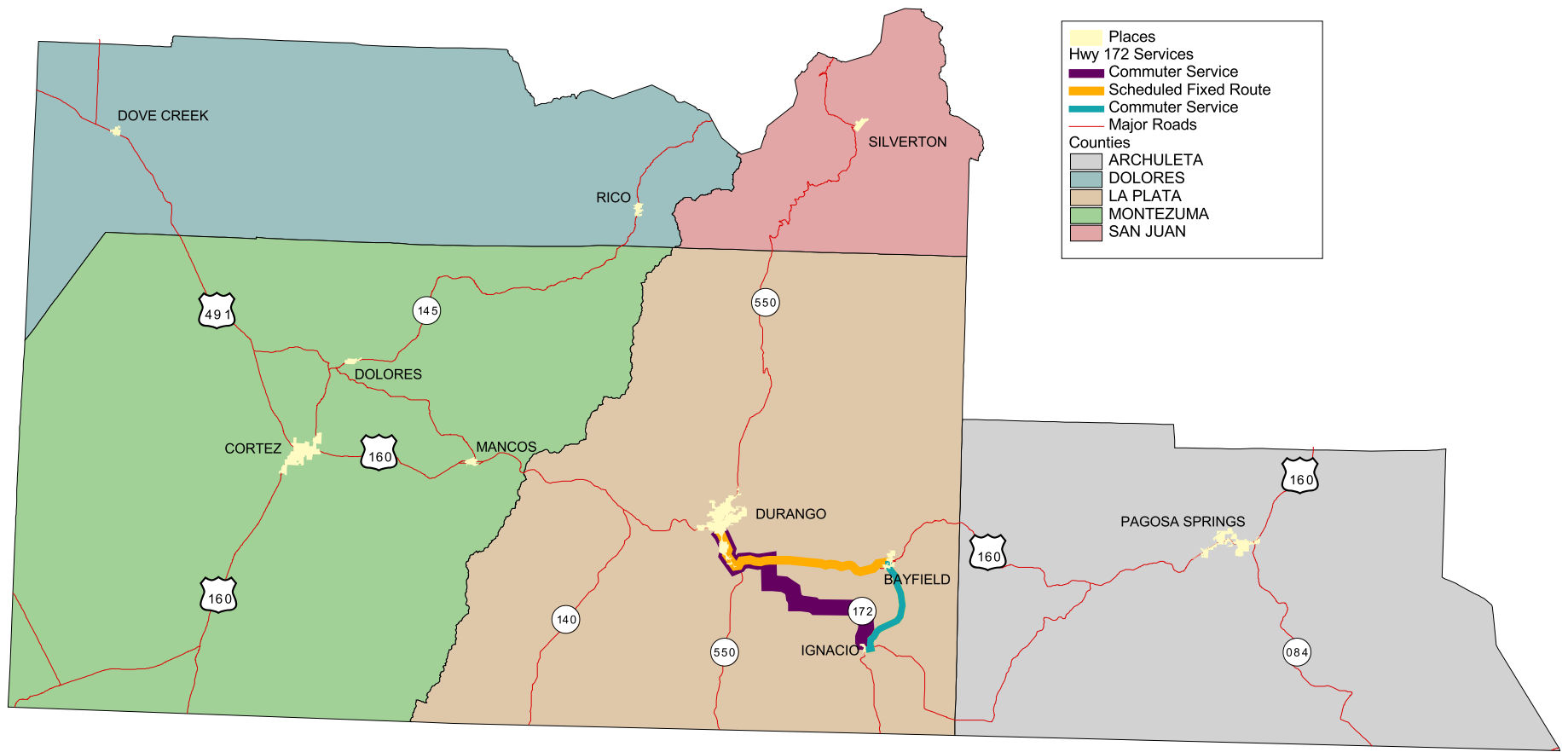
Commuter Service

This commuter service between Durango and Ignacio would operate Monday through Friday from 7:00 to 8:00 a.m. and from 5:00 to 6:00 p.m. This is similar to the service currently being operating by SUCAP. The cost per hour assumed for this service is \$75.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: SUCAP
- Annual operations cost: \$38,250
- Estimated annual passenger-trips: 3,417 one-way trips
- Annual vehicle-hours: 510
- Annual vehicle-miles: 25,500
- Passengers per hour: 6.7
- Cost per passenger-trip: \$11.19

Figure VI-5
State Highway 172 Services



Forest Lakes/Bayfield to Durango

Commuter Service

This commuter service between Forest Lakes/Bayfield and Durango would operate Monday through Friday from 7:00 to 8:00 a.m. and from 5:00 to 6:00 p.m. This is similar to the service currently being operated by SUCAP. The cost per hour assumed for this service is \$75.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: SUCAP
- Annual operations cost: \$38,250
- Estimated annual passenger-trips: 5,202 one-way trips
- Annual vehicle-hours: 510
- Annual vehicle-miles: 21,420
- Passengers per hour: 10.2
- Cost per passenger-trip: \$7.35

Regional Fixed-Route/Continuous Bus Service

This regional fixed-route service between Forest Lakes/Bayfield and Durango would operate Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. This service would be operated by SUCAP at a cost of \$75 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: SUCAP
- Annual operations cost: \$210,375
- Estimated annual passenger-trips: 26,010 one-way trips
- Annual vehicle-hours: 2,805
- Annual vehicle-miles: 107,100
- Passengers per hour: 9.3
- Cost per passenger-trip: \$8.09

Forest Lakes/Bayfield to Ignacio

Commuter Service

This commuter service between Forest Lakes/Bayfield and Ignacio would operate Monday through Friday from 7:00 to 8:00 a.m. and from 5:00 to 6:00 p.m. This service would be operated by SUCAP at a cost of \$75 per hour.

Service characteristics are as follows:

- Number of vehicles: 1
- Operated by: SUCAP
- Annual operations cost: \$38,250
- Estimated annual passenger-trips: 2,155 one-way trips
- Annual vehicle-hours: 510
- Annual vehicle-miles: 16,830
- Passenger per hour: 4.2
- Cost per passenger-trip: \$17.75

SUMMARY

This chapter has provided service options for the Southwest Colorado study area. The alternatives range from a vanpool program to providing regional fixed-route service throughout the region along major corridors.

**Table VI-1
Service Alternatives and Level of Service**

Service Options/Service Corridor	Provider (proposed)	Hours of Service Leave for Destination	Vehicle Type	# of Veh.	# of Round-Trips	Total Daily Revenue		Total Annual Revenue		Operating Days	Annual Ridership	Pass. per Hour	Operating Cost Annual	Cost (\$) per Pass.
						Vehicle- Miles	Vehicle- Hours	Vehicle- Miles	Vehicle- Hours					
Status Quo														
US Highway 160														
Cortez to Mancos Flex-route service	Montezuma County Transportation (MCT)	Mon-Fri, 6:30 am-6:30 pm	Van	1	12	408	12	104,040	3,060	255	21,165	6.9	\$91,800	\$4.34
Mancos to Durango Regional fixed-route/continuous bus service Commuter service	MCT MCT	Mon-Fri, 7:00 am-6:00 pm Mon- Fri, 7:00 a.m. -9:00 a.m. ; 4:00 p.m.-6:00 p.m.	Bus Bus	1 1	7 2	420 120	11 4	107,100 30,600	2,805 1,020	255 255	19,125 7,650	6.8 7.5	\$84,150 \$30,600	\$4.40 \$4.00
Cortez to Durango Vanpool service Commuter service Regional fixedroute/continuous bus service	Dolores County Senior Services (DCSS) DCSS DCSS	Subscription Service, Mon-Fri, (2) am and (2) pm Trip Mon- Fri, 6:30 a.m. -8:00 a.m. ; 5:00 p.m.-6:30 p.m. Mon-Fri, 6:30 am-6:30 pm	Van Bus Bus	2 1 1	2 1 5	184 92 460	4 3 12	46,920 23,460 117,300	1,020 765 3,060	255 255 255	6,160 6,044 20,145	6.0 7.9 6.6	\$21,114 \$42,075 \$168,300	\$3.43 \$6.96 \$8.35
Pagosa Springs to Durango Vanpool service Commuter service Regional fixed-route/continuous bus service Scheduled service	Archuleta County Mountain Express (ACME) ACME ACME ACME	Subscription Service, Mon-Fri, (2) am and (2) pm Trip Mon- Fri, 6:30 a.m. -8:00 a.m. ; 5:00 p.m.-6:30 p.m. Mon-Fri, 6:30 am-6:30 pm Tue and Thurs, (1) am and (1) pm Trip	Van Bus Bus Bus	2 1 1 1	2 1 4 1	240 120 480 120	6 3 12 3	61,200 30,600 122,400 12,480	1,530 765 3,060 312	255 255 255 104	6,160 3,672 12,240 1,560	4.0 4.8 4.0 5.0	\$27,540 \$45,900 \$183,600 \$18,720	\$4.47 \$12.50 \$15.00 \$12.00
Pagosa Springs to Ignacio Vanpool service Commuter service Regional fixed-route/continuous bus service	ACME ACME ACME	Subscription Service, Mon-Fri, (1) am and (1) pm Trip Mon- Fri, 6:30 a.m. -8:00 a.m. ; 5:00 p.m.-6:30 p.m. Mon-Fri, 6:30 am-6:30 pm	Van Bus Bus	1 1 1	1 1 5	100 100 500	2 3 12	25,500 25,500 127,500	510 765 3,060	255 255 255	3,080 918 2,295	6.0 1.2 0.8	\$11,475 \$45,900 \$183,600	\$3.73 \$50.00 \$80.00
Pagosa Springs to Wolf Creek Flex-route service	Archuleta County Mountain Express (ACME)	Mon-Fri, 7:30 am-5:30 pm	Van	1	11	352	10	89,760	2,550	255	11,985	4.7	\$153,000	\$12.77
State Highway 145														
Cortez to Dolores Flex-route service	MCT	Mon-Fri, 6:00 am-7:00 pm	Van	1	19	456	13	116,280	3,315	255	14,790	4.5	\$99,450	\$6.72
Dolores to Telluride Vanpool service Commuter service	Undecided Undecided	Subscription Service, Mon-Fri, (1) am and (1) pm Trip Mon- Fri, 6:30 a.m. -8:00 a.m. ; 5:00 p.m.-6:30 p.m.	Van Bus	1 1	1 1	130 130	3 3	33,150 33,150	765 765	255 255	3,080 4,845	4.0 6.3	\$14,918 \$42,075	\$4.84 \$8.68
US Highway 491														
Dove Creek to Cortez Flex-route service	DCSS	Mon-Fri, 5:30 am-7:30 pm	Bus	1	24	480	14	122,400	3,570	255	6,120	1.7	\$196,350	\$32.08
Shiprock to Cortez Regional fixed-route/continuous bus service	Navajo Transit System (NTS)	Mon-Fri, 5:30 am-7:30 pm	Bus	1	6	528	14	134,640	3,570	255	10,200	2.9	\$396,270	\$38.85
Cortez to Towaoc Regional fixed-route/continuous bus service Regional fixed-route/continuous bus service	Ute Mountain Ute Tribe (UMUT) MCT	Mon-Fri, 7:30 am-5:30 pm Mon-Fri, 7:30 am-5:30 pm	Bus Bus	1 1	17 17	544 544	10 10	138,720 138,720	2,550 2,550	255 255	20,400 20,400	8.0 8.0	\$140,250 \$76,500	\$6.88 \$3.75
US Highway 550														
Hermosa to Durango Commuter service Regional fixed-route/continuous bus service	Durango T Durango T	Mon- Fri, 7:30 a.m. -8:00 a.m. ; 5:00 p.m.-5:30 p.m. Mon-Fri, 7:30 am-5:30 pm	Bus Bus	1 1	1 16	22 352	1 10	5,610 89,760	255 2,550	255 255	2,984 19,890	11.7 7.8	\$12,750 \$127,500	\$4.27 \$6.41
Durango to Aztec/Farmington Scheduled service (2 trips a week)- for shopping	SUCAP	Tue and Thurs, (1) am and (1) pm Trip	Bus	1	1	100	3	10,400	312	104	1,414	4.5	\$23,400	\$16.54
Ignacio to Aztec Commuter service Regional fixed-route/continuous bus service	SUCAP SUCAP	Mon- Fri, 6:30 a.m. -8:00 a.m. ; 5:00 p.m.-6:30 p.m. Mon-Fri, 6:30 am-6:30 pm	Bus Bus	1 1	1.5 3.5	108 252	3 9	27,540 64,260	765 2,295	255 255	995 3,315	1.3 1.4	\$57,375 \$172,125	\$57.69 \$51.92
State Highway 172														
Durango to Ignacio Commuter service	SUCAP	Mon- Fri, 7:00 a.m. -8:00 a.m. ; 5:00 p.m.-6:00 p.m.	Bus	1	2	100	2	25,500	510	255	3,417	6.7	\$38,250	\$11.19
Forest Lakes/Bayfield to Durango Commuter service Regional fixed-route/continuous bus service	SUCAP SUCAP	Mon- Fri, 7:00 a.m. -8:00 a.m. ; 5:00 p.m.-6:00 p.m. Mon-Fri, 7:00 am-6:00 pm	Bus Bus	1 1	2 10	84 420	2 11	21,420 107,100	510 2,805	255 255	5,202 26,010	10.2 9.3	\$38,250 \$210,375	\$7.35 \$8.09
Forest Lakes/Bayfield to Ignacio Commuter service	SUCAP	Mon- Fri, 7:00 a.m. -8:00 a.m. ; 5:00 p.m.-6:00 p.m.	Bus	1	3	66	2	16,830	510	255	2,155	4.2	\$38,250	\$17.75

*Note: For MCT to provide a trip, the cost per hour assumed was \$30.
For ACME to provide a trip, the cost per hour assumed was \$60.
For Durango T to provide a trip, the cost per hour assumed was \$50.
For SUCAP to provide a trip, the cost per hour assumed was \$75.
For DDCS, DDCS/ MCT or UMUT to provide a trip, the average cost per hour assumed was \$55.
For NTS to provide a trip, the average cost per hour assumed was \$111.
In cases where a provider is not decided, the average cost per hour assumed was \$55.
For all vanpool service, the cost per mile of \$0.45 was assumed as no driver was considered.
Costs based on LSC analysis, 2009.*



Institutional and Financial Alternatives

INTRODUCTION

One of the principal challenges facing any transit service is developing a funding system that supports capital investment (buses, maintenance facility, etc.) and provides a stable source of revenue for operations and maintenance. Institutional and legal issues for multi-jurisdictional transit agencies further compound this challenge. Chapter VII provides an evaluation of the institutional alternatives for regional transit services for the study area and funding options. An important objective of this study is to present recommendations for an institutional framework for regional public transit which are acceptable to the parties involved and that can be realistically implemented. With this goal in mind, the following discussion presents an analysis of the most appropriate institutional alternatives and a basis for making a decision. An institutional structure is charged with handling the administrative, financial, operational, and governmental duties needed to operate a regional public transit system.

INSTITUTIONAL STRUCTURES

Before the first transit passenger can be served, before the first bus can be purchased, and before the first dollar of funding can be generated, an institutional structure must be developed to manage and operate the transit service. The identification of a cost-effective and geographically appropriate institutional structure is therefore a key element in the improvement of public transportation services.

This study approaches the institutional alternatives from a practical standpoint rather than a theoretical one. As the population in the region changes, so will demands on existing agencies. The following section examines the institutional

alternatives that the region could use in the development of a formal regional transit service.

Criteria

The history of transit organizations indicates that the following criteria should guide the selection of the institution for managing and operating transportation services in the area. The institutional structure should be an entity:

- Whose structure is legitimate;
- Whose policy-making actions are authorized and defensible;
- Which can limit the exposure of the participants to suits and claims of liability;
- Which can be responsive to the complete policy-making and management needs of the transit organization;
- Which has the political and financial support to endure more than one year at a time; and
- Which can annually perform proactive planning to improve the system, and can effectively identify and implement improvements regularly and easily.

Alternatives

Coordinated Service

There are several existing transportation providers in the region. The problem is that there are gaps in transportation service throughout the region. In order to meet the transportation needs identified earlier, a coordinated institutional structure will address some of the gaps in service in the region. This institutional structure will have the lowest cost impact for the local transportation providers and community.

Coordination Strategies

Some of the coordination strategies that can be explored are as follows:

- **Coordination Council/Coalition** - A Coordination Council/Coalition is made up of various agencies and partners with a common goal of coordinating transportation resources. The group acts similarly to the existing Working Group in the Southwest Colorado Region. The group should include local stakeholders, transportation providers, decision makers, business leaders, councils of government, users, and others as appropriate. The Coordination Council/Coalition should preferably be a formal group that is recognized by the decision makers and has some standing within the community.

- **Mobility Manager** - The Mobility Manager position should be created. A full-time (40 hours per week) Mobility Manager for the area can serve as the main broker for transportation trips within the region, serve as a regional grant writer, support the Coordination Council/Coalition, and manage the development of a one-stop transportation call center. The Mobility Manager position will be different from the dispatch position. The Mobility Manager position can be funded under FTA Section 5310 or 5311 programs through a pooling of funds from the local agencies. The Mobility Manager will ultimately report to the Coordination Council/Coalition to provide presentations, education, and updates on the system.
- **Joint Grant Applications** - The transit providers in the region should agree to submit a single grant to the state and/or FTA for transit funding for their capital and operational needs. One example is the current study area, the Southwest Colorado Region, which is a five-county area that collaboratively applied for a FTA Section 5304 planning grant to do this regional transit feasibility study. Other Colorado examples include the four counties of Delta, Montrose, Ouray, and San Miguel, which applied for a planning grant to complete a regional transit feasibility study, and the Colorado Transit Coalition, a statewide coalition of transit agencies that work together to obtain FTA Section 5309 federal funds for bus and bus facility projects. Another example is Headwaters, Inc. (HI), a private nonprofit organization that serves people with disabilities in northern Wisconsin. It has partnered with various transportation providers in the area to submit grants for planning, capital, and operating funds.
- **Joint Training** - Joint training programs between agencies, in everything from preventative maintenance to safe wheelchair tie-down procedures, can lead to more highly skilled employees. Joint training can also lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example, one agency can provide Passenger Assistance and Service (PASS) training and one agency can specialize in preventative maintenance training. The agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Training costs should be shared between the agencies.
- **Joint Planning and Decision Making** - Agencies should work cooperatively with other similar agencies, transit providers, and private transportation services in order to make known the needs of their clients and become involved in the local planning of transportation services. This planning process is an example where several local human service agencies and private transportation services may meet with the local transit providers to develop plans that attempt to meet the needs of the agencies' clients.

