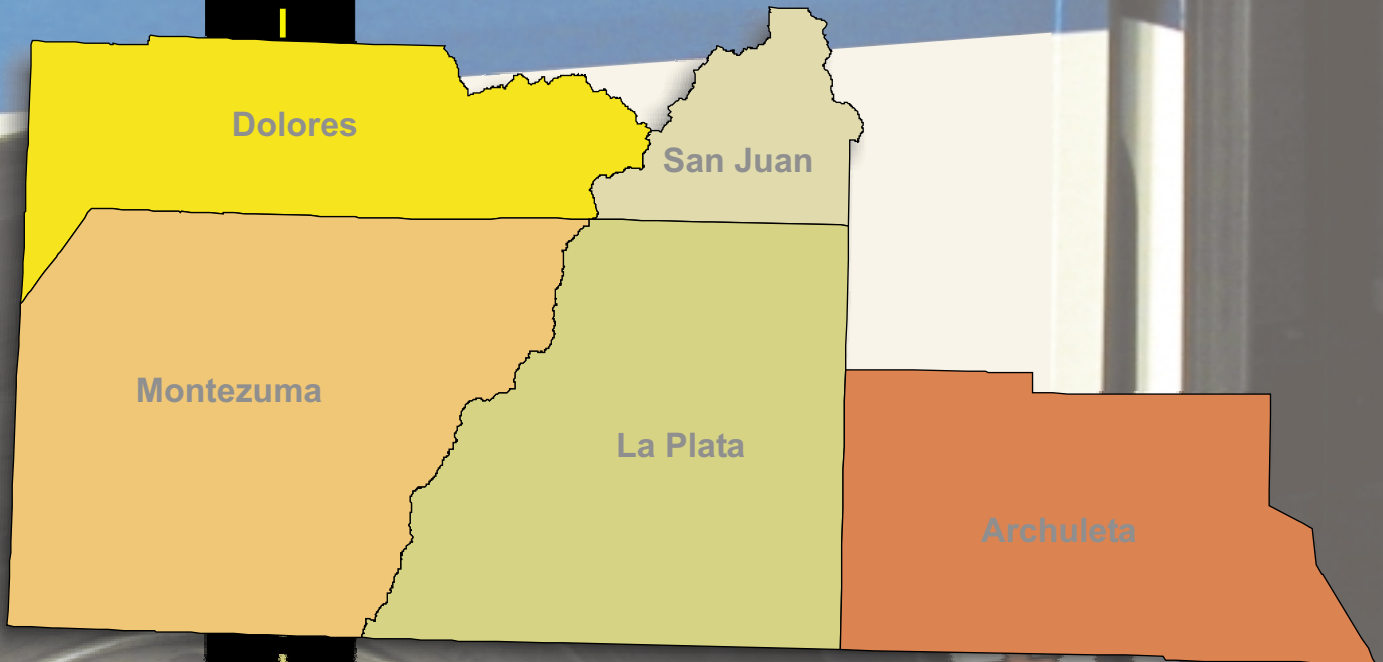


# 2030 Transit Element



Prepared for

*Southwest Regional Transportation  
Planning Commission*

**Minutes of the Southwest Colorado Region Transportation Planning  
Commission Meeting**

**May 6, 2003, La Plata County Fairgrounds, Pine Room**

**TPR Members Present**

Josh Joswick, La Plata County  
Jay Harrington/Mark Garcia, Town of Pagosa  
Kasy Correia for Balty Quintana, Town of Ignacio  
Curtis Smart, Dolores County  
Alden Ecker, Archuleta County  
Brett Boyer, Town of Bayfield  
Dewayne Findley, Montezuma County  
Jan Choti for Bob Ledger, City of Durango  
Hal Shepherd, City of Cortez  
Dave Erickson, Town of Silverton

**Staff Present**

Ed Morlan, Region 9 EDD  
Caroline Johnson, Region 9 EDD  
Phil Anderson, BRW

**CDOT Staff Present**

Laurie Blanz, CDOT  
Kerrie Neet, CDOT  
Ed Demming, CDOT  
Richard Reynolds, CDOT

**Guests and Public Present**

Dave Sedgwick, Archuleta County Transportation  
Sue Fletcher, Montezuma County Senior Services  
Mary Holiday, Montezuma County Senior Service  
Craig Larson, Durango Transit Advisory  
Peter Tregillus, SUCAP  
A.T. Stoddard, LSC Transportation Consultants

**I. Call meeting to order**

The meeting was called to order by Josh Joswick at 12:18 p.m. Self-introductions were made.

**II. Transit Issues**

**A. Public Hearing – FTA Section 5310/5311 applications**

**1. Approval of FTA Section 5310/5311 applications**

Josh Joswick opened the Public Hearing for FTA Section 5310/5311 applications. Caroline Johnson noted she had received a call from Nita at the Cahone Recreation Hall and Senior Center. Caroline said the Senior Center would be applying for \$42,000 in FTA 5310/5311 funds to buy a replacement bus. Caroline noted that Cahone are holding a separate public hearing on May 19<sup>th</sup> and will be sending us a copy of page 9 of the application for Josh's signature. Josh asked the transit providers to give a brief summary of their application. Jan Choti representing the Durango Lift said under Section 5311 they would be applying for \$1,171,600 in operating and administrative funding, \$248,800 in vehicle replacement funding and \$175,200 in vehicle expansion funding. Jan noted the Durango lift was not applying for any Section 5310 funds, but they are applying for \$304,000 in vehicle replacement funding and \$350,400 in vehicle expansion funding under Section 5309. Dave Sedgwick representing Archuleta County Transportation said under Section 5310 they would be applying for \$52,000 in vehicle replacement funding and under Section 5311 they would be applying for \$60,900 in operating/administrative funding. Peter Tregillus representing the SUCAP Ignacio Road Runner said under Section 5310 they would be applying for \$50,400 in vehicle replacement funding and under section 5311 they would be applying for \$91,000 in operating and administrative funds. Curtis Smart representing Aramark Mesa Verde Company said under Section 5311 they would be applying for \$32,500 in operating and administrative funds. Sue Fletcher representing Montezuma County Senior Services said under Section 5311 they would be applying

for \$43,909 in operating and administrative funds. Dave Erickson asked if all of the applications for funding were in compliance with the Transit Element. A.T. Stoddard said they were all in compliance. Dave Erickson made a motion to approve the applications for FTA Section 5310/5311 funding as presented. Alden Ecker seconded the motion and it was unanimously approved. It should be noted that each transit provider abstained from approving their own applications.

## **B. Approval of the 20-Year Transit Element – A.T. Stoddard**

### **1. Approval of the 20-Year Transit Element**

A.T. commented the Southwest Colorado 20-Year Transit Element is close to completion and will be inserted into the 2030 Transportation Plan once that is updated. A.T. said throughout the last six months, there have been four Transit Advisory Committee (TAC) meetings and several public meetings where the public has had the opportunity to review the drafts of the Transit Element and make comments. A.T. noted the comments/input received from the most recent round of TAC and public meetings has been put into an appendix to the draft final report published on March 25, 2003. A.T. briefly mentioned the comments and concerns received and how they are being addressed within the Transit Element. (*See Appendix A, for a complete list of those comments and corresponding responses*) A.T. said that Tables IX.1 through IX.8, have also been updated and were included in the e-mail packet sent to the RPC in preparation for the RPC meeting. A.T. said the Transit Element and the appendix could be viewed on the Internet at [www.lscsccs.com](http://www.lscsccs.com). Ed explained the concerns over the movement of workers both inter and intra state. Ed asked that this be added to the Transit Element, so as to leave the door open for future funding that could be made available to study and address the problem. Craig Larson talked about “thinking outside the box” in terms of transit and asked that the idea of gondola from Mercy Medical at Grandview to Downtown Durango be added to the Transit Element. Curtis Smart made a motion to accept and approve the 20-Year Transit Element and the appendix and noted revisions. Dave Erickson seconded the motion and it was unanimously approved.

## **III. Review and accept minutes of November 19, 2002 RPC meeting**

Hal Shepherd made a motion to accept the minutes of the November 19, 2002 RPC meeting. Brett Boyer seconded the motion and it was unanimously approved.

## **IV. Financial Statements 03/31/03**

Ed explained the Financial Statements for 03/31/03 show the transportation fund to be operating at a loss. However, Ed pointed out we started the financial year with excess funds. Ed noted the Town of Rico has declined to participate in the Intergovernmental Agreement for the Southwest Regional Transportation Planning Region. Ed added the Town of Dove Creek has not paid their dues either. Dewayne Findley made a motion to accept the 03/31/03 financial statements. Curtis Smart seconded the motion and it was unanimously approved.

## **V. Updates**

### **A. April 10, 2003 STAC meeting – Phil Anderson**

Phil Anderson gave a summary of the April 10, 2003 STAC meeting he attended in Denver. Phil said there was a report by Jennifer Finch on tolling corridors. Richard Reynolds added that whenever CDOT is looking to add capacity they have to run a screening to ascertain whether the road in question is a candidate for being a toll road. Phil said Jennifer Finch also gave a review on the 2030 Statewide Plan public outreach meetings. Phil said a subcommittee has been formed to look at revenue and resource allocation. Phil added the group is made up of three MPO's and three rural TPR's, together with three CDOT representatives and a representative from the Department of Local Affairs. Phil noted the subcommittee would be looking at funding sources and distribution of

funds to the key regions, as well as changing the formula for resource allocation. Phil said as a result of the smaller rural communities feeling they were not sufficiently included in the update of the transportation plans, CDOT is looking into giving additional funding for outreach efforts to small communities for the update of the 2030 Transportation Plan. Ed Morlan said he had been contacted by Ken Charles at the Department of Local Affairs and this issue is to be discussed later on in the Agenda. Phil said the planning data set for the transportation planning process was handed out to consultants and the TPR's. Phil added the set contained an enormous amount of transportation planning data. Phil said Jeanne Erickson made a presentation on the Colorado Association of Transit Agencies (CASTA). Phil said George Ventura also gave a status report on the consultant selection process for each TPR.

## **VI. 2003 Intersection Analysis and Prioritization Study**

Ed Demming said the 2003 Intersection Analysis and Prioritization Study for CDOT Region 5 is complete. A copy of this study was passed around the table at the meeting. Ed Demming said CDOT is very happy with the finished product, which details the existing conditions, the short term recommendations and the long term recommendation for each intersection. Richard also handed out the Intersection Prioritization spreadsheet. Brett Boyer commented the Eight Corners project had been curtailed. Brett asked if the project would now be moved to the top of the list. Richard Reynolds said pretty much all of the projects were curtailed. Richard added they would be using several factors including safety to rank each of the projects.

## **VII. CDOT Update**

Richard Reynolds presented a slide show on the completed projects in Region 5. Richard noted that many of projects had been accelerated up the completion list because of project partnering, between CDOT and the Towns and Counties. Richard thanked those communities that had been involved in the project partnering. Richard added it can make a significant difference in getting projects completed, when a Town or County is willing to put funds into the project. Richard gave an update on the summer construction projects in our region, including Mancos, which is due to start July 1, 2003 and Eight Corners in Bayfield, which should be completed by November 15, 2003. Richard added there are also three bridges in the region that are on the structurally deficient list, which CDOT will begin work on. Richard said it was important for the RPC to review the monthly STIP Amendments that are sent out by CDOT. Richard added he recommends two RPC meetings a year, one in the spring and one in the fall to discuss the amendments. Ed questioned whether Job Access Funds and Transit Funds were now in the STIP. Laurie Blanz said they should be. Jay Harrington said having been involved in project partnering with CDOT, it is safe to say that partnering can accelerate projects.

### **A. Preliminary Corridor Visioning**

Laurie Blanz made a presentation on the regional and statewide planning processes and the introduction to the corridor vision approach for the 2030 Plan process. Laurie noted she would be working with the consultants to go out into the communities to talk about corridors. Jay said Laurie should be careful of the wording she uses when advertising the community meetings, as many people equate corridors with land use issues, not transportation.

## **VIII. Approval of the Consultant to complete the 2030 Transportation Plan**

Caroline Johnson explained the RPC received three proposals in response to their Request for Proposal to update the 2030 Regional Transportation Plan: URS Corporation in cooperation with LSC Transportation Consultants Inc. and Ostrander Consulting, Inc., Burlstone, Inc., and DMJM + Harris. Caroline said a selection committee meeting was held on April 30, 2003 and each proposal was discussed in detail and ranked by the committee using specific criteria. Caroline noted the minutes of the selection committee meeting were e-mailed to the RPC before the meeting. Caroline

added the committee is recommending URS Corporation in cooperation with LSC Transportation Consultants Inc. and Ostrander Consulting, Inc. be selected as the consultant to complete the update of the 2030 Regional Transportation Plan. Curtis Smart made a motion to approve URS Corporation in cooperation with LSC Transportation Consultants Inc. and Ostrander Consulting, Inc., as the consultant to complete the update of the 2030 Regional Transportation Plan. Kasey Correia seconded the motion and it was unanimously approved.

## **IX. Other**

### **A. Roles of the rural local officials in the Statewide Transportation Planning Process**

Josh said he had received an e-mail via Ed Morlan, from Tawanna Harley at NADO regarding Federal Highway Administration and Federal Transit Authority rules that the address the roles of rural local officials in the statewide transportation planning process. Josh said he was unclear exactly what the e-mail was referring to, but he explained that every year CDOT has a meeting with the La Plata County Commissioners to discuss transportation issues. Laurie asked that the e-mail be forwarded to her. Laurie said she suspects that some of the rural commissioners have complained they were not sufficiently involved in the rural planning process. Josh said he personally is satisfied with the annual meeting already in place. Richard said the meeting could be broadened to include town officials within the county. Dave Erickson stressed he felt the Towns are being cut out of the process. Josh said as far as La Plata County is concerned the Towns are welcome to attend.

### **B. Potential for Outreach Funding**

Ed Morlan said he had received a call from Ken Charles at the Department of Local Affairs regarding potential funding for outreach to rural communities during the update of the 2030 plan. Ed said Ken had mentioned how several of the smaller communities around the state had complained that in past transportation plan updates the organized public meetings had been at inconvenient times and locations for residents of the smaller communities to attend. Ed added Ken had talked about a figure of \$1,000 for each community for outreach efforts. Laurie Blanz said she was unaware that a dollar amount had been decided on at this time. Ed talked about using these additional funds to help pay the transit dues for rural towns that were unable to commit to the funding themselves, because of budget constraints. It was noted there is to be a meeting on May 13<sup>th</sup> in Denver to discuss this issue further.

### **C. Authorize Chair signature on 2004 Rural Planning Assistance contract**

Ed stated Region 9 EDD have received the 2004 Rural Planning Assistance contract between CDOT and the Southwest Regional Transportation Planning Commission (RPC). Ed said he would like to get authorization from the RPC for Josh Joswick, the Chair, to sign the contract. Brett Boyer made a motion to authorize the Chair to sign the 2004 Rural Planning Assistance contract. Dave Erickson seconded the motion and it was unanimously approved.

Phil Anderson spoke about local needs assessment. Phil said the statewide survey should be available before the first meeting for the 2030 Transportation Plan update.

## **X. Adjourn**

The meeting was adjourned at 2:10 p.m.

# Southwest Regional Transit Element

Prepared for:

Southwest Regional Transportation Planning Commission  
under a contract with

Region 9 Economic Development District  
of Southwest Colorado  
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June 12, 2003

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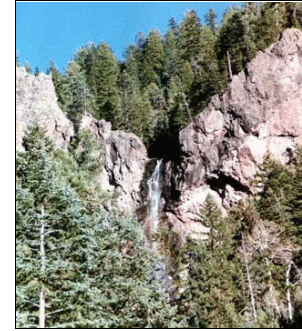
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# CHAPTER I

## Introduction

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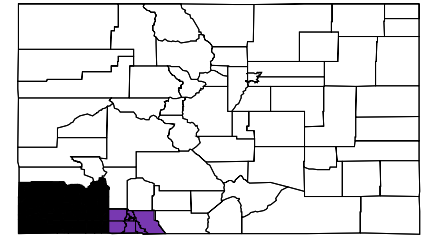
The Region 9 Economic Development District of Southwest Colorado, Inc. (Region 9 EDD), on behalf of the Southwest Regional Transportation Planning Commission (RPC), contracted with LSC Transportation Consultants, Inc. (LSC) to prepare the Southwest Region 2030 Transit Element. This Final Report presents a summary of the existing conditions related to public transit services in Archuleta, Dolores, La Plata, Montezuma, and San Juan Counties. Information in this report includes a description of the communities, a review of the existing transportation providers in the study area, issues to be addressed in the study, the transit demand estimates for the study area, and the Long-Range and Short-Range Transit Elements for the Regional Transportation Plan. Figure I-1 shows the location of the study area within the State of Colorado.



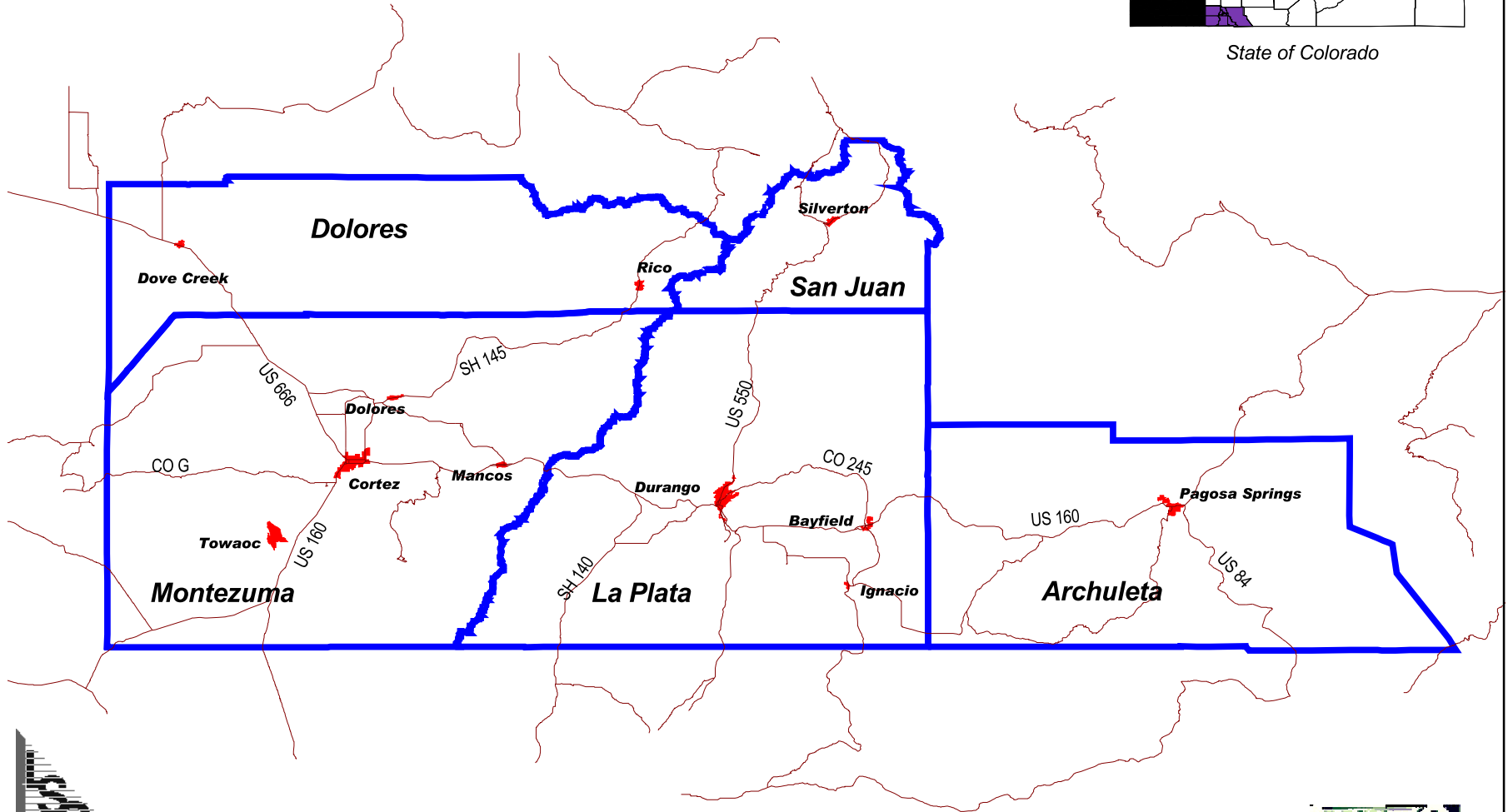
### PROJECT PURPOSE

This 27-Year Transit Element will be incorporated into the Regional Transportation Plan and will become the transit planning document for the Regional Planning Commission and the transit service providers within the Southwest Region. The Colorado Department of Transportation (CDOT) will use the Transit Elements in evaluating and approving grant applications for capital and operating funds from the Federal Transit Administration (FTA), as well as other available transit funds. The Southwest RPC will use the 2030 Transit Element for allocating available funds and project prioritization.

**Figure I-1  
Southwest Regional  
Transportation Planning Region**



State of Colorado



## ORGANIZATION OF THIS REPORT



Chapter II presents the existing socioeconomic and environmental profile of the Southwest Region. This includes available demographic data provided by the release of the 2000 Census and projections for the six-year and twenty-year planning horizons. Chapter III presents a summary of the existing transportation systems within the region. Information for the providers includes service information, schedules, operating data, and ridership information. Chapter IV presents the transit needs assessment for the study area. This includes an evaluation of the needs using both the Transit Cooperative Research Program (TCRP) methodology and an update to the Transit Needs and Benefits Study, and ridership trends.

Chapter V provides information on the goals, objectives, and supporting policies gathered by the LSC Team. Chapter VI presents transit alternatives for the Southwest Region. These include service and capital alternatives. Chapter VII reviews the evaluation criteria used in the *Southwest Colorado Regional Transportation Plan*, completed in 1999. The chapter also provides transit projects submitted for the region and ranked by the LSC Team. The ranking was reviewed by all parties and changes were made accordingly for this Final Report.

Chapter VIII presents the Long-Range Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, a policy plan for the Southwest Transportation Planning Region (TPR), and a funding plan. This chapter identifies a policy plan for the Southwest Region, which identifies policies and strategies for transit service within the region.

Chapter IX presents the Short-Range Element for the Southwest Region over the next eight years. This chapter includes the eight-year program of prioritized projects for each transit provider within the study area. The LSC Team chose to make the Short-Range Plan for eight years instead of the typical six years. This is due to the cycle of planning periods for the Statewide Transportation Plans. Details for each project include the agency responsible for implementing each project. This



chapter also includes the financially-constrained plan for transit. The constrained plan is based on projected funding for the region and the individual providers.

## **STUDY APPROACH**

This study looks at how transportation services are provided within the five-county study area. This will include investigating the different areas and how transportation needs vary across the study area. The needs of the rural areas in San Juan County are very different from the needs of The Lift in Durango. This study presents both a Short-Range and Long-Range Transit Element. The Short-Range Transit Element is the basis for operational plans for each transit provider within the region for 2004-2011. The Long-Range Transit Element will develop the a vision for the quality of life and transportation goals to support that vision. The Long-Range Transit Element will present the Preferred Transit Plan and also a 27-year Financially-Constrained Plan.

### **Initial Kick-Off Meeting**

An initial “Kick-off Meeting” of the Advisory Committee and local concerned citizens was held in Durango on November 26, 2002. The Advisory Committee met to discuss project goals, priorities, and to finalize the time line for completion of the study.



Throughout the planning process, public involvement is key to the success of the transit plan for the community. At key points during the process, public meetings were held where citizen participation was openly welcome and appreciated. The public comments are addressed later in this report with the Long-Range Transit Element. Responses to comments received regarding the Draft Report are summarized in Appendix A.

## SOUTHWEST REGIONAL TRANSPORTATION PLAN

### Vision Statement

The following vision statement was adopted for the 2000-2020 Southwest Regional Transportation Plan:

*To ensure that the quality of life desired by its residents and visitors is maintained by providing for a balanced transportation system that accommodates the movement of residents, tourists, and goods throughout the region, through the use of telecommunications, expanded air travel, and an enhanced highway system.*

### SUMMARY OF THE ISSUES



The list of issues presented in the following text has been identified from a variety of sources including previous reports, the inventory of existing providers, interviews with transit managers, the Kick-off Meeting, and discussion with and observation of users. Issues have been identified that may require short-range or long-range actions. Each of the issues will be considered when developing short-range and long-range plans for the study area. These issues, as well as others that are identified during the process, will be addressed in this planning effort:

- What are the locations of services, employment, and residential areas which should be served?
- What is the level of demand for public transportation services? What are the current and projected unmet needs? How do the needs compare for service within the five counties, as well as adjacent counties?
- What are the current and future commute patterns within the region and among adjoining regions?
- Existing services must be maintained.
- How can regional mobility be enhanced?
- What transfer facilities will be needed for regional services? What passenger amenities should be provided?
- What coordination efforts could provide for effective and efficient use of available resources?
- Regional coordination—land use and transportation planning efforts.
- Capacity to maintain current services and implement transportation solutions.

## *Introduction*

- ▶ Physical challenges, logistics, environmental considerations.
- ▶ Impacts on communities.
- ▶ Funding—local, state, federal, other.
- ▶ Replacement of vehicles and acquisition of additional vehicles.
- Safety.

These issues listed above and others will be addressed as part of the 2030 Regional Transit Element.

## **GOALS AND OBJECTIVES**

The Southwest Regional Transportation Plan identifies regional goals related to transportation. The following are the goals from that Plan:

- A safe regionwide transportation system.
- A transportation system that meets capacity needs.
- Streets and highways that are a beautiful sight to all.
- Multimodal options.
- Enhanced telecommunications.
- Enhanced air service.
- Enhanced rail service for commerce and tourism.
- Enhanced communications with state and federal governmental agencies.
- A trail system connecting population centers to business centers.
- Effective (upgraded and maintained) access along the primary routes to visitor destinations for employees and tourists.
- A transportation system that addresses natural resources, geographical situations, and environmental factors.
- A transportation system that maximizes total funding for the region.

In addition to these goals, strategies were identified for the region. The following are the Regional Strategies:

- Create and fund cooperative transportation partnerships among the counties, cities, and towns of the region.
- Recognize the importance of Highways 160, 550, and 666 as major transportation corridors, as well as the importance of adjacent feeder routes.
- Emphasize the importance of telecommunications in the regional plan.

- Encourage an increased number of flights for commercial air passenger travel.
- Ensure that economic lifelines and transportation links are balanced and accessible to all.
- Develop interregional corridor partnerships to cooperate on key growth areas and the quality of transportation systems.
- Encourage transit-oriented and multimodal development.
- Increase safety considerations.
- Upgrade and maintain major/primary routes to accommodate tourism/scenic byways/trails.
- Widen the shoulders of appropriate roadways and develop bike trails along appropriate roadways to allow for the safe passage of both vehicles and bicycles.
- Develop realistic plans based on the ability to fund new projects and to maintain the existing transportation system.
- Develop a flexible project prioritization system and timetable.
- Maximize funding for the region.
- Consider the effects of federal and state regulations and policies on the region.
- Balance regional and statewide highway design and maintenance with local needs.
- Encourage highway design and maintenance practices that are consistent with the functional and environmental needs of the communities through which the highways pass.
- Ensure highway rights-of-way owners properly maintain their highways to allow for the continued functional nature and needs of the community as related to current use of the highway corridor.
- Increase funding available for the maintenance of existing highways to ensure the proper maintenance of highways to preserve community and functional needs.
- Secure funding to upgrade highways when there is agreement between governments to convey highway ownership and such conveyances will effect long-range benefit to the regional transportation system.
- Maximize flexibility in the design of transportation projects to accommodate changing functional uses and community needs for transportation facilities.

These goals and strategies were reviewed by all those concerned with public transportation within the region, as well as those areas immediately surrounding the study area. These goals were refined as comments were received through the

## *Introduction*

planning process to reflect the overall transportation goals of the Southwest Transportation Planning Region.