Intergovernmental Agreements (Contracts)

Intergovernmental agreements (IGAs) may be used by local governments to fund transportation services and contract with one or more transportation providers to operate that service. Contracts may also be established among providers to allow for coordinated service to be provided to passengers. Agencies may fund trans-

portation for their clients on services operated by other agencies. In this regional setting, a community or a transportation provider could supply financial support for regional service operated by another agency. As an example, Archuleta County Senior Services could contract with Archuleta County Mountain Express to provide transportation services for their clients.

This approach offers the advantage that no new organization is formed. Oversight is maintained by each individual government and agency through terms specified in the contracts and agreements.

A significant disadvantage of this approach is that service is dependent on local general fund priorities and contracts which must be renewed on a regular basis.

Intergovernmental Transit Agency

An intergovernmental transit agency (ITA) is an independent agency that can be formed by intergovernmental agreements (IGA) among the various communities and counties in the Southwest Colorado Region. An ITA could be formed by the counties of Archuleta, Dolores, La Plata, Montezuma, and San Juan; and the communities of Pagosa Springs, Durango, Cortez, Ignacio, Bayfield, Mancos, Dolores, Dove Creek, and Cahone. The governing board should have equal representation from each entity. An ITA has been successfully implemented in other locations and could build on the services already established within the region.

The Grand Valley Regional Transportation Committee was formed by an intergovernmental agreement in 2000. The partners are the City of Grand Junction, Mesa County, the Town of Palisade, and the City of Fruita. One elected official from each partner serves on the committee, as well as a representative from the Colorado Department of Transportation who serves in an ex-officio position.

The intergovernmental agreement institutional structure has many advantages for implementing a public transit service and was the institutional structure first used by the Roaring Fork Transportation Authority (RFTA)—then known as the Roaring Fork Transit Agency—to begin transit service in the Roaring Fork Valley. The Northeast Colorado Association of Local Governments (NECALG) also uses

intergovernmental agreements to operate its transit service (known as County Express).

If provided with a dedicated local funding source, an ITA provides stability and helps ensure the continuation of transit service within the community. An ITA requires cooperation from each government entity and requires voter approval to establish a dedicated local funding source to support the transit agency. The ITA could create agreements with existing transportation providers to provide a portion of the transit service within the region, thereby linking several transportation providers together to improve access and mobility without creating a new large agency. Listed below are the advantages of this form of institutional structure.

- **Can Provide Revenue and Assets from Local Governments:** Local governments that agree to enter into an IGA can bring to the table financial, administrative expertise, and capital that can be of great benefit to public transit service. Assets such as maintenance equipment, facilities, administrative services, personnel expertise, legal services, and funding allow the new agency to be very efficient and not create redundancy.
- **Provides a Level of Financial Stability:** Generally IGAs have a contractual period of at least three years which will lock in a specific amount of funding from the local governments. Although local governments may agree to a three-year commitment, they can only guarantee funding yearly since they have an annual budget. County governments and “Home Rule” municipalities can also ask their residents to approve a sales tax increase dedicated to the regional transit service.
- **Clearly Defines the Transit Service Area:** The transit service will be defined by the municipalities and county governments that join the transit service via an IGA.
- **Allows for Regional Growth:** It is relatively easy to increase the service area by obtaining additional intergovernmental agreements outside of the Southwest Colorado Region.
- **Enhances the Ability to Obtain Federal and State Funding:** Having a relatively stable source of local funding provided by the IGAs or a dedicated tax. The Federal Transit Administration (FTA) looks favorably to applicants that have a stable source of funding since this generally leads to completed projects, which is very important to FTA and the federal government.

There are some disadvantages to the ITA institutional structure which are listed below.

- **Need to Develop an Operating Agency with a Governing Body:** This institutional structure has no ready-made operating agency. Therefore, a govern-

ing body needs to be developed as well as an operating entity. Generally the governing body is made up of representatives of the local governments which have signed IGAs to establish the public transit agency. An agency also needs to be developed which will oversee the transit service operation, develop and administer the grant applications, develop reports for regularly held Board of Directors meetings, and promote the transit service.

- **No Regulatory or Legal Authority to Develop a Dedicated Tax for Public Transit:** Unlike a Regional Transportation Authority (discussed later in this chapter), an IGA cannot petition for a dedicated tax to operate and administer the transit service. The only source of revenue available to this institutional structure is revenue agreed upon by the local governments which establish the agency, federal and state funding grants, possible advertising revenue, and fare revenue. Transit funding may be subject to annual budget decisions made by each of the participating governments. Local “Home Rule” governments may choose to ask for voter approval to increase sales taxes and dedicate these funds for local transit service in their jurisdictions.

Regional Transportation Authority

Colorado House Bill 97-1273 created the “Rural Transportation Authority Law” in 1997 which was amended in 2005 to be Regional Transportation Authorities. This law enables any combination of local governments to *create, by contract, an Authority that is authorized to exercise the functions conferred by the provisions of the law*. In essence, a Regional Transportation Authority (RTA) can develop and operate a transit system, construct and maintain roadways within its service area, and petition the citizens within the RTA boundary to tax themselves for the purpose of funding the RTA and the services the RTA provides. Listed below are some advantages of creating an RTA.

- **Removes Jurisdictional Boundary Restrictions:** An RTA can be made up of several counties with many municipalities. The Pikes Peak Rural Transportation Authority (PPRTA) includes El Paso County, the City of Colorado Springs, the City of Manitou Springs, and the Town of Green Mountain Falls.
- **Allows for the Establishment of Dedicated Funding for Transit:** An RTA can petition the citizens of the RTA to agree, by popular vote, to establish a sales tax which will provide revenue to operate the RTA and its programs and services. The sales tax can be as high as one percent. An RTA can also increase vehicle registration fees up to \$10 per vehicle and a visitor benefit tax. Local improvement district assessments can be used as well, with assessments being based on the provision of the County’s Improvement District Law.
- **Funds from the RTA can be Used for Other Transportation Modes:** An RTA can be established to fund transportation modes other than just transit. RTA-dedicated tax revenue can be used to fund highway construction and

maintenance projects, bicycle and pedestrian projects such as trails, air transportation, and rail projects.

- **Enhances Federal and State Funding Possibilities:** Having a relatively stable source of local funding provided by the dedicated tax, an RTA will be in a favorable position to have local matching funds. The FTA is favorable to applicants that have a stable source of funding since this generally leads to completed projects, which is very important to FTA.

The Regional Transportation Authority institutional structure has many advantages for implementing a public transit service and is now the institutional structure being used by the Roaring Fork Transportation Authority (RFTA) to operate transit service in the Roaring Fork Valley. The Gunnison Valley RTA originally was



developed to support commercial aviation, but now also supports regional transit service in the county. The PPRTA allocates 90 percent of the revenue generated by its dedicated tax to roadway, bicycle, and pedestrian projects. The remaining 10 percent is used to support Mountain Metropolitan Transit which is a municipal transit system within the City of Colorado Springs' Public Works Department. Mountain Metro now uses PPRTA funds to provide transit service to the local governments that have joined the RTA.

There are a few disadvantages to the RTA institutional structure. These disadvantages are listed below.

- **Development of an RTA:** The development of a Regional Transportation Authority is time-consuming and labor-intensive. Intergovernmental agreements must be made among the governmental agencies that wish to be a part of the RTA, research needs to be done to confirm the need for the RTA, public hearings need to be conducted, the RTA must be approved by the voters in each jurisdiction wanting to join the RTA, and the State of Colorado needs to certify the new RTA. Voters, by jurisdiction, must approve any tax or fee revenue to provide the funding needed to operate the RTA and its programs and services. The development of the PPRTA failed on the first try. It took over two years and the help of a large number of people to create the institution. A factor in the success was the funding for multiple modes. The Fort Collins area has made several attempts to establish an RTA which have failed primarily due to the reluctance of citizens in the area to increase taxation. Establishment of the RFTA required investment of significant time and money prior to the vote.

Summary

Table VII-1 ranks each institutional alternative according to four factors—legal capability, revenue generation capacity, administrative impacts, and political acceptability. Legal capability refers to the existence of statutory authority. Revenue generation capacity refers to the capability of the institutional structure to generate adequate funding relative to the projected subsidy requirements. Administrative impacts refer to the level of effort involved in implementing the institutional structure and the ability to provide coordinated service throughout the region. Political acceptability refers to the likelihood of an organizational structure being accepted by the public and local governments.

Table VII-1 Institutional Alternatives Comparison Matrix				
Organizational Alternative	Legal Capability	Revenue Generation Capacity	Admin. Impacts	Political Acceptability
Coordinated Service	◐	□	◐	◐
Intergovernmental Agreements	◐	◐	■	◐
Intergovernmental Transit Agency (ITA)	◐	□	◐	◐
Regional Transportation Authority (RTA)	■	■	■	□
Legend:	■ = strong/acceptable ◐ = moderate/satisfactory □ = weak/unacceptable			
<i>Source: LSC, 2009.</i>				

The first column (legal capability) in Table VII-1 shows that all of the alternatives are permitted legally to some degree, with the Regional Transportation Authority (RTA) rated as having a strong legal capacity. The second column (revenue generation capacity) indicates that an RTA has a strong ability to generate funding, while the funding ability of the intergovernmental agreements is moderate and the coordinated service and the intergovernmental transit agency (ITA) are weaker. The third column (administrative impacts) shows that intergovernmental agree-

ment and RTA are rated strongly because they have administrative capability. The ITA and coordinated service are rated as having moderate administrative impact. The fourth column (political acceptability) indicates that ITA, coordinated service, and intergovernmental agreements have a moderate rating. The RTA has a weak political acceptability compared to the other institutional alternatives.

As can be seen from the evaluation, the RTA has the greatest overall rating of the three organizational structures. The RTA provides long-term advantages, but is more complex and takes longer to establish. However, LSC recommends the working group move toward coordinated services and developing intergovernmental agreements (contracts) between the local governments and providers to create an intergovernmental transit agency that will provide regional transit service in the Southwest Colorado Region. This is a starting point to get various governmental agencies to also work toward allowing providers to cross local jurisdictional boundary lines. As the regional transit service matures, the organization could move to a Regional Transportation Authority that covers the entire service area of the new regional transit service.

FUNDING OPTIONS



Grants and federal funding may be available for implementing regional transportation services under the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). Funding could also come from the counties which comprise the study area and the local towns.

Employee Benefit Program

Under Section 132 of the Internal Revenue Code, employers can provide a monthly subsidy to those employees who commute to work by transit or vanpool. A vanpool vehicle must have seating capacity of at least six adults, not including the driver, to qualify under this rule. The employer can deduct these costs as business expenses and employees do not report the subsidy as income for tax purposes. The subsidy is a qualified transportation fringe benefit.

Given the expansion of the tax benefit, employers can now offer the following benefits:

- **Tax-Free Benefit:** Employers may give employees free rides on transit or reimbursement for vanpool expenses of up to \$105 a month in addition to current compensation. Employees receive the benefit tax-free and employers get a full tax deduction and do not pay any payroll taxes or other costs on the amount provided. Employers can save as much as 30 to 40 percent over the cost of a similar take-home salary increase, incentive, or bonus.
- **Pre-Tax Benefit:** Employees can use up to \$110 a month (\$1,320 a year) of their gross income before taxes to pay for transit or vanpooling. Thus, an employee who uses the maximum \$1,320 can save over \$400 a year in taxes. Employers can save on payroll taxes and other costs that they would normally pay on the amount set aside by their employees, usually in the range of a 10 percent savings. Since pre-tax use of an employee's salary is not subject to cafeteria-type use and plan restrictions, this type of program is very easy to set up and administer.
- **Share the Fare:** Employers may also combine Options 1 and 2. Thus, an employer may provide a tax-free benefit of approximately \$50 a month and let the employee use \$50 of pre-tax salary to pay for the remaining portion of the tax-free amount. In this case, the employer obtains a tax deduction and exemption from avoiding payroll taxes for the amount set aside by the employee. The latter savings help offset the cost of the tax-free benefit.

Federal Transit Administration Funds

Federal Transit Administration funds may be sought for operation of transit service in these corridors. The following describe Federal Transit Administration programs that should be considered:

- **FTA Section 5311 Public Transportation for Rural Areas:** Federal transit funding for rural areas is currently provided through the Public Transportation for Rural Areas program for nonurbanized areas. A 20 percent local match is required for capital programs and a 50 percent match for operating expenditures. These funds are segmented into "apportioned" and "discretionary" programs. The bulk of the funds are apportioned directly to rural counties based upon population levels. This program has historically been the source of FTA funds for many rural areas in the United States and, with the new SAFETEA-LU authorization bill, has seen a dramatic increase in funding levels. Many states are realizing at least twice the amount of 5311 funding under SAFETEA-LU. A separate program is available for tribes under Section 5311 (c). Tribes may apply directly to the FTA for planning, capital, and operations of tribal transit programs.
- **FTA Section 5316 Job Access and Reverse Commute Program (JARC):** This program, funded through SAFETEA-LU, has an emphasis on using funds to provide transportation in rural areas currently having little or no transit service. The list of eligible applicants includes states, metropolitan planning organizations, counties, and public transit agencies, among others. A 50 percent non-Department of Transportation match is required,

however other federal funds may be used as part of the match. The FTA gives a high priority to applications that address the transportation needs of areas that are unserved or underserved by public transportation.

- **FTA Section 5308 Clean Fuels Grant Program:** This program is made available to projects in the Bus and Bus Facilities program (Section 5309) and can be used in the procurement of equipment and facilities that use clean fuel technology such as biodiesel and Compressed Natural Gas (CNG). This funding is only available to public transit operators in clean air nonattainment or maintenance areas in urban and rural areas.

Federal Highway Administration

There are also programs administered through the Federal Highway Administration that may be used to support regional commuter transit service:

- **Transportation and Community System Preservation Program:** This program is funded by the Federal Highway Administration to provide discretionary grants to develop strategic transportation plans for local governments and communities. The goal of the program is to promote livable neighborhoods. Grants may be used to improve the safety and efficiency of the transportation system; reduce adverse environmental impacts caused by transportation; and encourage economic development through access to jobs, services, and centers of trade. This program is often used to fund capital expenditures.
- **Congestion Mitigation and Air Quality:** This program is targeted for reducing congestion and improving air quality. Although typically transit programs are limited to capital and three years of operating expense, in the Missoula area there is a specific exemption that allows this program to fund ongoing transit operations.

Other Federal Programs

Older Americans Act

Through the Administration on Aging's Title III-B program, funds are awarded on a formula basis to state and area agencies on aging for the purpose of providing supportive services for older persons, including the operation of multipurpose senior centers. Many area agencies on aging use these funds to help meet the transportation needs of older persons.

Department of Commerce, Economic Development Administration

Grants support capital facilities in economically distressed areas, including transportation facilities and infrastructure improvements. Funds also are available for

Institutional and Financial Alternatives

planning and adjustment assistance in communities experiencing severe economic deterioration. Public agencies and private nonprofit organizations are eligible applicants.

Supportive Housing for Persons with Disabilities

This Department of Housing and Urban Development, Office of Housing program helps private nonprofit entities provide housing and necessary supportive services for low-income persons with disabilities. Transportation is among the supportive services that may be funded through this program.

Supportive Housing Program

The Supportive Housing Program provides a broad range of assistance for housing and related services for homeless persons. Transportation to link Supportive Housing residents with other necessary services may be funded. State and local governments, private nonprofit agencies, and community mental health associations are eligible to apply.

Office of Public Housing, Public Housing Drug Elimination Program

The Public Housing Drug Elimination Program (DEP) provides grants to reduce drug-related crime and criminal activities in and around public housing developments. Funds may be used to support transportation activities or services to reduce the incidence of drug-related crime and other criminal activities. Public and Native American housing authorities are eligible applicants.

Resident Opportunities and Self-Sufficiency Program

Known as ROSS, this program links public housing residents to needed services by providing grants for supportive services, resident empowerment activities, and activities that assist residents in becoming economically self-sufficient. Transportation-related activities and services are allowable uses of this program's funds.

Department of Justice Weed and Seed Program

This program seeks to combat violent crime through a multifaceted approach of crime prevention and community improvement strategies, including the improvement of facilities and services (such as those related to transportation) in high-

crime areas. Much of Weed and Seed's activity is the provision of training and technical assistance to areas seeking to implement these strategies. In addition, the program funds local efforts being carried out by coalitions of community groups, local governments, and US Attorneys' offices.

Senior Community Service Employment Program

This program, authorized by Title V of the Older Americans Act, provides formula grants to states and grants to national nonprofit organizations for subsidized employment and related services for low-income elders. Transportation is among the services provided through this program.

Workforce Investment Pilot and Demonstration Programs

This is a program of demonstrations and innovations in providing job training services. Particular emphases are to initiate pilot projects operating in more than one state and to serve groups with particular labor market disadvantages. Transportation services that are part of these projects can be supported.

Workforce Investment Act Programs

The Workforce Investment Act (WIA) provides funding to state and local workforce development agencies for a variety of youth, adult, and dislocated worker employment and training services. States may use these funds to help provide transportation to training programs for program participants. State employment and training agencies receive these funds, which then are passed on to area workforce development boards, which allocate program resources according to local workforce development plans.

Veterans' Employment and Training Service, Homeless Veterans' Reintegration Project

This is a program of discretionary grants to local public and private nonprofit organizations to provide employment and training services that help urban and rural homeless veterans re-enter the workforce. Funds may be used to provide transportation, outreach, and other support services.

Department of Education, Federal TRIO Programs

TRIO is a program of outreach and support targeted to help disadvantaged students progress from middle school to college. TRIO's Student Support Services program provides supportive services to disadvantaged college students with the goal of helping these students successfully complete their studies. Grants are awarded to institutions of higher education, which then may provide a broad range of supportive services (including services to help students with disabilities overcome transportation or other access barriers) to eligible students.

Vocational Rehabilitation Grants

Vocational rehabilitation funds are distributed to state rehabilitation agencies on a formula basis to provide a full range of rehabilitation services. Funds may be used for transportation to these services.

Centers for Independent Living

This program provides support to local nonprofit centers for independent living, enabling them to provide training, counseling, advocacy, and supportive services to individuals with significant disabilities. Transportation services are provided through this program. These funds are only awarded to local nonprofit centers.

Temporary Assistance for Needy Families

States receive these formula grants, known as TANF, to provide cash assistance, work opportunities, and necessary support services for needy families with children. States may choose to spend some of their TANF funds on transportation and related services needed by program beneficiaries.

Head Start

Head Start is a program of comprehensive services for economically disadvantaged preschool children. Funds are distributed to local public and nonprofit agencies to provide child development and education services, as well as supportive services such as transportation. Head Start funds are used to provide transportation services, acquire vehicles, and provide technical assistance to local Head Start centers.

Developmental Disabilities Basic Support and Advocacy Grants

This program provides formula grants to state agencies serving the developmentally disabled for the purpose of enabling persons with developmental disabilities to become fully integrated into their communities. Funds are used to support the activities of state developmental disabilities planning councils and to provide a variety of support services, including transportation.

Social Services Block Grants

Also known as Title XX, this program provides formula funds to state welfare agencies to provide social services, including transportation services, that help individuals reduce welfare dependency, achieve self-sufficiency, or forestall unnecessary use of institutional care. Since the advent of welfare reform in 1996, there has been a decline in federal support for this program.

Community Health Centers

This program supports primary health care centers in medically underserved areas, migrant communities, public housing sites, and organizations providing medical care to homeless persons. Funds may be used to provide transportation services as necessary to provide health care services. Private nonprofit and public health agencies are eligible applicants.

Rural Health Outreach and Research

Funds are provided for demonstration grants to expand or enhance the availability of health services in rural areas and for applied research in the field of rural health services. Transportation services that improve the availability of rural health care can be funded through this program. Public agencies and private nonprofit agencies are eligible applicants.

Medicaid

Medicaid is a program of medical assistance for qualified low-income persons and persons with disabilities. Under this program, states are required to arrange for transportation of beneficiaries to and from medical care. Individual states determine how transportation costs are to be paid and which transportation providers are eligible program participants.

Corporation for National Service, National Senior Service Corps

The National Senior Service Corps provides volunteer and community service opportunities for older persons through three programs—the Foster Grandparent Program, the Retired Senior Volunteer Program, and the Senior Companion Program. In each of these, program funds may be used to support the transportation needs of program participants.

Funding Summary

Experience with transit systems across the nation underscores the critical importance of dependable (preferably dedicated) sources of funding if the long-term viability of transit service is to be assured. Transit agencies that are dependent upon annual appropriations and informal agreements have suffered from reduced ridership (because passengers are not sure if service will be provided from one year to the next), high driver turnover (contributing to low morale and a resulting high accident rate), and inhibited investment in both vehicles and facilities.

The advantages of financial stability indicate that a mix of revenue sources is prudent. The availability of multiple revenue sources helps to avoid large swings in available funds which can lead to detrimental reductions in service. As the benefits of transit service extend over more than one segment of the community, dependence upon more than one revenue source helps to ensure that costs and benefits are equitably allocated.

Federal funds are limited, although the current trend is a small annual increase. A strong local transit funding source is needed to allow the many plans and proposals for transportation improvements to reach implementation with an assurance of ongoing operating funding. Though all of the options regarding local funding have drawbacks and restrictions, it is clear that a hybrid of these alternatives will be necessary if the short-term and long-range goals of the transit system and the community are to be met.



CHAPTER VIII

Preferred Service Plan

INTRODUCTION

This chapter reviews the details of the preferred transit service plan including the levels of service, operating costs, and capital needs for the Southwest Colorado region. The preferred service plan is based on the identified level of demand in each corridor. Implementation of the preferred service plan is phased into a short-term plan and a long-term plan as funding becomes available and demand is verified. The preferred service plan and costs are shown in Table VIII-1. The proposed services are shown in Figure VIII-1.

RIDESHARE PROGRAM

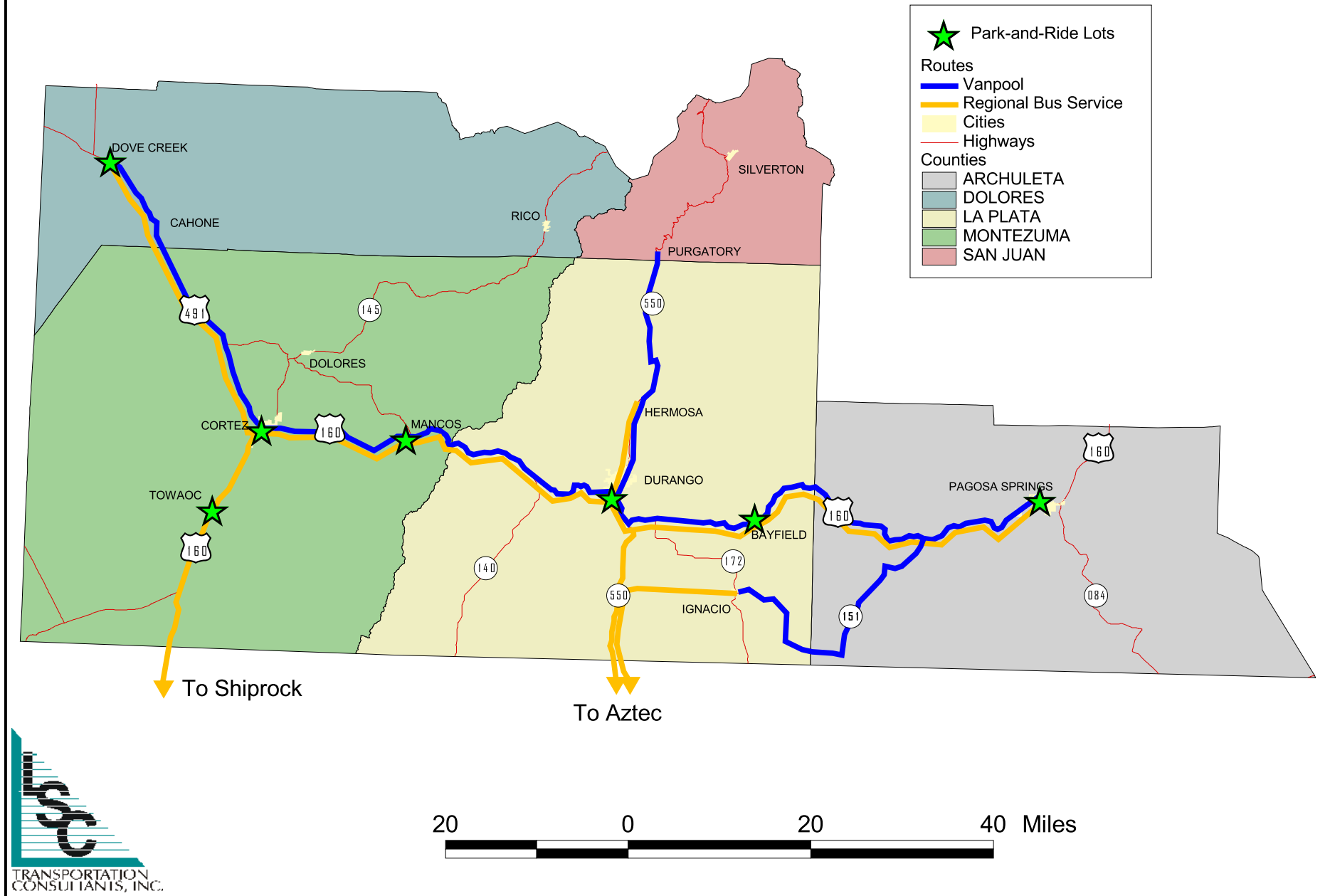
A primary recommendation is to strengthen the existing RideShare—the regional rideshare program—in the Southwest region. Although meant to provide transportation options to people in La Plata, San Juan, Archuleta, Montezuma, and Dolores Counties, the program has a limited number of participants and is not well known. Outreach efforts should be made in each corridor and particularly to major destinations to increase the level of awareness and participation. Rideshare programs are more successful with greater numbers of participants because there are more possibilities for individuals to be matched for shared rides.

There is significant potential for ridesharing in the major regional corridors. Although demand may not support and resources may not allow regional bus connections, many people may be able to reduce their commuting costs through carpooling.

The implementation steps described in Chapter IX include hiring a mobility manager. Part of the mobility manager's responsibilities will be to promote the rideshare program and to recruit participants. The recommended level of funding for the rideshare program is approximately \$10,000 for the first year and then reduces to \$5,000 annually to maintain the ride matching system and to promote the ridesharing program.

Table VIII-1 Summary of the Preferred Service Plan					
Recommended Service	Provider	Hours of Service	Annual Cost	Annual Passengers	Cost per Passenger
Vanpools					
Dove Creek to Cortez		Mon-Fri	\$16,956	3,080	\$5.5
Cortez to Durango		Mon-Fri, 2 vanpools	\$37,320	6,160	\$6.1
Pagosa Springs to Durango		Mon-Fri, 2 vanpools	\$40,248	6,160	\$6.5
Pagosa Springs to Ignacio		Mon-Fri	\$18,660	3,080	\$6.1
Durango to Purgatory		Mon-Fri	\$15,432	3,080	\$5.0
Regional Service					
Dove Creek to Durango	DCSS	Mon- Fri, (2) am and (2) pm trips	\$110,880	5,040	\$22.00
Pagosa Springs to Durango	ACME	Mon- Fri, (2) am and (2) pm trips	\$90,720	8,064	\$11.25
Aztec to Durango	SUCAP	Mon- Fri, (2) am and (2) pm trips	\$68,040	10,080	\$6.75
Aztec to Durango	SUCAP	Saturday, (2) am and (2) pm trips	\$14,040	1,664	\$8.44
Aztec to Ignacio	SUCAP	Mon- Fri, (2) am and (2) pm trips	\$68,040	10,080	\$6.75
Aztec to Ignacio	SUCAP	Saturday, (2) am and (2) pm trips	\$14,040	1,664	\$8.44
Shiprock to Towaoc	NTS	Mon- Fri, (2) am and (2) pm trips	\$111,888	10,080	\$11.10
Local Service					
Cortez Checkpoint Service	MCT	Mon-Fri	\$83,160	21,165	\$3.93
Towaoc to Cortez	Ute Mountain Ute	Mon-Fri	\$166,320	13,104	\$12.69
Hermosa to Durango	Durango T	Mon-Fri	\$127,500	19,890	\$6.41

Figure VIII-1
Preferred Service Plan



VANPOOL PROGRAM

The next recommendation is to create vanpool programs. Vanpools should be used as one of the transportation options in the region to meet the needs of students and commuter market segments.

There is the possibility of implementing seven new vanpools—one operating from Dove Creek to Cortez, two from Cortez to Durango, two from Pagosa Springs to Durango, one from Pagosa Springs to Ignacio, and one from Durango to Purgatory. These would be subscription services with the vanpools being established when there is sufficient participation. Vanpool programs are flexible. Their actual origins/destinations can be modified based on demand. This study identifies the main corridors and potential destinations for vanpool programs such as Mesa Verde National Park, Southwest Community College, Durango Mountain Resort, Sky Ute Casino and Resort in Ignacio, and Wolf Creek (this would make sense during the winter season unless the new housing development takes place). However, they can be modified to meet the needs of participants.

Vanpools could be managed by the regional rideshare program or through VPSI. Passengers using the VPSI vanpool service would have to make a month-to-month commitment only. The monthly fare paid by passengers would include the cost of a van, insurance, comprehensive maintenance, roadside assistance, customer support services, and gasoline expenses. A minimum of five riders, one primary driver, and one alternate driver would be required to start a vanpool group.

Service characteristics of the new vanpool service between Dove Creek and Cortez are as follows:

- Number of vans: 1
- Annual operating cost: \$17,000
- Estimated annual passenger-trips: 3,080 one-way trips (7 riders assumed per van)
- Annual vehicle-miles: 21,000
- Cost per passenger-trip: \$5.5
- Monthly fare per rider: \$202 (7 riders assumed per van)

Service characteristics of the new vanpool service between Cortez and Durango are as follows:

- Number of vans: 2
- Annual operating cost: \$37,500
- Estimated annual passenger-trips: 6,160 one-way trips (7 riders assumed per van)
- Annual vehicle-miles: 55,600
- Cost per passenger-trip: \$6.0
- Monthly fare per rider: \$222 (7 riders assumed per van)

Service characteristics of the new vanpool service between Pagosa Springs and Durango are as follows:

- Number of vans: 2
- Annual operating cost: \$40,000
- Estimated annual passenger-trips: 6,160 one-way trips (7 riders assumed per van)
- Annual vehicle-miles: 72,500
- Cost per passenger-trip: \$6.5
- Monthly Fare per rider: \$240 (7 riders assumed per van)

Service characteristics of the new vanpool service between Pagosa Springs and Ignacio are as follows:

- Number of vans: 1
- Annual operating cost: \$19,000
- Estimated annual passenger-trips: 3,080 one-way trips (7 riders assumed per van)
- Annual vehicle-miles: 25,000
- Cost per passenger-trip: \$6.0
- Monthly fare per rider: \$222 (7 riders assumed per van)

Service characteristics of the new vanpool service between Durango and Purgatory are as follows:

- Number of vans: 1
- Annual operating cost: \$15,500

Preferred Service Plan

- Estimated annual passenger-trips: 3,080 one-way trips (7 riders assumed per van)
- Annual vehicle-miles: 14,000
- Cost per passenger-trip: \$5.0
- Monthly fare per rider: \$184 (7 riders assumed per van)

The vanpool capital and operating costs could be partially funded through employer support, local government support, or Federal Transit Administration programs. These funding programs would help reduce the cost for the user.

Additional vanpools may be considered for other corridors including Farmington to Ignacio and Durango, and Cortez to Telluride. The regional rideshare program should include promotion of the vanpool program.

INTERCITY CORRIDORS

There is an opportunity to build on current service in two of the key corridors. The first corridor is from Dove Creek to Cortez and then to Durango. The second corridor is from Pagosa Springs to Durango. Other regional services include Aztec to Durango, Aztec to Ignacio, and Shiprock to Towaoc.

Dolores County Senior Services currently provides service for seniors and persons with disabilities from Dove Creek to Cortez and Durango. The service is operated on an as-needed basis. The service should be changed to operate on a regular schedule. The recommendation is initially to provide service Monday, Wednesday, and Friday. The vehicle would leave Dove Creek in the morning to reach Durango to allow for scheduled medical appointments. The return trip would leave Durango late in the afternoon. This service should be open to anyone and would then be eligible for funding under rural transit programs. The schedule should be coordinated with the Durango T, Roadrunner, and Mountain Express to permit transfers at the Durango Transit Center. Future expansion would be to operate this service five days a week and provide two round-trips a day.

Archuleta County Senior Services currently provides similar service from Pagosa Springs to Durango, primarily for medical trips. This service should be changed

to be a regularly scheduled service and open to the general public. Initially the service should operate Monday, Wednesday, and Friday. The vehicle should leave Pagosa Springs in the morning and return in the late afternoon. The schedule should be coordinated with the Durango T, Roadrunner, and Dolores County Senior Services to permit transfers at the Durango Transit Center. Future expansion would be to operate this service five days a week and provide two round-trips a day.

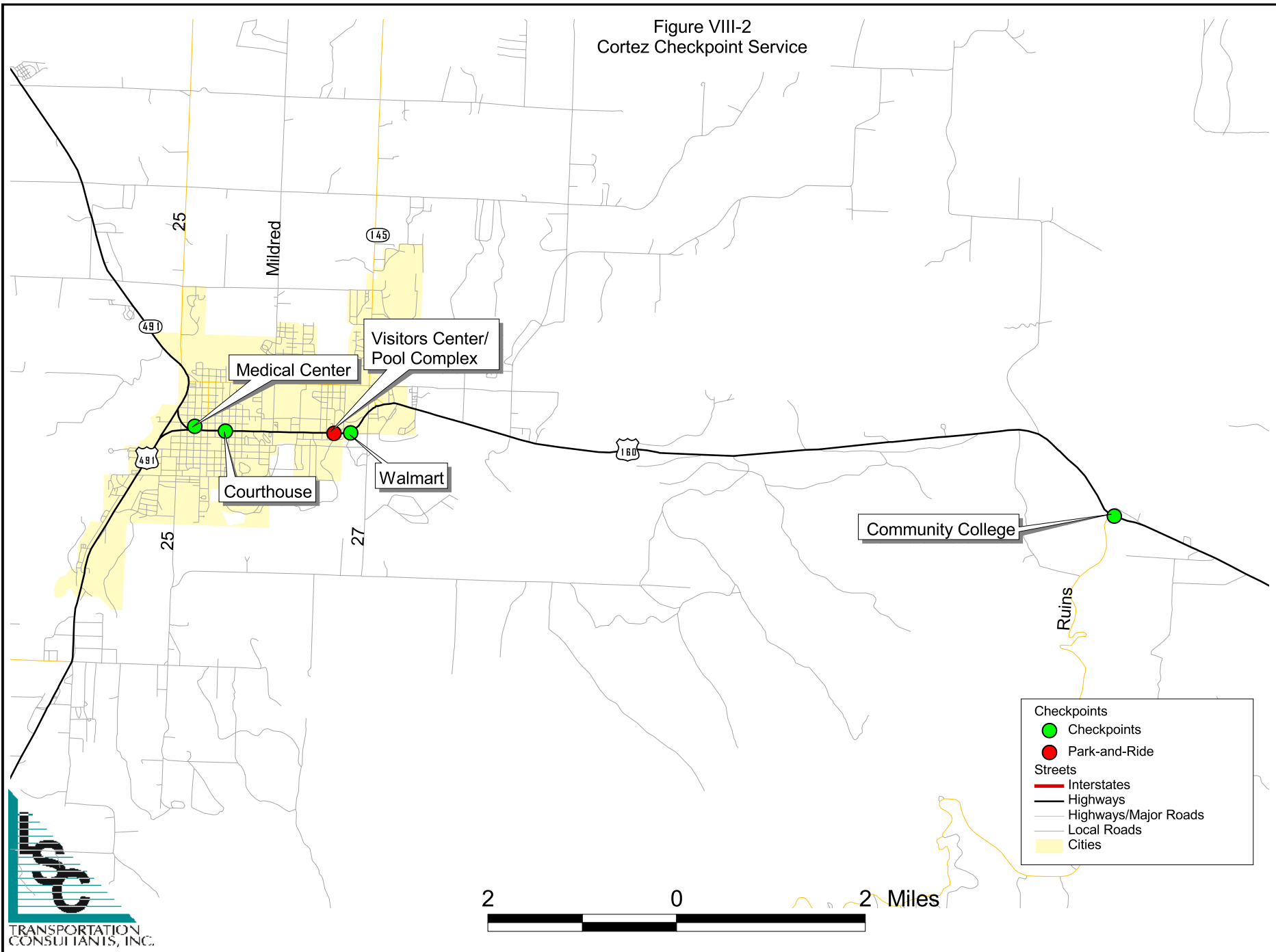
Service between Ignacio and Durango to Aztec is included as part of the preferred plan. This service would operate five days a week, scheduled to support commuters working in Ignacio and Durango. A service option for Saturday service from Ignacio and Durango to Aztec is also explored. Initially the service should be operated with two morning and two afternoon trips. Aztec was considered the preferred destination compared to Farmington as Red Apple Transit, the Farmington public transit system, serves the community of Aztec from Farmington.

The final element of regional service that is included in the preferred plan is the connection between Shiprock, New Mexico and Towaoc. This service would support commuters working at the Ute Mountain Ute casino and would provide a transfer connection to Cortez. The suggested operator for this service is Navajo Transit. Initially this service should operate with two morning and two afternoon trips.