## Socioeconomic and Environmental Profile

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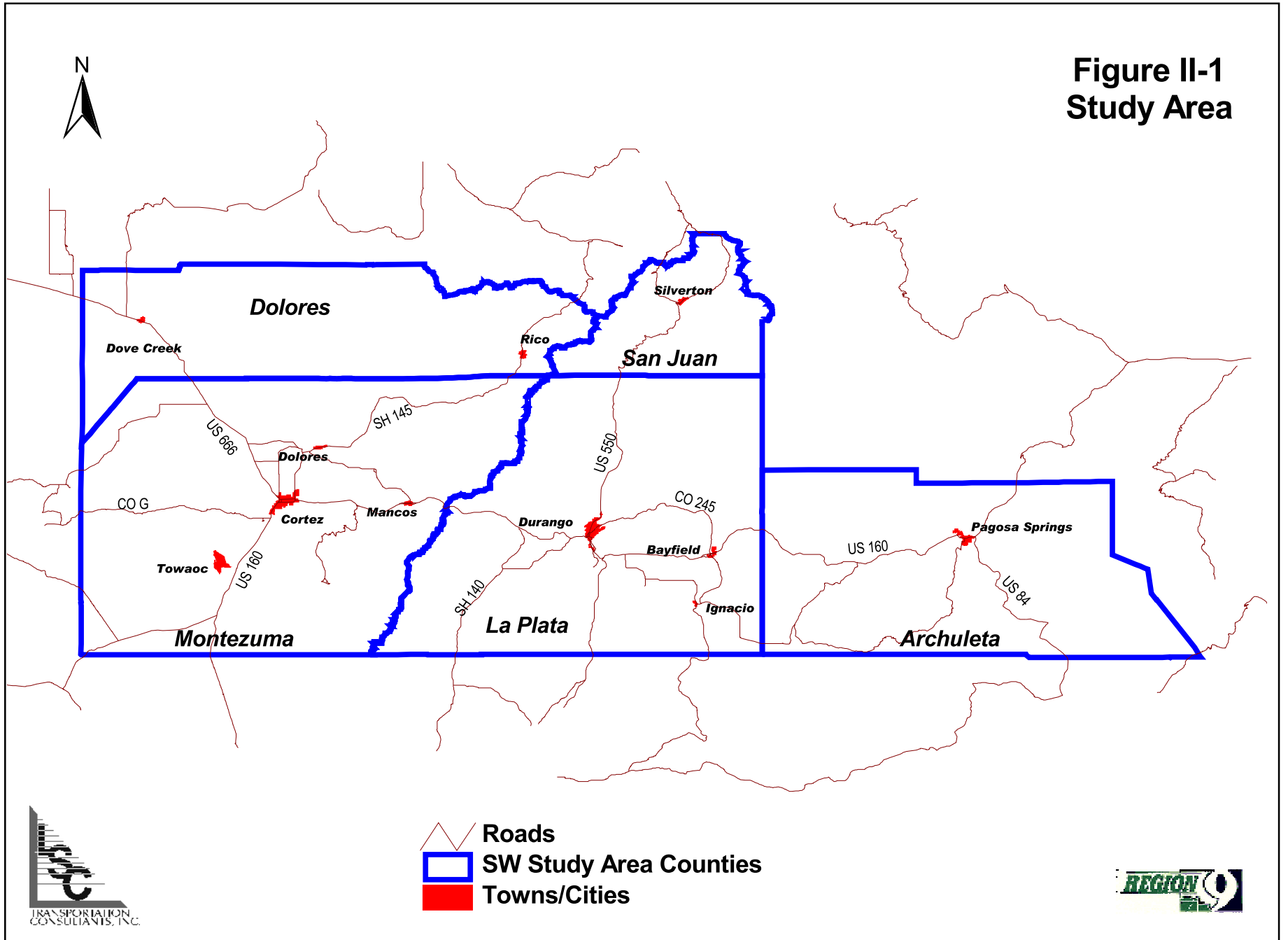
Transportation has always played an important role for Colorado, and in particular the Southwest Region. The study area for this 27-Year Transit Element includes Archuleta, Dolores, La Plata, Montezuma, and San Juan Counties, covering an area of approximately 6,500 square miles. A detailed map is shown in Figure II-1. The five-county region is a rural, sparsely populated area with an economy based primarily on the natural attractions to the region and the services and retail trade associated with the area. There are numerous tourist attractions and recreational opportunities in the area.



- *Wolf Creek Ski Area*
- *San Juan National Forest*
- *Chimney Rock Archeological Area*
- *Durango & Silverton Railroad*
- *Mesa Verde National Park*
- *“Pagosah” Hot Mineral Springs*
- *Local Waterfalls*
- *Four Corners Area*
- *Durango Mountain Resort*
- *San Juan Mountain Range*

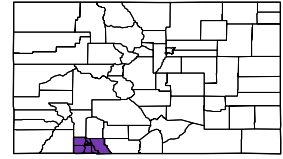
The five-county region has a 2000 total population of 80,071, an increase of 36 percent from 1990. La Plata and Montezuma Counties have the largest populations with a total of 85 percent of the five-county population. Much of the population growth can be attributed to what is being termed “amenity migration” or defined as new residents moving into the area to take advantage of the area’s unique natural resources, quality of life, and other amenities that the region offers. Many of these new residents are retirees or second-home owners that bring along their pensions and other retirement benefits. This “new” money affects the local economy as it is spent on new homes and goods and service.

Figure II-1  
Study Area



## **ARCHULETA COUNTY**

The portion of Colorado that is now Archuleta County was originally occupied by the Anasazi, then by the Ute, Navajo, and Apache Tribes. The county was formed in 1885 and was named in honor of Senator Antonio D. Archuleta. Pagosa

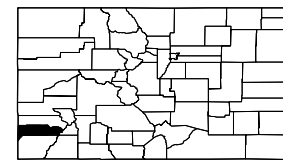


Springs, the county seat, is located at the junction of US 160 and US 84 highways. “Pagosa” is a Ute Indian name given to the hot mineral springs renowned for their healing qualities in the region. The majority of the county’s population is located in Pagosa Springs, with convenient access to several major cities—Durango, Colorado and Farmington, Taos, and Santa Fe, New Mexico. Other communities within Archuleta County are Nutria, Chimney Rock, and Chromo. The Wolf Creek Ski Area is also a major attraction in the area. Archuleta County had a total population of 9,898 in 2000, a 46 percent increase from 1990.

Tourism is the area’s number one industry and the region’s chief economic asset. The county is 872,960 acres, 34 percent of which is privately owned. Over 50 percent of the land is included in the San Juan National Forest, and tribal lands comprise 14 percent of the county.

## **DOLORES COUNTY**

Dolores County was created in 1881 from part of San Juan County. The county seat is Dove Creek, located on the west side of the county. Rico is the second largest community in the county. The 2000 Census reported 1,844 persons residing

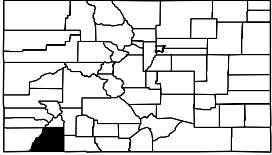


in Dolores County, which is a 23 percent increase from the 1990 population. The Census reports approximately 17 percent of the population as elderly, 65 years or older. The median household income for the county is \$32,196, as reported in 1999. Approximately 13 percent of the county population is below poverty. Construction is the primary industry in Dolores County and makes up approximately 17 percent of the jobs. Agriculture-related services and forestry are significant sources of employment in the county.



## **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. Today, La Plata County has a population of approximately 44,000 residents.



The county has three municipalities—Durango, Bayfield, and Ignacio—the largest being Durango with approximately 14,000 residents.

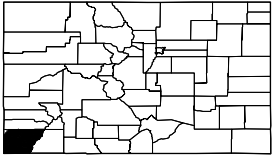
La Plata has three primary components to its economy. The largest sector is tourism, comprising 25 percent of the county’s wealth creation. The historic Durango & Silverton Narrow Gauge Railroad, the San Juan National Forest, and Durango Mountain Ski Resort combine to make a popular destination for the tourist traveler.

The second largest industry is the extraction of coal bed methane gas, which accounts for 60 percent of the property tax revenue plus additional income to residents in the form of royalties and impact fees. The county produces the largest amount of natural gas in the State of Colorado.

The most recent and fastest growing sector is the in-migration of people to the area to take advantage of the quality of life. Real estate, finance, insurance, construction, and service industries have boomed from this trend.

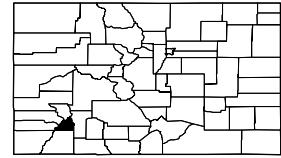
## **MONTEZUMA COUNTY**

The economy of Montezuma County is about equally divided between tourism, agriculture, and the provision of governmental services. The county is part of the “Four Corners” tourist attraction to the area. The 2000 Census reported 23,830 residents in the county. The major communities within Montezuma County are Cortez, Dolores, and Mancos—with the City of Cortez being the largest with 7,977 residents.



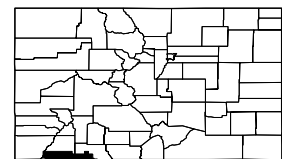
## **SAN JUAN COUNTY**

San Juan County was formed in 1876. The territory in which it was organized was La Plata County. Silverton is the only incorporated town in San Juan County. The 2000 permanent population for the county is 558, which is 25 percent lower than the reported 1990 population. Approximately seven percent of the county's population is age 65 or older. Since the closing of the Sunnyside Mine in Silverton, the primary industry for area residents is tourism, which represents approximately 26 percent of the jobs. The median household income in 2000 was \$30,764, with 21 percent of the residents below the poverty level.



## **SOUTHERN UTE INDIAN RESERVATION**

The Southern Ute Reservation is located in the southwestern corner of Colorado (near Ignacio) and consists of a strip of arid, desolate land 15 miles wide and 110 miles long. The Southern Ute Tribal headquarters is adjacent to the Town of Ignacio, and includes administrative offices, a motel, museum, casino, and a new justice center.



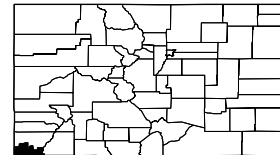
The Southern Ute Reservation encompasses an area of over 750,000 acres in La Plata and Archuleta Counties. The tribal enrollment in 1998 was 1,330 with the majority of the members living on the Reservation in La Plata County. The tribal census shows the largest part of the membership are in their early twenties and younger.

Natural resources on the Reservation include extensive gas reserves, coal, timber, and water for agriculture. These resources provide the basis for the establishment of a diversified tribal economic base. Tribal energy resources, particularly in the form of natural gas, have played the largest role in the Reservation economy over the past decade (more than 90 percent of tribal revenues came from energy resource development in 1998).

The Reservation's proximity to Durango and the many tourist destinations in Southwest Colorado provide unique opportunities for tourism development. The Reservation land base includes seven major rivers, the Navajo State Park, Lake Capote, and, most importantly among other tribal enterprises, the Sky Ute Casino and Motel. Tourist attractions are casino gaming, cultural tours, fishing, hunting, and the Tribal Cultural Center and Museum. These enterprises all play a role in diversifying the overall economy. The Southern Ute Tribe employs over a thousand people and is a major contributor to the regional economy.

## **UTE MOUNTAIN UTE INDIAN RESERVATION**

Currently the homelands for the Ute Mountain Utes total over 597,000 acres in Southwest Colorado, Southeastern Utah, and Northern New Mexico. The tribal lands lie on the Colorado Plateau, a high desert area with deep canyons carved through mesas. Tribal headquarters are in Towaoc, which lies southeast of Cortez in Montezuma County. The tribal enrollment in 1998 was 1,943 with the majority of the members living on the Reservation in Towaoc and the White Mesa Community. The White Mesa community of the Tribe lives in Utah, where most of the housing is on tribal lands. The majority of the lands there are allotted to tribal members and laid out in a checkerboard pattern. The tribal census shows the largest part of the membership are in their early twenties and younger.

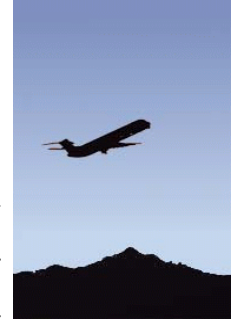


The Colorado Ute Water Settlement Act of 1988, mandated within the Dolores Project (McPhee Reservoir), brought drinking and irrigation water to the Reservation and expanded farming and ranching capabilities. Other tribal resources include income from oil and gas wells and tribal enterprises that revolve around tourism, including a gambling casino, a RV Park, an archaeological park, and a pottery factory. The tribe employs over 900 people in its enterprises and is a major contributor to the regional economy.

## **TRANSPORTATION SYSTEM OVERVIEW**

### **Aviation Facilities**

Two commercial airport facilities are located within the five-county, Southwest Region, and one other commercial airport is just outside the study area. The first is in Cortez, Colorado, and the second is located east of Durango, Colorado near Ignacio. The third commercial airport is located in nearby Farmington, New Mexico. Commercial air travel has been affected by the September 11<sup>th</sup> terrorist attacks and several new trends have emerged—declining passenger numbers, declining business travel, and stable ticket prices.



The passenger decline is due in part to smaller regional jets being called up for national routes. This results in fewer passenger seats for regional airports. That trend is holding true for the Southwest regional providers.

Airlines make their money from high ticket business travelers and the decline of business travel has affected airlines. Staff at the Durango/La Plata Airport estimate that 40 percent of local passengers and 50 percent of in-bound passengers are traveling on business. Because of the passenger decline, airlines have lowered ticket prices to fill airplanes.

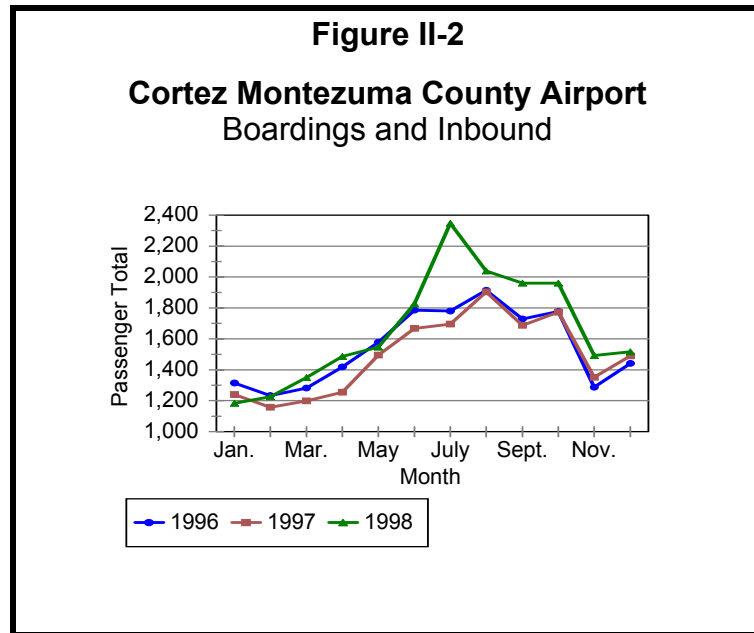
To fill airplanes, airlines are offering lower prices and/or not raising prices even though there are fewer available seats. This is true for Southwest Colorado ticket prices as well. The Durango/La Plata County Airport, according to local staff, appear to be following this trend. The airport sells approximately three tickets to every one ticket sold for the Farmington New Mexico Airport, and seven tickets for every one sold for the Cortez/Montezuma County Airport.

General aviation airports in the Southwest Region and in the immediate surrounding area are Blanding, Utah; Stevens Field in Pagosa Springs; Navajo Landing Strip located east of Arboles; and the Dove Creek Airport and Animas Airpark south of Durango.

### Cortez Municipal Airport

This facility is located three miles southwest of the City of Cortez at an elevation of about 5,900 feet. It is jointly operated by the City of Cortez and Montezuma County. Scheduled air service is provided by United Express via Great Lakes Aviation which provides service directly to Denver International Airport (DIA). From DIA, air travelers have access to the rest of the country. The facility includes one paved runway (100 feet wide by 7,205 feet long) and a terminal building.

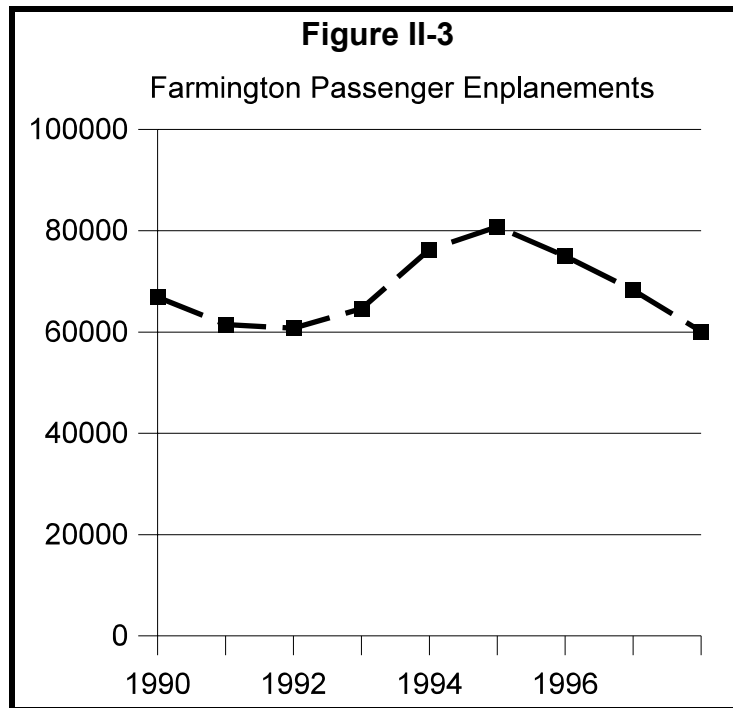
Figure II-2 depicts the historical passenger boardings and inbound passenger figures for 1996 to 1998. The busiest season is the summer (June through October) when nearly 50 percent of all activity occurs. Monthly passenger numbers have grown by 3.7 percent each year, going from 1,545 in 1996 to 1,661 in 1998, while 1997 saw a drop of about 3.5 percent from 1996 levels which meant that ridership grew by over 11 percent between 1997 and 1998. It is difficult to find an explanation as to why one year's ridership levels are higher or lower than the other—such things as airfares, schedule, and the economy have an effect. The Cortez Municipal Airport is the twelfth busiest airport in the state. Of the three commercial airports in the Four Corners Region, it is the least busy, with about 11 percent of the Farmington Airport's passenger volumes and eight percent of the Durango-La Plata County Regional Airport volume.



#### Four Corners Regional Airport

This airport is located in the western portion of the City of Farmington. It is at the lowest elevation—5,503 feet—of the three commercial airports. This airport is located in a different Federal Aviation Administration region than the other two airports. It has two paved runways (05/23 and 07/25) and one dirt runway. Runway 05/23 is 6,501 feet in length and 150 feet wide. Runway 07/25 is 6,702 feet in length and 100 feet wide. The dirt runway (11/29) is 2,783 feet long and 100 feet wide. The airport is owned by the City of Farmington.

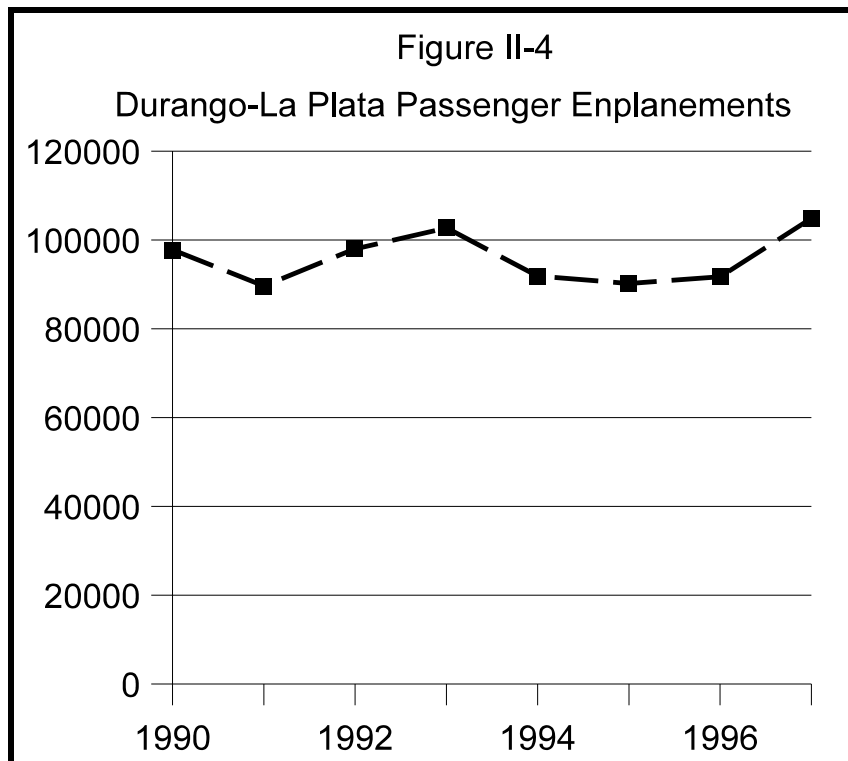
This airport receives scheduled air service from three airlines—United Express, Mesa Airlines, and America West Express. Service is provided to Denver, Colorado; Albuquerque, New Mexico; and Phoenix, Arizona. Figure II-3 depicts the historical revenue passenger enplanement trends from 1990 to 1997. Passenger enplanements experienced a gradual growth primarily as new routes were opened to Denver and Phoenix. The decrease in enplanements from 1995 to 1998 is due to a drop in ridership between Farmington and Albuquerque. This drop may be attributed to changes in airfares and decreases in flight frequency at the Albuquerque airport. This airport has about 65 percent of the volume of the Durango-La Plata County Airport.



### Durango-La Plata County Airport

The Durango-La Plata County Airport is located near the town of Ignacio, about 10 miles southeast of Durango. It is jointly owned by the City of Durango and La Plata County. It has one paved runway (02-20) which is 150 feet in width and 9,201 feet in length, which is the longest of the three airports. It is also the highest of the three commercial airports serving southwestern Colorado and northwestern New Mexico at an elevation of 6,685 feet.

The Durango Airport receives scheduled air service from United Express, Mesa Airlines, and America West which provide commercial air service between Durango and Denver International Airport. Figure II-4 shows the historical revenue passenger enplanements from 1990 to 1997. Passenger enplanement growth has been relatively flat from 1990 to 1997; however, the trend appears to be increasing. From 1990 to 1997, enplanements increased at an annual rate of about one percent. There was a significant increase between 1996 and 1997, growing by over 14 percent. It is difficult to say whether this trend will continue into the future. Based on the 1997 enplanement levels, the Durango-La Plata County Airport is the busiest of the three airports and is the seventh busiest airport in Colorado.



## Railroads

### Passenger Service

Scenic passenger service is provided on the Durango & Silverton Narrow Gauge Railroad, located in La Plata County. The steam-powered train runs on a 45-mile spur of track originally constructed by the Denver & Rio Grande Railway. Passengers ride in an open-air or closed coach car for approximately five hours on the train excursion. Adult fares range between \$60 and \$100 per person.



No other passenger rail service is available in the Southwest Region. The closest Amtrak station is in Gallop, New Mexico—well over 100 miles away.

## MAJOR TRANSIT DESTINATIONS

Major transit destinations are important in terms of land use, trip generation rates, and their ability to be served by public transit. Table II-1 lists the primary



attractions within each of the major communities. Many of these destinations are clustered together into what can be termed “activity centers.”

<b>Table II-1 Major Transit Destinations</b>	
<b>Place</b>	<b>County</b>
Dr. Mary Fisher Medical & Urgent Care Center	Archuleta
Pagosa Springs Family Medical Center	Archuleta
Wolf Creek Ski Area	Archuleta
Social Services Offices	Archuleta, Dolores, La Plata, Montezuma, San Juan
Durango Mountain Resort	La Plata
Fort Lewis College	La Plata
Mercy Medical Center	La Plata
Tamarron Resort	La Plata
Pueblo Community College	La Plata, Montezuma
Wal-Mart	La Plata, Montezuma
Ute Mountain Ute Casino	Montezuma
Southwest Memorial Hospital	Montezuma
San Juan Basin Technical School	Montezuma
Southern Ute Casino	La Plata
Durango Community Center	La Plata
Silverton National Historic Landmark	San Juan
Silverton Mountain Ski Area	San Juan
Old Hundred Mine	San Juan

**STUDY AREA DEMOGRAPHICS**

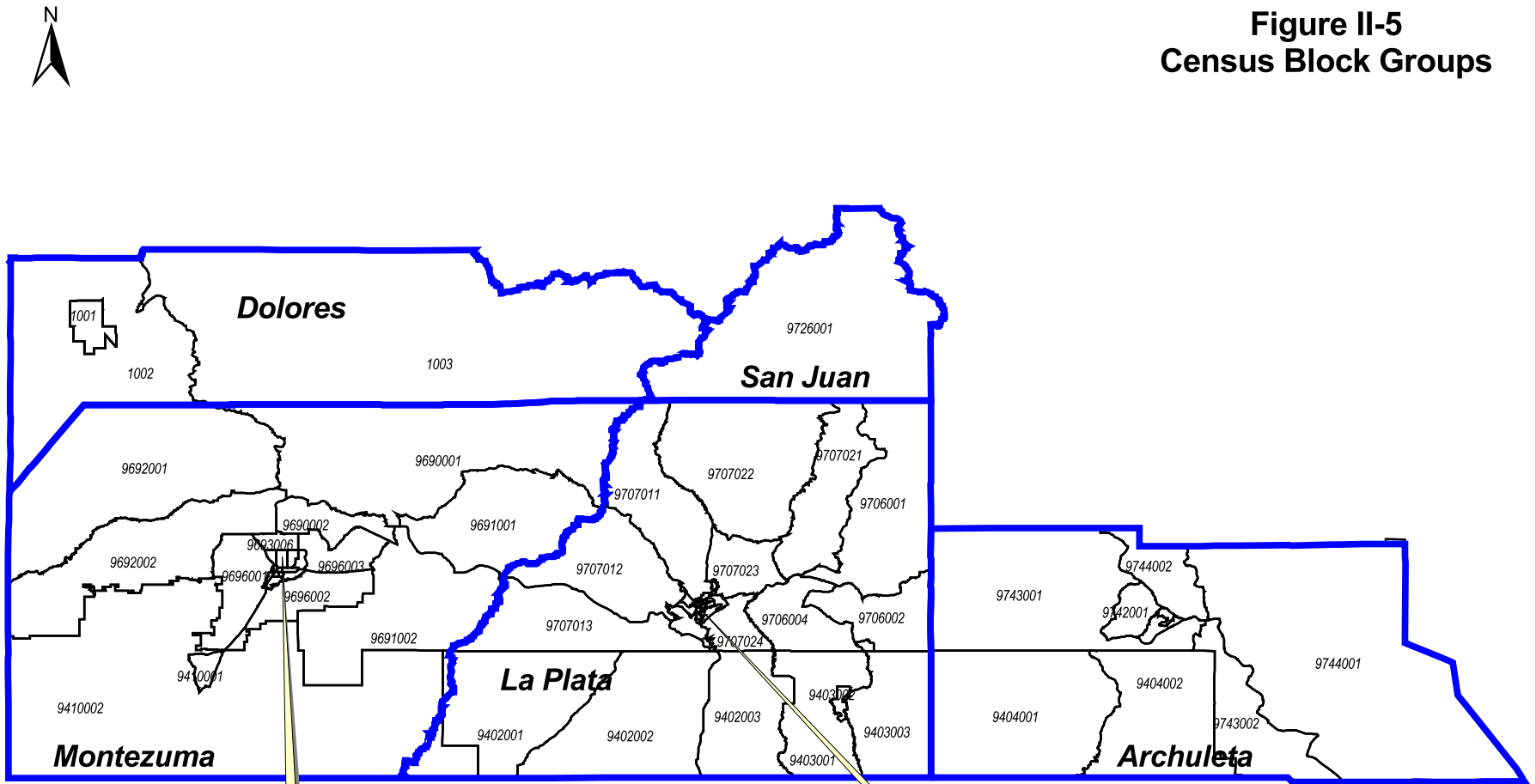
**2000 Population**

The 2000 Census reported the Southwest study area population to be 80,071 persons. This represents an increase of approximately 36 percent from 1990. Figures II-5 and II-6 show the locations of the census block groups. Table II-2 presents population characteristics by county and census block group. The popu-

lation density is shown in Figures II-7 and II-8. The table also provides gender and race information.

Of the 80,071 people living in the Southwest Region, more than half resided in La Plata County, followed by Montezuma, Archuleta, Dolores, and San Juan Counties. The largest municipality in the study area was the City of Durango with approximately 13,922 residents, followed by the City of Cortez and the Town of Pagosa Springs. The smallest population center is the Town of Rico in Dolores County.

**Figure II-5  
Census Block Groups**



See Inset  
Figure II-6

See Inset  
Figure II-6

 SW Study Area Counties  
 Census Block Groups



**Figure II-6  
Census Block Group - Inset  
Cortez and Durango Areas**

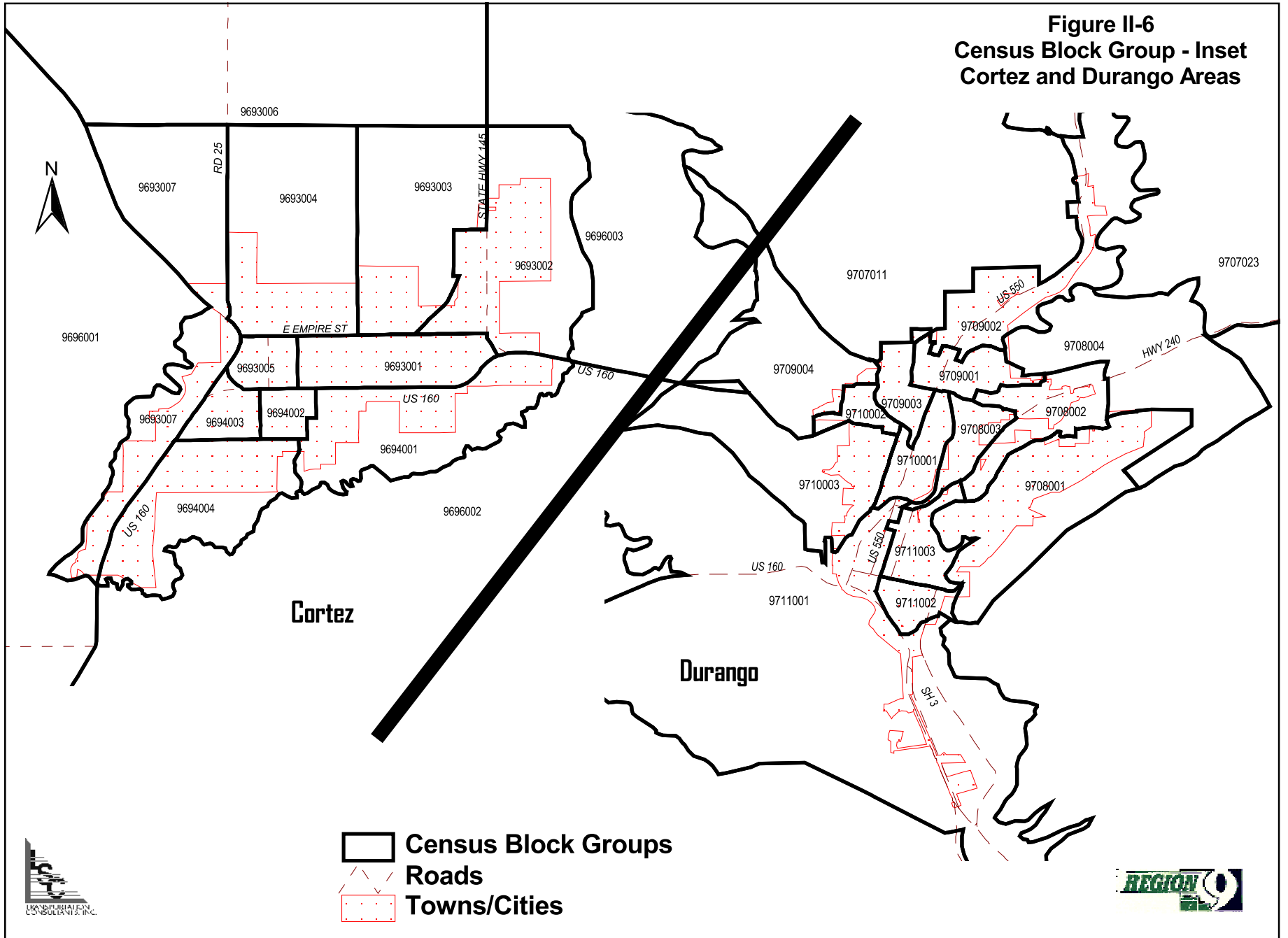


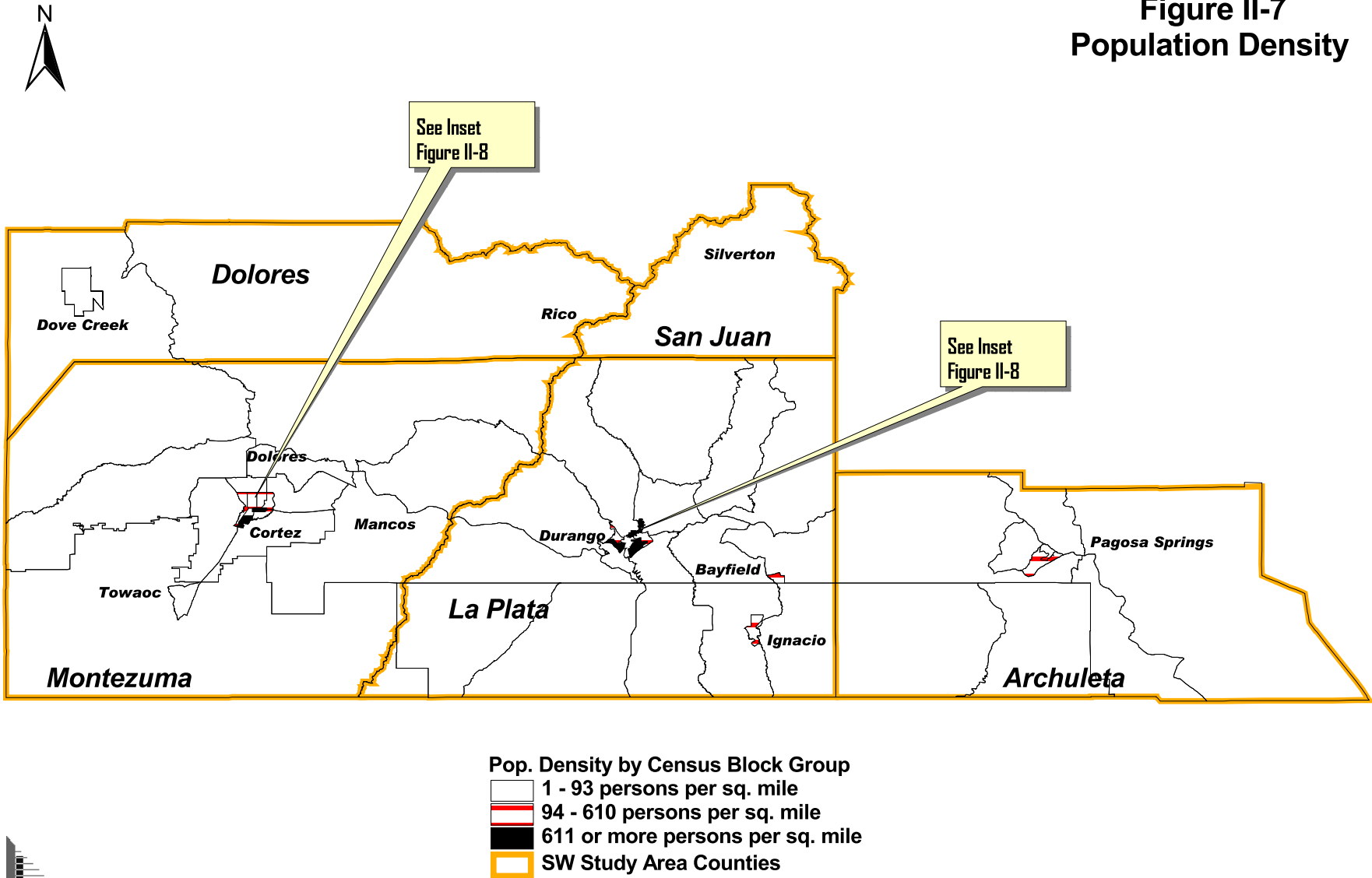
Table II-2 2000 General Population Characteristics												
County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Total Population (Persons) #	Population by Gender		Population by Race				
						Male	Female	White	Black	American Indian	Asian/Pac. Is.	Other Race
Archuleta	940400	1	SW Archuleta County	239	670	386	284	481	0	40	0	149
	940400	2	S Central Archuleta County	160	453	242	211	404	0	9	0	40
	974200	1	W of Pagosa Springs	22	897	482	415	877	0	10	10	0
	974200	2	W of Pagosa Springs	2	1,101	504	597	986	0	0	0	115
	974200	3	W of Pagosa Springs	6	1,745	866	879	1,573	11	26	16	119
	974300	1	NW Archuleta County	268	1,827	947	880	1,554	2	23	0	248
	974300	2	SE of Pagosa Springs	94	1,278	615	663	1,062	6	12	0	198
	974400	1	E Archuleta County	518	1,137	607	530	1,070	0	13	0	54
974400	2	NW of Pagosa Springs	49	790	408	382	673	10	2	0	105	
<b>TOTALS: ARCHULETA COUNTY</b>				<b>1,357</b>	<b>9,898</b>	<b>5,057</b>	<b>4,841</b>	<b>8,680</b>	<b>29</b>	<b>135</b>	<b>26</b>	<b>1,028</b>
Dolores	330001	1	Dove Creek & Surrounding Area	18	904	447	457	838	0	21	3	42
	330001	2	W Dolores County	281	689	377	312	650	0	30	0	9
	330001	3	E Dolores County	770	251	142	109	227	0	12	4	8
<b>TOTALS: DOLORES COUNTY</b>				<b>1,069</b>	<b>1,844</b>	<b>966</b>	<b>878</b>	<b>1,715</b>	<b>0</b>	<b>63</b>	<b>7</b>	<b>59</b>
La Plata	940200	1	Montezuma and La Plata County line	162	1,382	700	682	1,292	3	41	2	44
	940200	2	SW La Plata County, E of SH 140	186	1,395	727	668	1,248	0	29	9	109
	940200	3	S Central La Plata County, E of US 550	109	2,048	1,015	1,033	1,816	6	69	6	151
	940300	1	W of Ignacio	99	2,209	1,138	1,071	1,850	6	168	2	183
	940300	2	Ignacio Area	4	1,784	875	909	688	0	862	13	221
	940300	3	E of Ignacio	102	1,218	626	592	911	4	187	4	112
	941000	2	SW La Plata County, E of SH 140	27	0	0	0	0	0	0	0	0
	970600	1	NE La Plata County	160	1,577	785	792	1,464	0	0	10	103
	970600	2	NE of Bayfield	66	1,844	947	897	1,762	0	18	0	64
	970600	3	Bayfield Area	2	848	401	447	769	4	17	0	58
	970600	4	NW of Bayfield	59	2,315	1,188	1,127	2,225	0	0	14	76
	970701	1	NW La Plata County	119	734	426	308	659	0	30	0	45
	970701	2	NW of Durango	112	1,280	609	671	1,222	0	0	19	39
	970701	3	SW of Durango	115	2,005	1,075	930	1,843	0	0	21	141
	970702	1	NE La Plata County	99	437	208	229	437	0	0	0	0
	970702	2	N Central La Plata County, near US 550	196	1,389	752	637	1,362	0	0	8	19
	970702	3	NE of Durango	41	3,427	1,735	1,692	3,189	0	61	0	177
	970702	4	SE of Durango	27	2,252	1,095	1,157	2,013	0	46	0	193
	970800	1	E Durango	2	2,007	1,097	910	1,550	19	332	14	92
	970800	2	E Durango	1	1,331	652	679	1,234	19	27	22	29
	970800	3	Central Durango	0	991	449	542	934	0	27	0	30
	970800	4	NE Durango	2	992	488	504	843	0	0	0	149
	970900	1	N Durango Area	0	1,275	622	653	1,103	0	21	19	132
	970900	2	N Durango Area	1	1,086	527	559	956	0	61	33	36
	970900	3	N Durango Area	0	800	371	429	784	0	16	0	0
	970900	4	NW Durango Area	1	432	187	245	432	0	0	0	0
971000	1	Central Durango	0	733	370	363	691	0	8	0	34	
971000	2	W Durango Area	0	803	428	375	740	0	0	0	63	
971000	3	W Durango Area	1	1,632	874	758	1,429	21	76	22	84	
971100	1	SW Durango	9	759	406	353	499	18	77	0	165	
971100	2	S Durango	0	1,445	821	624	1,044	11	137	6	247	
971100	3	S Durango	0	1,511	787	724	1,392	7	11	30	71	
<b>TOTALS: LA PLATA COUNTY</b>				<b>1,701</b>	<b>43,941</b>	<b>22,381</b>	<b>21,560</b>	<b>38,381</b>	<b>118</b>	<b>2,321</b>	<b>254</b>	<b>2,867</b>

**Table II-2, continued**  
**2000 General Population Characteristics**

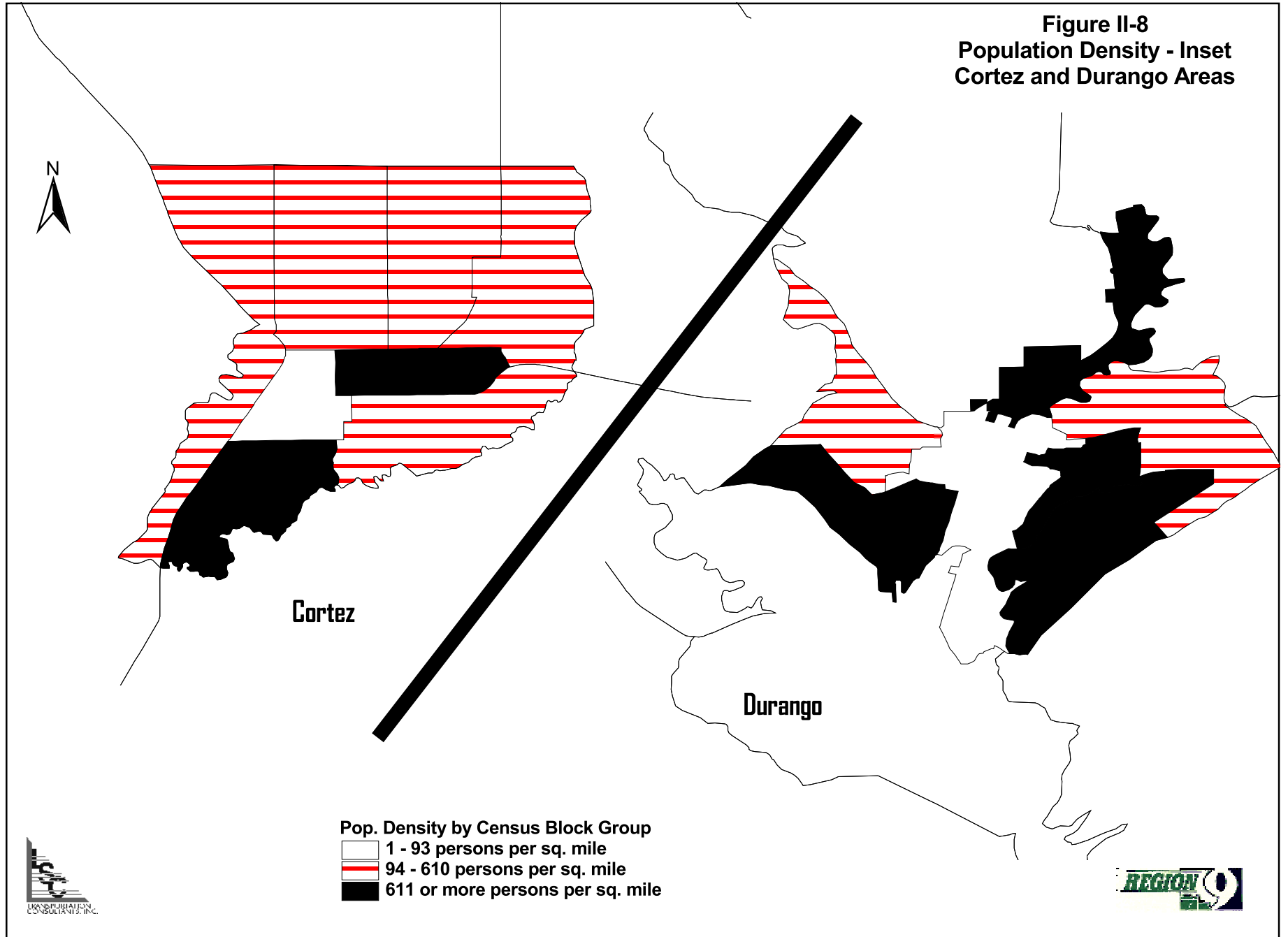
County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Total Population (Persons) #	Population by Gender		Population by Race				
						Male	Female	White	Black	American Indian	Asian/ Pac. Is.	Other Race
Montezuma	940200	1	Montezuma & La Plata S county line	4	0	0	0	0	0	0	0	0
	941000	1	Towaoc Area	9	839	424	415	6	0	817	0	16
	941000	2	SW Montezuma County	683	674	325	349	101	0	558	0	15
	969000	1	NE Montezuma County	342	1,486	729	757	1,327	0	51	9	99
	969000	2	S of Dolores, N of Cortez	34	1,706	894	812	1,572	0	14	0	120
	969100	1	E Montezuma County, N of Mancos	146	710	319	391	665	0	15	0	30
	969100	2	E Montezuma County, S of Mancos	179	2,038	1,002	1,036	1,851	3	50	12	122
	969200	1	NW Montezuma County	308	1,036	514	522	1,021	0	0	0	15
	969200	2	NW Montezuma County, N of CR G	184	1,582	801	781	1,430	0	12	0	140
	969300	1	Central Cortez	1	1,024	559	465	881	0	64	0	79
	969300	2	NE Cortez	2	803	380	423	797	0	0	6	0
	969300	3	N Cortez Area	2	1,220	581	639	1,090	0	83	0	47
	969300	4	N Cortez Area	2	531	244	287	462	0	25	0	44
	969300	5	Central Cortez	0	808	362	446	643	0	82	0	83
	969300	6	N of Cortez	7	488	248	240	457	0	0	0	31
	969300	7	W Cortez	2	723	381	342	619	0	72	0	32
	969400	1	SE Cortez	2	828	397	431	700	0	92	0	36
	969400	2	S Cortez Area	0	698	317	381	606	0	8	0	84
	969400	3	S Cortez Area	0	717	303	414	559	8	96	0	54
	969400	4	SW Cortez	1	1,278	621	657	737	0	390	0	151
	969600	1	W of Cortez	53	1,460	758	702	1,139	0	66	0	255
	969600	2	SE of Cortez	48	1,773	854	919	1,514	0	183	0	76
	969600	3	E of Cortez	31	1,408	707	701	1,339	0	34	0	35
<b>TOTALS: MONTEZUMA COUNTY</b>				<b>2,042</b>	<b>23,830</b>	<b>11,720</b>	<b>12,110</b>	<b>19,516</b>	<b>11</b>	<b>2,712</b>	<b>27</b>	<b>1,564</b>
<b>San Juan</b>	972600	1	Entire County	388	558	298	260	1,339	0	34	0	35
<b>TOTALS: SAN JUAN COUNTY</b>				<b>388</b>	<b>558</b>	<b>298</b>	<b>260</b>	<b>1,339</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>35</b>
<b>TOTAL: SW REGION</b>				<b>6,557</b>	<b>80,071</b>	<b>40,422</b>	<b>39,649</b>	<b>69,631</b>	<b>158</b>	<b>5,265</b>	<b>314</b>	<b>5,553</b>

Source: 2000 US Census of Population and Housing, STF 3.

### Figure II-7 Population Density



**Figure II-8  
Population Density - Inset  
Cortez and Durango Areas**



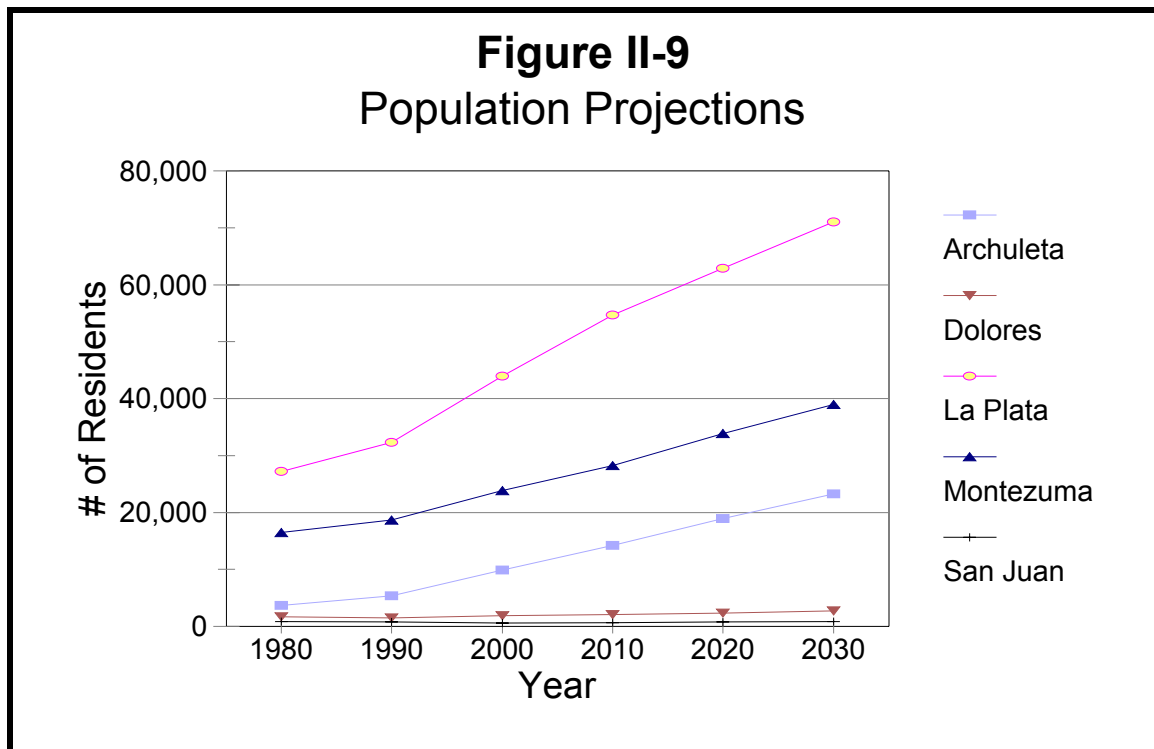


## Population Projections

Population trends for the Southwest Region are shown in Table II-3. The regional population will continue to grow to 2030. Figure II-9 graphically illustrates the 2030 population projections.

Table II-3						
2030 Population Projections						
Location	1980	1990	2000	2010	2020	2030
Colorado	2,889,733	3,294,394	4,301,261	5,131,089	6,009,699	6,911,154
Archuleta	3,664	5,345	9,898	14,248	18,939	23,295
Dolores	1,658	1,504	1,844	2,038	2,350	2,703
La Plata	27,195	32,284	43,941	54,664	62,868	71,041
Montezuma	16,510	18,672	23,830	28,254	33,870	38,951
San Juan	833	745	558	651	768	868
Region	49,860	58,550	80,071	99,855	118,795	136,857

Source: Colorado Department of Local Affairs, Historic Census Population.



## **Seasonal Trends**

As part of estimating future populations for the region, it is important to look at the seasonal population changes within the region. Neither the Census nor the Colorado Division of Local Governments maintains data regarding seasonal population. However, the 2000 Census does track occupied housing units for the study area and the number of units used on an occasional basis. Seasonal population for the Southwest Region, based on the 2000 Census, is reported at approximately 97,100 residents. Permanent population for the region is 80,071 residents. Information for each county is shown below.

- *Archuleta County* reported 3,980 housing units in 2000. Of these units, 64 percent were occupied and 36 percent were vacant. Of the total, 23 percent are used for seasonal, recreational, or occasional use. Seasonal population is estimated at 11,729 residents.
- *Dolores County* reported 1,193 housing units in 2000. Of these units, 66 percent were occupied and 34 percent were vacant. Of the total, 24 percent are used for seasonal, recreational, or occasional use. Seasonal population is estimated at 2,393 residents.
- *La Plata County* reported 20,765 housing units in 2000. Of these units, 84 percent were occupied and 17 percent were vacant. Of the total, 12 percent are used for seasonal, recreational, or occasional use. Seasonal population is estimated at 53,493 residents.
- *Montezuma County* reported 10,497 housing units in 2000. Of these units, 88 percent were occupied and 12 percent were vacant. Of the total, 5 percent are used for seasonal, recreational, or occasional use. Seasonal population is estimated at 28,659 residents.
- *San Juan County* reported 632 housing units in 2000. Of these units, 42 percent were occupied and 57 percent were vacant. Of the total, 49 percent are used for seasonal, recreational, or occasional use. Seasonal population is estimated at 849 residents.

## **Transit-Dependent Populations**

This section provides information on individuals considered by the transportation profession to be dependent upon public transit. In general, these population characteristics preclude these individuals from driving and increase the dependence on friends and relatives for transportation.

The four types of limitations which preclude persons from driving are: (1) physical limitations, (2) financial limitations, (3) legal limitations, and (4) self-imposed limitations. Physical limitations may include everything from permanent disabilities such as frailty due to age, blindness, paralysis, or developmental disabilities to temporary disabilities such as acute illnesses and head injuries. Financial limitations essentially include those persons unable to purchase or rent their own vehicle. Legal limitations refer to such limitations as persons who are too young (generally under age 16) or those persons whose privileges have been revoked (DUI, etc.). The final category of limitation includes those people who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories.

The census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation is generally recognized as representing an insignificant proportion of transit ridership. Table II-4 presents the regional census statistics including zero-vehicle households, youth population, elderly population, mobility-limited population, and below poverty population. These types of data are important to the various methods of demand estimation presented later in Chapter IV.

### Youth Population

The total population of youth aged 0 to 15 years for the study area was 16,868 persons in 2000, representing 21 percent of the total population. Montezuma County has the highest percentage of youth with 24 percent of the population between 0 and 15 years old.

### Elderly Population

Elderly persons (age 60 or older) represent 15 percent of the total population of the study area. Figures II-10 and II-11 illustrates the distribution of elderly persons across the region. Generally, the areas with the highest density are in Durango and Cortez. These areas of high elderly concentration are important areas for senior service programs. A general trend across the United States is that the elderly population has been increasing as a proportion of the total population.