LOCAL SERVICES

Montezuma County Transportation (MCT), which is based out of Cortez, currently provides on-call demand-response transportation within Montezuma County. It is recommended that MCT implement checkpoint service in Cortez that would add more consistency and reliability to the service. Figure VIII-2 illustrates the Cortez checkpoint service. Some of the checkpoint stops include the medical center, courthouse, Wal-Mart, and the community college. The figure also illustrates a potential park-and-ride location—the parking lot of the visitors center and pool complex—which the city can make available to support transfers to and from the services operated by the Ute Mountain Ute tribe and a proposed service to be operated by Dolores County Senior Services (DCSS) between Dove Creek and Durango. Table VIII-2 presents a preliminary schedule for the Cortez checkpoint service.

Figure VIII-2
Cortez Checkpoint Service



**Table VIII-2
Cortez Checkpoint Service, Weekday Service**

Runs	Departs Medical Center	Courthouse	Visitors Center/ Pool Complex	Wal-Mart	Arrives Community College	Departs Community College	Wal-Mart	Visitors Center/ Pool Complex (Park-and-Ride)	Courthouse	Arrives Medical Center	Connections with Ute Mountain Ute Tribe	
											Departs Cortez (Park-and-Ride)	
1	6:15 AM	6:17 AM	6:23 AM	6:24 AM	6:39 AM	6:44 AM	6:59 AM	7:00 AM	7:06 AM	7:08 AM		
4	7:15 AM	7:17 AM	7:23 AM	7:24 AM	7:39 AM	7:44 AM	7:59 AM	8:00 AM	8:06 AM	8:08 AM		
5	8:15 AM	8:17 AM	8:23 AM	8:24 AM	8:39 AM	8:44 AM	8:59 AM	9:00 AM	9:06 AM	9:08 AM		
6	9:15 AM	9:17 AM	9:23 AM	9:24 AM	9:39 AM	9:44 AM	9:59 AM	10:00 AM	10:06 AM	10:08 AM		
7	10:15 AM	10:17 AM	10:23 AM	10:24 AM	10:39 AM	10:44 AM	10:59 AM	11:00 AM	11:06 AM	11:08 AM		
8	11:15 AM	11:17 AM	11:23 AM	11:24 AM	11:39 AM	11:44 AM	11:59 AM	12:00 PM	12:06 PM	12:08 PM		
9	12:15 PM	12:17 PM	12:23 PM	12:24 PM	12:39 PM	12:44 PM	12:59 PM	1:00 PM	1:06 PM	1:08 PM		1:10 PM
10	1:15 PM	1:17 PM	1:23 PM	1:24 PM	1:39 PM	1:44 PM	1:59 PM	2:00 PM	2:06 PM	2:08 PM		
11	2:15 PM	2:17 PM	2:23 PM	2:24 PM	2:39 PM	2:44 PM	2:59 PM	3:00 PM	3:06 PM	3:08 PM		
12	3:15 PM	3:17 PM	3:23 PM	3:24 PM	3:39 PM	3:44 PM	3:59 PM	4:00 PM	4:06 PM	4:08 PM		4:10 PM
13	4:15 PM	4:17 PM	4:23 PM	4:24 PM	4:39 PM	4:44 PM	4:59 PM	5:00 PM	5:06 PM	5:08 PM		
14	5:15 PM	5:17 PM	5:23 PM	5:24 PM	5:39 PM	5:44 PM	5:59 PM	6:00 PM	6:06 PM	6:08 PM		

Source: LSC, 2008.

Preferred Service Plan

A small incremental cost has been included for operation of the checkpoint service to increase service hours. The new checkpoint service will operate from 6:15 a.m. to 6:15 p.m., Monday through Friday. It is anticipated that the existing vehicles will be used for this service and that scheduling will result in very little change to the operating cost. The regularly scheduled service will allow passengers to use the service at designated stops without calling for reservations. This will provide much greater passenger convenience. Since DCSS provides service from Dove Creek to Durango through Cortez, DCSS should coordinate with MCT to pick up passengers on US Highway 491 into Cortez and US Highway 160 into Durango instead of those trips being provided by MCT.

The connection between Towaoc and Cortez should continue and be strengthened as part of a regional public transit system. This service operated by the Ute Mountain Ute tribe should have scheduled transfers with the proposed checkpoint service in Cortez and the proposed service from Shiprock to allow easy connections for passengers.

Service between Hermosa and Durango should be implemented in the future. This will provide the transit connection between the growth node in Hermosa and destinations in Durango. This would be an extension of the service operated by the Durango T.

PARK-AND-RIDE FACILITIES

To support carpooling, vanpooling, and commuter bus service, park-and-ride lots should be established at key locations along each of the corridors to be served. Park-and-ride lots will increase the options for users of the service. Carpool or vanpool participants may park at these lots and meet the others in their group. This also extends the areas that may be served by a carpool or vanpool. As an example, if a vanpool originates in Cortez, it could stop at a park-and-ride lot in Mancos to pick up additional passengers on the way to Durango.

Park-and-ride locations have been identified in Figure VIII-1. Other options that can be explored are improvements in the state highway right-of-way, church parking lots, and business parking lots that may have excess capacity during the day.

BIKE RACKS ON BUSES

When bus service is implemented in any of the corridors, the buses should be equipped with bike racks to allow access to and from the transit service by bicycle. If warranted by demand, park-and-ride lot locations may also include bike lockers for storage of bicycles during the day.

IMPLEMENTATION PHASING

Recommendations for phased implementation of the preferred service plan are provided in Chapter IX.

SUMMARY

This study provides recommendations for the preferred services to be implemented. The Coordination Council—made up of local transportation providers and elected officials—will need to make a final decision on the priorities. These priorities will also set the direction for funding of the services.



CHAPTER IX

Implementation Plan

INTRODUCTION

This chapter describes the recommended steps for implementation of the preferred plan and a financial plan for the additional services.

IMPLEMENTATION STEPS

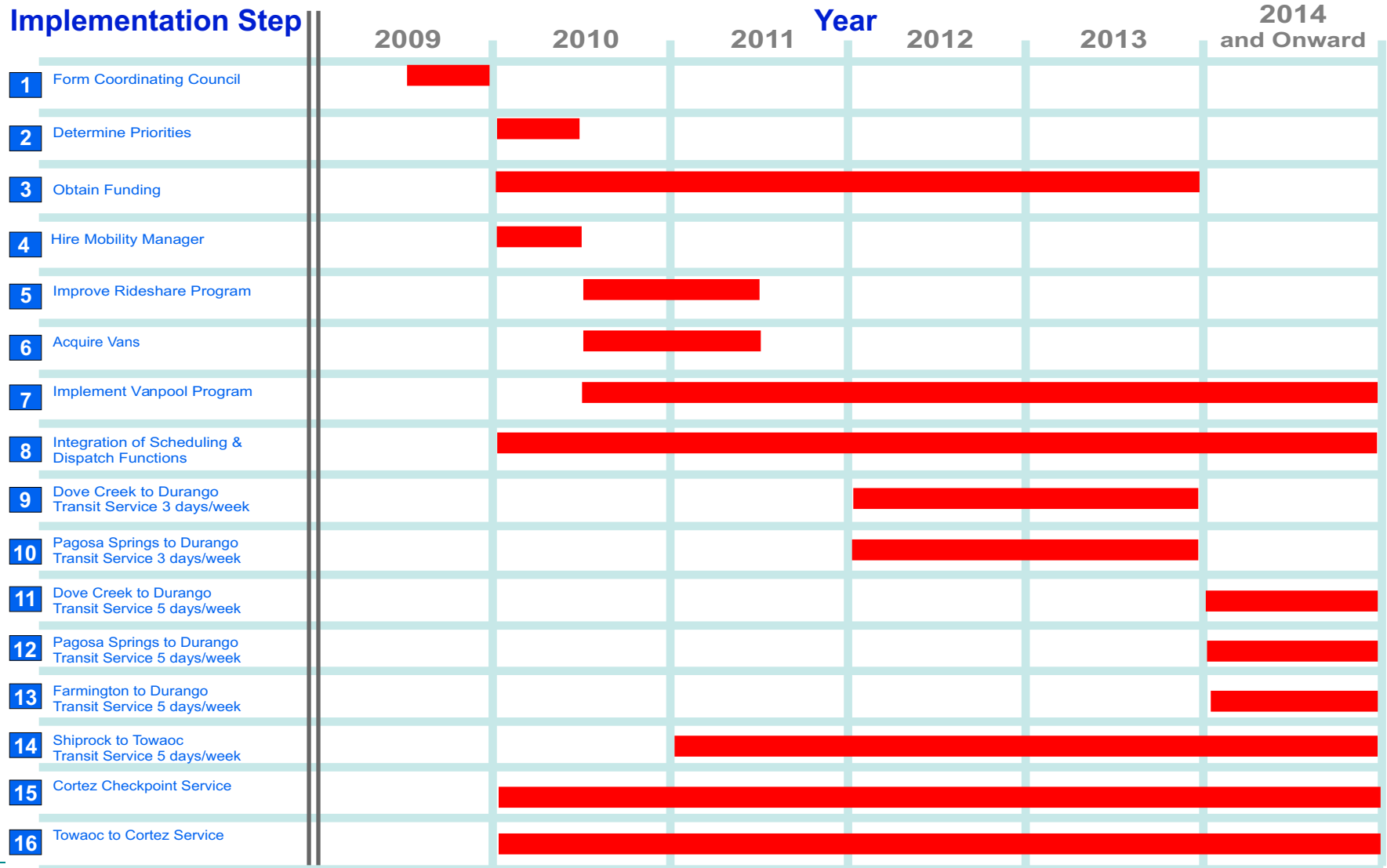
Implementation steps are provided for each phase of the preferred transit service plan. The timing for these steps is shown in Figure IX-1.

Form Coordinating Council

A Coordinating Council similar to the existing Working Group should be formed. The group should be formally organized into a recognized group including local stakeholders, transportation providers, decision makers, business leaders, councils of government, users, and others as appropriate. Memoranda of Understanding (MOU) and Intergovernmental Agreements are needed for this element to work properly. The council should be formed by intergovernmental agreements and MOUs among city/county government entities and the various local providers within the Southwest Colorado region to agree to provide support (both financial and non-financial) for regional public transit services in the region. In the Southwest Region, the Coordinating Council could be created under the Southwest Colorado Council of Governments or under the Southwest Transportation Planning Region (TPR).

The Colorado Department of Transportation has developed guidelines for Coordinating Councils. These guidelines should be used to establish the Council. When the Council is formed, it will be the mechanism for setting priorities, pursuing regional grants, and coordinating services. The Coordinating Council should meet at least quarterly to ensure that regional transit services are operated efficiently and support regional transportation goals.

Figure IX-1 Implementation Schedule



The Coordinating Council should also serve as the transit advisory group for the Southwest Regional Transportation Planning Commission. All actions regarding public transit that must be approved by the Regional Planning Commission should be reviewed and recommended by the Coordinating Council.

Determine Priorities for Implementation

This study provides recommendations for services to be implemented, but priorities for the specific services must be determined by the Coordinating Council. These priorities will also set the direction for funding of the services.

The Coordinating Council must also decide which agency will operate each of the services and what agreements are necessary for transfers, passenger fares, and financial support.

Obtain Funding

The financial plan presented later in this chapter identifies possible funding sources and the amounts that may be required. Local funding will be required to match any grants that may be obtained. Initial implementation of these services may require 100 percent local funding with the possibility of obtaining other funding in the future. Specific funding programs will depend on the actual timing of implementation.

Hire Mobility Manager

A mobility manager position should be created. A full-time (40 hours per week) mobility manager for the region will serve as the main broker for coordinating schedules of passengers transferring from one system to another within the region, serve as a regional grant writer, support the Coordinating Council, and support marketing efforts for the region's transportation services. This person will be responsible for promotion of the ridesharing program and oversight of the vanpool program. This position may be funded under FTA Section 5310 or 5311 programs or through a pooling of funds from the local agencies. The mobility manager will ultimately report to the Coordinating Council to provide presentations, education, and updates on the system.

Improve Rideshare Program

The regional rideshare matching program needs to be improved and promoted. There are several web-based rideshare matching services that claim to serve Southwestern Colorado. The website durangorideshare.com is no longer active. A single service should be identified and then promoted as the regional rideshare program. This will require support from the regional mobility manager.

Acquire Vans

Vans may be needed to begin the new vanpool programs. These should be purchased as soon as funding is available. Another option is that VPSI, Inc. could provide the vans and operate the vanpool program for the region. This would not require the purchase of any vans and would leave all administration of the vanpools to VPSI. Promotion of the program would still be required.

Implement Vanpool Program

Vanpools should be formed as soon as there are sufficient numbers of participants. The vanpool program will have to be promoted and information provided to major employers in the region. Signing in the corridors should also be used to promote the vanpool program.

Integration of Scheduling and Dispatch Functions

Scheduling and dispatch capabilities for the Durango T and SUCAP can be combined. This would greatly help passengers transferring from SUCAP to Durango T and vice versa. This is also a good starting point for scheduling and dispatching of regional trips within the Southwest Region.

Implement Transit Service

Each phase of the service will require planning for start-up of the new service. This will include development of the operations plan, acquisition of vehicles, and marketing and promotion.

Establish Guaranteed Ride Home Program

As the name suggests, this program assures a guaranteed ride home for commuters who use alternative modes of transportation to get to work and fear that they may get stranded with no way to respond to an emergency. Alternative modes of transportation typically include ridesharing—carpools or vanpools—transit, biking, or walking. Commuters can use this program in the event of a personal emergency, unscheduled overtime, or a bus breakdown. This program is part of an important decision for employees who are thinking of joining a carpool or a vanpool. This type of program is sponsored either by a transit agency, a local government organization, or an employer who encourages employees to use alternative modes of transportation.

This program is important because it reduces dependency on cars, offers flexibility in using alternative means of transportation, and gives more choices to non-drivers and low-income employees.

Implementation of this program will vary with the policies set up by the sponsor or the agency administering the program. The guaranteed ride home program will depend on the type of system it is going to supplement. Some of the factors that need to be considered are:

- **Eligibility** – This program could be open to all employees within a company or only those who wish to register with the program. Most programs specify the area where you should live and work in order to be eligible and the days the service is available. Some programs specify the time period you should be using the program, and most specify that you must use the alternative transportation mode the day you request the ride home.
- **Type of eligible alternative modes of transportation** – The program needs to define what is considered an alternative mode of transportation, for example, riding a bike, using transit, etc.
- **Type of eligible trips** – The program would need to define the type of trip that is permitted and define a personal emergency or unscheduled overtime.
- **Maximum number of trips** – The program would have to define the maximum number of rides a person is eligible for within a given time period.

Implementation Plan

- **Payment** – The program would have to decide whether their patrons or employees ride for free or pay a modest payment for every emergency ride.
- **Service Providers** – The program has to decide whether it will provide a ride through contracted car rental, taxi reimbursement, or by offering company vehicles to employees.
- **Modifications**– The program should be open to changes and modifications to tailor it to the needs of commuters, thereby encouraging more commuters to use the program.
- **Record** – The program should record the number of patrons and types of emergencies and identify a trend analysis. Similarly, the program should identify glitches or fraud in the program.

Regional Transit Service in the Durango Intermodal Center

The Durango Intermodal Center has a total of 13 bus bays. Durango T will use seven bays for their service; Road Runner Transit will use two bays; the TNM&O Greyhound will use two bus bays in the early morning; and Durango Mountain Resort will be using one bus bay on a seasonal basis. Shared use of bays should be provided so that regional bus service between Dove Creek, Cortez and Pagosa Springs may use bays when the buses arrive in Durango. Table IX-1 presents the arrival/departure times for the various proposed and existing services that will come into the newly constructed Durango Intermodal Center.

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Outreach Program

In addition to the various transit incentive programs, the Southwest Colorado region should increase public awareness with both employees and employers in attracting ridership by creating an image of transit that meets the needs of the communities in the area and increases the visibility of the transit system overall.

This can be accomplished by designing a transit logo tailored to identify the Southwest Colorado Regional Transit System. This could also be done by holding a design logo contest for children or students.

Promotion of the Southwest Colorado Regional Transit System should be tailored by establishing an educational program that includes a simple one-page information sheet. This will help educate employers and employees on the use of the system. Also, local businesses such as banks, restaurants, and casinos should be provided with informational brochures that can be posted at their places of business.



To further increase public awareness, a booth that provides service information or showcases the buses should be set up at local events such as festivals or fairs. Local schools and social service agencies should be contacted to publicize, educate, and inform local agencies about the transit system and to refer clients and employers to the Southwest Colorado Regional Transit System for their transportation needs. An outreach program should be put into practice for these groups and agencies so they are regularly kept abreast of the transit system and/or changes.

Advertising should be placed in the local paper highlighting employees' or patrons' stories, promoting a special shopping tour for seniors/elderly/disabled to numerous businesses and retailers, and allowing local retailers and businesses to sell transit passes. Flyers should be placed at common meeting places for advertising and information dissemination.

Implementation Plan

In addition, the transit providers of local in-town services such as the Montezuma County Transportation (MCT) should increase public awareness of their services and highlight connections to other regional transit services by employing more marketing activities such as the ones mentioned above.

Marketing to Business

Marketing techniques to reach businesses should receive attention. An excellent resource is the *TCRP Report 51: A Guidebook for Marketing Transit Services to Business*, sponsored by the FTA and the Transportation Research Board. Much of what is documented in this section is taken from the *TCRP Report 51* as well as LSC's varied experience across the country. The *TCRP Report 51* states a very important point worth mentioning right away, "No matter who makes up the target market, understanding what the customer wants is the first step toward meeting those needs." This statement translates in to every aspect of a transit system, not just the marketing program.

Many times, local businesses are unaware that general public transit service even exists. In many cases, local businesses do not know about tax benefits and other incentives available through the use of employee transportation. Likely, it can be provided through a brief summary of those benefits to the employers by a spokesperson for the coalition and planning districts. For example, subscription employee routes can provide a needed service to businesses.



Once a service is proposed to be offered, support for that service must come in terms of commitment and participation. This is not only financial support, but may require the participating business to promote the service to employees. Effective programs across the country have employed such innovative ideas as public-private profit sharing where revenues are shared with the business after operating costs have been recouped.

Service Monitoring and Reporting

Data collection is essential to evaluate service performance and to determine if changes should be made in service delivery. This section provides information on data collection, databases, and standard reports that should be prepared.

How do you measure success? It can be very easy to measure the success of a transportation agency's performance. Many times it comes down to two points:

- Operating effectiveness
- Operating efficiency

Measures of effectiveness can be tested with performance factors such as:

- Passenger-trips per mile
- Passenger-trips per hour
- Passenger-trips per capita

Measures of efficiency include:

- Cost per passenger-trip
- Cost per hour
- Cost per mile
- Cost per capita

FINANCIAL PLAN

A draft financial plan is presented in Table IX-2. The financial plan is based on the proposed implementation schedule. As priorities are set within the region, phasing of the implementation may be changed. Actual funding sources will depend on the availability of specific grant programs. Initial cost for the regional transit service may not require new funding. As Dolores County Senior Services already operates in these corridors, it may be possible to establish regularly scheduled service that is open to the public at little additional cost.