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Table II-4

## Transit-Dependent Population Characteristics for the Southwest Region

County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Zero-Vehicle Households		Total Number of Households	Total Number of Youth Aged 0 - 15		Total Number of Elderly 60 & over		Mobility-Limited (16-64) Population		Below-Poverty Population		Total Population (Persons)
					#	%		#	%	#	%	#	%	#	%	
Archuleta	940400	1	SW Archuleta County	239	6	2.2%	274	175	26.1%	111	16.6%	22	3.3%	52	7.8%	670
	940400	2	S Central Archuleta County	160	14	7.7%	183	107	23.6%	63	13.9%	12	2.6%	77	17.0%	453
	974200	1	W of Pagosa Springs	22	13	3.2%	402	156	17.4%	169	18.8%	35	3.9%	88	9.8%	897
	974200	2	W of Pagosa Springs	2	26	6.4%	408	339	30.8%	177	16.1%	51	4.6%	104	9.4%	1,101
	974200	3	W of Pagosa Springs	6	30	4.1%	734	347	19.9%	298	17.1%	58	3.3%	185	10.6%	1,745
	974300	1	NW Archuleta County	268	35	5.0%	696	416	22.8%	302	16.5%	77	4.2%	338	18.5%	1,827
	974300	2	SE of Pagosa Springs	94	40	7.5%	531	222	17.4%	217	17.0%	57	4.5%	94	7.4%	1,278
	974400	1	E Archuleta County	518	11	2.5%	445	192	16.9%	190	16.7%	68	6.0%	118	10.4%	1,137
974400	2	NW of Pagosa Springs	49	27	8.5%	316	193	24.4%	117	14.8%	35	4.4%	92	11.6%	790	
TOTALS: ARCHULETA COUNTY				1,357	202	5.1%	3,989	2,147	21.7%	1,644	16.6%	415		1,148		9,898
Dolores	330001	1	Dove Creek & Surrounding Area	18	17	4.7%	364	206	22.8%	201	22.2%	81	9.0%	118	13.1%	904
	330001	2	W Dolores County	281	6	2.0%	293	93	13.5%	199	28.9%	64	9.3%	87	12.6%	689
	330001	3	E Dolores County	770	13	10.3%	126	40	15.9%	19	7.6%	8	3.2%	36	14.3%	251
TOTALS: DOLORES COUNTY				1,069	36	4.6%	783	339	18.38%	419	22.7%	153		241		1,844
La Plata	940200	1	Montezuma and La Plata County line	162	13	2.5%	527	341	24.7%	176	12.7%	30	2.2%	127	9.2%	1,382
	940200	2	SW La Plata County, E of SH 140	186	8	1.5%	529	330	23.7%	146	10.5%	52	3.7%	94	6.7%	1,395
	940200	3	S Central La Plata County, E of US 550	109	8	1.0%	774	415	20.3%	267	13.0%	55	2.7%	189	9.2%	2,048
	940300	1	W of Ignacio	99	12	1.5%	802	597	27.0%	227	10.3%	50	2.3%	166	7.5%	2,209
	940300	2	Ignacio Area	4	84	13.5%	620	527	29.5%	203	11.4%	81	4.5%	345	19.3%	1,784
	940300	3	E of Ignacio	102	10	2.2%	447	302	24.8%	190	15.6%	37	3.0%	135	11.1%	1,218
	941000	2	SW La Plata County, E of SH 140	27	0	0.0%	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
	970600	1	NE La Plata County	160	22	3.3%	675	291	18.5%	277	17.6%	54	3.4%	144	9.1%	1,577
	970600	2	NE of Bayfield	66	23	3.3%	690	420	22.8%	216	11.7%	27	1.5%	108	5.9%	1,844
	970600	3	Bayfield Area	2	19	5.4%	350	175	20.6%	125	14.7%	31	3.7%	90	10.6%	848
	970600	4	NW of Bayfield	59	49	5.5%	889	531	22.9%	325	14.0%	43	1.9%	192	8.3%	2,315
	970701	1	NW La Plata County	119	10	2.9%	343	111	15.1%	108	14.7%	49	6.7%	70	9.5%	734
	970701	2	NW of Durango	112	10	2.1%	469	327	25.5%	83	6.5%	11	0.9%	123	9.6%	1,280
	970701	3	SW of Durango	115	6	0.8%	778	439	21.9%	276	13.8%	59	2.9%	129	6.4%	2,005
	970702	1	NE La Plata County	99	12	5.7%	211	54	12.4%	58	13.3%	24	5.5%	24	5.5%	437
	970702	2	N Central La Plata County, near US 550	196	8	1.3%	637	244	17.6%	248	17.9%	41	3.0%	127	9.1%	1,389
	970702	3	NE of Durango	41	17	1.2%	1365	758	22.1%	431	12.6%	60	1.8%	224	6.5%	3,427
	970702	4	SE of Durango	27	22	2.4%	922	433	19.2%	229	10.2%	65	2.9%	214	9.5%	2,252
	970800	1	E Durango	2	11	3.5%	313	117	5.8%	83	4.1%	28	1.4%	214	10.7%	2,007
	970800	2	E Durango	1	47	8.1%	580	144	10.8%	175	13.1%	55	4.1%	252	18.9%	1,331
	970800	3	Central Durango	0	39	8.4%	464	140	14.1%	218	22.0%	38	3.8%	53	5.3%	991
	970800	4	NE Durango	2	39	8.8%	443	140	14.1%	129	13.0%	23	2.3%	180	18.1%	992
	970900	1	N Durango Area	0	18	3.3%	540	162	12.7%	196	15.4%	57	4.5%	237	18.6%	1,275
	970900	2	N Durango Area	1	38	7.7%	493	202	18.6%	119	11.0%	31	2.9%	133	12.2%	1,086
	970900	3	N Durango Area	0	41	13.3%	309	131	16.4%	244	30.5%	19	2.4%	39	4.9%	800
	970900	4	NW Durango Area	1	0	0.0%	135	108	25.0%	44	10.2%	12	2.8%	7	1.6%	432
971000	1	Central Durango	0	29	9.2%	316	112	15.3%	112	15.3%	16	2.2%	135	18.4%	733	
971000	2	W Durango Area	0	21	6.5%	323	130	16.2%	118	14.7%	13	1.6%	37	4.6%	803	
971000	3	W Durango Area	1	47	6.7%	706	320	19.6%	253	15.5%	28	1.7%	254	15.6%	1,632	
971100	1	SW Durango	9	48	16.1%	299	102	13.4%	41	5.4%	20	2.6%	135	17.8%	759	
971100	2	S Durango	0	66	10.4%	637	209	14.5%	166	11.5%	64	4.4%	501	34.7%	1,445	
971100	3	S Durango	0	110	14.5%	760	209	13.8%	223	14.8%	73	4.8%	263	17.4%	1,511	
TOTALS: LA PLATA COUNTY				1,701	887	5.1%	17,346	8,521	19.39%	5,706	13.0%	1,246	2.8%	4,941	11.2%	43,941

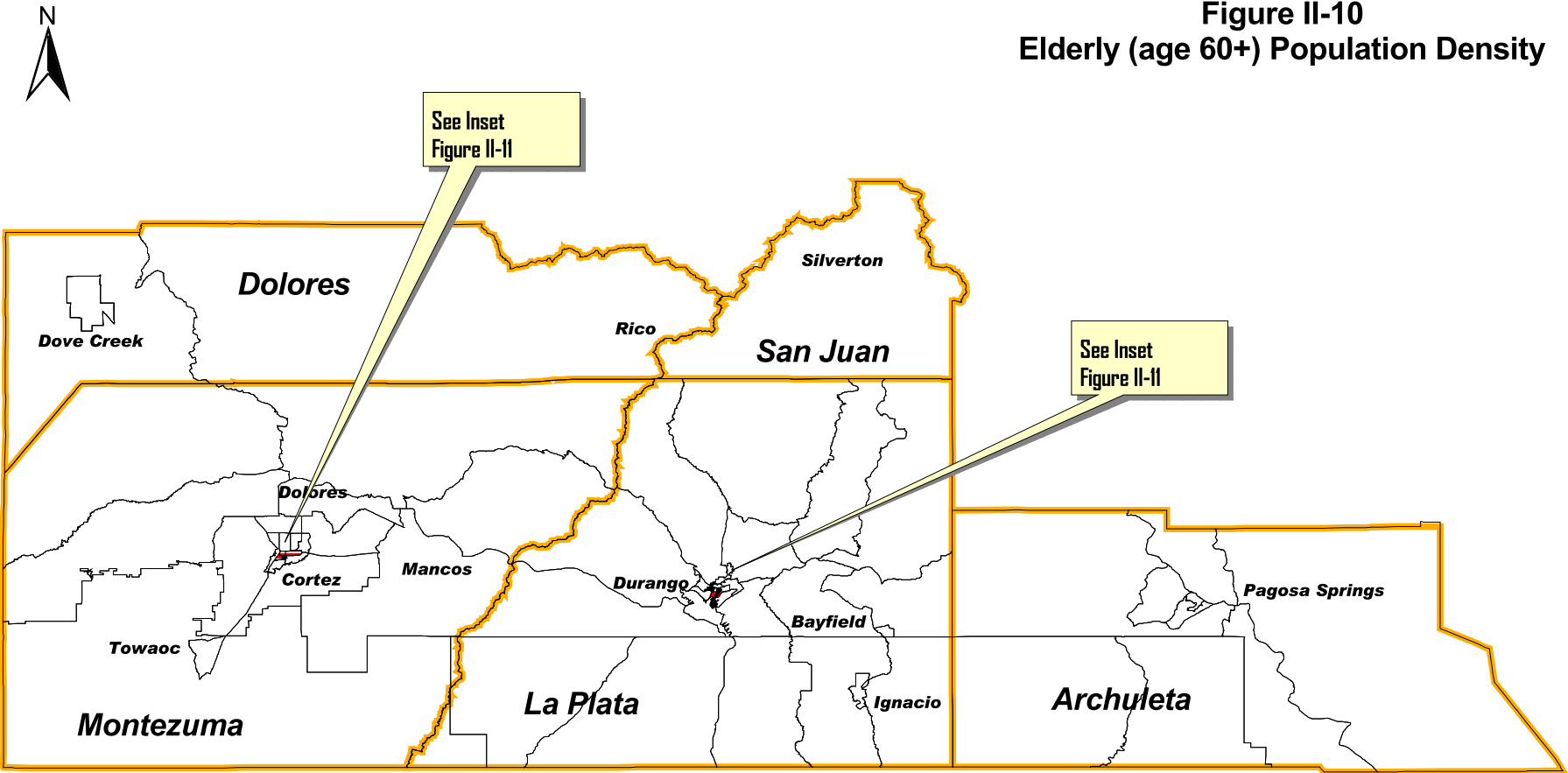
Table II-4, continued

**Transit-Dependent Population Characteristics for the Southwest Region**

County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Zero-Vehicle Households		Total Number of Households	Total Number of Youth Aged 0 - 15		Total Number of Elderly 60 & over		Mobility-Limited (16-64) Population		Below-Poverty Population		Total Population (Persons)
					#	%		#	%	#	%	#	%	#	%	
Montezuma	940200	1	Montezuma & La Plata S county line	4	0	0.0%	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
	941000	1	Towaoc Area	9	47	17.0%	276	270	32.2%	65	7.7%	28	3.3%	314	37.4%	839
	941000	2	SW Montezuma County	683	18	9.6%	188	274	40.7%	40	5.9%	10	1.5%	231	34.3%	674
	969000	1	NE Montezuma County	342	38	5.9%	641	309	20.8%	311	20.9%	91	6.1%	281	18.9%	1,486
	969000	2	S of Dolores, N of Cortez	34	13	1.9%	700	397	23.3%	331	19.4%	75	4.4%	300	17.6%	1,706
	969100	1	E Montezuma County, N of Mancos	146	11	4.2%	265	106	14.9%	223	31.4%	35	4.9%	50	7.0%	710
	969100	2	E Montezuma County, S of Mancos	179	31	3.7%	832	424	20.8%	355	17.4%	74	3.6%	227	11.1%	2,038
	969200	1	NW Montezuma County	308	31	8.4%	370	201	19.4%	213	20.6%	57	5.5%	98	9.5%	1,036
	969200	2	NW Montezuma County, N of CR G	184	10	1.8%	564	446	28.2%	210	13.3%	64	4.0%	161	10.2%	1,582
	969300	1	Central Cortez	1	27	7.1%	378	166	16.2%	195	19.0%	42	4.1%	55	5.4%	1,024
	969300	2	NE Cortez	2	0	0.0%	352	171	21.3%	195	24.3%	52	6.5%	125	15.6%	803
	969300	3	N Cortez Area	2	24	5.5%	436	339	27.8%	171	14.0%	65	5.3%	162	13.3%	1,220
	969300	4	N Cortez Area	2	22	12.8%	172	114	21.5%	117	22.0%	29	5.5%	120	22.6%	531
	969300	5	Central Cortez	0	29	8.4%	345	237	29.3%	111	13.7%	60	7.4%	241	29.8%	808
	969300	6	N of Cortez	7	0	0.0%	234	58	11.9%	185	37.9%	70	14.3%	39	8.0%	488
	969300	7	W Cortez	2	12	4.4%	270	157	21.7%	178	24.6%	26	3.6%	39	5.4%	723
	969400	1	SE Cortez	2	77	20.4%	377	204	24.6%	130	15.7%	118	14.3%	147	17.8%	828
	969400	2	S Cortez Area	0	60	19.0%	316	127	18.2%	198	28.4%	108	15.5%	100	14.3%	698
	969400	3	S Cortez Area	0	9	2.5%	366	172	24.0%	131	18.3%	10	1.4%	193	26.9%	717
	969400	4	SW Cortez	1	34	7.2%	470	339	26.5%	227	17.8%	97	7.6%	366	28.6%	1,278
969600	1	W of Cortez	53	33	6.2%	533	377	25.8%	213	14.6%	95	6.5%	137	9.4%	1,460	
969600	2	SE of Cortez	48	8	1.3%	604	518	29.2%	218	12.3%	120	6.8%	319	18.0%	1,773	
969600	3	E of Cortez	31	29	5.5%	523	373	26.5%	300	21.3%	71	5.0%	131	9.3%	1,408	
<b>TOTALS: MONTEZUMA COUNTY</b>				<b>2,042</b>	<b>563</b>	<b>6.1%</b>	<b>9,212</b>	<b>5,779</b>	<b>24.3%</b>	<b>4,317</b>	<b>18.1%</b>	<b>1,397</b>	<b>5.9%</b>	<b>3,836</b>	<b>16.1%</b>	<b>23,830</b>
<b>San Juan</b>	972600	1	Entire County	388	22	8.2%	269	82	14.7%	71	12.7%	6	1.1%	115	20.6%	558
<b>TOTALS: SAN JUAN COUNTY</b>				<b>388</b>	<b>22</b>	<b>8.2%</b>	<b>269</b>	<b>82</b>	<b>14.7%</b>	<b>71</b>	<b>12.7%</b>	<b>6</b>	<b>1.1%</b>	<b>115</b>	<b>20.6%</b>	<b>558</b>
<b>TOTAL: SW REGION</b>				<b>6,557</b>	<b>1,710</b>	<b>5.4%</b>	<b>31,599</b>	<b>16,868</b>	<b>21.1%</b>	<b>12,157</b>	<b>15.2%</b>	<b>3,217</b>	<b>4.0%</b>	<b>10,281</b>	<b>12.8%</b>	<b>80,071</b>

Source: 2000 US Census of Population and Housing, STF 3.

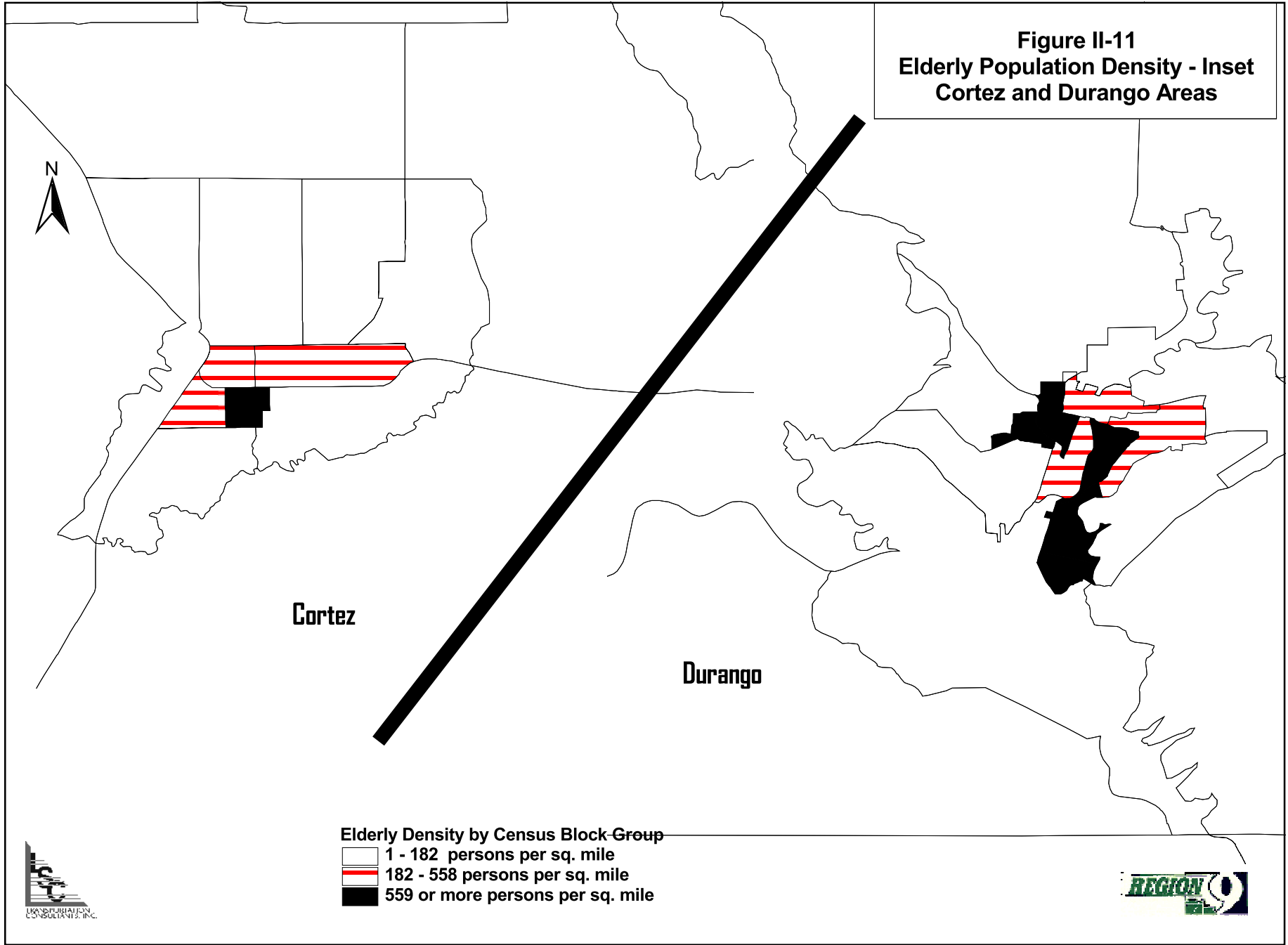
**Figure II-10**  
**Elderly (age 60+) Population Density**



**Elderly Density by Census Block Group**

- 1 - 182 persons per sq. mile
- 182 - 558 persons per sq. mile
- 559 or more persons per sq. mile
- SW Study Area Counties







### Mobility-Limited Population

The mobility-limited population, as a whole, represents approximately four percent of the study area. Figures II-12 and II-13 show the distribution of the mobility-limited population in the study area. The census block groups with the highest density are located in Cortez and Durango. Census Block Group 969400 2, in the south Cortez area, has the highest percentage with 16 percent of the population being mobility-limited persons.

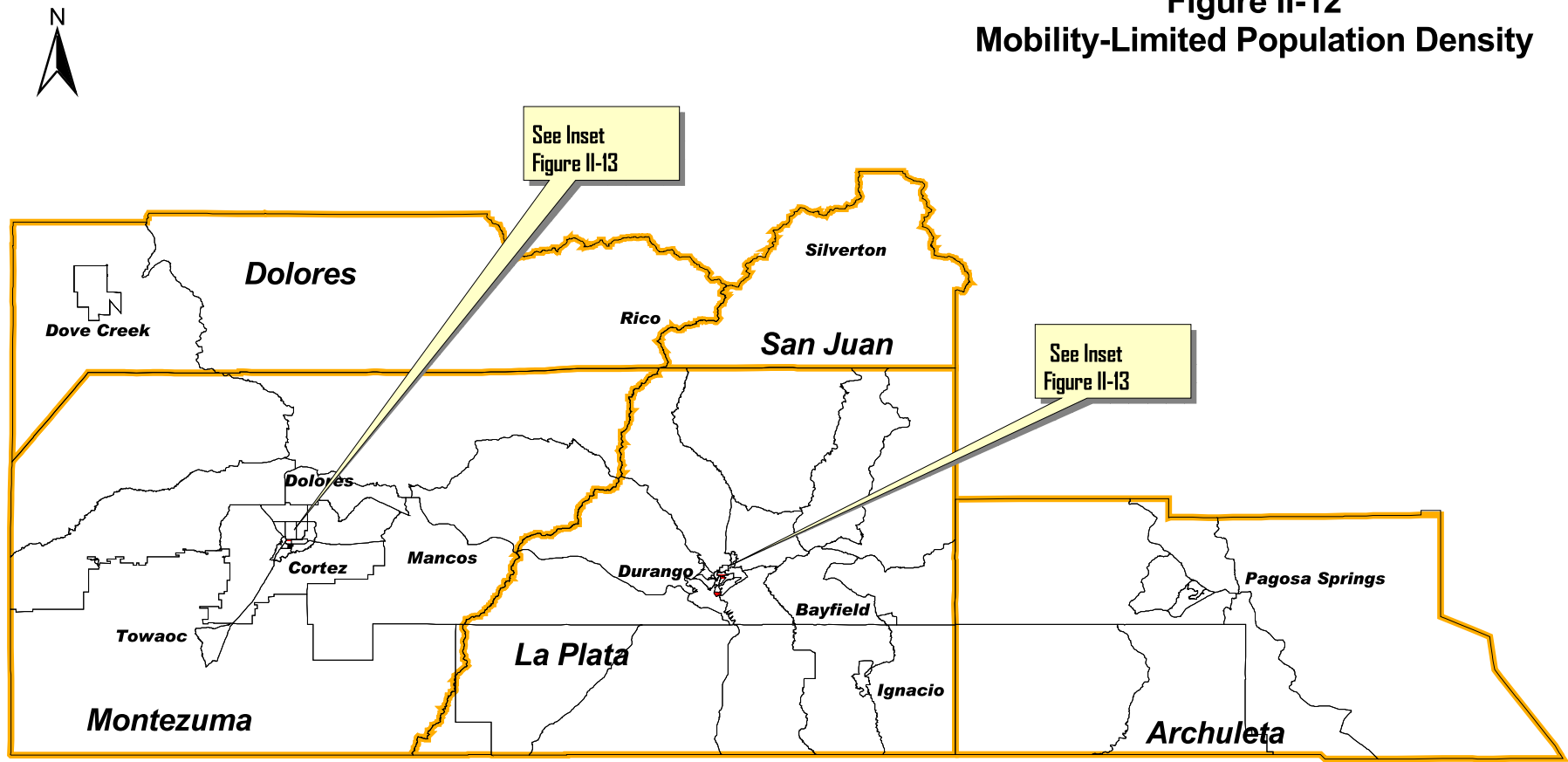
### Low-Income Population

Low-income persons tend to depend on transit to a greater extent than persons with a high level of disposable income. Based on the 2000 US Census, the Southwest Region had 13 percent (10,281) of the population ranked below poverty level. Figures II-14 and II-15 present the density of below-poverty persons within the study area. The areas with the highest density of persons below poverty level are located within Durango and the south Cortez area. In 2000, Census Block Group 941000 1, located in the Towaoc area, had the highest percentage of persons below poverty level with 37 percent of the population below poverty level.

### Zero-Vehicle Households

The final census information related to the “transit-dependent” is the distribution of households without their own vehicle. That distribution is shown for the study area in Figures II-16 and II-17. The census indicates that 1,710 southwest households did not have a vehicle in 2000, representing about five percent of the total households. The highest density for zero-vehicle households is in the south Durango area and the Cortez area. The highest percentage of zero-vehicle households was located in Census Block Group 969400 1, with approximately 20 percent of the households without a car. This area is located in the southeast Cortez area.

### Figure II-12 Mobility-Limited Population Density



**Mobility-Limited Density by Census Block Group**

- 1 - 87 persons per sq. mile
- 88 - 292 persons per sq. mile
- 293 persons per sq. mile
- SW Study Area Counties



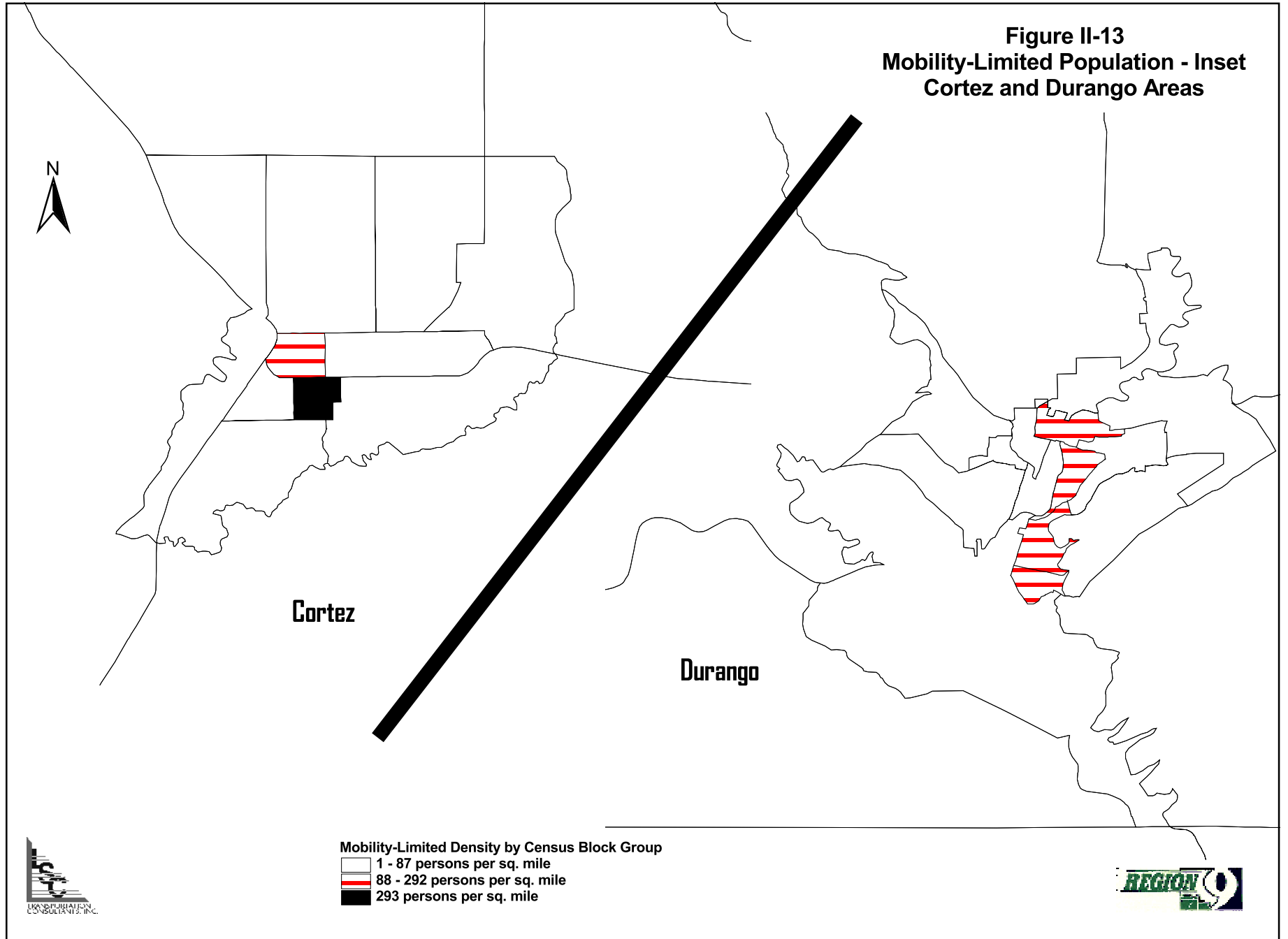
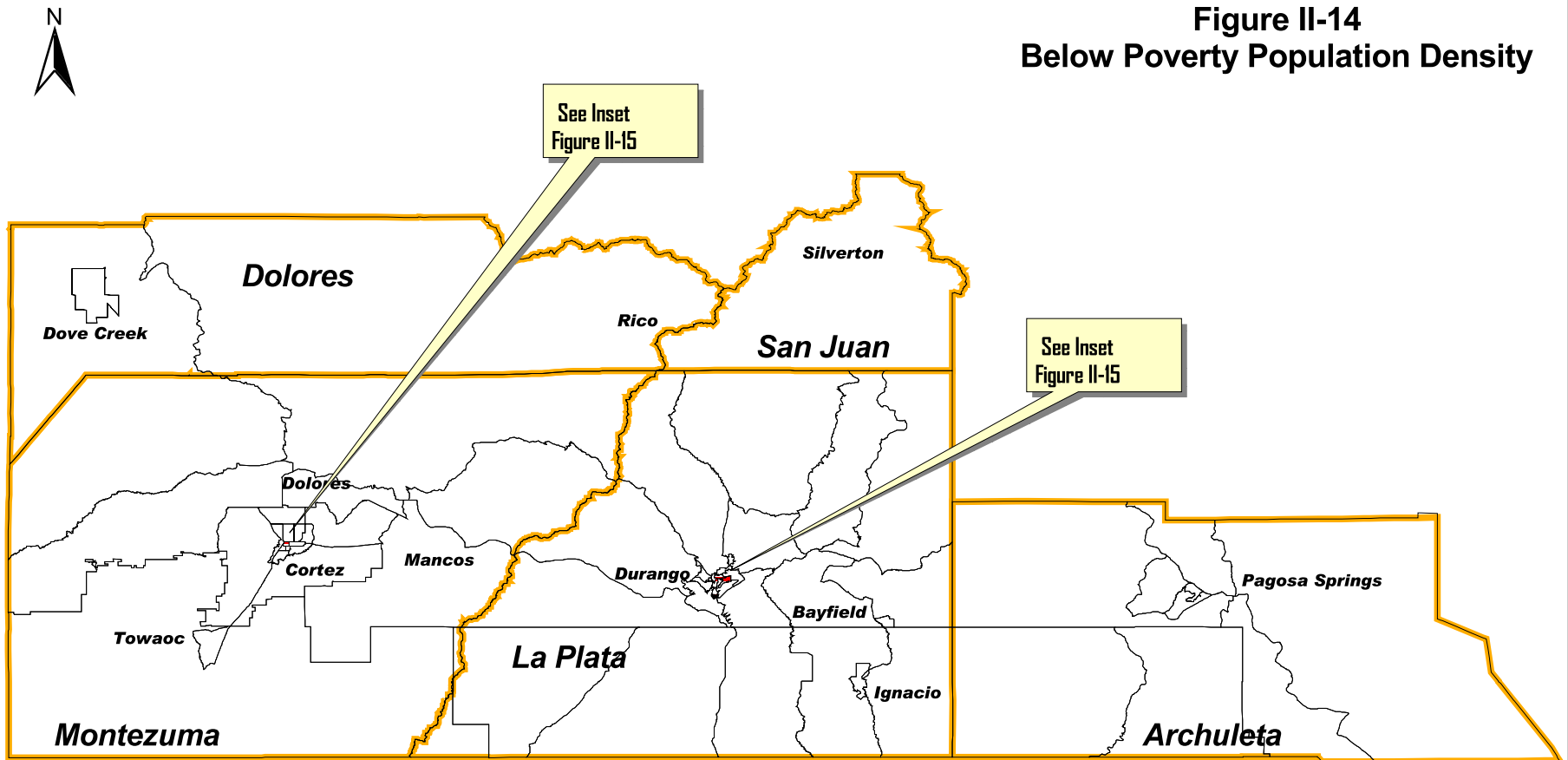


Figure II-14  
Below Poverty Population Density



Below Poverty by Census Block Group

- 1 - 268 persons per sq. mile
- 269 - 956 persons per sq. mile
- 957 or more persons per sq. mile
- SW Study Area Counties



**Figure II-15  
Below Poverty Population - Inset  
Cortez and Durango Areas**

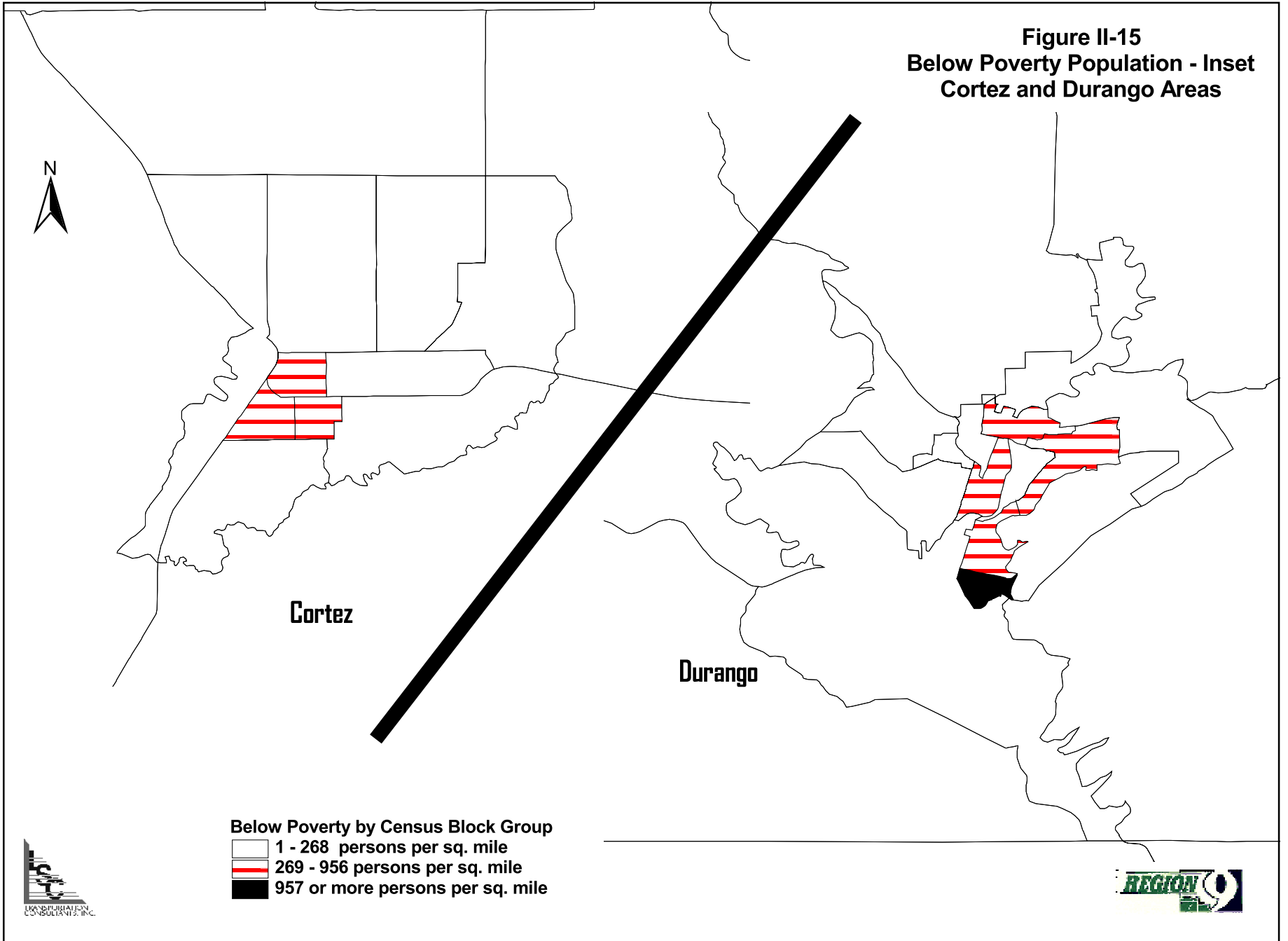
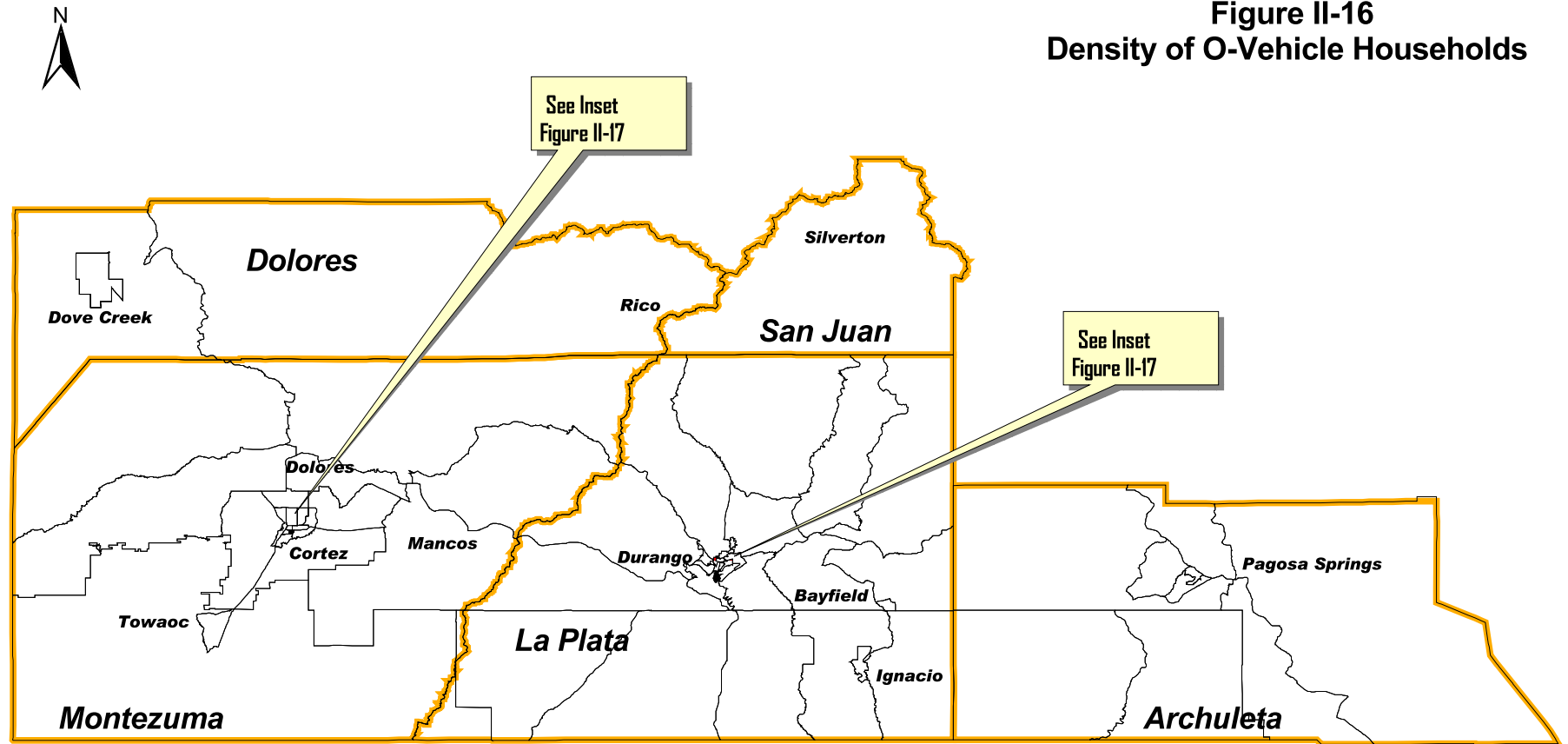


Figure II-16  
Density of O-Vehicle Households



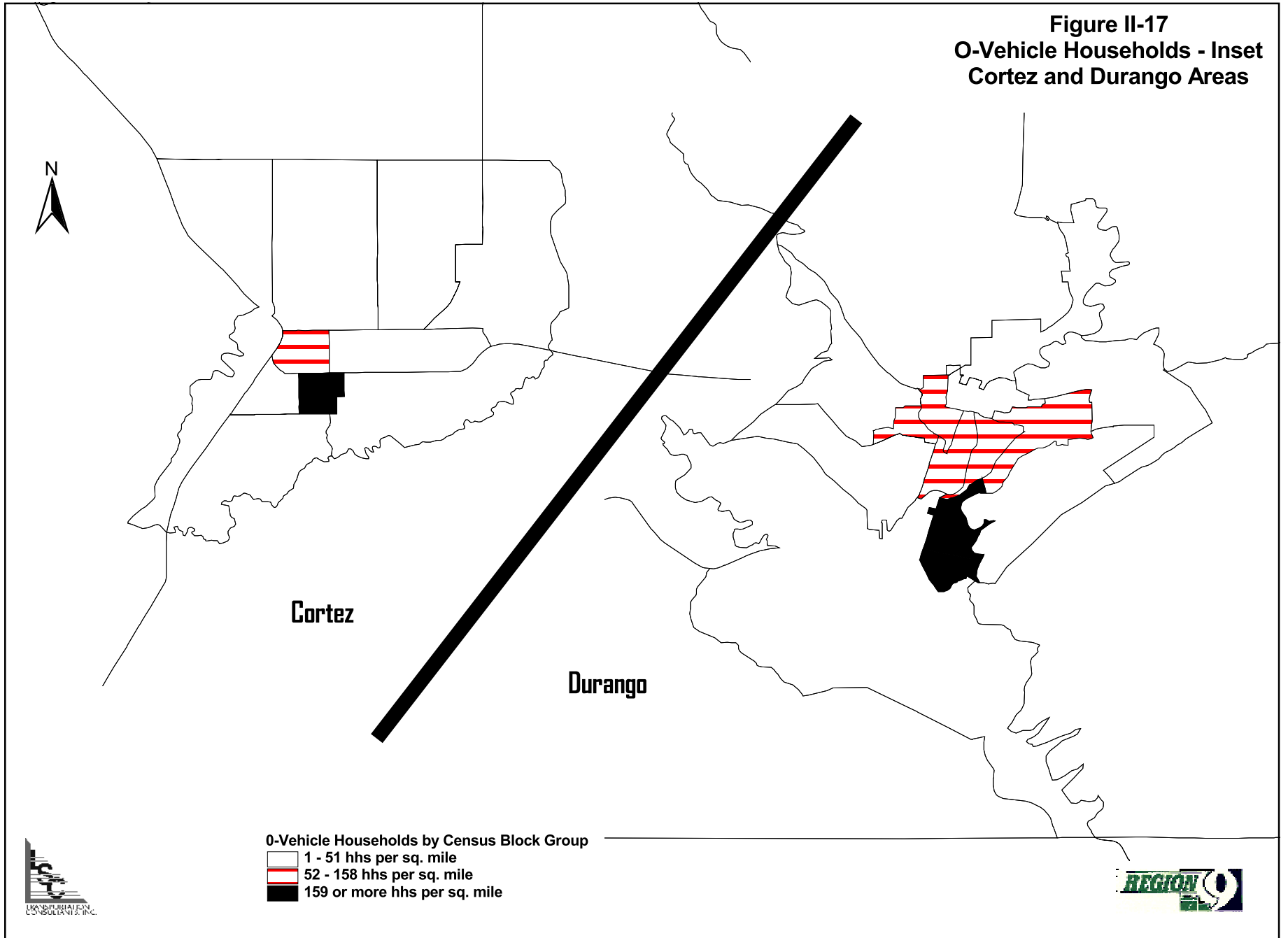
**0-Vehicle Households by Census Block Group**

- 1 - 51 hhs per sq. mile
- 52 - 158 hhs per sq. mile
- 159 or more hhs per sq. mile
- SW Study Area Counties

*hhs* = Households



**Figure II-17  
0-Vehicle Households - Inset  
Cortez and Durango Areas**



## **ECONOMIC PROFILE**

### **Economy and Employment**

Table II-5, on the following page, shows the available 2000 information on employment by county. The primary employment sector (32 percent) for the area is the Services sector, with over 16,300 jobs for the region. The second most employed industry for the region is the Trade industry with approximately 11,700 jobs or 23 percent of total jobs. Table II-6, also on the following page, shows the projected employment for the region.

- *Archuleta County* - The decline of the timber industry in the 1970s changed the role of manufacturing for the county. Since that time, tourism has become the number one industry. Retail trade is the strongest sales sector for the county, followed closely by services, not including lodging.
- *Dolores County* - Agriculture is the dominant sector for the county providing 41 percent of the jobs. Uranium mining prior to the mid-1980s in neighboring San Miguel County was a major sector of employment in the past.
- *La Plata County* - Tourism is currently the number one industry for the county. Prior to the 1970s, mining, agriculture, and timber production were the major sectors. Retail trade and services are the strongest employment sectors.
- *Montezuma County* - Mining was a key employment sector for Montezuma County in the past. However, with the construction of McPhee Reservoir in the 1980s and its extensive irrigation systems, agriculture and recreational opportunities are becoming the primary job sectors.
- *San Juan County* - The county is entirely dependent upon tourism, primarily in the summer months. In the early 1990s, mining contributed approximately 50 percent of the jobs. However, the Sunnyside Mine closed in 1991, and trade and tourism have become the major employment sectors.



Industry	Archuleta Co.		Dolores County		La Plata County		Montezuma Co.		San Juan Co.		Region	
	2000	%	2000	%	2000	%	2000	%	2000	%	2000	%
Agribusiness	360	7%	393	41%	1,544	5%	1,413	10%	0	0%	3,710	7%
Mining	33	1%	39	4%	320	1%	105	1%	0	0%	497	1%
Construction	750	14%	34	4%	3,549	11%	1,643	12%	16	4%	5,992	12%
Manufacturing	109	2%	7	1%	1,012	3%	596	4%	2	1%	1,726	3%
Transp., Public Utilities	114	2%	21	2%	954	3%	429	3%	7	2%	1,525	3%
Trade	1,290	23%	152	16%	7,092	23%	2,960	22%	175	48%	11,669	23%
Financial, Insurance, Real Estate	868	16%	29	3%	1,917	6%	586	4%	55	15%	3,455	7%
Services	1,404	25%	69	7%	10,827	35%	4,025	29%	30	8%	16,355	32%
Government	583	11%	204	22%	3,907	13%	1,949	14%	81	22%	6,724	13%
<b>* TOTAL</b>	<b>5,511</b>		<b>948</b>		<b>31,122</b>		<b>13,706</b>		<b>366</b>		<b>51,653</b>	

*\* May not sum due to data suppression of some industry sectors  
Source: Colorado Department of Revenue, 2002.*

County	2000	2010	2020	2030
<b>Archuleta</b>	4,996	6,886	8,659	10,429
<b>Dolores</b>	933	1,135	1,244	1,359
<b>La Plata</b>	28,900	40,346	51,798	63,263
<b>Montezuma</b>	12,929	16,355	20,807	26,247
<b>San Juan</b>	371	431	457	487
<b>Region Total</b>	<b>48,129</b>	<b>65,153</b>	<b>82,965</b>	<b>101,785</b>

*Source: Colorado Department of Local Affairs, 2002.*

## Major Employers

Table II-7 lists the major employers in the study area by county.

<b>Table II-7 Major Employers in the Southwest Study Area</b>					
<b>County</b>	<b>Employer</b>	<b>Employees</b>	<b>County</b>	<b>Employer</b>	<b>Employees</b>
<b>Archuleta</b>	School District 50 JT	189	<b>Montezuma</b>	School District RE-1	527
	Archuleta County	109		Ute Mountain Casino	365
	Fairfield Pagosa	80		Southwest Memorial Hospital	286
	City Market	72		Ute Mountain Ute Tribe	243
	Pagosa Lodge	50		Nielsons, Inc.	219
	Ponderosa True Value	40		Wal-Mart	200
	Circle Super	37		City Market	195
	Archuleta County Education	37		Farview Lodge	180
	Upper San Juan Hospital District	36		Montezuma County	174
	Sports Page	35		City of Cortez	157
<b>Dolores</b>	Dolores County	67	<b>San Juan</b>	Cascade Village Management	31
	School District	73		Silverton School District	25
	Dove Creek Superette	21		San Juan County	21
	Dove Creek Implement	18		Pickle Barrel	18
	High Country Elevators	15		Town of Silverton	16
	Celsius Energy	13		12th St. Station	16
	Midland Bean	13		Handlebars	14
	Dove Creek State Bank	9		Café Cascade	11
	James Tree Farm	8		Sunnyside Mine	10
<b>La Plata</b>	Mercy Medical Center	761	Triangle Motel & Services	9	
	School District 9R	750			
	Fort Lewis College	581			
	Southern Ute Tribe	330			
	Purgatory Ski Area	327			
	Sky Ute Lodge & Casino	315			
	City of Durango	260			
	La Plata County	340			
	Golf Hosts/Tamarron	249			
School District 11JT	188				

*Source: Comprehensive Economic Development Strategy, 2001.*

## **Commuting in the Southwest Region**

The five-county region of Southwest Colorado has approximately 3,979 miles of public roadways. People in the region often commute long distances to take advantage of better employment opportunities, shopping for goods and services, and lower real estate prices. Public transit, reliable air service, and road safety have been identified as key transportation issues for the region.

The 2000 Census reported residents of the Southwest Region are taking longer to get to work. In La Plata County, the average commute rose from 17.5 minutes in 1989 to 20.7 minutes in 1999. That compares with an increase in drive times for Archuleta County of 16 minutes to 19.2 minutes and Montezuma County's 16.7 minutes to 21.8 minutes. Statewide, the travel time increased from 20.6 to 24.3 minutes.



Transportation was one of six topics addressed during the 2002 La Plata County Community Summit. The group developed the following three recommendations to pursue in the next several years:

- Increase funding, land, and planning for transit.
- Increase incentive programs for employees/employers.
- Increase community education about benefits of transit/alternative transportation options.

Table II-8 shows the regional commute pattern based on the 2000 Census. The county of residence is shown with the county where the person is employed. Although the census presents the best available data, the seasonal and temporary nature of many jobs in this region indicate that the information in Table II-8 depicts only a portion of the people commuting between counties and states in this region.

**Table II-8  
Regional Commute Patterns**

Residence	County of Employment												
	Archeluta	Dolores	La Plata	Montezuma	San Juan	San Miguel	Mineral	Rio Grande	Conejos	San Juan, UT	San Juan, NM	McKinley, NM	Rio Arriba, NM
Archeluta	3,999	0	248	2	0	0	6	7	0	0	19	0	27
Dolores	2	450	16	177	0	84	0	0	0	29	8	4	0
La Plata	110	0	21,214	134	20	2	0	0	0	19	505	2	7
Montezuma	16	35	619	8,868	1	96	0	0	0	85	334	22	2
San Juan	0	0	47	0	219	0	0	0	0	0	0	0	0
San Miguel	2	35	0	33	4								
Mineral	8	0	0	0	0								
Rio Grande	70	0	6	7	0								
Conejos	5	0	0	0	2								
San Juan, UT	0	0	13	83	0								
San Juan, NM	12	0	983	107	0								
McKinley, NM	0	0	12	12	0								
Rio Arriba, NM	9	0	0	0	0								

Source: 2000 Census

## Existing Transportation Systems

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### INTRODUCTION

Chapter III reviews the existing transportation providers within the Southwest Transportation Planning Region. The providers vary in service type and clients, and this chapter provides a summary of all public and private transportation providers who operate within the Southwest Region.

### TRANSPORTATION PROVIDERS

#### Archuleta County Social Services

Archuleta County Social Services contracts with Mountain Express to provide transportation to social service clients. The agency does provide some trips by personal vehicles, when Mountain Express is not available. This occurs approximately two times per week. Employees are reimbursed by mile when personal cars are used. Social services provides transportation to low-income individuals, youth, and Medicaid participants.

Medicaid transportation is also provided by Mountain Express. A Colorado Works Jobs Access grant provides \$60,000 funding to Mountain Express for transit service annually. Archuleta County Social Services is pleased with the current transportation arrangements and will continue to coordinate services.

#### Archuleta County Transportation - Mountain Express

##### General Public Service

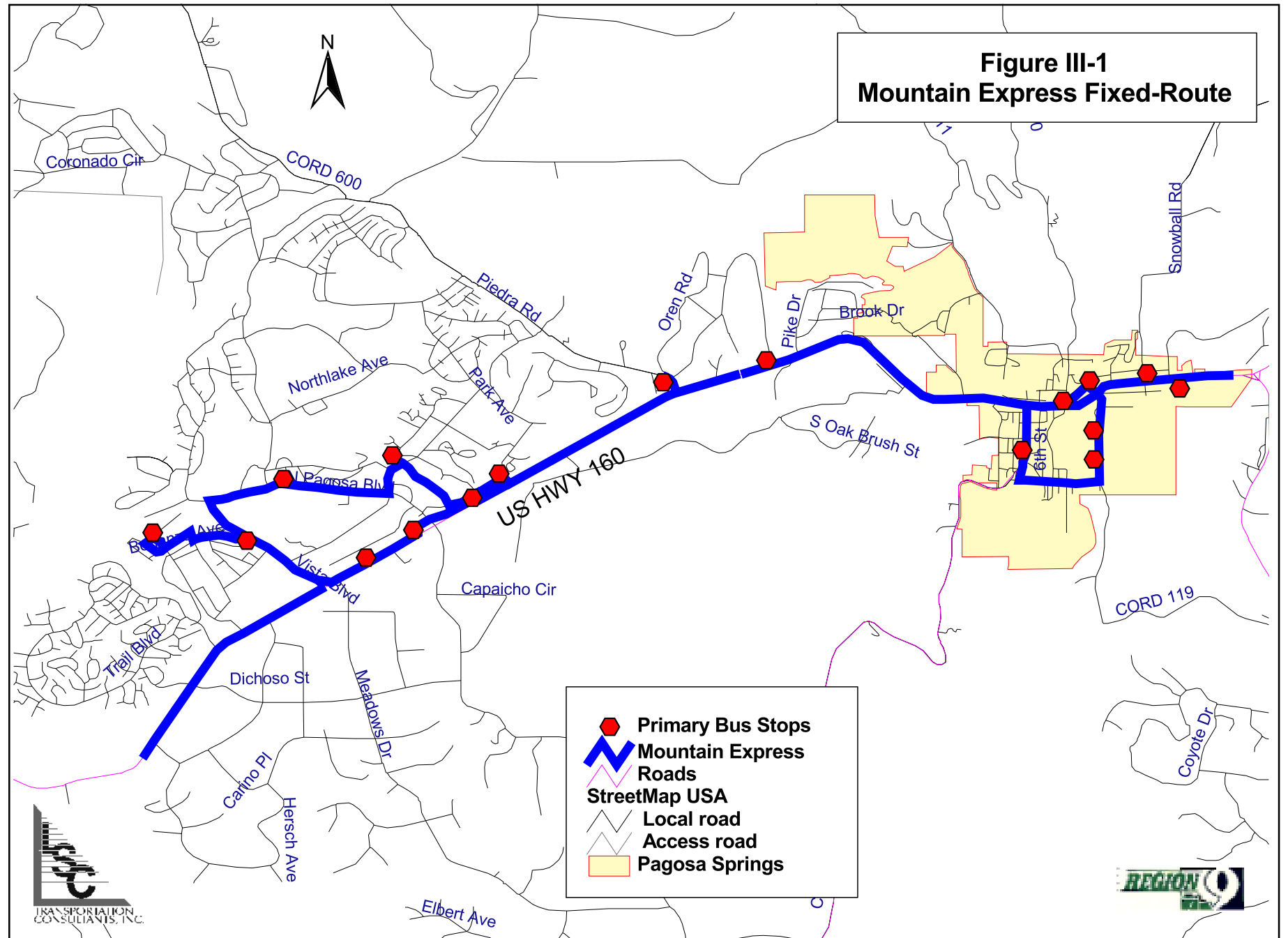
Mountain Express, operated by Archuleta County, began service in July 1999 from a Job Access and Reverse Commute grant program. The grant provided funds to purchase a new small bus and operate fixed-route public transit service in the Pagosa Springs area. The new fixed-route service supplemented the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

## *Existing Transportation Systems*

Mountain Express operates weekdays from 6:00 a.m. to 7:50 p.m. The route serves Pagosa Springs and the US 160 corridor west to Turkey Springs, via Fairfield and Aspen Springs. The one-way route is 30 miles, which costs each passenger \$0.50. The schedule has 21 scheduled stops, which are served eight times throughout the day. Figure III-1 shows the bus stop locations for Mountain Express.

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—which is approximately five miles between the two areas.

The fixed-route service provides 9,787 annual trips for residents, 58,640 annual vehicle-miles, and 3,709 annual revenue-hours.



Senior Program Transportation

The Senior Program provides several transportation services to residents:

- Local “Senior Bus” demand-response service in Pagosa Springs for seniors and persons with disabilities for medical, shopping, and nutrition trips. (78 percent of total trips)
- Long distance “Shopping Trips” to Durango and Farmington, New Mexico. (20 percent of total trips)
- “Medical Shuttle” to Durango. (2 percent of total trips)
- “Meal-on-Wheels” transportation in the Pagosa Springs area.

The demand-response Senior Bus operates from 9:00 a.m. to 4:00 p.m. weekdays, except Thursdays when the vehicle is used for long distance shopping trips. Fares for the different services are shown in Table III-1.

<b>Table III-1 Senior Program - Fares</b>	
<b>Service</b>	<b>Fare</b>
<b>Local Senior Bus</b>	\$0.50
<b>Durango Shopping Trips</b>	
Seniors	\$10/\$15 (Members/Non-members)
Non-Senior	\$20
Under 16	\$12.50
<b>Farmington Shopping Trips</b>	
Seniors	\$15/\$20 (Members/Non-members)
Non-Senior	\$25
Under 16	\$12.50
<b>Medical Shuttles</b>	
Seniors	\$2.00
Non-Senior	\$4.00
<b>Durango Medical Shuttle</b>	\$40.00

The Senior Program “Medical Shuttle” provides approximately 520 annual trips, with 10,312 annual vehicle-miles and 1,456 annual vehicle-hours. An additional 164 in-kind hours are used for the “Medical Shuttle.” Using an average wage of



\$7.00, the in-kind hours from volunteers save the county approximately \$1,150 annually just for the “Medical Shuttle” program.

The Senior Bus program provides 7,117 annual trips, with 12,670 annual vehicle-miles and 1,458 annual vehicle-hours. An additional 505 in-kind hours are provided by volunteers for the Senior Bus program. The in-kind hours for the Senior Bus program save the county approximately \$3,550 annually.

### Contract Service for Social Services Program

An additional transportation service provided by Archuleta County is for the Department of Social Services within the county. The service is demand-response and available to approved clients from the department. The clients from the Social Services Department do not pay the drivers, but are billed directly as part of the Social Services programs. One of the primary programs through the agency is *The Training Advantage* through the Colorado Workforce program. Approximately 3,919 annual trips are recorded strictly for this program.

### Vehicle Data

Four vehicles are operated by Archuleta County for Mountain Express and the Senior Program transportation services. The vehicle inventory is shown in Table III-2.

Mountain Express uses the 1994 16-passenger bus with the wheelchair lift for the fixed-route service. The Senior Program utilizes the other three vehicles for their needs. Typically, three vehicles operate on the average day during peak periods.