Implementation Plan

Table IX-2 Financial Plan					
OPERATIONS/ADMIN/MAINTENANCE	2009	2010	2011	2012	2013
PROPOSED SERVICES					
Dove Creek to Cortez Vanpool		\$8,478	\$18,312	\$19,777	\$21,360
Cortez to Durango Vanpool		\$18,660	\$40,306	\$43,530	\$47,012
Pagosa Springs to Durango Vanpool		\$20,124	\$43,468	\$46,945	\$50,701
Pagosa Springs to Ignacio Vanpool		\$9,330	\$20,153	\$21,765	\$23,506
Durango to Purgatory Vanpool		\$7,716	\$16,667	\$18,000	\$19,440
Transit Service					
Dove Creek to Durango (3 days per week) - Incremental Costs			\$53,714	\$30,887	
Pagosa Springs to Durango (3 days per week)			\$105,816	\$68,569	
Dove Creek to Durango (5 days per week) - Incremental Costs					\$47,976
Pagosa Springs to Durango (5 days per week)					\$123,424
Aztec to Durango (5 days per week)					\$92,568
Aztec to Durango (Saturday)					\$19,101
Aztec to Ignacio (5 days per week)					\$92,568
Aztec to Ignacio (Saturday)					\$19,101
Shiprock to Towaoc (5 days per week)					\$152,222
Local Service					
Cortez Checkpoint Service (Incremental Costs)	\$19,989	\$21,588	\$23,315	\$25,180	\$27,194
Towaoc to Cortez	\$166,320	\$179,626	\$193,996	\$209,515	\$226,277
Hermosa to Durango	\$127,500	\$137,700	\$148,716	\$160,613	\$173,462
Mobility Manager	\$15,000	\$40,000	\$41,600	\$43,264	\$44,995
Rideshare Program		\$10,000	\$5,000	\$5,000	\$5,000
Guaranteed Ride Home Program		\$1,000	\$2,000	\$5,000	\$5,000
Marketing and Promotion		\$5,000	\$5,000	\$10,000	\$10,000
Subtotal	\$328,809	\$459,221	\$718,062	\$708,046	\$1,200,907
POTENTIAL CAPITAL					
Vans for Vanpools		\$120,000	\$80,000		
Vehicles for Transit Service			\$130,000	\$195,000	
Subtotal	\$0	\$120,000	\$210,000	\$195,000	\$0
Total Proposed Services	\$328,809	\$579,221	\$928,062	\$903,046	\$1,200,907
FUNDING					
Proposed Services					
User Fees	\$9,315	\$11,000	\$44,000	\$60,000	\$75,000
Private Support	\$3,000	\$3,500	\$5,000	\$5,000	\$5,000
State/Federal Funding (JARC/5311)	\$158,247	\$318,361	\$502,531	\$477,523	\$560,453
Local/Regional Funding	\$158,247	\$246,361	\$376,531	\$360,523	\$560,453
TOTAL FUNDING	\$328,809	\$579,221	\$928,062	\$903,046	\$1,200,907
<p><i>Note: Incremental Costs are considered for the Cortez Checkpoint service and the Dove Creek to Durango Service as there are providers that already provide that service and the service is slightly modified.</i></p> <p><i>Note: 8% operating cost inflation used</i></p>					

Appendix A: Comment Sheet





Southwest Colorado Transit Feasibility Study

March 2009

1. Where do you live?
2. Do you currently use public transit?
3. To which community do you need public transit?
4. What is the primary reason you need public transit to that community?
5. What type of transit service would you prefer?
6. Please provide any additional comments (use reverse if necessary):

Thank you for your input!



Southwest Colorado Transit Feasibility Study

March 2009

1. Where do you live?
2. Do you currently use public transit?
3. To which community do you need public transit?
4. What is the primary reason you need public transit to that community?
5. What type of transit service would you prefer?
6. Please provide any additional comments (use reverse if necessary):

Thank you for your input!

Appendix B: Comments From Public Meetings - Round 1



Southwest Colorado Transit Feasibility Study
Pagosa Springs Community Center
March 16, 2009

- 1. Where do you live?**
 - Pagosa Springs - 5 responses

- 2. Do you currently use public transit?**
 - No - 3 responses
 - Yes - 1 response
 - Drive in- 1 response

- 3. To which community do you need public transit?**
- 4. What is the primary reason you need public transit to that community?**
- 5. What type of transit service would you prefer?**
 - Durango, Bayfield, Aztec, Chromo, Ignacio = get from Point A to Point B
 - Durango = health/entertainment = bus
 - Airport- La Plata, Durango = convenience = bus
 - Durango, Ignacio = service for the public = bus
 - Farmington- Durango =cost of fuel = scheduled service

- 6. Please provide any additional comments (use reverse if necessary):**
 - Public transit needed to expand public access to Ft. Lewis College, Pueblo Community College and San Juan Technical College.

Southwest Colorado Transit Feasibility Study

Durango Fairgrounds

March 17, 2009

1. Where do you live?

- Old Durango - 1 response
- Durango - 1 response
- Durango West - 2 responses
- Dolores - 1 response

2. Do you currently use public transit?

- No - 3 responses
- Yes - 1 response
- Very rarely- 1 response

3. To which community do you need public transit?

Durango - 3 responses

Durango <--> Dolores / Telluride (Work) <--> Dolores (Ski/Biking)

Ignacio - occasionally

4. What is the primary reason you need public transit to that community?

Work 3 responses

Recreational & Shopping -1 response

Meetings - 1 response

5. What type of transit service would you prefer?

- Non-occasionally to Ignacio = **????** = bus
- Durango = in town services
- Durango = work, recreation, shopping = bus/van 6:30 a.m. to 9:00 p.m. on the hour.
- Durango= work = public, morning and afternoon runs.
- Durango -Dolores (for work); Telluride- Dolores (for ski/ biking)= Fast! Also room for bike storage in front of bus.

6. Please provide any additional comments (use reverse if necessary):

- I am with Durango transit and I am sitting in to learn more about transit in the County. I would use public transit if it was offered into the County.
- I am most interested in public transportation between Cortez & Dolores which caters to those tourists using Cortez for its lodging. The transportation would ideally provide a narrative on the surrounding (history of the) land.
- Mancos (attractive to Cortez----->Durango!
- Only primary concern is community sustainability, particularly **???** transportation emissions, but also embracing community sustainability thru affordable housing and transportation. Transportation is an essential link in multiple modes of the community (not just physical **????**)
- Lack of transportation keeps me and others Home, when the price of gasoline is high. It would be nice not to drive all the time. I would feel better if I could ride the transit to work.

Southwest Colorado Transit Feasibility Study
Bayfield Town Hall
March 19, 2009

1. Where do you live?

Bayfield - 3 responses

Rural - unincorporated county near Oxford - 1 response

2. Do you currently use public transit?

Yes - 2 responses

No - 1 response

Occasionally - 1 response

3. To which community do you need public transit?

Bayfield to Durango - 1 response

Ignacio/Durango - 2 responses

Durango - 1 response

4. What is the primary reason you need public transit to that community?

Work - use it for community - 1 response

Work - 2 responses

Work - recreation - 1 response

5. What type of transit service would you prefer?

Light rail - 1 response

Bus - 3 responses

6. Please provide any additional comments (use reverse if necessary):

Thanks for the meeting

I think the transit is doing great things - keep it up & grow!

Southwest Colorado Transit Feasibility Study
Cortez City Hall
March 19, 2009

1. Where do you live?

Rural area outside of Cortez - 1 response
Cortez - 4 responses
Cahone - 5 responses
Dove Creek - 3 responses

2. Do you currently use public transit?

Yes - 1 response
No - 9 responses
No, none available - 1 response
Amtrak, but not locally - 1 response
Occasionally - 1 response

3. To which community do you need public transit?

Dolores county - 1 response
Calhone to Cortez or Dove Creek - 3 responses
Durango / Cortez - 4 responses
Cortez - 2 responses
Durango - 2 responses
Telluride /Durango - From Towark/Cortez/Dove Creek - 1 response

4. What is the primary reason you need public transit to that community?

Work/Job Searching - 1 response
Shopping - 2 repsonses
Work - 1 response
Medical - 1 response
Various (work, shopping, medical, special events) - 5 responses
Help Driving - 1 response
Climate Change - 1 response
Do not always care to drive in summer as too hot to take my dog - 1 response

5. What type of transit service would you prefer?

Car - 1 response
Park -n-ride - 1 response
Not polluting, hydrogen based - 1 response
Van/Bus - 6 responses
Bus - 4 responses

6. Please provide any additional comments (use reverse if necessary):

- It is way past time for a "bus" service
- For my probation clients. Needed 7 days a week, with both early and late schedules.

Coordinate with larger employers; get employers to drop in (some run vans already in); coordinate with tribes and casinos?; park-n-ride facilities? With security?

- Especially well needed when feeling unwell.
- I believe all communities should have public transportation available.
- Have teenagers who would use weekend/evening service
- Towns need transportation about towns and trans between 4 cities of Montezuma county.
- for shopping, doctor appointments

Appendix C: Comments From Public Meetings - Round 2



**Southwest Colorado Regional Transit Feasibility Study
Cortez City Hall Chamber Public Meeting - Comments Received April 28, 2009**

Please check the service corridor and the type of transit alternative within that corridor that you think should be given a priority.

Alternative	Total No. of Responses
US Highway 160:	
<ul style="list-style-type: none"> • Cortez to Mancos: Flex-Route Service • Cortez to Mancos: Fixed-Route Service 	2 1
<ul style="list-style-type: none"> • Mancos to Durango: Regional Fixed-Route/Continuous Bus Service • Mancos to Durango: Commuter Bus Service 	
<ul style="list-style-type: none"> • Cortez to Durango: Vanpool Service • Cortez to Durango: Commuter Service • Cortez to Durango: Regional Fixed-Route/Continuous Bus Service 	3 3 4
<ul style="list-style-type: none"> • Pagosa Springs to Durango: Vanpool Service • Pagosa Springs to Durango: Commuter Service • Pagosa Springs to Durango: Regional Fixed-Route/Continuous Bus Service • Pagosa Springs to Durango: Scheduled Service 	2
<ul style="list-style-type: none"> • Pagosa Springs to Ignacio: Vanpool Service • Pagosa Springs to Ignacio: Commuter Service • Pagosa Springs to Ignacio: Regional Fixed-Route/Continuous Bus Service 	1
<ul style="list-style-type: none"> • Pagosa Springs to Wolf Creek: Flex Route Service 	
US Highway 145:	
<ul style="list-style-type: none"> • Cortez to Dolores: Flex-Route Service • Cortez to Dolores: Fixed-Route Service • Cortez to Dolores: Vanpool 	5 1 1
<ul style="list-style-type: none"> • Dolores to Telluride: Vanpool Service • Dolores to Telluride: Commuter Service 	1 2
US Highway 491:	
<ul style="list-style-type: none"> • Dove Creek to Cahone: Flex-Route Service 	3
<ul style="list-style-type: none"> • Cahone to Cortez: Regional Fixed-Route/Continuous Bus Service • Dove Creek to Cortez: Regional Fixed-Route/Continuous Bus Service 	5 2
<ul style="list-style-type: none"> • Shiprock to Cortez: Regional Fixed-Route/Continuous Bus Service 	2

<ul style="list-style-type: none"> • Cortez to Towaoc: Regional Fixed-Route/Continuous Bus Service (operated by Ute Mountain Ute Tribe) • Cortez to Towaoc: Regional Fixed-Route/Continuous Bus Service (operated by Montezuma County Transportation) 	
US Highway 550:	
<ul style="list-style-type: none"> • Hermosa to Durango: Commuter Service • Hermosa to Durango: Regional Fixed-Route/Continuous Bus Service 	1
<ul style="list-style-type: none"> • Durango to Aztec/ Farmington: Scheduled Service 	3
<ul style="list-style-type: none"> • Ignacio to Aztec/ Farmington: Commuter Service • Ignacio to Aztec/ Farmington: Regional Fixed-Route/Continuous Bus Service 	
State Highway 172:	
<ul style="list-style-type: none"> • Durango to Ignacio: Commuter Service 	1
<ul style="list-style-type: none"> • Forest Lake/ Bayfield to Durango: Commuter Service • Forest Lake/ Bayfield to Durango: Regional Fixed-Route/Continuous Bus Service 	
<ul style="list-style-type: none"> • Forest Lake/ Bayfield to Ignacio: Commuter Service 	

What were your reasons for selecting the service corridor and the type of transit alternative?

- Gaps identified between primary towns/service area (Cortez -Durango & Durango-Farmington) and secondaries (Cortez, Mancos, Dolores, Dove Creek and Cahone. Chose these corridors since this is where I personally travel.
- Calls to the Cortez area C of C requesting info.
- Access to job markets or customers for education, health care and shopping.
- It would be nice to have fast, efficient transit service from Cortez to Mancos, Dolores or Durango.
- Frequency of trips between towns.
- Choose areas and type of service based on areas of familiarity. Vanpools seem to be more viable in this region.
- There is a great need for transportation between Dove Creek and Cortez.
- A number of people in need of transportation for medical appointments, some for shopping, who don't have any other way to get there.
- This is where I live and where I see the need.

Please comment on any changes (if any) you would like to see for your preferred transit alternative.

- Know process is not at stage yet, but would suggest a stop at Mesa Verde NP on flex and fixed on 160. A vanpool from either Mancos and/or Cortez to Mesa Verde would probably also be viable.
- Rather than flex routes, I'd do park-and-rides. People can usually get to a central location.
- Dove Creek to Cortez.

What do you think should be given the highest priority in the preferred transit plan? (e.g.: a vanpool service between Pagosa Springs and Durango)?

- Vanpool, flex and/or fixed between Cortez-Durango. A flex/fixed on this corridor is personal priority with Durango to Farmington service second.
- Cortez to Durango because of medical procedures not available in Cortez.
- Commuter services (bus) between Cortez and Shiprock.
- Cortez to Durango – shopping, entertainment (night).
- Vanpool Cortez to Durango and back.
- Vanpool Cortez to Durango. Commuter service Cortez to Durango.
- Scheduled service into and out of Cortez to Shiprock, Durango and Telluride.

**Southwest Colorado Regional Transit Feasibility Study
Pagosa Springs Community Center Public Meeting - Comments Received
April 29, 2009**

Please check the service corridor and the type of transit alternative within that corridor that you think should be given a priority.

Alternative	Total No. of Responses
US Highway 160:	
• Cortez to Mancos: Flex-Route Service	
• Mancos to Durango: Regional Fixed-Route/Continuous Bus Service • Mancos to Durango: Commuter Bus Service	
• Cortez to Durango: Vanpool Service • Cortez to Durango: Commuter Service • Cortez to Durango: Regional Fixed-Route/Continuous Bus Service	
• Pagosa Springs to Durango: Vanpool Service	3
• Pagosa Springs to Durango: Commuter Service	3
• Pagosa Springs to Durango: Regional Fixed-Route/Continuous Bus Service	3
• Pagosa Springs to Durango: Scheduled Service	2
• Pagosa Springs to Durango: Regional Flex-Route/2-3 times a week	1
• Pagosa Springs to Ignacio: Vanpool Service	3
• Pagosa Springs to Ignacio: Commuter Service	1
• Pagosa Springs to Ignacio: Regional Fixed-Route/Continuous Bus Service	1
• Pagosa Springs to Wolf Creek: Flex-Route Service	1
US Highway 145:	
• Cortez to Dolores: Flex-Route Service	
• Dolores to Telluride: Vanpool Service • Dolores to Telluride: Commuter Service	
US Highway 491:	
• Dove Creek to Cahone: Flex-Route Service	
• Cahone to Cortez: Regional Fixed-Route/Continuous Bus Service	
• Shiprock to Cortez: Regional Fixed-Route/Continuous Bus Service	

<ul style="list-style-type: none"> • Cortez to Towaoc: Regional Fixed-Route/Continuous Bus Service (operated by Ute Mountain Ute Tribe) • Cortez to Towaoc: Regional Fixed-Route/Continuous Bus Service (operated by Montezuma County Transportation) 	
US Highway 550:	
<ul style="list-style-type: none"> • Hermosa to Durango: Commuter Service • Hermosa to Durango: Regional Fixed-Route/Continuous Bus Service 	
<ul style="list-style-type: none"> • Durango to Aztec/ Farmington: Scheduled Service 	
<ul style="list-style-type: none"> • Ignacio to Aztec/ Farmington: Commuter Service • Ignacio to Aztec/ Farmington: Regional Fixed-Route/Continuous Bus Service 	
State Highway 172:	
<ul style="list-style-type: none"> • Durango to Ignacio: Commuter Service 	
<ul style="list-style-type: none"> • Forest Lake/ Bayfield to Durango: Commuter Service • Forest Lake/ Bayfield to Durango: Regional Fixed-Route/Continuous Bus Service 	
<ul style="list-style-type: none"> • Forest Lake/ Bayfield to Ignacio: Commuter Service 	

What were your reasons for selecting the service corridor and the type of transit alternative?

- Shopping, medical.
- Medical trips to Durango; workers.
- Jobs for citizens of Arch. Cty, medical visits, shopping.
- Durango is a major resource for employment, education, and medical services.

Please comment on any changes (if any) you would like to see for your preferred transit alternative.

- Vanpooling!

What do you think should be given the highest priority in the preferred transit plan? (e.g.: a vanpool service between Pagosa Springs and Durango)?

- Flexible service 2-3 times a week from Pagosa to Durango. Medical with downtown connection by reservation only. Combine shopping with medical (small paratransit). Demand based. Senior has medical service, but expanded to all residents.
- Vanpool service between Pagosa Springs and Durango.
- Yes, a vanpool from Pagosa Springs to Durango.
- Regular scheduled service between Pagosa and Durango.
- Pagosa to out-of-town jobs.

**Southwest Colorado Regional Transit Feasibility Study
Durango Recreation Center Public Meeting - Comments Received April 29, 2009**

Please check the service corridor and the type of transit alternative within that corridor that you think should be given a priority.

Alternative	Total No. of Responses
US Highway 160:	
• Cortez to Mancos: Flex-Route Service	
• Mancos to Durango: Regional Fixed-Route/Continuous Bus Service • Mancos to Durango: Commuter Bus Service	
• Cortez to Durango: Vanpool Service • Cortez to Durango: Commuter Service • Cortez to Durango: Regional Fixed-Route/Continuous Bus Service	1
• Pagosa Springs to Durango: Vanpool Service • Pagosa Springs to Durango: Commuter Service • Pagosa Springs to Durango: Regional Fixed-Route/Continuous Bus Service • Pagosa Springs to Durango: Scheduled Service	1
• Pagosa Springs to Ignacio: Vanpool Service • Pagosa Springs to Ignacio: Commuter Service • Pagosa Springs to Ignacio: Regional Fixed-Route/Continuous Bus Service	
• Pagosa Springs to Wolf Creek: Flex-Route Service	
US Highway 145:	
• Cortez to Dolores: Flex-Route Service	1
• Dolores to Telluride: Vanpool Service • Dolores to Telluride: Commuter Service	
US Highway 491:	
• Dove Creek to Cahone: Flex-Route Service	
• Cahone to Cortez: Regional Fixed-Route/Continuous Bus Service	
• Shiprock to Cortez: Regional Fixed-Route/Continuous Bus Service	1
• Cortez to Towaoc: Regional Fixed-Route/Continuous Bus Service (operated by Ute Mountain Ute Tribe) • Cortez to Towaoc: Regional Fixed-Route/Continuous Bus Service (operated by Montezuma County Transportation)	

US Highway 550:	
<ul style="list-style-type: none"> Hermosa to Durango: Commuter Service Hermosa to Durango: Regional Fixed-Route/Continuous Bus Service 	1
<ul style="list-style-type: none"> Durango to Aztec/ Farmington: Scheduled Service 	1
<ul style="list-style-type: none"> Ignacio to Aztec/ Farmington: Commuter Service Ignacio to Aztec/ Farmington: Regional Fixed-Route/Continuous Bus Service 	
State Highway 172:	
<ul style="list-style-type: none"> Durango to Ignacio: Commuter Service 	
<ul style="list-style-type: none"> Forest Lake/ Bayfield to Durango: Commuter Service Forest Lake/ Bayfield to Durango: Regional Fixed-Route/Continuous Bus Service 	1
<ul style="list-style-type: none"> Forest Lake/ Bayfield to Ignacio: Commuter Service 	

What were your reasons for selecting the service corridor and the type of transit alternative?

- Where the growth occurs, affordable housing and jobs not in the same community.

Please comment on any changes (if any) you would like to see for your preferred transit alternative.

- To include adequate bicycle racks on transport vehicles.

What do you think should be given the highest priority in the preferred transit plan? (e.g.: a vanpool service between Pagosa Springs and Durango)?

- Forest Lakes to/from Durango; Pagosa Springs to/from Durango.

Appendix D: Community Survey Questionnaire





Southwest Colorado Regional Transit Study

The Southwest Region of Colorado is conducting a study of regional public transportation (vanpool and bus) needs. Please take a few minutes to answer these questions and provide your input for this study.

Thank you for your participation.

1. In what zip code do you live or stay?

Zip Code: _____

2. What is your age? _____

3a. Which community is your most frequent destination? (choose only one)

- Pagosa Springs
- Bayfield
- Ignacio
- Durango
- Farmington
- Telluride
- Cortez
- Other: _____

3b. How often do you travel to that community? (choose only one)

- Daily
- 2-4 times a week
- Several times a month
- Less than once a month
- 5 days a week
- Once a week
- Once a month

3c. What is your primary purpose for traveling to that community? (choose only one)

- Medical
- Shopping
- Other (please name): _____
- Work
- Education
- Social
- Recreation

3d. What is your most often used mode of transportation to travel to and from that community? (choose only one)

- Drive alone
- Vanpool
- Other (please name): _____
- Taxi
- Bicycle
- Carpool
- Bus
- Drive with a friend or family member

4. The following are characteristics of transit service that may or may not influence your decision to use public transportation. If transportation service was provided between where you live and your most frequent destination, how important would each characteristic be?

Please rate each characteristic.

(1 = Not Important; 2 = Somewhat Important; 3 = Very Important; 4= Extremely Important)

	1	2	3	4
Service from home to work				
Service from home to medical facilities				
Local service in the community where I live				
Service must be flexible in scheduling rides				
Service from a park-and-ride lot to work				
Evening service (until 9:00 p.m.)				
Evening service (until 11:00 p.m.)				
Service twice a day				
Service every few hours				
Service every hour				
Service every half-hour				
Saturday service				
Sunday service				
Express service (very few stops)				
Door-to-door service				
Service close to my home				
Service provided by buses				
Clean buses				
Attractive buses				
Service by vanpools				
Guaranteed Ride Home				

Other (please specify): _____

5a. If bus service was available between your home and your most frequent destination, would you use it?

Yes No

5b. If so, how often?

- Daily
- 2 to 4 times a week
- Several times a month
- Less than once a month
- Five days a week
- Once a week
- Once a month

6. Do you need your car for business purposes while you are at work? Yes No

7. Do you need your car for personal errands during the day? Yes No

8. Do you drop off or pick up children on your way to or from work? Yes No

9. During what hours of the day are you most in need of transportation to or from the community you travel to most frequently?

(check all that apply)

- 6:00 to 8:00 a.m.
- Noon to 2:00 p.m.
- 6:00 to 8:00 p.m.
- 8:00 to 10:00 a.m.
- 2:00 to 4:00 p.m.
- 8:00 to 10:00 p.m.
- 10:00 a.m. to noon
- 4:00 to 6:00 p.m.
- Between 10:00 p.m. and 6:00 a.m.

10. What day(s) of the week do you need transportation to or from the community you travel to most frequently?

(check all that apply)

- Monday Tuesday Wednesday Thursday
 Friday Saturday Sunday

11a. Are you employed? Full-time Part-time Not employed

11b. How many others in your household are employed? _____ Full-time _____ Part-time

12. What is the city and zip code of your place of employment or school?

City: _____ Zip Code: _____

13. Do you have a driver's license? Yes No

14. Are you able to drive? Yes No

15. Do you have a disability which limits your ability to travel outside your home alone?

- Yes No

16. Counting yourself, how many licensed drivers are in your household? _____

17. How many vehicles in working order are available to your household? _____

18a. What is the name of the road or street on which you currently live or stay?

18b. What is the closest crossroad or intersecting street to where you currently live or stay?

19. Considering the total annual income of all members of your household, which of the following categories best represents your household?

- Under \$15,000 \$15,000 to \$29,999 \$30,000 to \$44,999
 \$45,000 to \$59,999 \$60,000 to \$74,999 \$75,000 to \$99,999
 \$100,000 to \$149,999 \$150,000 or more

20. Please provide any additional comments you may have regarding carpool, vanpool, or bus transportation needs in the Southwest Colorado Region.

21. Would you like to be informed of upcoming meetings about regional transit service in Southwestern Colorado?

Yes No

If so, please provide your e-mail address: _____
or

Name: _____

Address: _____

City: _____ **State:** _____ **Zip Code:** _____

If you provide contact information, you will only receive information related to this study for regional transit service in Southwestern Colorado. Your information will not be given to anyone else.

Please fax or mail your completed questionnaire to:

**LSC Transportation Consultants, Inc.
516 North Tejon Street
Colorado Springs, CO 80903**

Fax: (719) 633-5430

**If you have questions, please call
LSC Transportation Consultants, Inc. at 1-800-677-1671**

Appendix E: Community Survey Comments



ADDITIONAL COMMENTS

20. Please provide any additional comments you may have regarding carpool, vanpool, or bus transportation needs in the Southwest Colorado Region.

- A regular shuttle service between Farmington and Durango with a stop in Aztec merits some consideration. This could operate on a 2-4 hour schedule between 7am and 10pm with terminus points at the mall and downtown in Farmington and downtown and at FLC in Durango.
- A park-and-ride service between San Juan Basin Technical College and Durango would be ideal and most likely the most used by citizens from Cortez, Dolores, and Mancos.
- A bus system that ran from Shiprock - Towal- Cortez - Durango - Farmington would be a great tool for 4 Corners business.
- Additionally, funding should be spent to encourage employers to allow telecommuting through policy making. This would keep a lot of people off the road.
- Afraid of hitting deer at night; safer in a bus! Put in Cortez Journey.
- Although I have a car for transportation, I have many neighbors and clients that could and would use public transportation. I have lived in this community for 31 years.
- Anything that is feasible vans, buses etc. Carpooling is hard with such a long distance. I have two different rides to coordinate.
- As the H.R. direction with Crow Canyon, I would support this for our employees. If I can be of any help, let me know.
- Because of the hours I work, I have found it very hard to establish a carpool, and the increasing fear of liability/insurance problems as well as our winter roads, make it difficult to commit to the safety of other drivers.
- Because our town is divided by east and west sections, it is very difficult to get downtown or uptown as there are no safe walkways if you could walk, but mostly, during the winter months it is extremely difficult to get around with out public transportation. We have a large senior community and low income community with single parents with no transportation except and it is very hard on them and us to get to work and or day care. We need public transportation for the outreaching areas that have community members who can't drive and have to rely on the kindness of others to get them where they have to go. Along with young families with only one or no vehicle to get to work. Thank you.
- Because items 6, 7, and 8 only gave options for a "yes" or "no" response, I checked "yes," but I do not always have to drop off or pick up my kids, and I do not always need my personal vehicle for business use or errands during the day--only occasionally. Therefore, there are many times when I can use public transportation. My children can use it, too. A few times it has been a bit inconvenient when I have had a lot of bags to carry, and the bus has been too full for me to sit in a seat.

- Being a substitute teacher I know that many teens have had a hard time getting around Montezuma County. Getting either to work or school (summer school as well) is tough. For those teens wanting to go to school (summer or winter) who live in rural areas, many give up. A bus service would help their chances for success.
- Being a substitute teacher I know that many teens have had a hard time getting around Montezuma County. Getting either to work or school (summer school as well) is tough. For those teens wanting to go to school (summer or winter) who live in rural areas, many give up. A bus service would help their chances for success.
- Being retired and living in Old Durango, my needs for public transportation are minimal. I walk to most activities downtown. I travel occasionally to Bayfield or Ignacio for meetings, carpooling when possible (and it usually is). I am participating in this survey because public transportation is an important element of community sustainability, which is the main focus of my volunteer activity.
- Both intra- and inter-city transportation is required. For intra-city travel, rail should not be eliminated; there was an extensive intra-city rail system in the region up until the late 1940s. Most of the right-of-way has disappeared, but it should be considered.
- Bus service needs to be at a high frequency (about every 10-15 minutes peak hour) in order to consider riding daily to and from work, and at other times. Would like to also use to go to downtown Durango in the evening. Prefer transit that is more fun to ride like open air trolleys, rather than the buses.
- Buses need bike racks and overhead racks to be able to carry things back and forth from work and town. Regular routes should be made available in Cortez as a five-year goal.
- Connect Pagosa Springs to Ignacio, Bayfield, Durango, and even Cortez.
- Desperately need service from Bayfield and Hermosa to Durango!!!
- Do not believe local government should be involved in subsidizing or providing transportation other than building roadways/parking and enforcing traffic laws.
- Doubt we'd use the service. Once in Farmington, there is still the need to get around to shopping and recreation spots.
- Downtown area would be walking friendly if there were fewer cars going down Main and 2nd and all the crossroads. Being concerned for the environment, I believe most of us would use good public transportation instead of our cars to support the environment and less traffic. Additionally, bicyclists would enjoy their ride more, too.
- Durango West 2 needs some type of public transportation. Presently, I do not have a problem driving but I may in the future and would appreciate public transportation.
- For some reason a mass transit system (like a rail system) is more appealing than buses?
- Gas prices will go up. Public transportation as an alternative is important to mitigate the escalating cost of transportation for us.
- Glad for all of them, Center especially.

- Good service has been provided by Durango Lift when I had need for treatment at the hospitals.
- I live in town + work at home. I drive my child to school at this time, but intend to walk or bike once he is in elementary school. Weather permitting, we walk or bike with my child to most destinations. I would love to see safe crossings on several Camino del Rio locations so that biking with a child/burley is safer.
- I personally do not need transportation for work. However, people that I work with do not have transportation to Durango for medical needs or for school. they have to rely on friends giving them rides. It would be a great benefit if even a limited transit between cities were available. I would use it to save gas on occasion.
- I work at our local mental health center doing case management. Our county filed for bankruptcy over a year ago and we lost most of our public transportation. This has caused great difficulty in the lives of the people with mental health disabilities. Due to a majority of our clients having anxiety and social issues, they do not want to take the community bus into town for one hour appointments (therapy, PCP's) due to the fact that they will have to remain in town for up to 6 to 8 hours. Members of the Pagosa Springs community are not able to receive the mental health services they need due to a reduction in public transportation and it has to change.
- I think that it is very important to have a public transit system; it saves on fuel and builds a stronger community.
- I want my son to be able to go to the new Animas High School in Durango and be able to have him take a bus or public transportation to Durango and home.
- I do not expect public transportation to pick me up from a county road (I have a mile long driveway) so I need a park-and-ride lot either on Hwy 172 and CR513 or Hwy 160 and CR222.
- I can foresee the need for service between campuses of the new Southwest Colorado Community College which will be located in Durango and Mancos. Some classes will be offered at each campus.
- I believe this would be a true asset to our community.
- I would use a transit service if it was available to the rural communities.
- I think a bus service within Cortez would be very helpful and would be utilized a great deal. I also think service from Cortez to Durango, and Towaoc to Cortez would be invaluable. I'm sure other similar connections would be useful to Bayfield, Ignacio, etc. I also think that the students at the VoTech would appreciate bus service to the school.
- I would like to see better, safer, bike lanes for me and my children. The river trail is exceptional for recreating during 3 seasons but day-to-day commuting on North Main is UNSAFE! I'm sure it's a hard task to accommodate everybody's needs in the community but cycling is a desired way of life in this fine city – it just needs to be safer.
- I only have a comment about local transit, and I've had very good experiences when choosing to use the bus instead of driving but the route was shortened on Florida Rd. I do

believe there is a retirement community and low income housing with people who cannot drive or cannot afford to drive, in that area. This has cut them off of transportation. It would be really good to see the route extended again for them. Thank you.

- I am glad the idea of mass transit is at least being discussed. I would be even more thrilled if it became a reality. I would love to see the Mancos Valley communities and Durango implement a public transit system, and believe that it could be a great thing in our community. I realize there are large costs associated with an idea of this scale, and I am happy that it is at least being discussed.
- I would love to be able to use public transportation. I doubt it would be a doable option for our family because I drop children off at two different child cares/schools then go to work. This type of schedule generally does not work well with public transportation. We would use public transportation as a family on the weekends to get to Durango or Cortez for shopping.
- I would love it if there was at least a part-time option to riding the bus from where I live to Durango at better hours. Its hard to plan around the Road Runner's transportation schedule and especially when they are running late. We need something more dependable to and from this area.
- I would use public transportation more often if there was room to store bikes on the vehicle.
- I would like to see collaboration between Southwest Colorado transit and the Navajo Nation transit to provide a transit service between Cortez and Shiprock, NM. There are many Navajo people who live and work in Cortez and many who live in Shiprock but work in Cortez who would benefit from such a service.
- I would like to transportation fan out from SWOS at school closing. Buses should assist young adults around the county before and after schools to all middle and high schools. 8 am is early enough for most service jobs. More trips closer to 6pm.
- I think # 8 assumes I need a car to drop off and pick up a child. This is not the case. I bike commute and drop off/pick-up my daughter with a bike trailer.
- I drive now - but in the future I might become dependent on public transportation.
- I would like to transportation fan out from SWOS at school closing. Buses should assist young adults around the county before and after schools to all middle and high schools. 8 am is early enough for most service jobs. More trips closer to 6pm.
- I live in Durango West II which is 7 miles west of Durango. I have to be at work at 7 or 7:15 a.m. at Fort Lewis College. I would take public transportation if it were available.
- I am an instructor at San Juan Basin Technical College which is about half-way between Mancos and Cortez and 30.5 miles from my apartment. I would be happy to ride a bus or van instead of burning the gas for just one person to make that drive daily.
- I think a park-and-ride lot would make more sense logistically than door-to-door service.
- I am happy with our current transit system--it meets my needs. I work and live in Durango. It would be nice if bus service started a little earlier in the morning from Albertsons and ran a

little later in the evening. I also ride my bike when the weather is nice, but it is always a question whether there is enough room for my bike on the bus if I choose not to ride it and take the bus instead--the buses currently accommodate just two bikes. Bus drivers are very friendly, knowledgeable, and the buses have always been clean. The Trolley service is Durango's jewel--I appreciate the 20-minute headways, and would not like to see them go to any greater headway (i.e. 30 minutes). I know there are a lot of river users in the summer--I would just appreciate it if they are dry when they get on the bus or Trolley.

- I think public transportation, carpooling or vanpooling would be extremely beneficial to this area. I look forward to hearing about its progress.
- I travel from Mancos to Durango daily & 99% of the vehicles have a single occupant! We need a bus service.
- I work part-time in Ignacio, which is where my interest in inter-community service comes from. The other factor that is critical to my neighbors and me besides safety and reliability is cost. On fixed incomes, a high cost for transport makes it impossible to do. The economics is going to be awfully difficult I suspect, but it is still vital to improve what is offered. Thanks for doing this investigation.
- I have been on several committees trying to get public transportation in Cortez for 20 years and the biggest problem is cost and the remote areas that surround our community.
- I live, work and play in Durango. But don't not have access to a car, I would love to be able to get to Telluride, Pagosa Springs and other places that just aren't available to me now, because I am a pedestrian.
- I believe this is critical for individuals as well as the environment.
- I like to ride my bike most times. If it is very cold outside or if I plan on going out for a few drinks, it would be nice to take public transportation. But I enjoy riding my bike and it would remain my primary method of transportation.
- I only travel to Durango for shopping; however my husband and many, many others in Mancos commute to Durango every M-F and they currently do not carpool due to conflicting schedules (my husband must be in Durango at 8:00a.m., others drop off their children at school at 8:15 and then drive over). It would be FANTASTIC if there were a bus or van daily between the two towns; especially if there were a few times to choose from both in the morning and in the evening coming home!!
- I have lived in Durango and am familiar with the transportation system there. It served it citizens well, until low income housing was relocated to the outskirts of town but without adding stops in these areas. Also, due to the local weather, the lack of a covered stop is another deterrent for increased ridership. A true mass transit system should be built around low income and business needs rather than just tourist hot spots. It is difficult to walk more than 10 blocks in high winds, rain, sleet, and/or snow.
- I know many others commute to Aztec or Farmington each (often alone in one car) day but there is no good way to contact each other to set up carpools. a bus or vanpool service would be incredible for people like me and a network for meeting others who want to carpool

would be wonderful as well. The corridor between Durango and Farmington is in much need of some sort of service.