Vehicle Model	Year	Price	Capacity			Replacement Year
			Seat	Stand	W/C	
Ford E-450	2001	\$48,000	14	0	2	2005
Ford E-450	2001	\$48,000	14	0	2	2005
Ford E-350	1994	\$19,000	16	0	2	2003
Ford E-350	1993	n/a	16	0	0	2004

*Source: Archuleta County, 2002.*

**Staff**

Archuleta County employees five full-time drivers and four part-time drivers. The agency also has three volunteer drivers. The paid drivers are required to be CDL-certified drivers. Staff report to the Transportation Director, who in return reports to the County Administrative Assistant.

**Summary Statistics**

The Mountain Express serves primarily low-income persons, both youth and adult residents. The majority of trips are for employment, shopping, and social services. The senior transportation services estimate 85 percent of the trips are for shopping and personal needs, with the remaining trips for medical appointments.

In summary, Archuleta County provided 16,127 annual one-way trips for 2002 with approximately 82,870 vehicle-miles. Annual vehicle-hours in 2002 were 7,333. These 2002 totals include all transit services provided by Archuleta County, including contract services.

Archuleta County tracks passengers by market segment. The majority of passengers are non-disabled, under the age of 60. Figure III-2 shows the breakout of passenger market segment.

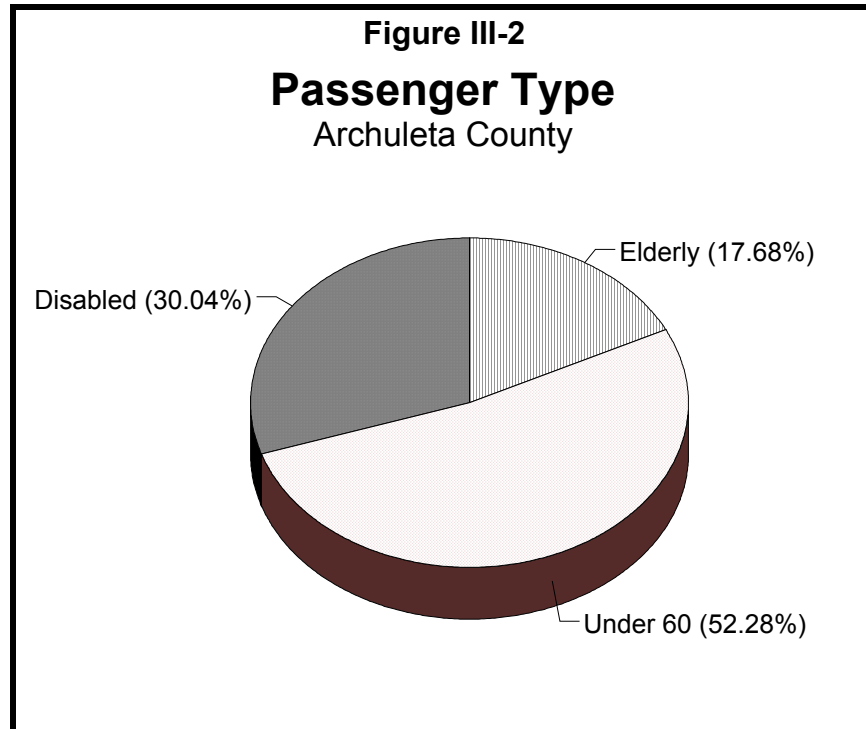


Table III-3 provides the systemwide average performance measures for Archuleta County.

<b>Table III-3</b>	
<b>Archuleta County Transportation - 2002</b>	
<b>Annual</b>	<b>Systemwide</b>
Vehicle-Miles	82,870
Vehicle-Hours	7,333
One-way Trips	16,127
Operating Cost	\$95,055
Cost per Hour	\$12.96
Pass. per Hour	2.2
Cost per Trip	\$5.89
<i>Source: Archuleta County.</i>	

### Cost Allocation Model

Tables III-4 and III-5 provide the fixed-route and demand-response cost allocation model. Financial, ridership, and service information can be used to develop internal evaluation tools for each of the transit systems presented in this chapter. A cost allocation model provides base information against which current operations can be judged. In addition, the model is useful for estimating cost ramifications for any proposed service alternatives.

Table III-4 yields the following cost equation for the fixed-route service ONLY:

$$\text{Total Cost} = \$18,480 + \$0.18 \times \text{revenue-miles} + \$9.51 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.18 \times \text{revenue-miles} + \$9.51 \times \text{revenue-hours.}$$

---

Table III-5 yields the following cost equation for the demand-response service ONLY:

$$\text{Total Cost} = \$3,624 + \$0.24 \times \text{revenue-miles} + \$6.24 \times \text{revenue-hours.}$$

Incremental costs consider only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.24 \times \text{revenue-miles} + \$6.24 \times \text{revenue-hours.}$$

<b>Table III-4</b>				
<b>Archuleta County Cost Allocation Model - Fixed-Route ONLY</b>				
<b>Cost Item</b>	<b>2002 Cost</b>	<b>Vehicle-Hours</b>	<b>Vehicle-Miles</b>	<b>Fixed Costs</b>
Operators Salary and Wages	\$38,376	\$38,376		
Fringe Benefits	\$7,254	\$3,627	\$3,627	
Services	\$11,814			\$11,814
Fuel and Lubricants	\$7,451		\$7,451	
Utilities	\$3,606			\$3,606
Miscellaneous Expenses	\$3,060			\$3,060
Taxes	\$20			\$20
<b>Total Operating Budget</b>	<b>\$71,581</b>	<b>\$42,003</b>	<b>\$11,078</b>	<b>\$18,480</b>
Service Variables		veh-hrs	veh-mls	
Unit Costs		4,419	59,888	
Fixed Cost Factor		\$9.51	\$0.18	1.35
<i>Capital Cost</i>	\$0			
<b>TOTAL BUDGET</b>	<b>\$71,581</b>			
<i>Source: Archuleta County, 2002.</i>				

<b>Table III-5</b>				
<b>Archuleta County Cost Allocation Model - Demand-Response ONLY</b>				
<b>Cost Item</b>	<b>2002 Cost</b>	<b>Vehicle-Hours</b>	<b>Vehicle-Miles</b>	<b>Fixed Costs</b>
Operators Salary and Wages	\$14,555	\$14,555		
Fringe Benefits	\$3,479	\$3,627	\$3,627	
Services	\$1,814			\$1,814
Fuel and Lubricants	\$1,816		\$1,816	
Utilities	\$1,803			\$1,803
Taxes	\$7			\$7
<b>Total Operating Budget</b>	<b>\$23,474</b>	<b>\$18,182</b>	<b>\$5,443</b>	<b>\$3,624</b>
Service Variables		veh-hrs	veh-mls	
Unit Costs		2,914	22,982	
Fixed Cost Factor		\$6.24	\$0.24	1.15
<i>Capital Cost</i>	\$0			
<b>TOTAL BUDGET</b>	<b>\$23,474</b>			
<i>Source: Archuleta County, 2002.</i>				

Funding

Archuleta County receives transportation funding from multiple sources. Table III-6 provides a summary of funding sources. The majority of funding is derived from Colorado Works Program grant and the Jobs Access Reverse Commute grant.

<b>Table III-6</b>	
<b>Archuleta County Transit Funding</b>	
<b>Source</b>	<b>Amount</b>
Fares/Donations	\$2,985
Advertising	\$800
FTA 5311	\$18,000
Colorado Works	\$60,000
Jobs Access Reverse Commute	\$75,000
Town of Pagosa Springs	\$3,000
Medicaid/HCBS	\$3,480
Title III - OAA	\$2,345
<b>Total</b>	<b>\$165,610</b>
<i>Source: Archuleta County, 2002.</i>	

Archuleta County Transit Needs

Short-term needs and cost estimates for Archuleta County are listed below. These requests are for fiscal years 2004 through 2009.

- Replace (3) mini-buses at \$52,000 each \$156,000
- Expand service to Saturdays - \$12,000 year \$72,000
- Expand office staff with (1) part-time - \$12,000 year \$72,000
- Purchase (7) bus shelters - \$11,000 each \$77,000
- Purchase bus stop sign schedules \$1,800
- Purchase schedules/brochures \$6,500

Long-term needs for Archuleta County have also been identified for the transit program.

- Bus barn \$45,000
- Bus wash facility \$25,000
- Expand to intercounty service - \$62,000 year \$930,000
- Bus driver staff increase by 3 - \$25,000 year \$375,000

## **Durango LIFT**

The City of Durango currently operates The Lift, The Trolley, and The Opportunity Bus. The service area includes the City of Durango and up to 10 driving miles outside the city limits. With prior arrangements, residents can be picked up off the scheduled routes.

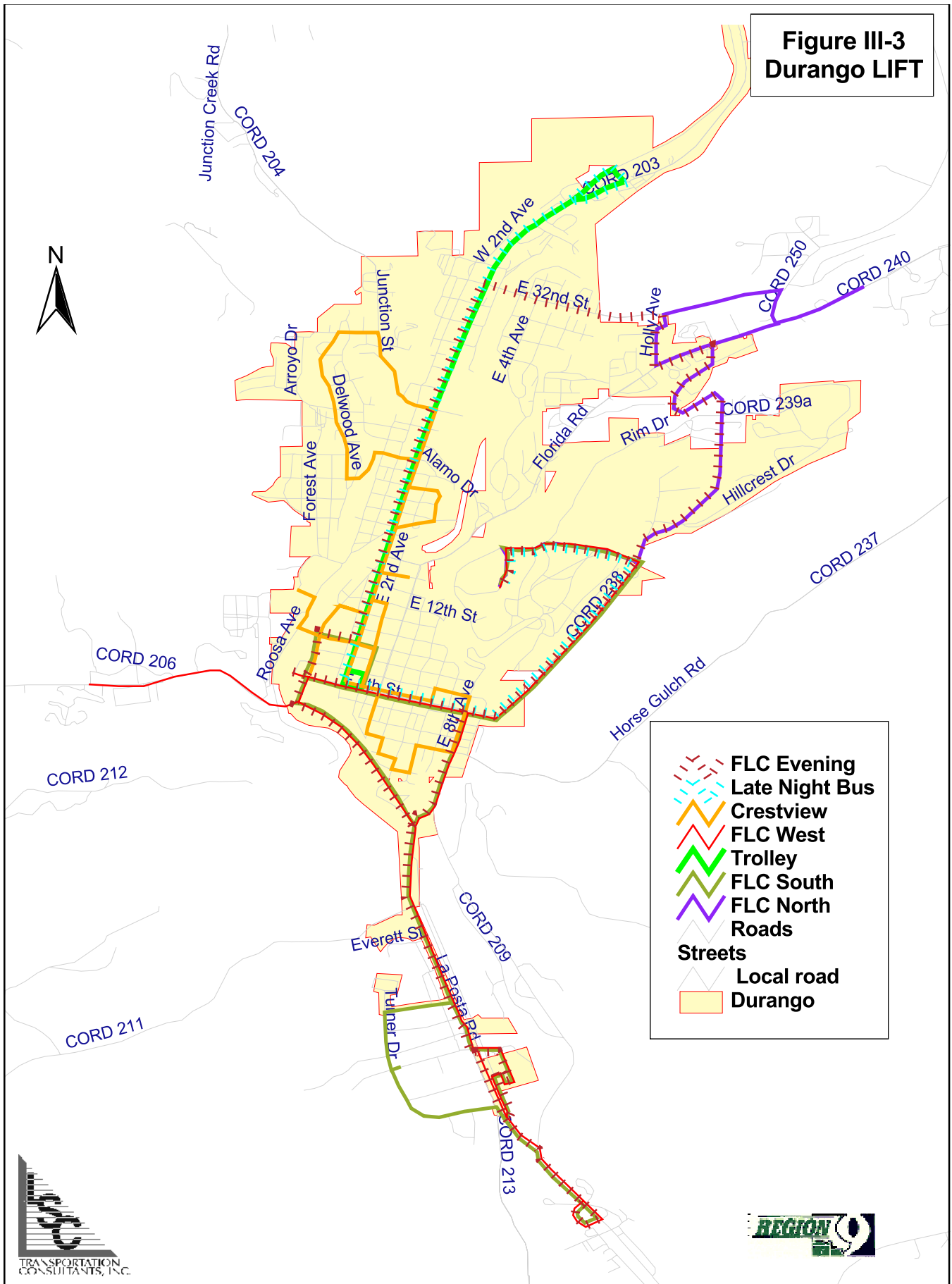
### The Lift - Fixed-Route Service

The Lift operates six days a week, Monday through Saturday, approximately 12 hours a day. Hours of operation are from 6:30 a.m. to 6:45 p.m. Monday through Friday, and from 9:30 a.m. to 6:45 p.m. on Saturdays. However, there are also two evening services offered during the fall and winter terms at Fort Lewis College. One route operates from 6:45 to 10:45 p.m., and the other route is a late evening service for Friday and Saturday nights only, from midnight to 2:30 a.m.



Six fixed routes are operated by The Lift, including the night routes. Four routes operate Monday through Saturday. 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. Descriptions of each route follow, and Figure III-3 presents the fixed-route service.

**Figure III-3  
Durango LIFT**





- **Crestview - South Durango** - The route provides service through the Crestview and South Durango neighborhoods linking them with Mercy Hospital, Albertsons, and South City Market.
- **FLC South** - The route provides service from Albertsons to Fort Lewis College and South City Market, and Albertsons to Bodo Park, Wal-Mart, and the Durango Mall.
- **FLC West** - The route provides service from Albertsons to Fort Lewis College, Bodo Park, Wal-Mart, Durango Mall, and Highway 160 West on three different loops. Service runs in the fall and winter only. Crestview will serve Highway 160 West on a demand basis during the summer season.
- **FLC North** - The route provides service to North City Market, Fort Lewis College, and north on Florida Road to Heritage Village Apartments.
- **FLC Evening** - The route provides service to Fort Lewis College, North City Market, Albertsons, Bodo Park, Wal-Mart, and the Durango Mall. Service runs Monday through Friday from 6:45 to 10:45 p.m. There is no evening service during winter break or during the summer season.
- **Late Night Bus** - The service operates midnight through 2:30 a.m. on Friday and Saturday nights. The route travels north on Main Avenue on the hour and returns. On the half-hour, the route travels to Fort Lewis College and back.

Fares are currently \$1.00 per one-way trip for adults and children over the age of five; children five and under and attendants to disabled passengers ride free. Seniors over age 60 have a reduced fare of \$0.50. Monthly passes are also available. Fort Lewis College students pay a semester activity fee, forwarded to the City of Durango, for which they receive an unlimited-ride semester pass for The Lift. Table III-7 shows the current fare structure for all transit services.

<b>Table III-7 Fare Structure - City of Durango</b>				
	<b>Opportunity Bus</b>	<b>Fixed-Route</b>	<b>Trolley</b>	<b>Trolley Loop</b>
Adult/Children	\$2.00	\$1.00	\$0.50	\$0.75
Under 5 yrs	\$2.00	Free	Free	n/a
Attendant	Free	Free	Free	n/a
Seniors (60+)	\$2.00	\$0.50	\$0.50	\$0.75
Monthly Pass	n/a	\$12.00	\$10.00	\$20.00
Sr. Monthly Pass	n/a	\$6.00	\$5.00	\$10.00
Transfers	n/a	\$0.25	\$0.25	n/a
Late Night Bus	10-punch pass - \$15.00		\$2.00 per ride	
<i>Source: The Lift, 2002.</i>				

Approximately 217,865 one-way passenger-trips were provided on The Lift in 2001. Passengers under age 60 account for approximately 72 percent of the total ridership. It can be assumed the Fort Lewis College students are a majority of these riders. The Fort Lewis College semester activity fee replaces student fares.

### The Opportunity Bus

The Opportunity Bus is a demand-response, door-to-door service for the Durango urban area which began service in 1981. Prior to that date, service for senior and disabled passengers was provided by Club Esfuerzo, a senior citizen's group. The Opportunity Bus provides service to origin/destination points up to 10 miles outside of the city limits.

The service area is greater than that served by the fixed routes. The boundary extends 10 miles outside of the city limits into La Plata County. This boundary exceeds the three-quarter-mile minimum distance for paratransit service required by the Americans With Disabilities Act for complementary service.

The general one-way fare for The Opportunity Bus service within the city limits is \$2.00. Passengers must be qualifying persons with disabilities as outlined in the Americans with Disabilities Act or a minimum age of 60. A total of 10,327 one-way passenger-trips were provided in 2001.

## Trolley

In 1993, Durango began seasonal operation of the trolley service on Main Avenue from downtown to the Iron Horse Inn and Days Inn. In 1996, the trolley service extended to free year-round service, which increased ridership significantly. The current year-round 2002 service has a fare of \$0.50 for each one-way trip. Much of the summer use is by visitors to the community, but local residents use the service throughout the year.

## Vehicle Data

The Lift has 14 vehicles in its fleet. On an average day, eight vehicles are in operation for the three services. Twelve of the 14 vehicles are wheelchair accessible. Table III-8 shows the current fleet information.

Vehicle Model	Year	Price	Capacity			Replacement Year
			Seat	Stand	W/C	
Ford E 40	1998	\$50,814	20	12	2	2003
Ford E 40	1998	\$50,814	20	12	2	2003
Freightliner	1997	\$145,656	32	20	2	2004
Freightliner	1998	\$145,656	32	20	2	2003
Freightliner	2000	\$158,919	32	20	2	2006
Ford E 40	1999	\$49,211	16	10	1	2005
CL 100	2003	\$61,980	15	10	2	2008
CL 100	2003	\$55,480	15	10	2	2008
CL 100	2003	\$64,175	19	11	2	2008
CL 100	2003	\$64,175	19	11	2	2008
Mark III	1999	\$35,848	6	0	1	2005
Mark III	1999	\$35,848	6	0	1	2005
Voyager	1999	\$17,460	7	0	0	2007
Voyager	1999	\$17,460	7	0	0	2007

*Source: Durango LIFT, 2002.*

## Staff

The Durango LIFT employees 14 full-time employees and 15 part-time employees for the transit service. Of the 29 employees, 8 full-time drivers and 17 part-time drivers operate the buses. All drivers are required to be CDL-certified drivers. The

Transit Services Manager oversees the administrative assistant, dispatchers, transit services supervisor, and the transit operators. The Transit Services Manager reports to the General Services Director.

### Summary Statistics

The Durango Lift primarily serves Fort Lewis College students. While serving this market segment, other residents and visitors have several transit options to travel around town. In summary, Durango LIFT provides 217,865 annual one-way trips, with approximately 344,533 vehicle-miles. Annual vehicle-hours for 2001 were 26,374. These totals are for all services in 2001. Durango LIFT tracks passengers by market segment. The majority of passengers are non-disabled, under age 60. Figure III-4 shows the breakout of passenger market segment.

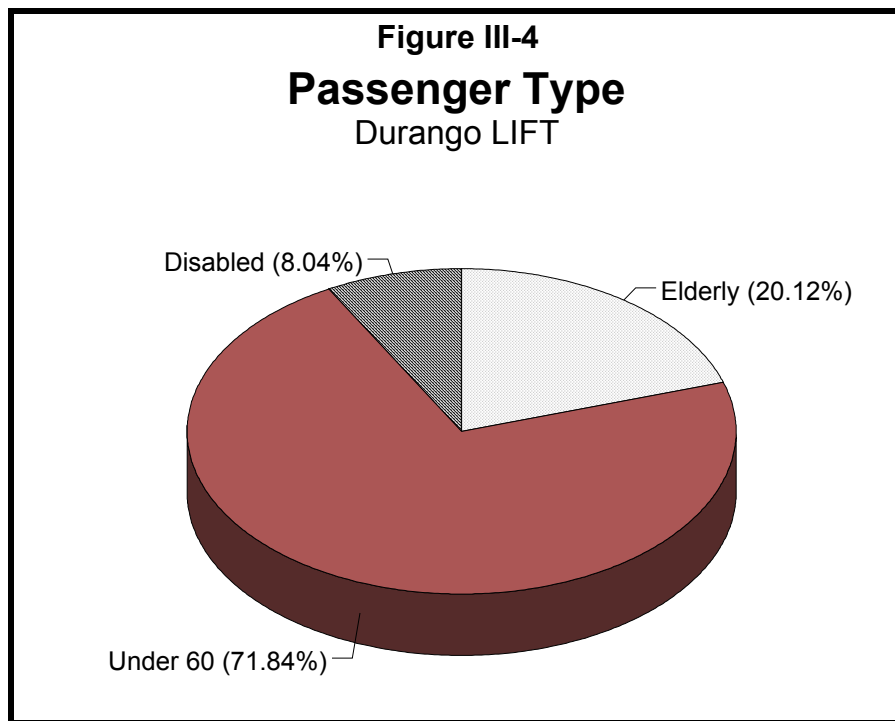


Table III-9 provides the systemwide performance measures for the Durango LIFT.

<b>Table III-9</b>	
<b>Durango Lift - 2001</b>	
<b>Annual</b>	<b>Systemwide</b>
Vehicle-Miles	344,533
Vehicle-Hours	26,374
One-way Trips	217,865
Operating Cost	\$686,248
Cost per Hour	\$26.02
Pass. per Hour	8.3
Cost per Trip	\$3.15
<i>Source: Durango LIFT.</i>	

### Cost Allocation Model

This section of the chapter evaluates the costs of the existing service provided by the City of Durango Transit. The evaluation provides important information which is used to estimate costs of alternate service concepts and to identify opportunities for increased productivity.

Cost information for 2001 was used for the three-factor cost allocation model. Tables III-10 and III-11 provide the fixed-route and demand-response models. Financial, ridership, and service information can be used to develop internal evaluation tools for transit systems. The model provides base information against which current operations can be judged. In addition, the model is useful for estimating cost ramifications for any proposed service alternatives.

Table III-10 yields the following cost equation for the demand-response service ONLY:

$$\text{Total Cost} = \$5,513 + \$0.77 \times \text{revenue-miles} + \$20.02 \times \text{revenue-hours.}$$

Incremental costs consider only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.77 \times \text{revenue-miles} + \$20.02 \times \text{revenue-hours.}$$

Table III-11 yields the following cost equation for the fixed-route service ONLY:

$$\text{Total Cost} = \$20,430 + \$0.50 \times \text{revenue-miles} + \$17.43 \times \text{revenue-hours.}$$

Existing Transportation Systems

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.50 \times \text{revenue-miles} + \$17.43 \times \text{revenue-hours.}$$

<b>Table III-10</b>				
<b>Durango LIFT Cost Allocation Model - Demand-Response ONLY</b>				
<b>Cost Item</b>	<b>2001 Cost</b>	<b>Vehicle-Hours</b>	<b>Vehicle-Miles</b>	<b>Fixed Costs</b>
Operators Salary and Wages	\$80,008	\$80,008		
Fringe Benefits	\$33,926	\$16,963	\$16,963	
Services	\$25,900		\$25,660	\$240
Fuel and Lubricants	\$4,899		\$4,899	
Casualty and Liability	\$4,239			\$4,239
Miscellaneous Expenses	\$1,034			\$1,034
<b>Total Operating Budget</b>	<b>\$150,006</b>	<b>\$96,971</b>	<b>\$47,522</b>	<b>\$5,513</b>
Service Variables		veh-hrs	veh-mls	
Unit Costs		4,843	61,972	
Fixed Cost Factor		\$20.02	\$0.77	1.04
<i>Capital Cost</i>	<i>\$30,000</i>			
<b>TOTAL BUDGET</b>	<b>\$180,006</b>			
<i>Source: Durango LIFT, 2002.</i>				

<b>Table III-11</b>				
<b>Durango LIFT Cost Allocation Model - Fixed-Route ONLY</b>				
<b>Cost Item</b>	<b>2001 Cost</b>	<b>Vehicle-Hours</b>	<b>Vehicle-Miles</b>	<b>Fixed Costs</b>
Operators Salary and Wages	\$337,897	\$337,897		
Fringe Benefits	\$74,652	\$37,326	\$37,326	
Services	\$76,323		\$68,184	\$8,139
Fuel and Lubricants	\$35,074		\$35,074	
Casualty and Liability	\$9,222			\$9,222
Miscellaneous Expenses	\$3,069			\$3,069
<b>Total Operating Budget</b>	<b>\$536,237</b>	<b>\$375,223</b>	<b>\$140,584</b>	<b>\$20,430</b>
Service Variables		veh-hrs	veh-mls	
Unit Costs		21,531	282,561	
Fixed Cost Factor		\$17.43	\$0.50	1.04
<i>Capital Cost</i>	<i>\$120,000</i>			
<b>TOTAL BUDGET</b>	<b>\$656,237</b>			
<i>Source: Durango LIFT, 2002.</i>				

## Funding

Durango LIFT receives transportation funding from multiple sources. Table III-12 provides a summary of funding sources. The majority of funding is derived from the Parking Ticket Fund and FTA 5311 grant.

<b>Source</b>	<b>Amount</b>
Fares/Donations	\$115,761
Advertising	\$8,372
FTA 5311	\$203,900
La Plata County	\$37,500
Parking Ticket Fund	\$225,000
Fort Lewis College	\$69,231
Lodging Tax	\$50,000
Miscellaneous	\$16,115
Other	\$20,669
<b>Total</b>	<b>\$746,548</b>
<i>Source: Durango LIFT, 2002.</i>	

## Durango LIFT Transit Needs

Short-term needs and cost estimates for Durango LIFT are listed below.

- Expand with 8 Corners Park-and-Ride  
Service at \$50,000 annually \$250,000
- Replace one trolley, \$175,000  
and expand with a circulator bus - 2004 \$150,000
- Purchase two bus shelters, benches on concrete  
pads - 2004 \$40,000
- Facility Upgrades - Pave yard Phase III, \$150,000  
cover fuel island, \$75,000  
automatic bus wash - 2004 \$400,000
- Purchase Fuel Management Software - 2004 \$60,000
- Convert two mini-vans, \$48,000  
replace one mini-bus, \$69,000  
purchase one mini-bus, \$69,000  
and one mini-van - 2005 \$20,000

## Existing Transportation Systems

• Purchase two bus shelters, benches on concrete pads - 2005	\$40,000
• Bus Garage and Maintenance Facility - 2005	\$330,000
• Pave yard - Phase IV - 2005	\$150,000
• Planning/Design for Transfer Center - 2005	\$200,000
• Replace one trolley,	\$185,000
purchase one mini-bus,	\$69,000
and one CBD Circulator bus - 2006	\$150,000
• Purchase two bus shelters, benches on concrete pads - 2006	\$40,000
• Purchase one trolley,	\$195,000
purchase two mini-vans - 2007	\$35,000
• Purchase two bus shelters on concrete pads - 2007	\$50,000
• Bus Maintenance Facility - 2007	\$80,000
• Replace four mini-buses - \$72,000 each,	\$288,000
and one trolley - 2008	\$190,000
• Purchase two bus shelters on concrete pads - 2008	\$50,000
• Bus Maintenance Facility, Phase II - 2008	\$370,000
• Replace one trolley,	\$200,000
purchase one Circulator bus - 2009	\$160,000
• Purchase two bus shelters - 2009	\$60,000
• Increase Trolley service - \$100,000 year	\$500,000
• Increase Fixed-Route service - \$250,000 year	\$1,250,000
• Increase DAR service - \$18,000 year	\$90,000

Long-term needs for the Durango LIFT have also been identified for the transit program.

• Regional Transfer Center, Transit Offices, and Park-and-Ride Lot	\$2,000,000
• Additional vehicles for new services	\$500,000
• Increase in DAR service	\$300,000



## Montezuma Senior Services

Montezuma Senior Services, based out of Cortez, provides transportation within Montezuma County. The agency provides transportation in Dolores and Mancos on Mondays, Wednesdays, and Fridays. Residents of these areas are encouraged to plan trips to Cortez on these scheduled days of service. The primary service for these communities is transporting seniors to meal sites in the communities.



Service in Cortez is demand-response and for all non-emergency trip purposes. Service is available from 8:30 a.m. to 4:30 p.m., Monday through Friday. The agency has two full-time employees and six part-time employees. All drivers are required to be CDL-certified. Four vehicles are in operation on an average day, with peak service from 10:00 a.m. to 3:00 p.m.

### Vehicle Data

Montezuma Senior Services has five vehicles in its fleet. Only one of the five vehicles has wheelchair accessibility with two tiedowns. Typically, four vehicles operate on the average day during peak periods. Table III-13 shows fleet data.

Vehicle Model	Year	Capacity			Condition
		Seat	Stand	W/C	
Windstar Van	1999	6	0	0	Good
Ford Bus	1990	13	0	2	Fair
GMC Safari	1993	6	0	0	Good
Aerostar Van	1993	6	0	0	Good
Grand Marquis	1986	4	0	0	Poor

*Source: Montezuma Senior Services, 2003.*

### Summary Statistics

Montezuma Senior Services provides transportation primarily for elderly and disabled. In summary, the agency provides 7,073 annual one-way trips, with approximately 36,106 vehicle-miles. Annual vehicle-hours are 3,395.

Montezuma Senior Service tracks passengers by market segment. The majority (58 percent) of passengers are disabled. Figure III-5 shows the breakout of passenger market segment.

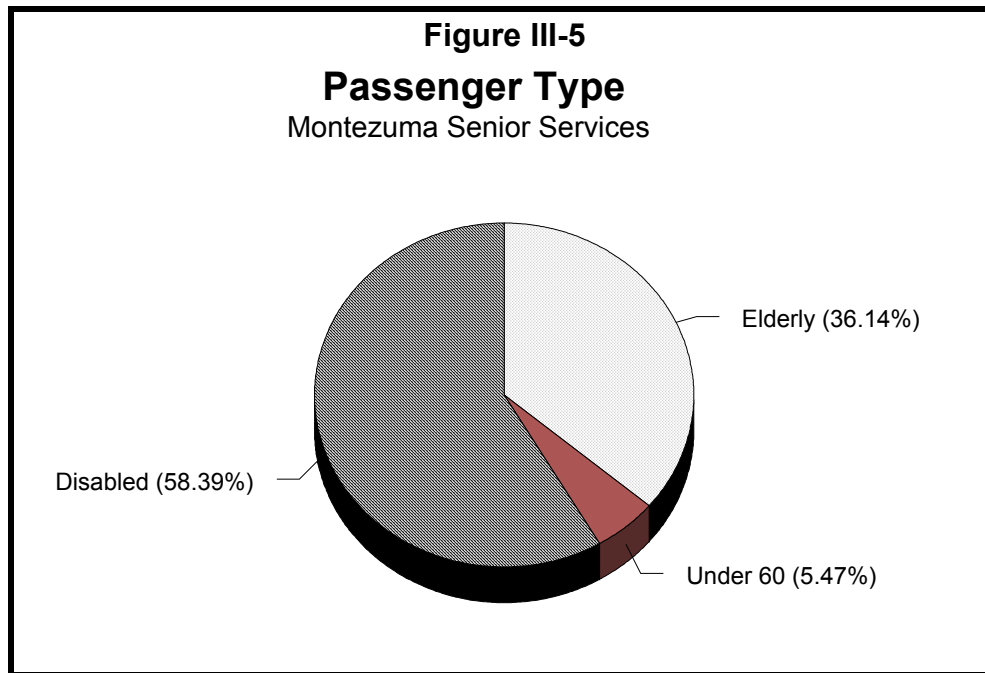


Table III-14 provides the systemwide average performance measures for Montezuma Senior Services.

<b>Table III-14</b>	
<b>Montezuma Senior Services - 2002</b>	
Annual	Systemwide
Vehicle-Miles	36,301
Vehicle-Hours	3,395
One-way Trips	7,073
Operating Cost	\$115,177
Cost per Hour	\$33.93
Pass. per Hour	2.1
Cost per Trip	\$16.28
<i>Source: Montezuma Senior Services.</i>	

### Cost Allocation Model

Table III-15 provides the demand-response cost allocation model. Financial, ridership, and service information can be used to develop internal evaluation tools for each of the transit systems presented in this chapter. A cost allocation model provides base information against which current operations can be judged. In addition, the model is useful for estimating cost ramifications for any proposed service alternatives.

Table III-15 yields the following cost equation for the demand-response service:

$$\text{Total Cost} = \$64,162 + \$0.28 \times \text{revenue-miles} + \$12.09 \times \text{revenue-hours}.$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.28 \times \text{revenue-miles} + \$12.09 \times \text{revenue-hours}.$$

<b>Table III-15</b>				
<b>Montezuma Senior Services - Cost Allocation Model</b>				
<b>Cost Item</b>	<b>2002 Cost</b>	<b>Vehicle-Hours</b>	<b>Vehicle-Miles</b>	<b>Fixed Costs</b>
Operators Salary and Wages	\$36,852	\$36,852		
Other Salaries	\$28,791			\$28,791
Fringe Benefits	\$14,971	\$4,202	\$4,202	\$6,566
Services	\$6,334			\$6,334
Fuel and Lubricants	\$4,606		\$4,606	
Tires and Tubes	\$1,152		\$1,152	
Utilities	\$6,910			\$6,910
Casualty and Liability	\$1,152			\$1,152
Leases and Rentals	\$5,758			\$5,758
Misc. Expenses	\$8,651			\$8,651
<b>Total Operating Budget</b>	<b>\$115,177</b>	<b>\$41,054</b>	<b>\$9,960</b>	<b>\$64,162</b>
Service Variables		veh-hrs	veh-mls	
Unit Costs		3,395	36,106	
Fixed Cost Factor		\$12.09	\$0.28	2.26
<i>Capital Cost</i>	<i>\$49,044</i>			
<b>TOTAL BUDGET</b>	<b>\$164,221</b>			
<i>Source: Montezuma Senior Services, 2002.</i>				

**Funding**

Montezuma Senior Service receive transportation funding from multiple sources. Table III-16 provides a summary of funding sources. The majority of funding is derived from the Federal Transit Administration and Medicaid.

<b>Table III-16</b>	
<b>Montezuma Senior Services Transit Funding</b>	
<b>Source</b>	<b>Amount</b>
Fares/Donations	\$3,102
FTA 5310	\$52,500
FTA 5311	\$20,000
CO Rural Health Center	\$340
CO Service Block Grant	\$12,800
Medicaid	\$43,247
Older Americans Act	\$19,275
Social Services	\$3,387
SW Memorial Hospital	\$2,000
POSE	\$2,160
Other	\$3,101
<b>Total</b>	<b>\$191,912</b>
<i>Source: Montezuma Senior Services, 2002.</i>	

**San Juan Area Agency on Aging (SJAAA)**

The San Juan Area Agency on Aging (SJAAA) provides transportation for seniors to Durango and Montrose, and locations lying between, on an as-needed basis for grocery shopping, medical services, and social events. SJAAA is interested in expanding its services and service area in the future, as the need arises, to include Farmington and Grand Junction.

**Southern Ute Community Action Program (SUCAP) - Ignacio Roadrunner**

The Southern Ute Indian Reservation traverses southern La Plata and Montezuma Counties. Southern Ute Community Action Program (SUCAP) is a private nonprofit organization governed by a Board of Directors on the Reservation. The agency provides passenger transportation services for several programs, such as Head Start, Senior Services program, and the Peaceful Spirit Alcohol Recovery Center, and to the general public.

The service area for the Ignacio Roadrunner is between Ignacio and Durango, including the Southern Ute Reservation south of Ignacio. The fixed-route service is along Highway 172 to US 160 to Durango. The route is 22 miles each way. The fixed-route service operates Monday through Friday, three times per day. The route within Ignacio also extends to within five miles of the city limits.

The agency has two full-time drivers and two part-time drivers. The drivers are required to be CDL-certified. One vehicle is in operation on an average day, with peak service from 9:30 a.m. to 2:00 p.m.

### Vehicle Data

SUCAP has two vehicles in its fleet, both with wheelchair accessibility with two tiedowns. Typically, one vehicle operates on the average day during peak periods. Table III-17 shows fleet data.

Vehicle Model	Year	Capacity		Condition
		Seat	W/C	
Ford Champion	2000	18	2	Good
E 300 Goshen	1996	16	2	Good

*Source: SUCAP, 2002.*

### Summary Statistics

SUCAP provides transportation primarily for non-elderly residents. In summary, the agency provided 5,043 annual one-way trips, with approximately 40,533 vehicle-miles. Annual vehicle-hours were 3,042.

SUCAP tracks passengers by market segment. The majority (65 percent) of passengers are non-elderly residents. Figure III-6 shows the breakout of passenger market segment.

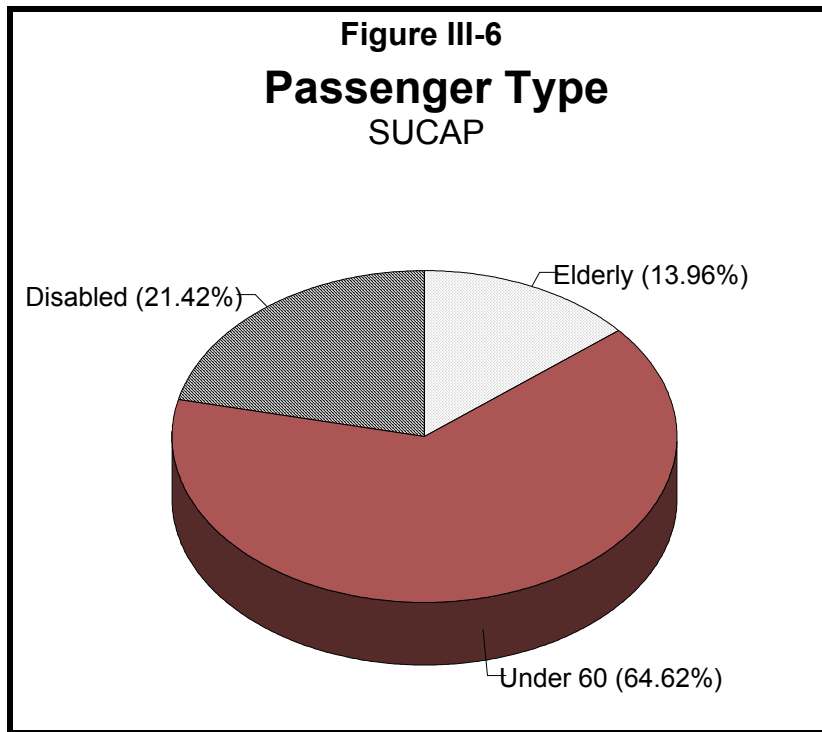


Table III-18 provides the systemwide average performance measures for SUCAP.

<b>Table III-18</b>	
<b>SUCAP - 2001</b>	
Annual	Systemwide
Vehicle-Miles	40,533
Vehicle-Hours	3,042
One-way Trips	5,043
Operating Cost	\$108,272
Cost per Hour	\$35.59
Pass. per Hour	1.7
Cost per Trip	\$21.47
<i>Source: SUCAP, 2002..</i>	

### Cost Allocation Model

Table III-19 provides the cost allocation model. Financial, ridership, and service information can be used to develop internal evaluation tools for each of the transit

systems presented in this chapter. A cost allocation model provides base information against which current operations can be judged. In addition, the model is useful for estimating cost ramifications for any proposed service alternatives.

Table III-19 yields the following cost equation for the SUCAP transit service:

$$\text{Total Cost} = \$36,213 + \$0.48 \times \text{revenue-miles} + \$17.32 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.48 \times \text{revenue-miles} + \$17.32 \times \text{revenue-hours.}$$

<b>Table III-19</b>				
<b>SUCAP - Cost Allocation Model</b>				
<b>Cost Item</b>	<b>2002 Cost</b>	<b>Vehicle-Hours</b>	<b>Vehicle-Miles</b>	<b>Fixed Costs</b>
Operators Salary and Wages	\$39,355	\$39,355		
Other Salaries	\$14,694			\$14,694
Fringe Benefits	\$26,719	\$8,906	\$8,906	\$8,906
Services	\$2,244		\$1,191	\$1,053
Fuel / Tires	\$4,872		\$4,872	
Utilities	\$3,093			\$3,093
Casualty and Liability	\$3,386			\$3,386
Leases and Rentals	\$667			\$667
Misc. Expenses	\$13,242	\$4,414	\$4,414	\$4,414
<b>Total Operating Budget</b>	<b>\$108,272</b>	<b>\$52,675</b>	<b>\$19,383</b>	<b>\$36,213</b>
Service Variables		veh-hrs	veh-mls	
Unit Costs		3,042	40,533	
Fixed Cost Factor		\$17.32	\$0.48	1.50
<i>Capital Cost</i>	\$16,763			
<b>TOTAL BUDGET</b>	<b>\$125,035</b>			
<i>Source: SUCAP, 2002.</i>				

## Funding

SUCAP receives transportation funding from multiple sources. Table III-20 provides a summary of funding sources. The majority of funding is derived from the Federal Transit Administration and Medicaid.

<b>Table III-20 SUCAP Transit Funding</b>	
<b>Source</b>	<b>Amount</b>
Fares/Donations	\$5,532
Advertising	\$405
FTA 5311	\$39,100
Other Grants	\$57,995
<b>Total</b>	<b>\$103,032</b>
<i>Source: SUCAP, 2002.</i>	

### SUCAP Transit Needs

Short-term needs and cost estimates for SUCAP are listed below. These requests are for fiscal years 2004 through 2009.

- Purchase 2 buses - \$60,000 each \$120,000
- Expand with Saturday service - \$15,000 year \$75,000
- Additional funding sources

Long-term needs for SUCAP are expanded service area and number of days.

### **Ute Mountain Ute Tribe Transportation**

Public transit service on the Ute Mountain Ute Reservation is available for the general public, elderly persons, persons with disabilities, and the developmentally disabled. The Ute Mountain Ute Tribe transit service, managed by the Planning Office, operates five days per week from 8:00 a.m. to 4:30 p.m. The Ute transit system has four scheduled routes from Towaoc to Cortez each day. The departure times are 8:15 a.m., 9:30 a.m., 1:15 p.m., and 3:30 p.m. The bus driver drops the passengers at any location within the Town of Cortez. People without vehicles available are the primary market for the Ute transit system. Other market segments include students who have missed the local school bus and the elderly population.

The transit system operates one 1995 12-passenger van for their service. The Ute transit service is busiest during the morning hours and during the school year. The summer season is a slower period for the Ute transit system. Passengers traveling to and from Cortez usually meet at the Ute Planning Office and the City Market. A \$0.75 fare is charged for each one-way trip. Operating costs are approx-



imately \$20,000. The Ute Mountain Ute Tribe provided approximately 4,530 annual passenger-trips with approximately 47,000 annual vehicle-miles.

Table III-21 provides the systemwide average performance measures for SUCAP.

<b>Table III-21</b>	
<b>Ute Mountain Ute Tribe</b>	
<b>Annual</b>	<b>Systemwide</b>
Vehicle-Miles	47,000
Vehicle-Hours	2,000
One-way Trips	4,530
Operating Cost	\$22,000
Cost per Hour	\$11.00
Pass. per Hour	2.3
Cost per Trip	\$4.86

*Source: 1996 Estimates - Projected by LSC, 2002.*

### Funding

Transportation funding for the transit services comes from multiple sources. Table III-22 provides a summary of funding sources. The majority of funding is derived from the Federal Transit Administration and the Tribe.

<b>Table III-22</b>	
<b>Ute Mountain Ute Tribe Transit Funding</b>	
<b>Source</b>	<b>Amount</b>
Fares/Donations	\$300
FTA 5311	\$10,850
Tribe	\$10,850
<b>Total</b>	<b>\$22,000</b>

*Source: 2020 Transportation Plan, 2001.*

### Ute Mountain Ute Casino Shuttle

The Ute Mountain Ute Casino Shuttle serves a dual purpose of transporting area visitors to and from the Casino and other tribal enterprises. The second service it provides is transportation for the Tribal Casino employees, from both Towaoc and Cortez, making it a 24-hour service in conjunction with the Ute Mountain Ute

## *Existing Transportation Systems*

Tribe Transit System. The Casino Shuttle is seasonal, and the number of employees will fluctuate with the seasons. Currently, the Casino Shuttle has one part-time and six full-time employees.

The Ute Mountain Ute Casino Shuttle was conceived and developed by a Ute Tribal Member to provide shuttle service from the nearby Town of Cortez to the Casino. The Casino Shuttle is free for the passengers and is paid for solely by the Ute Mountain Ute Casino. The Ute Mountain Ute Casino operates the Casino Shuttle and also the Casino Trolley, which is door-to-door transportation from the parking lot to the Casino. The Casino Shuttle requires one-hour advance reservations.

The Casino Shuttle also provides free service to Bingo on Monday and Tuesday to Shiprock, New Mexico. The shuttle leaves at approximately 4:00 p.m. and operates until about 1:00 a.m. The Ute Mountain Ute Casino operates three 1996 15-passenger vans and two 10-passenger electric carts for the Casino Trolley service. Each of the 1996 vans currently has approximately 140,000 miles on the odometer. The Casino would like to replace one van per year for the next three years. Operating expenses are estimated at approximately \$180,000 for the 1998-1999 fiscal year.

### 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 offered two hours per day from Monday through Thursday. The services operates from 7:45 - 8:30 a.m. and from 1:00 - 1:45 p.m. Transportation is also provided off the Reservation, primarily to Cortez. The Head Start Program currently operates two small buses. Six full-time employees operate the vehicles. The employees play dual roles and are also teachers for Head Start.

### Ute Mountain Ute Senior Citizens Program

The Ute Mountain Senior Citizens Program operates Monday through Friday from 8:00 a.m. to 4:30 p.m. The senior citizens program travels 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. Five full-time employees operate the Senior Transportation service and have other responsibilities with their jobs. The Senior Program operates two vehicles on a regular basis, but has one spare available when needed. The vehicles operated are one 1994 15-passenger van; one 1999 seven-passenger van; and one 1991 GMC Suburban.

### 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 on and off the Reservation Monday through Friday. The hours of operation vary among the DSS clients and range from 8:00 a.m. to 6:00 p.m. Twelve full-time employees operate DSS. There are three primary drivers for the DSS clients. Transportation for children's activities and for treatment are the primary reasons for the transportation within the department. DSS obtained new vehicles in 1999, consisting of three 4-door 1999 Geo Metros and one 1999 Geo Tracker. DSS estimates approximately 65,000 annual miles and approximately 2,600 trips annually. Annual operating costs are approximately \$25,000 with 100 percent of the funding 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 home and are taken to school in Cortez. The children are then taken home in the afternoon or taken to after-school activities. The hours of service begin at 10:30 a.m. and return at approximately 2:00 p.m. The after school hours begin at 4:30 p.m. and return at approximately 6:00 p.m. No fares are charged for the transportation service. The JOM program has approximately 25 to 30 students, with 14 after-school children. The JOM operates two vans and is funded by the Ute Mountain Ute Tribe.

### Ute Mountain Transit Needs

Long-range transit needs are listed below for Ute Mountain Ute Tribe Transit. These projects are taken directly from the *Ute Mountain Ute 2020 Transportation*

*and Development Plan*, adopted in October 2002. The transit projects for the next 20 years have an estimated cost of approximately \$2,800,000. This total includes operational and capital costs.

- Continuation of Existing Services - \$20,000 annual cost
- Replacement of Vehicles, 20-year cost - (1 vehicle short-term and 3 long-term at \$60,000 each) - \$240,000
- Coordinate Service with Head Start - (3 drivers at \$8/hour - beginning 2005); 3,000 annual hours with 3 paratransit vehicles at \$40 per vehicle-hour - \$120,000 annual cost

## **OTHER TRANSPORTATION PROVIDERS**

### **American Cancer Society**

The American Cancer Society sponsors a volunteer transportation program for cancer patients in Archuleta County. The program began in 1999 and has approximately 60 volunteers who use their private vehicles for transporting and are reimbursed for mileage.

### **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.

### **Durango Mountain Resort**

Durango Mountain Resort (DMR) currently 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 and will likely have to expand its current employee transportation services to Silverton, or some other sort of public transportation service will need to be established between DMR and 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 the City of Durango.

- Transporting passengers between all points in La Plata County.
- Taxi service between La Plata County Airport and all points within a 100-mile radius of Durango.
- Call and demand limousine and charter service of passengers between 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 a 100-mile 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 of passengers from San Juan County and Archuleta County to all points in Colorado. Service cannot originate from the Front Range counties.

Durango Transportation can provide taxi, limousine, charter, or sightseeing service between Pagosa Springs and Durango. Based on the 1999 Annual Report, total fare revenue for Durango Transportation was \$303,000. Fifty percent of the revenue came from van service and 31 percent from taxi service. The remaining revenue was generated by sightseeing and charter services. The average taxi ride is approximately five miles, with an average fare of \$14.50.

### **Greyhound Bus Lines / TNM&O**



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 8:30 a.m. for Grand Junction and 10:00 a.m. to Albuquerque.

### **Mesa Verde Company**

The Mesa Verde Company is a private operator for Montezuma and Dolores Counties. The service is geared toward commuters, shopping trips, medical trips,

## *Existing Transportation Systems*

and airport trips. The service is offered Monday through Friday from Dove Creek to Durango. The service begins at 4:00 a.m. and returns about 8:00 p.m. Service is also scheduled on Saturday and Sunday through Cortez to the Durango Mall. The service is from 7:30 a.m. to 2:45 p.m. Fares range from \$1.50 to \$24.00, depending on pick-up and drop-off locations.

### **Noah's Ark Transportation**

Noah's Ark Transportation provides chartered transportation service operating luxury limousines and deluxe motor coaches. Prices vary depending on service. Office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, but vehicles are available 24 hours a day, seven days a week. Noah's Ark is licensed to operate on both an interstate and intrastate authority. Noah's Ark Transportation can be found in Colorado, Oregon, and Washington, and takes pride in their dependable equipment and outstanding customer service.

### **Pine Ridge Extended Care Center**

The Pine Ridge Center provides resident transportation in Pagosa Springs. The Center uses one wheelchair-accessible bus for trips.

### **Rideshare: Regional Rideshare Program**

Rideshare connects people in the Southwest Region who are interested in sharing rides to get to similar destinations. Rideshare is sponsored by Southwest Colorado Access Network, La Plata County, San Juan Resource Conservation and Development Council, KDVR Radio at Fort Lewis College, and Region 9 Economic Development District. The program began initially from a grant from the Governor's Office of Energy Conservation.



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 and also to those persons in northern New Mexico.

The main access to Rideshare is through their website: [www.scan.org/rideshare](http://www.scan.org/rideshare). 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. *Rideshare In-person*, the non-electronic assistance for the program, provides help to potential riders without e-mail access.

The website also provides a cost savings tool, Commuting Distance Annualized. The link calculates the cost to commute between any two locations in the area and the calculated saving if one would carpool. In year 2001, the utilization of the program is fairly low, with under 200 inquiries per year.

### **San Juan Backcountry**

San Juan Backcountry currently holds a PUC license to provide seasonal public transportation service from Silverton to Tammaron, to Ouray, to all locations lying between Tammaron 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.

### **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.



### **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.

### **Wilderness Journeys / Pagosa Rafting Outfitters, Inc.**

Wilderness Journeys / Pagosa Springs Outfitters operates several transportation services based in the Pagosa Springs area. The main portion of their transportation business is sightseeing tours and transportation associated with rafting. They also provide scheduled transportation to the Wolf Creek Ski Area in winter months. The round-trip fare from Pagosa Springs to Wolf Creek is \$19.

Taxi service is also provided to and from the Durango/La Plata County Airport on demand. The fare for taxi service to the airport is \$100 (120 miles round-trip). Taxi and limousine service make up less than one percent of their operating revenues according to the Public Utilities Commission 1999 Annual Report. According to staff, the taxi is operated on-demand only as a public service. Wilderness Journeys has 10-12 vehicles including vans and Suburbans.

### **Other Area Providers**

Within the Southwest Region are several lodging properties that offer shuttles for visitors. These properties include Mountain Shadows, Hampton Inn, Valley Inn, and Durango Mountain Resort. The Four Corners Health Care Center also provides limited transportation to clients.

## **SUMMARY OF TRANSIT AGENCY PERFORMANCE MEASURES**

Public transit agencies and providers were contacted regarding the services they provide. Agencies were asked about the type of service, operational characteristics, service areas, and vehicle fleets. This information is summarized in Table III-23.



Approximately 250, 638 annual one-way trips were provided by these agencies in 2001. Performance measures presented are based solely upon the agencies operating and administrative budgets as presented in Table III-23.

**Table III-23  
Public Provider Summary**

											Performance Measures		
Agency	Type of Service	Days of Operation	Hours of Operation	Service Area	# of vehicles	Annual One-Way Trips	Fare for Service	Vehicle-Hours	Vehicle-Miles	Annual Budget	Pass. per Hour	Cost per Hour	Cost per Pass. Trip
Archuleta County	Fixed-Route & Demand-Response Service Offered	Mon-Fri	6 a.m. - 7:50 p.m.	Archuleta County	4	16,127	Variable	7,333	82,870	\$95,055	2.20	\$12.96	\$5.89
Durango LIFT	Fixed-Route, Demand-Response & Trolley	Mon-Sat	6:30 a.m. - 6:45 p.m.; some evening	Durango	14	217,865	\$0.50 - \$2	26,374	344,533	\$686,248	8.26	\$26.02	\$3.15
Montezuma Sr. Services	Demand-Response	Mon-Fri	8:30 - 4:30 p.m.	Montezuma County	5	7,073	n/a	3,395	36,301	\$115,177	2.08	\$33.93	\$16.28
SUCAP	Fixed-Route & Demand-Response	Mon-Fri	8:30 - 4:30 p.m.	Southern Ute Reservation	2	5,043	n/a	3,042	40,533	\$22,000	1.66	\$7.23	\$4.36
Ute Mountain Ute Tribe	Fixed-Route & Demand-Response	Mon-Fri	8:00 - 4:30 p.m.	Ute Mountain Reservation	1	4,530	n/a	2,000	47,000	\$22,000	2.27	\$11.00	\$4.86
<b>Regional Totals</b>						<b>250,638</b>		<b>42,144</b>	<b>551,237</b>				

## **TRANSPORTATION RIGHT-OF-WAY ACQUISITION / PRESERVATION**

Although transportation system improvements may not be needed immediately, it is often important to identify corridors or sites for future facilities so that the right-of-way or property may be preserved for future use as part of the transportation system. Short-term and long-term actions can be taken now to ensure that future generations will have options from which to select the best uses for these determined rights-of-way. The implementation of specific right-of-way projects requires the support and cooperation of all participating government agencies—local, county, state, and federal levels.

The Regional Planning Commission (RPC) for the Southwest Region should develop a right-of-way preservation program for each participating county to set aside sites for facilities needed for the long-range system. Right-of-way will either be optioned, bought, or preserved by using local land-use zoning and permitting when allowed by law.

There are no rights-of-way which are currently being preserved in the Southwest Region for future transportation improvements. The Long-Range Preferred Plan should identify specific projects for future projects and right-of-way requirements to implement those projects.

# Transit Needs Assessment

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## INTRODUCTION

A key step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and the potential ridership of transit services. Transit demand analysis is the basic determination of demand for public transportation in a given area. There are several factors that affect demand, not all of which can be forecast. However, as demand estimation is an important task in developing any transportation plan, several methods of estimation have been developed in the transit field. The analysis makes intensive use of the demographic data and trends discussed previously.

This chapter presents an analysis of the demand for transit services in the Southwest Region based upon standard estimation techniques. The transit demand identified in this chapter will be utilized in the identification of transit service alternatives and the evaluation of the various alternatives. Different methods are used to estimate the maximum transit trip demand in the Southwest Region.

- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allowed citizens to express their ideas and provide suggestions to the planning document.

## COMMUNITY INPUT

Community input at public meetings provides an opportunity for residents to express transit needs for their area. These needs were recorded by the LSC Team and used in the development of alternatives. The comments are presented in Chapter VIII, the Long-Range Transit Element. A



goal of the Preferred Plan is to meet as many of the needs as possible, provided funding is available.

The first round of public meetings were held in three locations across the region—Montezuma County Annex, Pagosa Springs Community Center, and at the Durango City Council Chambers. The meetings were on January 22 and January 23, 2003. Community comments and input were received from citizens at the open houses and were included in this Final Report.

## **RURAL TRANSIT DEMAND METHODOLOGY**

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the region. Knowing this information, the LSC Team presents the transit demand for 2000 and for year 2030, based on previous population projections from Chapter II.

### **TCRP Methodology Background**

The TCRP study documents present a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the country. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. This model incorporates an exponential equation, which relates the quantity of service and the demographics of the area.

This analysis procedure considers transit demand in two major categories:

- “*program demand*” which is generated by transit ridership to and from specific social service programs, and

- “non-program demand” generated by other mobility needs of elderly persons, persons with disabilities, and the general public, including youth. Examples of non-program trips may include shopping, employment, and medical trips.

### Non-Program Demand

As with any other product or service, the demand for transit services is a function of the level of supply provided. To use the TCRP methodology in identifying a feasible maximum demand, it is necessary to assume a high supply level, as measured in vehicle-miles per square mile per year. The high supply level is the upper-bound “density” of similar rural services provided in this country. This assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the Southwest Region.