- I live in what is obviously a bedroom community for Durango (Mancos). I have been asked twice by strangers at the local bakery if I was headed to Durango. There is very little between here and Durango and an express bus or vanpool service would make perfect sense. There is a bus, the Galloping Goose, in San Miguel County that runs between Norwood (probably 1,000 people or less) and Telluride and I believe it is well used. Also, the Town of Mountain Village has a vehicle for employees who live in Rico to use to commute to work. There should be options for people in Mancos, and currently, I know of none.
- I don't know how extensive your survey is in the Dove Creek area, but many people from here do work in Cortez, some professional, a lot of service jobs.
- I think regular transportation along the Florida Rd corridor between CR 501 and Durango would be wonderful. Especially if it provided enough evening service to meet the needs of students with activities that run until 6 or 8pm that prevent them from riding the school bus home. I know many people who would love to drive less and carpool more. If hourly service along Florida Rd were available, I think it would be well used.
- I have used vanpool and was very happy. I work 1:00pm to 10:00pm but when I have rotated to days there seem to be a lot of people driving to Durango in the morning.
- I work with a lower-income population that is very much in need of improved transportation in our community. They are less likely to complete an on-line survey. I would advocate that bus service would help them much more than myself with employment and other necessities of life. I hope you find a way to obtain their input also.
- I'm in favor of transit if it is efficient. I see a lot of empty buses in town. Based on the ridership and budget for transit, it does not appear to be operating very efficiently.
- If I was working in Durango, which may be the case soon, I would like to use the transport but only would be able to if the cost was efficient and if I had to pick up my son I could get there quickly. I think that it is a great way for the community to save and to spend.
- If it was more affordable I would use the bus in Pagosa, in conjunction with my bike up Putt Hill and from West City Market. I would use a public transport to Durango for shopping, entertainment (often in the evening), dining out, to go bike riding, to visit friends, for kayaking in summer if the bus/van could accommodate such items. Express service would be an important aspect. Or ride my bike to Durango and take the bus back or vice versa. It would be great to not have to drive, but riding in a van, especially in the back I get car sick, so a bus, even a small one, is more attractive to me.
- I'm looking for work, and I'm my daughter's ride to & from work so when I do become employed, this will most likely become a problem.
- In order for many people who live in Cortez but work for CCSD in Shiprock to use public transportation between those two towns the issue of getting to and from a central drop-off point in Shiprock to the various schools is a difficult one. Some type of organized shuttle system within Shiprock would be ideal.

- In the summertime I need more flexibility for myself and my son.
- In past efforts to provide public transportation between Cortez and Durango, the cost was prohibitively high (\$15 or so one way). Few people are going to pay \$30 a day for transportation. Personally, I wouldn't pay more than \$10 round-trip, and it would have to be fairly convenient.
- It would be helpful to have a bus line that ran on Florida from town out to Edgemont and beyond. In particular, with the high percentage of FLC employees who live in the outskirts on Florida, an express bus that went directly to the campus would be valuable.
- It would be great to have some kind of park-and-ride from the bottom of Wildcat Canyon and Hwy 160 for all of us commuters coming into Durango everyday and even for my son who can get on a bus from there to the high school! Also, there needs to be some kind of park n' ride right in town. I currently am working on 12th St and there is NO CLOSE permitted city parking lot for me to park my car so I am fighting the meter ALL day long, ugh!!!
- It would be nice to get to different events going on in Pagosa Springs with Senior Center!
- It would be wonderful if we had a timely public transportation system. Having lived in other areas on the East Coast, I was quite spoiled where the buses came every 15 to 30 minutes. It should not take hours to get where you want to go. There should be frequent pickups during peak hours of people going to and from work. With less pickups during off hours. It truly will be a learning lesson for us here to not take our cars. I would supplement my bus time with riding my bike once I got to the downtown area. Are they also considering a monthly buss pass with additional ways to carry our bikes? I do have limits on the bike riding because of health reasons. I'm suppose to stay out of the mountains for riding due the stress on my knees and hips. This would be a great idea.
- It is nice to have the ability to put my bike on the bus.
- It would be extremely frustrating to spend time while mothers install carseats and children in a commuter bus. I don't recall seeing this in effect in the big cities.
- It would be great to have service to Durango to attend concerts, go shopping, or go to a movie or to the hospital.
- Linking communities without healthcare services is vital. Providing convenient and timely public transportation is important and it might take time to increase ridership.
- Most of my YES answers from questions 6.,7. & 8. could be addressed via: If public transport provided greater time availability it would decrease our household car use from 2-5 cars/day (we carpool whenever possible) to 0-2 cars/day. The current times available do not support regular utilization, the times are VERY restrictive/limited. The other KEY FACTOR is the ability to transport one's BICYCLE w/o restrictions so that a bicycle could be used while in Durango for errands and in town access... this would greatly enhance use by non-drivers, like older children, as well. So, that I would not necessarily have to pick them up or drop them off, in town. They could be independent via bike & public transport. The integration of the Roadrunner, Durango Transit and other forms of public transit (senior transport, etc) would enhance use which would provide a significant increase in ridership.

Right now, if you live outside of Durango, you have to be an individual very dedicated to public transport due to limited transit times & limited access to find out what that schedule is... unless you sit at a bus stop & ask the bus driver for a schedule. It was very challenging to get up-to-date info on the Road runner, as well. There is no easy way to call and get information on either system. Additionally, while it may seem like 2 separate issues - the integration of a good, accessible public transit w/ good bicycle transit enhances both forms of transport. Most of the access roads into Durango have very poor to no shoulders (i.e. Florida Road, access to Ft. Lewis, 160 to Grandview, ETC!), making it challenging for even experienced adult riders, let alone me encouraging my children to bike. Add that to limited bus transit... then I am forced to DRIVE my children everywhere! Again, forcing me to choose my car rather than using the public transit system. Providing greater transit schedules to encourage broader use is directly analogous to "Priming the pump".

- Most of my concern is for community residents that don't have transportation or ability to get to appts in Durango
- My primary issue would not be point A to point B (Mancos to Cortez), but getting to multiple locations within Point B (Cortez). Without that, car is required.
- My job is putting people to work and transportation is an extreme barrier from Bayfield and Hermosa.
- My 14-year-old will be enrolled in a Durango HS in Fall of 2010. I am very much hoping he will be able to use public transportation for this. My husband works full time in Durango. He also wishes to use public transport for his commute.
- My needs are to run errands and attend meetings in Cortez or Durango. So schedule is varied and somewhat flexible. Daily work is a home-based business.
- My job is putting people to work and transportation is an extreme barrier from Bayfield and Hermosa.
- My main priority would be to and from the Tech College. Many students do not have available transportation to get to their classes. There will be additional demand for transportation to and from the college after the merger of San Juan Basin Technical College and PCC. I would also use transportation to and from Durango for medical appointments.
- My total income is sufficient and meets my needs without any government assistance programs.
- Need transportation to medical appointments for elderly parent.
- Needs to be available for teenagers to use too.
- On top of wishing to impact the environment less by sharing rides into town, I rent out a room in my home but people often decide not to rent it because there is no public transportation for them to use to get into town (Durango), and they often have to share one car with their spouse or partner.
- Our household would utilize the bus during weekdays from Durango West II to Durango and home.

- Please make this happen!
- Previously when there was van service from Cortez to Durango, the van stopped at the entrance to DW-2. I would bring my bike, ride the service to town and ride my bike to work. I would like to resume this practice.
- Providing a mass-transit option for transportation from Montezuma County to Durango is very important, both for purposes of reducing energy consumption and environmental impact. A 'park-and-ride' option to Durango from the east side of Montezuma County could serve many individuals. Thank you for your consideration.
- Regional transit is not something that we would utilize, but it may be something that others in this community, as well as the surrounding areas, would benefit from. It is a difficult idea for us to weigh in on, since we don't work in these communities.
- Regular service to Durango from Dolores would be great. Mancos to Durango would also be great. There are multiple people in my household who work/go to school in Durango - and others would use it for meetings during the week.
- See the notes above. Additionally, the ability to get to medical facilities would improve quality care through greater access to services. People considering relocating to the area are interested in public transportation as a quality of life issue.
- Service to the Durango West Area is a no-brainer. You have a large population in a concentrated area and the service could easily be provided with a small extension to an existing route. In addition, transportation should provide for a limited number of bike racks. Thanks for looking into this – Durango needs an expanded mass transit system.
- Since we live and work in Mancos, our personal need for regional transit is minimal; however, were it available we would use it whenever possible. One limitation is that most of the time when we go to "town" be it Cortez or Durango, we return with a large amount of supplies- food, building etc. Whatever service was available would need to be able to accommodate "our freight" for us to use public transit.
- Specific needs to connecting transportation center like airport.
- Suggesting a study for Tram Service (like Telluride) between Three Springs & Durango to relieve auto traffic. Possible combine this study with Cortez in their wish to study a tram feasibility service for Mesa Verde.
- Thank you for putting time and effort into solving the regional transportation needs! This is a very important topic for social, environmental, and safety reasons.
- The people I work with really need a service like this.
- The county/region needs a transportation system either a Eurail type train or buses, and provide logical places for people to be either picked up (they can walk to it easily) or park n ride parking lots. The County should REQUIRE developments to install hard surface sidewalks and bike lanes at the expense of the developer in addition to taking in impact fees that go in part to installation and maintenance of sidewalks and bike lanes.

- The community is in great need of transportation for medical purposes to and from Durango the communities of Pagosa, Cortez, Mancos, Farmington, and Aztec. Also Bayfield, Ignacio, and Silverton. When people are brought are transported via ambulance to Durango they often do not have a way to get home due to no transportation to the areas. Especially Pagosa, Cortez, Farmington and Aztec.
- The current transportation system enables many individuals to get to & from work, medical services, shopping, etc., but expanding these services to other areas, into the evening hours and on weekends will allow a larger population to take advantage of this wonderful service.
- The only time I currently need to drive my vehicle is Sunday. If there was trolley service on Sunday, I would take the trolley.
- The service in Durango is reliable and great.
- The Roadrunner has been a huge help in getting my grandson to and from school in Durango.
- The public parking area at the fire station at Florida and County Road 234 would make an excellent location for a park-and-ride. The huge line of traffic up and down Florida could be dramatically reduced and maintenance costs on the new improvements to Florida over the next two years would also be significantly reduced. And, then there is the reduced strain on parking in town too.
- There are a significant number of people living in Pagosa and working in Ignacio. It would make sense to have a vanpool with at least 2 departure and return times.
- There are community members that need rides to FLC and Durango for employment, medical appointments and personal at all times of the day due to no car or valid driver's license. Also those coming to Ignacio to work at the casino or tribal entities.
- This survey was too narrow. My needs are small but require great flexibility (frequent transport downtown and back). Don't forget about the bar crowd - after bus service = safer roads?
- Though I live and work in Durango, I know that many folks commute from Bayfield, Farmington, Mancos, Ignacio and from out in the county. I truly believe that the only way we are going to be able to continue to support smart growth in our region is to increase the availability of accessible, timely and convenient public transportation throughout the region - not just in the city of Durango.
- To and from the airport would be the most beneficial regarding public transportation. Both Cortez & Durango to Dolores.
- Train/Rail Service between communities! At minimum, dependable/frequent bus service between communities is a vital need!
- Transportation between Durango West and the town of Durango would benefit hundreds of Durango residents and greatly reduce the amount of cars on the road.
- Transportation to Durango would be wonderful.

- Transportation services isn't something I would be interested in presently but could possibly be a need in the future. I know others in the area would look at it for their use though.
- Used to live in Mancos and commuted to Durango. Arranged my own carpool, but if there had been public transportation, I would have used it. Now I commute my children from Durango to Silverton every other weekend. Noticed that Silverton was not on the list of options.
- Very interested in service to Durango West 2 to Durango.
- Want to attend concerts, etc. at Ft. Lewis College and do not want to drive at night.
- We need a network of mass transit to include a fast train to Alb. Interesting that your firm is from Colo Springs-- a mass transit nightmare.
- We would love to have scheduled public transportation from Durango West 2 to Durango. We go to town for recreation, shopping, eating out, concerts at FLC, visiting banks, meetings, volunteering.
- We live off Florida Road/Cty Rd 240 which is a very busy traffic corridor. It seems that this would be a good candidate for pooled transit or bus options. However, flexibility in hours and frequency of service is critical, more important than cost, and it seems we could also use better bicycle and pedestrian friendly traffic corridors throughout the county.
- We need public transportation (park-n-rides) between Pagosa, Bayfield, Ignacio, Durango, Durango Mtn., Farmington, Aztec, Bloomfield, Shiprock, Cortez, Mancos, Dolores, Towaoc, Dove Creek and Telluride. This is one community, NOT 15 separate communities!
- We have used the LIFT for 5 or 6 years and it has been wonderful. Great service by staff, on time everyday I rode on the LIFT.
- We need late night from Durango for Fort Lewis events.
- We need public transportation in SW Colorado!!
- What about bicycle routes?
- What about a stop at Sunnyside Elem? Many people who live north or south of town would use it!! (bus stops at a school)
- Whether we would use public transportation would obviously depend on its timing and frequency.
- While I would not use this service myself at this time, I would use it if I become widowed or my husband or I became handicapped in some way or if our income level dropped significantly. This is a needed service for our community.
- Why are there not any questions about RAIL transportation?? Why is it always about roads? Why are all the abandoned railroad right-of-ways not being saved for future use? Does anybody really care? Oh, I forgot, nobody has seemed to care in the past 40 to 60 years so why care now?
- With some frequency we also travel to Mancos and Cortez 4-8 times a month.

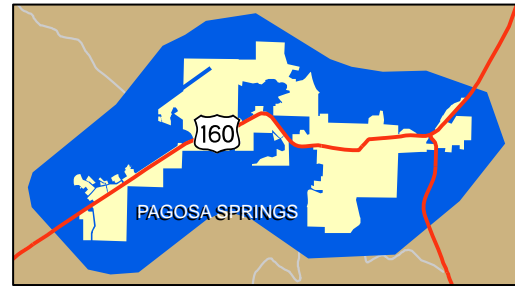
- With the dispersed nature of La Plata County, I don't expect transit service to homes will work but park-and-rides will work if safe and frequent. Stops at intersections with no parking available will not work to limit 'one person one car travel.'
- Would use a vanpool if available. Would gladly not drive. I walk once in town to most down town destinations. My elderly mother lives at Sunshine Gardens, and does not drive. she would definitely use a transit system if available. She now uses the Opportunity Bus from Sunshine Gardens to get into town.
- Would really like to see shuttle service from Cortez out to San Juan Basin Technical College for students and employees!
- Would be great to have reliable and frequent public transit.
- Would be very useful.
- Would like to use public transport between Mancos and Durango on average 4 days/week.
- Would prefer to rideshare and would be willing to work my schedule around available transportation.

Appendix F: Provider Profiles



ARCHULETA COUNTY MOUNTAIN EXPRESS

Mountain Express, operated by Archuleta County, began service in July 1999 from a Job Access and Reverse Commute grant program. The grant provided funds to purchase a new small bus and operate fixed-route public transit service in the Pagosa Springs area. The new fixed-route service supplements the Senior Transportation Program, which provides demand-response service.



Mountain Express operates Monday to Saturday from 6:00 a.m. to 6:30 p.m. The route serves downtown Pagosa Springs, uptown Fairfield area (including the Pagosa Lakes core area), Aspen Springs, and Turkey Springs along US Highway 160. The one-way route is 30 miles and has 21 scheduled stops that are served eight times throughout the day.

The Highway 160 corridor is the primary location for employment in the community. The fixed-route service serves the training center, employment services, education center, childcare providers, schools, shopping centers, and lodging facilities. The route provides a connection between the two hubs on US 160—the Fairfield area and the Pagosa Springs downtown area. It is approximately five miles between the two areas.

Due to a countywide layoff as of July 2, 2007, Archuleta County Mountain Express has drastically scaled back their service days and hours to approximately three runs per day. Service area and bus stops have not changed. The agency new operating cost estimate for 2008 is \$103,362. With the new changes, the agency estimated providing 7,000 one-way trips with approximately 24,960 vehicle-miles and 1,300 vehicle-hours.

Agency Information

Type of Agency: Government Agency

Type of Service: Fixed-route

Funding Type: FTA 5311, Job Access Reverse Commute (JARC) funds, Colorado Works Program, fares, in-kind support, county and local general funds, and other grant funds.

Eligibility: General public; however, the agency primarily provides transportation for low-income persons.

Operating Characteristics (FY 2005)

Size of Fleet: 3 body-on-chassis vehicles

Annual Operating Budget: \$232,935

Annual Passenger-Trips: 13,883

Operating Days and Hours: Monday- Friday from 6:00 a.m. to 4:40 p.m.

Performance Measures (FY 2005)

Cost per Service Hour: \$53.10

Cost per Passenger-Trip: \$16.78

Passenger-Trips per Service Hour: 3.17

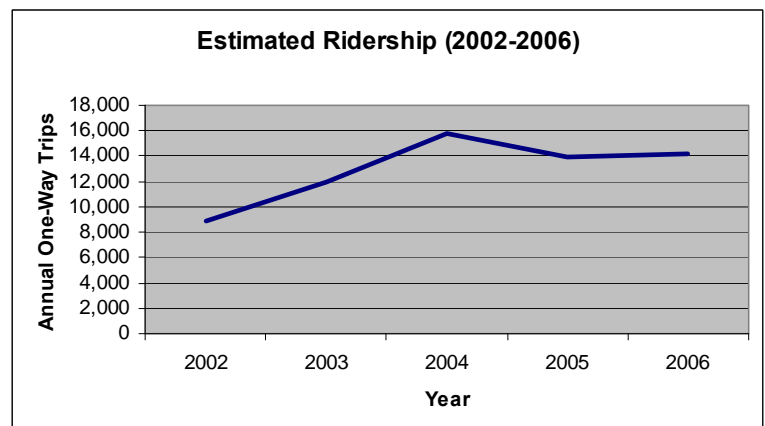
Ridership Trend:*

Contact for Schedules and Information

Sam Matthews

Phone: 970-264-2250

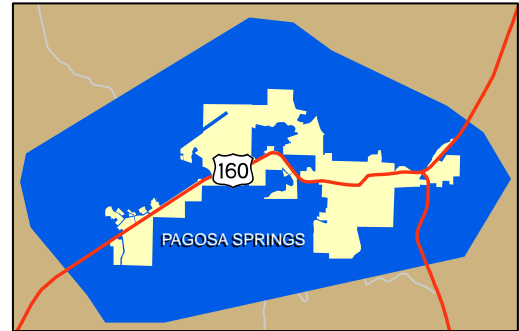
* Note: Ridership includes Archuleta County Senior Services up to 2004.



ARCHULETA COUNTY SENIOR SERVICES

The Archuleta County Senior Services offers the following transportation services to residents:

- Local “Senior Bus” providing demand-response service in Pagosa Springs for seniors and persons with disabilities for medical, shopping, and nutrition trips.
- Long-distance “Shopping Trips” to Durango and Farmington, New Mexico.
- “Medical Shuttle” to Durango.
- “Meal-on-Wheels” transportation in the Pagosa Springs area.



The agency uses a 2004 18-passenger bus which has wheelchair accessibility for its demand-response service which operates from 9:00 a.m. to 4:00 p.m. weekdays, except Thursdays when the vehicle is used for long-distance shopping trips or for other special events. The agency has one full-time driver and three volunteer drivers.

Agency Information

Type of Agency: Government Agency
Type of Service: Demand-response
Funding Type: FTA 5310, Title III B funds, United Way grant, and other grants
Eligibility: Agency provides transportation services to seniors (60 years and older) and persons with disabilities.

Operating Characteristics

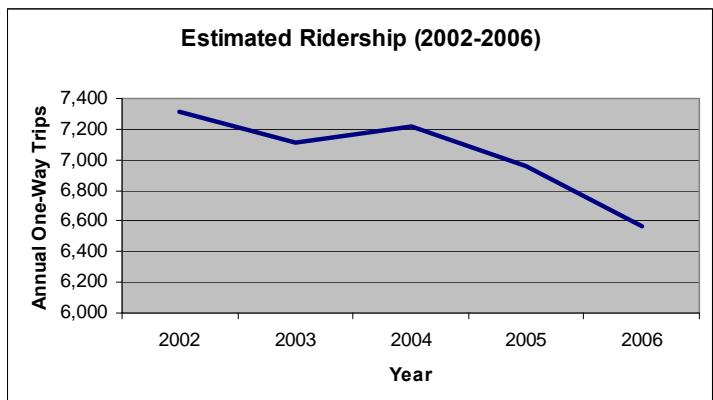
Size of Fleet: One body-on-chassis vehicle
Annual Operating Budget: \$37,224
Annual Passenger-Trips: 6,570
Operating Days and Hours: Four days a week, from 9:30 a.m. to 4:00 p.m.

Performance Measures

Cost per Service Hour: \$33.21
Cost per Passenger-Trip: \$5.67
Passenger-Trips per Service Hour: 5.9
Ridership Trend:

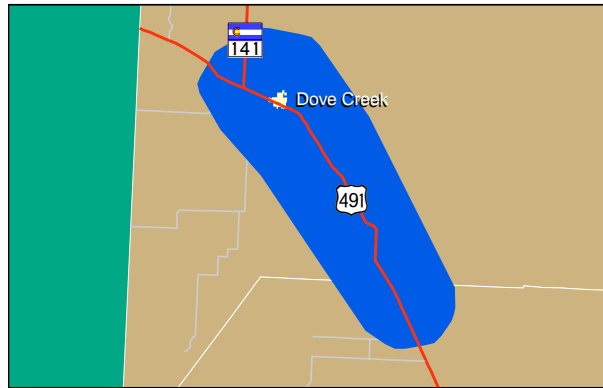
Contact for Schedules and Information

Musetta Wollenweber
451 Hot Springs Blvd., Pagosa Springs, CO 81147
Phone: 970-264-2167
E-mail: mwollenweber@archuletacounty.org



DOLORES COUNTY SENIOR SERVICES

The Dolores County Senior Services provides demand-responsive transportation for seniors in the Dolores County area in the communities of Dove Creek and Cahone. The agency provides transportation Dove Creek to Cortez and Durango with at least two to three trips per week. Transportation services are provided to the Cahone Recreation Hall and the Senior Center for congregate meals, and for other purposes such as medical appointments, visiting nursing homes, and for recreational purposes. Transportation is also provided from Dove Creek to Durango; Farmington, New Mexico; and Monticello, Utah for medical-related trips.



The agency has three to four part-time drivers. This agency has three vehicles in its fleet ranging from 5- to 12-passenger capacity. One of the three vehicles has wheelchair accessibility. The agency coordinates whenever possible with Montezuma County Transportation including referring clients to and receiving referrals from Montezuma County Transportation.

Agency Information

Type of Agency: Government Agency
Type of Service: Demand-response
Funding Type: Title IIIB funds, mill levy, in-kind support from the County, donations and other grants
Eligibility: Agency provides transportation services to seniors (60 years and older), persons with disabilities, and low-income individuals.

Operating Characteristics

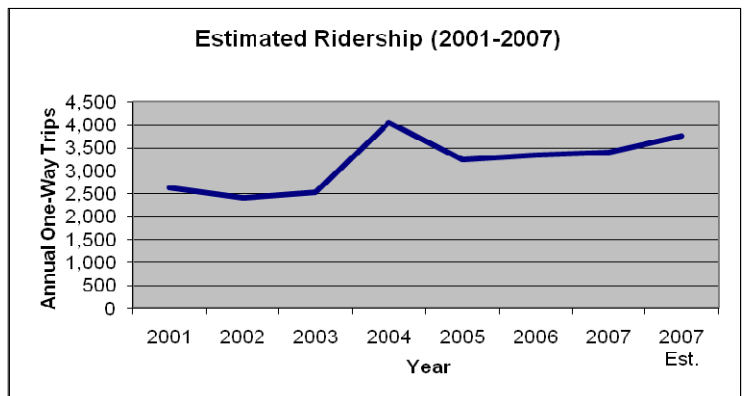
Size of Fleet: 1 body-on-chassis and 2 vans
Annual Operating Budget: \$55,580
Annual Passenger-Trips: 3,757
Operating Days and Hours: Five days a week, from 8:30 a.m. to 4:30 p.m.

Performance Measures

Cost per Service Hour: \$42.36
Cost per Passenger-Trip: \$14.79
Passenger-Trips per Service Hour: 2.86
Ridership Trend:

Contact for Schedules and Information

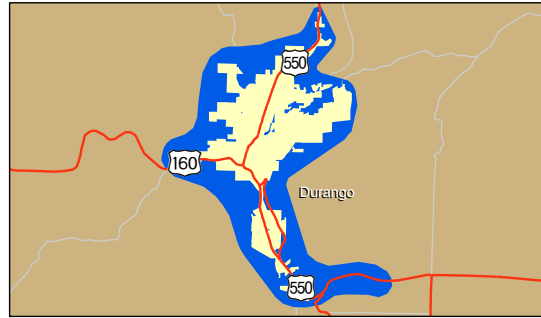
Nita Purkat
P.O. Box 164, Cahone, CO 81320.
Phone: 970-562-4626
E-mail: dcsenior@fone.net



DURANGO TRANSIT (T)

The City of Durango currently operates the Loop, the Trolley, and the Opportunity Bus.

The Loop operates six fixed routes, including the night routes. There are five routes operating in the winter, and three routes operating in the summer. Service is provided to the neighborhoods in Crestview, South Durango, north and south businesses and shopping areas, Fort Lewis College, Durango Tech Center, and Highway 160 West.



The Trolley operates on Main Avenue from downtown to the Iron Horse Inn and Days Inn. This service is operated year-round and has a fare of \$0.50 for each one-way trip. Though much of the summer use is by visitors to the community, local residents use the service throughout the year.

The Opportunity Bus is a demand-response, door-to-door service for the Durango urban area. The Opportunity Bus provides service to origin/destination points up to 10 miles outside of the city limits.

The service area includes the City of Durango and La Plata County within 10 driving miles outside city limits. With prior arrangements, residents can be picked up off the scheduled routes.

Agency Information

<i>Type of Agency:</i>	Government Agency
<i>Type of Service:</i>	Fixed-route, paratransit, and route-deviation
<i>Funding Type:</i>	FTA 5311, local and county general funds, Medicaid, advertising, fares, donations, parking ticket fund, Fort Lewis College, lodging tax, and other grants
<i>Eligibility:</i>	Agency provides transportation services to the general public

Operating Characteristics

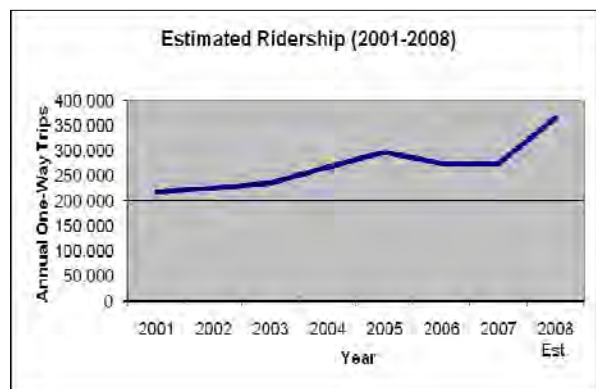
<i>Size of Fleet:</i>	14 vehicles
<i>Annual Operating Budget:</i>	\$1,196,232
<i>Annual Passenger-Trips:</i>	296,269
<i>Operating Days and Hours:</i>	Seven days a week, from 7:00 a.m. to 11:00 p.m. (summer) Six days a week, from 6:40 a.m. to 10:40 p.m. (fall)

Performance Measures

<i>Cost per Service Hour:</i>	\$44.02
<i>Cost per Passenger-Trip:</i>	\$4.04
<i>Passenger-Trips per Service Hour:</i>	10.9
<i>Ridership Trend:</i>	

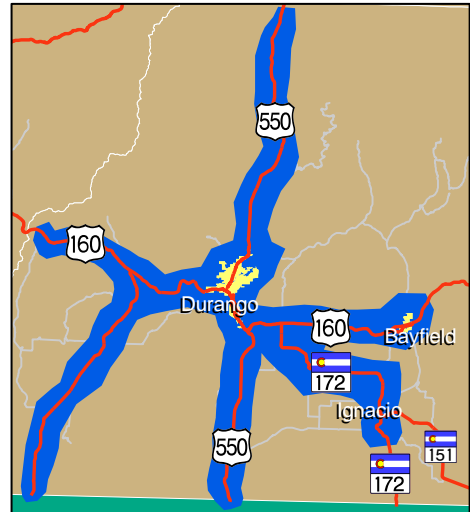
Contact for Schedules and Information

Kent Harris
949 East 2nd Avenue, Durango, CO 81301
Phone: 970-259-5438
E-mail: harrison@ci.durango.co.us



LA PLATA COUNTY SENIOR SERVICES

La Plata County Senior Services, based out of the Durango/La Plata Senior Center in Durango, provides on-call, door-to-door, demand-response transportation services to seniors and persons with disabilities. Service is provided throughout La Plata County, including Bayfield, Ignacio, Vallecito, Allison, Marvel, Red Mesa, Hesperus, Hermosa, and other unincorporated areas of the county outside of the City of Durango and outside the Southern Ute tribal lands. The service is available from 8:30 a.m. to 5:00 p.m., Monday through Friday. The primary service is transporting seniors for medical appointments, congregate meal sites, pharmacies, and shopping in the community.



The Transportation program empowers the elderly, blind and disabled to maintain their independence by promoting an effective and integrated system for the delivery of support services within their communities. It also prevents older adults from feeling isolated and depressed. It ensures greater mobility, socialization, and enhances their quality of life and mental health. The agency anticipates a greater increase in program services for 2009 and 2010, due to changing demographics, the completion of the new Bayfield Senior Center, and more affordable housing for retirees outside the city limits. La Plata County coordinates whenever possible with the city of Durango, the Ignacio Road Runner, and SUCAP.

Agency Information

Type of Agency: Government Agency
Type of Service: Demand-response (door-to-door transportation)
Funding Type: FTA Section 5309, Title III B funds, United Way grant, Medicaid, and other grants
Eligibility: Agency provides transportation services to seniors (60 years and older) and persons with disabilities.

Operating Characteristics

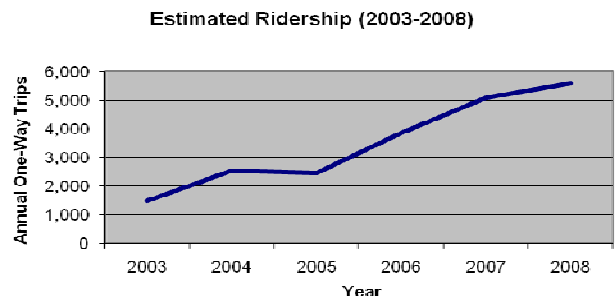
Size of Fleet: 14-passenger vehicle+ 3 minivans
Annual Operating Budget: \$121,983
Annual Passenger-Trips: 5,571
Operating Days and Hours: Five days a week, from 8:30 a.m. to 5:00 p.m.

Performance Measures

Cost per Service Hour: Not Available
Cost per Passenger-Trip: \$21.90
Passenger-Trips per Service Hour: Not Available
Ridership Trend:

Contact for Schedules and Information

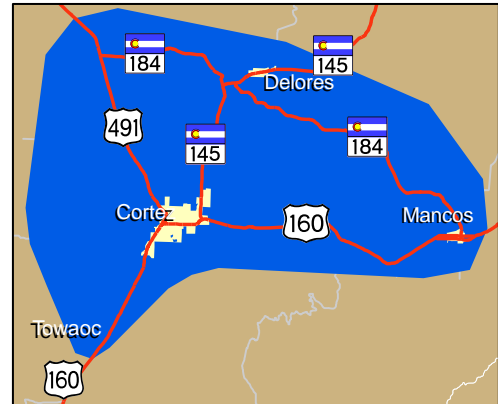
Sheila Casey
Senior Center Director
2424 Main Avenue, Durango, CO 81301
Phone: 970-382-6442
E-mail: caseysj@co.laplata.co.us



MONTEZUMA COUNTY TRANSPORTATION

Montezuma Senior Services, based out of Cortez, provides on-call, door-to-door, demand-responsive transportation to the general public and elderly within Montezuma County. A minimum 24-hour advance notice is required to schedule a trip on this service.

Service in Cortez is demand-response and for all non-emergency trip purposes. Service is available to the general public from 8:30 a.m. to 4:30 p.m., Monday through Friday. The agency has eight vehicles in its fleet ranging from 6- to 13-passenger capacity. Three of the eight vehicles have wheelchair accessibility with tie-downs.



Agency Information

Type of Agency: Government Agency
Type of Service: Demand-response (door-to-door)
Funding Type: FTA 5310 and 5311, Title IIIB funds, Colorado Service Block Grant, Colorado Department of Public Health and Environment, developmental services, Medicaid, United Way, donations, and other grants
Eligibility: Agency provides transportation services to general public and seniors.

Operating Characteristics

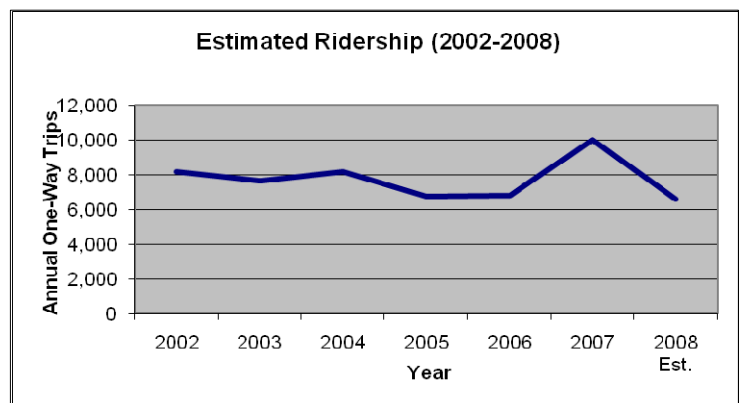
Size of Fleet: 3 body-on-chassis vehicles + 5 vans
Annual Operating Budget: \$126,343
Annual Passenger-Trips: 6,576
Operating Days and Hours: Monday-Friday from 8:30 a.m. to 4:30 p.m.

Performance Measures

Cost per Service Hour: \$27.72
Cost per Passenger-Trip: \$19.21
Passenger-Trips per Service Hour: 1.4
Ridership Trend:

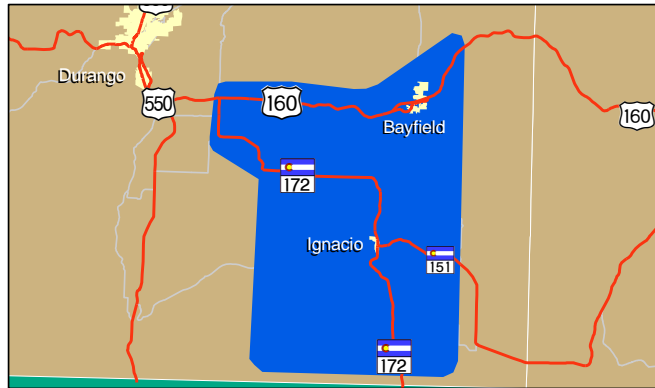
Contact for Schedules and Information

Mary Holaday
107 North Chestnut, Cortez, CO 81321
Phone: 970-564-2770
E-mail: mholaday@co.montezuma.co.us



SOUTHERN UTE COMMUNITY ACTION PROGRAM

Southern Ute Community Action Program (SUCAP) is a private nonprofit organization governed by a Board of Directors on the Southern Ute Indian Reservation. The agency provides scheduled fixed-route, demand-response, route-deviation, and curb-to-curb transportation services to all persons in the service area for several programs such as Head Start, Senior Services, and to the general public.



SUCAP provides transportation services in three ways. (1) The general public transit service provided through Road Runner Transit has four runs a day between Ignacio and Durango, and four runs a day between Bayfield and Durango. (2) SUCAP also provides local demand-response service in the Town of Ignacio, Southern Ute tribal campus, Southern Ute Housing area, and the Town of Bayfield. The hours of the demand-response service are limited and riders need a 24-hour advance reservation to schedule a trip on this service. (3) SUCAP also provides escorted transportation for seniors and persons with disabilities. This service is operated by the Ignacio Senior Center. Service provided is door-through-door where passengers are assisted out of the vehicles to their point of destination.

The Southern Ute Indian Tribe was recently awarded \$157,000 through the FTA 5311(C) Tribal Transit program to extend demand-response hours and to start transit service connecting Ignacio with Aztec, New Mexico.

Agency Information

Type of Agency: Private Nonprofit
Type of Service: Fixed-route, demand-response, route-deviation, and curb-to-curb transportation services
Funding Type: FTA 5311, local and county general funds, tribal funds, and advertising
Eligibility: Agency provides transportation services to the general public.

Operating Characteristics

Size of Fleet: 5 body-on-chassis and 1 van
Annual Operating Budget: \$328,779 (Road Runner Transit)
Annual Passenger-Trips: 20,452
Operating Days and Hours: Six days a week, from 6:00 a.m. to 6:30 p.m. (Mon.-Sat.) - Scheduled Fixed Route
Three days a week, from 10:00 a.m. to 4:00 p.m. (Monday-Saturday) - Dial-A-Ride
Three days a week, from 10:00 a.m. to 4:00 p.m. (Monday-Saturday) - New Freedom

Performance Measures

Cost per Service Hour: \$72.69
Cost per Passenger-Trip: \$16.07
Passenger-Trips per Service Hour: 4.52
Ridership Trend:

Contact for Schedules and Information

Peter Tregillus
285 Lakin, Ignacio, CO 81137
Phone: 970-563-4517
E-mail: ptregillus@sucap.org