For the Southwest Region, a reasonable maximum level of service would be to serve every portion of the county with four round-trips (eight one-way trips) daily, Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year. This is at the upper range of observed rural systems. However, the rural character and level of provided transit service would reduce the vehicle-miles of service to approximately 1,000 vehicle-miles per square mile per year, the lower bound. This would give a more accurate estimate of a reasonable level of service. Both the upper and lower bounds are presented.

Applying this reasonable maximum service density to the population of each county yields the 2002 estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations, as shown in Table IV-1. The 2002 potential demand for the entire Southwest Region for elderly transit service is 83,530 annual trips; disabled demand is 16,510 annual trips; and general public demand is 52,430 annual trips. The potential demand for each county is also shown in the table.

The estimated total demand for 2002, using the TCRP method, is 152,470 annual trips. This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would

## *Transit Needs Assessment*

be concentrated in the larger communities. Rural transit demand estimates, using the TCRP methodology, for 2010 and 2030 are provided in Appendix B. Total demand for 2030 is estimated to be 252,570 one-way, annual passenger-trips for the Southwest Region rural areas.

**Table IV-1  
2002 Estimated Public Transit Demand using the TCRP Method  
Southwest Region**

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Archuleta	940400	1	SW Archuleta County	760	110	870	270	1,140	4	5.9%	0
	940400	2	S Central Archuleta County	430	60	490	390	880	3	4.6%	0
	974200	1	W of Pagosa Springs	1,160	180	1,340	450	1,790	7	9.3%	0
	974200	2	W of Pagosa Springs	1,200	260	1,460	530	1,990	8	10.3%	4
	974200	3	W of Pagosa Springs	2,050	300	2,350	950	3,300	13	17.1%	2
	974300	1	NW Archuleta County	2,080	400	2,480	1,730	4,210	17	21.8%	0
	974300	2	SE of Pagosa Springs	1,490	290	1,780	480	2,260	9	11.7%	0
	974400	1	E Archuleta County	1,310	350	1,660	600	2,260	9	11.7%	0
	974400	2	NW of Pagosa Springs	810	180	990	470	1,460	6	7.6%	0
<b>Subtotal</b>				<b>11,290</b>	<b>2,130</b>	<b>13,420</b>	<b>5,870</b>	<b>19,290</b>	<b>76</b>		<b>7</b>
Dolores	330001	1	Dove Creek & Surrounding Area	1,380	420	1,800	600	2,400	9	49.1%	1
	330001	2	W Dolores County	1,370	330	1,700	440	2,140	8	43.8%	0
	330001	3	E Dolores County	130	40	170	180	350	1	7.2%	0
<b>Subtotal</b>				<b>2,880</b>	<b>790</b>	<b>3,670</b>	<b>1,220</b>	<b>4,890</b>	<b>19</b>		<b>1</b>
La Plata	940200	1	Montezuma and La Plata County line	1,210	150	1,360	650	2,010	8	2.9%	0
	940200	2	SW La Plata County, E of SH 140	1,000	270	1,270	480	1,750	7	2.5%	0
	940200	3	S Central La Plata County, E of US 550	1,840	280	2,120	970	3,090	12	4.4%	0
	940300	1	W of Ignacio	1,560	260	1,820	850	2,670	10	3.8%	0
	940300	2	Ignacio Area	1,410	420	1,830	1,780	3,610	14	5.1%	4
	940300	3	E of Ignacio	1,310	190	1,500	690	2,190	9	3.1%	0
	941000	2	SW La Plata County, E of SH 140	0	0	0	0	0	0	0.0%	0
	970600	1	NE La Plata County	1,910	280	2,190	740	2,930	11	4.2%	0
	970600	2	NE of Bayfield	1,490	140	1,630	550	2,180	9	3.1%	0
	970600	3	Bayfield Area	850	160	1,010	450	1,460	6	2.1%	4
	970600	4	NW of Bayfield	2,240	220	2,460	980	3,440	13	4.9%	0
	970701	1	NW La Plata County	740	250	990	360	1,350	5	1.9%	0
	970701	2	NW of Durango	570	60	630	630	1,260	5	1.8%	0
	970701	3	SW of Durango	1,900	300	2,200	660	2,860	11	4.1%	0
	970702	1	NE La Plata County	400	120	520	120	640	3	0.9%	0
	970702	2	N Central La Plata County, near US 550	1,710	210	1,920	650	2,570	10	3.6%	0
	970702	3	NE of Durango	2,970	310	3,280	1,150	4,430	17	6.3%	0
	970702	4	SE of Durango	1,580	330	1,910	1,090	3,000	12	4.3%	0
	970800	1	E Durango	580	140	720	1,100	1,820	7	2.6%	4
	970800	2	E Durango	1,190	280	1,470	1,280	2,750	11	3.9%	17
	970800	3	Central Durango	1,470	190	1,660	270	1,930	8	2.7%	25
	970800	4	NE Durango	890	120	1,010	920	1,930	8	2.7%	4
	970900	1	N Durango Area	1,270	280	1,550	1,140	2,690	11	3.8%	30
	970900	2	N Durango Area	830	160	990	690	1,680	7	2.4%	5
	970900	3	N Durango Area	1,600	90	1,690	190	1,880	7	2.7%	28
	970900	4	NW Durango Area	310	60	370	40	410	2	0.6%	1
	971000	1	Central Durango	720	80	800	650	1,450	6	2.1%	16
971000	2	W Durango Area	820	70	890	190	1,080	4	1.5%	26	
971000	3	W Durango Area	1,710	140	1,850	1,280	3,130	12	4.4%	9	
971100	1	SW Durango	280	100	380	690	1,070	4	1.5%	0	
971100	2	S Durango	1,080	310	1,390	2,420	3,810	15	5.4%	68	
971100	3	S Durango	1,610	390	2,000	1,410	3,410	13	4.8%	37	
<b>Subtotal</b>				<b>39,050</b>	<b>6,360</b>	<b>45,410</b>	<b>25,070</b>	<b>70,480</b>	<b>276</b>		<b>281</b>



**Table IV-1, continued**  
**2002 Estimated Public Transit Demand using the TCRP Method**  
**Southwest Region**

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Montezuma	940200	1	Montezuma & La Plata S county line	0	0	0	0	0	0	0.0%	0
	941000	1	Towaoc Area	450	140	590	1,600	2,190	9	3.9%	1
	941000	2	SW Montezuma County	280	50	330	1,180	1,510	6	2.7%	0
	969000	1	NE Montezuma County	2,140	470	2,610	1,440	4,050	16	7.1%	0
	969000	2	S of Dolores, N of Cortez	2,280	390	2,670	1,530	4,200	16	7.4%	0
	969100	1	E Montezuma County, N of Mancos	1,530	180	1,710	260	1,970	8	3.5%	0
	969100	2	E Montezuma County, S of Mancos	2,440	380	2,820	1,160	3,980	16	7.0%	0
	969200	1	NW Montezuma County	1,460	290	1,750	500	2,250	9	4.0%	0
	969200	2	NW Montezuma County, N of CR G	1,440	330	1,770	820	2,590	10	4.6%	0
	969300	1	Central Cortez	1,350	220	1,570	280	1,850	7	3.3%	10
	969300	2	NE Cortez	1,350	270	1,620	650	2,270	9	4.0%	5
	969300	3	N Cortez Area	1,160	330	1,490	820	2,310	9	4.1%	5
	969300	4	N Cortez Area	800	150	950	610	1,560	6	2.8%	3
	969300	5	Central Cortez	760	310	1,070	1,220	2,290	9	4.0%	36
	969300	6	N of Cortez	1,280	360	1,640	200	1,840	7	3.2%	1
	969300	7	W Cortez	1,220	130	1,350	200	1,550	6	2.7%	3
	969400	1	SE Cortez	890	600	1,490	750	2,240	9	4.0%	6
	969400	2	S Cortez Area	1,450	580	2,030	540	2,570	10	4.5%	51
	969400	3	S Cortez Area	950	50	1,000	1,040	2,040	8	3.6%	29
	969400	4	SW Cortez	1,570	500	2,070	1,880	3,950	15	7.0%	11
969600	1	W of Cortez	1,460	490	1,950	700	2,650	10	4.7%	0	
969600	2	SE of Cortez	1,500	620	2,120	1,630	3,750	15	6.6%	0	
969600	3	E of Cortez	2,060	360	2,420	670	3,090	12	5.4%	0	
<i>Subtotal</i>				29,820	7,200	37,020	19,680	56,700	222		161
<b>San Juan</b>	972600	1	Entire County	490	30	520	590	1,110	4	100.0%	0
<i>Subtotal</i>				490	30	520	590	1,110	4		0
<b>Southwest Region Demand Total</b>				<b>83,530</b>	<b>16,510</b>	<b>100,040</b>	<b>52,430</b>	<b>152,470</b>	<b>598</b>		<b>450</b>

Source: Based on 2000 Census Data; LSC, 2002.

**Program Trip Demand**

The methodology for forecasting demand for program-related trips involves two factors.

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

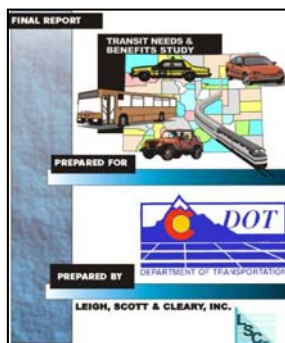
The program demand for the Southwest Region is taken from data collected for Head Start and Mental Health Services. The participant numbers were reported by individual agencies at the state level. The existing program demand estimates are approximately 661,231 annual trips for the Southwest Region, as shown in Table IV-2.

<b>Table IV-2 Existing Annual Program-Trip Need Estimates</b>					
<b>County</b>	<b>Participants</b>		<b>Need Estimate</b>		<b>Total Program - Trip Need</b>
	<b>Head Start</b>	<b>Mental Health Services</b>	<b>Head Start</b>	<b>Mental Health Services</b>	
<b>Archuleta</b>	54	117	14,202	40,599	54,801
<b>Dolores</b>	0	37	0	12,839	12,839
<b>La Plata</b>	80	1,029	21,040	357,063	378,103
<b>Montezuma</b>	95	540	24,985	187,380	212,365
<b>San Juan</b>	0	9	0	3,123	3,123
<b>TOTAL</b>					<b>661,231</b>
<i>Source: 2000 Statewide Data.</i>					

**Summary of TCRP Methodology**

Combining the program estimates and non-program estimates—the total existing transit demand for the Southwest Region, using the TCRP Methodology, is approximately 813,701 annual trips.

## TRANSIT NEEDS AND BENEFITS STUDY (TNBS)



The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The unmet need estimates in the TNBS incorporated needs related to households without transportation, seniors, persons with disabilities, and resorts. Program trips for the Southwest Region are those transportation needs associated with specific programs for mental health services (such as Head Start, Development Services programs, Senior Nutrition, or Sheltered Workshop programs) reported by the Colorado Department of Human Services.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census numbers. Table IV-3 provides a summary of the needs using the 1996, 1999, and 2000 data.

<b>Transit Category</b>	<b>1996</b>	<b>1999</b>	<b>2002</b>
Rural General Public	771,420	907,088	1,064,440
Disabled	2,290	3,040	16,458
Program Trips	661,231	661,231	674,458
Urban Area	n/a	n/a	n/a
Resort Area	4,386,095	4,624,146	4,624,146
<b>Annual Need</b>	<b>5,821,000</b>	<b>6,196,000</b>	<b>6,379,500</b>
<i>Annual Trips Provided</i>	<i>900,000</i>	<i>856,829</i>	<i>994,122</i>
Need Met (%)	15%	14%	16%
Unmet Need (%)	85%	86%	84%
<i>Source: LSC, 2003.</i>			

## Unmet Needs

The updated annual transit need estimates for the Southwest Region were 1,064,440 trips for the general public including youth and seniors; 16,458 trips for persons with disabilities; and 674,458 program trips. The total transit need in 2002 for the Southwest Region is estimated at 6,379,500 annual trips. The table indicates that approximately 16 percent of the existing transit need is being met, with 84 percent of the transit need for the region unmet.

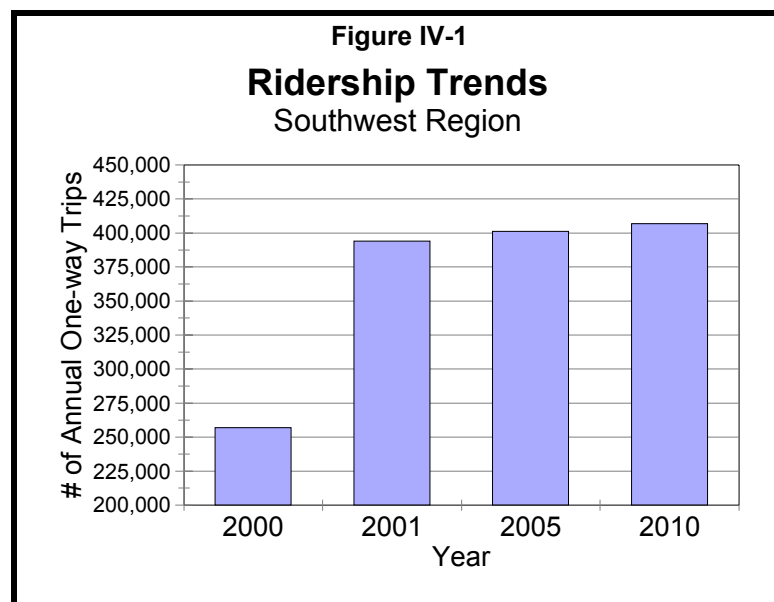
The TNBS approach used a combination of methodologies and aggregated the need for the Southwest Region. However, the approach used factors based on statewide characteristics and is not specific to each of the five counties. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

## WELFARE-TO-WORK ESTIMATES

The Department of Human Services currently contributes funding to several of the transit agencies through Temporary Assistance for Needy Families (TANF) funds, Jobs Access Reverse Commute grant, and Colorado Works. The Human Service agencies contract with the local transit agencies and spend approximately \$150,000 for client transportation. Using the average cost per passenger-trip (\$13.28) for the transit agencies would equate to approximately 11,300 annual one-way trips for client job access.

## RIDERSHIP TRENDS

Another approach to looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where there are existing transit services such in the Southwest Region. Annual ridership data were presented earlier in Chapter III for the transit providers and are presented again in this chapter. Figure IV-1 shows the ridership trend and ridership projections based on recent trends in the Southwest Region. This section is based on the existing ridership and is projected to year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.



As can be seen in this graph, the transit ridership is expected to increase in the future although there was a decrease in 2001. Much of the transit demand pertains to the number of tourists and visitors to the area and to the increases in population for the study area. Transit ridership for year 2005 is estimated at approximately 402,000 and for 2010 is estimated at 407,000 annual trips for the Southwest Region.

## TRANSIT DEMAND SUMMARY

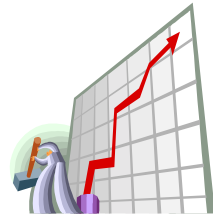
Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current demand are summarized in the previous pages.

This chapter presents a brief summary of the unmet need based on data from previous studies and the previous chapters of this report. Each TAC member thoroughly reviewed the data and changes were made within this Final Report.

## Vision, Goals, and Strategies

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The values, vision, and goals for transit services in the Southwest Region are discussed in this chapter. Chapter I presented the values, goals, and strategies adopted in the 1999 *Southwest Colorado Regional Transportation Plan*. The Transit Advisory Committee discussed and reviewed these goals, which are in the following text.



### REVIEW OF SOUTHWEST REGIONAL VISION

The Advisory Committee came to a general agreement that the vision, values, and strategies identified in the *Southwest Colorado Regional Transportation Plan* represent a good statement of overall transportation values. However, the current text does not include the items listed below, which are also important in the region.

- Transit passenger experience.
- Transit and passenger access needs to be convenient.
- Transit needs must be included in planning and development.
- Planning for park-and-rides.
- Planning for bus stops and bus pull-outs.
- Inclusion of faith-based programs.

In addition to the above list of items for the transit vision, the Advisory Committee identified transit needs for the Southwest Region.

- Transit vehicles.
- Transit facilities and equipment.
- Continuous maintenance.
- Operational funding and additional service.

## **SOUTHWEST PRIORITY LIST FOR TRANSIT PROJECTS**

The Transit Advisory Committee for the Southwest Region adopted a priority list for transit projects in the region. The area providers include the Durango LIFT, Ignacio Road Runner, Mountain Express, Archuleta County services, Montezuma County Senior Services, Mesa Verde Transit, and other transportation providers of the region. These priorities were used in the prioritization process, shown in Chapter VII of this report.

1. Provide operating funds to keep all existing services.
2. Provide operating and administration funds to keep all existing services.
3. Fund vehicle replacements, as needed.
4. Fund vehicle expansions, as needed.
5. Fund facilities for transfer, parking, and transit offices in Durango for the Durango LIFT.
6. Fund facilities for Archuleta County Transit.
7. Fund facilities for Ignacio transit.
8. Fund facilities for Montezuma County transit.
9. Transit furniture—signs, schedule boxes, benches, and shelters—should be funded.
10. Fund transit marketing for the entire region.

## CHAPTER VI

# Transit Alternatives

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Chapter VI presents transit alternatives for the Southwest Region. As the world constantly changes, so does transportation—different vehicles, new roads, and more traffic, just to mention a few. Byproducts of these changes have been the dominance of the automobile and deteriorating air quality in many regions. The Southwest vision, values, and goals—discussed earlier in this report—specifically addressed similar issues such as a regional transportation system, growth management, and economic development.



The projects presented in this chapter are future transit alternatives that depend on available funding for implementation. The Final Report for this study includes a Preferred Plan and a Fiscally-Constrained Plan, as required by the Colorado Department of Transportation. The projects identified within this chapter will increase the efficient movement of people around the region. In addition, the projects strengthen the regional efforts to reduce single-occupant vehicle travel and efficient use of existing transportation facilities, such as through the use of advanced transportation technologies.

A detailed assessment of the existing transit system was completed in Chapter III. Capital and operating costs for projects in this chapter are based on data reported from local transit agencies in that report. This chapter has the transit projects organized by agency, and then by region, for those transit projects not specific to any one area. The first section of this chapter identifies transit projects that will maintain the existing level of service, or more commonly known as Status Quo.



## STATUS QUO - MAINTAIN EXISTING LEVEL OF TRANSIT SERVICE

A good starting point and very realistic place to start with the transit service alternatives is the Status Quo analysis. This analysis assumes that transit agencies will maintain the existing level of service as today (2003) for the next 27 years. Table VI-1 provides the 27-year capital and operating costs to maintain this level of service. The 27-year operating cost for the Southwest Region is \$32,454,000, with capital costs for the next 27 years totaling \$7,884,000. To retain the same level of service as today, the region will spend \$40,338,000 on public transportation in the next 27 years.

<b>Table VI-1 Status Quo - Southwest Region</b>			
Area	Item	27-Year Cost (2004-2030)	Annual
Archuleta County	Capital Replacement (Maintain Existing Service)	\$1,404,000	\$52,000
Archuleta County	Operating (Maintain Existing Service)	\$2,592,000	\$96,000
Dolores County	Capital Replacement (Maintain Existing Service)	\$405,000	\$15,000
Dolores County	Operating (Maintain Existing Service)	\$675,000	\$25,000
Durango LIFT	Capital Replacement (Maintain Existing Service)	\$3,375,000	\$125,000
Durango LIFT	Operating (Maintain Existing Service)	\$21,600,000	\$800,000
Montezuma Senior	Capital Replacement (Maintain Existing Service)	\$1,350,000	\$50,000
Montezuma Senior	Operating & Main. (Maintain Existing Service)	\$3,132,000	\$116,000
San Juan County	Capital Replacement (Maintain Existing Service)	\$405,000	\$15,000
San Juan County	Operating (Maintain Existing Service)	\$675,000	\$25,000
SUCAP-Ignacio	Capital Replacement (Maintain Existing Service)	\$540,000	\$20,000
SUCAP-Ignacio	Operating (Maintain Existing Service)	\$3,105,000	\$115,000
Ute Mountain	Capital Replacement (Maintain Existing Service)	\$405,000	\$15,000
Ute Mountain	Operating (Maintain Existing Service)	\$675,000	\$25,000
TOTAL OPERATING DOLLARS - 27 Years		\$32,454,000	\$1,202,000
TOTAL CAPITAL DOLLARS - 27 Years		\$7,884,000	\$292,000
<b>REGIONAL TOTAL - (Maintain Existing Level of Service)</b>		<b>\$40,338,000</b>	<b>\$1,494,000</b>
<i>Note: 27-Year Cost - Assumed 2002 Constant Dollars.</i>			

The largest single factor expected to impact transit services in the Southwest Region is growth in population and the influx of visitors to the area. As presented in Chapter II, population is expected to increase in the region which will directly affect the demand for transit service in the region. As the nation's economy and security remain unstable, the tourism market will fluctuate, as will the sales tax revenues in the region.

The capacity of the existing transit services to accommodate an increase in ridership, however, is limited. Agencies are stretching budgets and maximizing the use of all services. Thus, the transit systems within the region have limited capacity to accommodate growth without adding more service.

## **TRANSIT ALTERNATIVES BY AGENCY**

### **Archuleta County - Mountain Express**

Archuleta County has several transit projects for the future. The current service has an operating budget of approximately \$96,000 annually. To operate the existing service for 27 years will cost \$2,592,000, with capital costs at \$1,404,000 (assuming 2002 constant dollars). Additional transit projects for Archuleta County are listed in Table VI-2.

Future transit projects for Archuleta County include service expansion and several capital items. These additional projects will cost \$3,490,900 over 27 years. A total 27-year cost of \$7,486,900 is calculated for Archuleta County.

<b>Table VI-2</b> <b>Archuleta County - Transit Projects</b>		
Proj. #	Description	27-Year Cost (2004-2030)
M	Capital Replacement (Maintain Existing Service)	\$1,404,000
M	Operating (Maintain Existing Service)	\$2,592,000
	<i>Subtotal</i>	<i>\$3,996,000</i>
1	Expand Service - Saturdays	\$324,000
2	Expand Office Staff - 1 part-time	\$324,000
3	Bus Stop Sign Schedules	\$6,750
4	Schedules/Brochures	\$13,500
5	Bus Barn	\$45,000
6	Bus Wash Facility	\$25,000
7	Increase Driver Staff	\$506,250
8	Pagosa Springs Enhanced Local Service	\$2,246,400
	<i>Subtotal</i>	<i>\$3,490,900</i>
<b>27-Year Total</b>		<b>\$8,980,000</b>
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

**Durango LIFT**

The primary future transit needs for the Durango LIFT include continuous vehicle replacement and additional funding for service expansion. Table VI-3 provides future transit projects identified by the agency. Total costs for operating and capital expenses are \$41,139,200.

Table VI-3 Durango LIFT - Transit Projects		
Proj. #	Description	27-Year Cost (2004-2030)
M	Capital Replacement (Maintain Existing Service)	\$3,375,000
M	Operating (Maintain Existing Service)	\$21,600,000
	<i>Subtotal</i>	<i>\$24,975,000</i>
9	Expand Service - Durango Medical Center	\$2,203,200
10	Expand Service - 8 Corners Park-and-Ride	\$1,350,000
11	Increase Trolley Service	\$2,700,000
12	Increase FR Service	\$6,750,000
13	Increase DAR Service	\$486,000
14	Reg. Transfer Ctr, Transit Offices, & Park-and-Ride Lot	\$2,000,000
15	Additional Vehicles for Services	\$675,000
	<i>Subtotal</i>	<i>\$16,164,200</i>
<b>27-Year Total</b>		<b>\$41,139,200</b>
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

### Montezuma Senior Services

Future transit projects for Montezuma Senior Services are shown in Table VI-4. To maintain the existing service level for the next 27 years will cost \$4,482,000. Other transit projects for Montezuma Senior Services include service expansion and facility upgrades.

Table VI-4 Montezuma Senior Services - Transit Projects		
Proj. #	Description	27-Year Cost (2004-2030)
M	Capital Replacement (Maintain Existing Service)	\$1,350,000
M	Operating (Maintain Existing Service)	\$3,132,000
	<i>Subtotal</i>	<i>\$4,482,000</i>
16	Service Expansion (operating)	\$1,620,000
17	Service Expansion - vehicles	\$486,000
18	Facility Improvements	\$50,000
	<i>Subtotal</i>	<i>\$2,156,000</i>
<b>27-Year Total</b>		<b>\$6,638,000</b>
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

**Southern Ute Community Action Program (SUCAP) - Ignacio Roadrunner**

The primary future transit needs for SUCAP include continuous vehicle replacement, additional funding sources, and service expansion. Table VI-5 provides future transit projects identified by the agency. Total cost to maintain the existing service level is \$3,645,000 over the next 27 years.

<b>Table VI-5</b>		
<b>Southern Ute Community Action Program - Transit Projects</b>		
<b>Proj. #</b>	<b>Description</b>	<b>27-Year Cost (2004-2030)</b>
M	Capital Replacement (Maintain Existing Service)	\$540,000
M	Operating (Maintain Existing Service)	\$3,105,000
	<i>Subtotal</i>	<i>\$3,645,000</i>
19	Expand with Saturday Service	\$405,000
20	Transit Garage	\$75,000
21	Service Area Expansion (2 vehicles)	\$4,492,800
22	Additional Driver	\$945,000
23	Facility Improvements	\$50,000
	<i>Subtotal</i>	<i>\$5,967,800</i>
<b>27-Year Total</b>		<b>\$9,612,800</b>
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

**Ute Mountain Ute Tribe**

Ute Mountain Ute Tribe has many transit needs for all types of markets, from elderly, students, to employee transportation. Table VI-6 provides a detailed list of transit projects for the next 27 years. To maintain the existing level of service, \$1,080,000 will be spent over the 27-year time frame.

Table VI-6 Ute Mountain Ute Tribe - Transit Projects		
Proj. #	Description	27-Year Cost (2004-2030)
M	Capital Replacement (Maintain Existing Service)	\$405,000
M	Operating (Maintain Existing Service)	\$675,000
	<i>Subtotal</i>	<i>\$1,080,000</i>
24	Coordinated Service with Head Start	\$2,400,000
	<i>Subtotal</i>	<i>\$2,400,000</i>
<b>27-Year Total</b>		<b>\$3,480,000</b>
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

## OTHER REGIONAL TRANSIT PROJECTS

Many transit projects have been identified for the Southwest Region. The following projects are not agency-specific, but are regional projects that will affect more than one agency. Table VI-7 provides the list of regional projects with 27-year cost estimates.

Table VI-7 Regional Projects - Transit Projects		
Proj. #	Description	27-Year Cost (2004-2030)
25	Increase Regional Transit Marketing	\$500,000
26	ROW Preservation	\$10,000,000
27	Regional Park-and-Rides	\$3,000,000
28	Carpool Matching Program	\$200,000
29	Pagosa Springs to Durango Service	\$1,664,000
30	Airport Service	\$540,000
31	Regional Bus Shelters	\$1,000,000
32	Wolf Creek Ski Area Service	\$2,970,000
33	Durango to Farmington Service	\$1,664,000
34	Cortez to Durango Service	\$1,664,000
35	Durango Rail Service	\$50,000,000
36	Bike Racks and Shelters	\$50,000
37	Silverton to Durango Mtn Resort - Employee Trans.	\$1,404,000
38	Bayfield to Durango Commuter Service	\$1,404,000
39	Dolores County to Cortez	\$2,203,200
<b>27-Year Total</b>		<b>\$78,263,200</b>
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

## **SUMMARY**

Table VI-8 provides a summary of all transit projects for the Southwest Region. The table shows the subtotals to maintain the existing level of services and also cost estimates to enhance transit services.

**Table VI-8  
SUMMARY - All Southwest Transit Projects**

<b>Proj. #</b>	<b>Description</b>	<b>27-Year Cost (2004-2030)</b>
<b>ARCHULETA</b>		
M	Capital Replacement (Maintain Existing Service)	\$1,404,000
M	Operating (Maintain Existing Service)	\$2,592,000
	<i>Subtotal</i>	<i>\$3,996,000</i>
1	Expand Service - Saturdays	\$324,000
2	Expand Office Staff - 1 part-time	\$324,000
3	Bus Stop Sign Schedules	\$6,750
4	Schedules/Brochures	\$13,500
5	Bus Barn	\$45,000
6	Bus Wash Facility	\$25,000
7	Increase Driver Staff	\$506,250
8	Pagosa Springs Enhanced Local Service	\$2,246,400
	<i>Subtotal</i>	<i>\$3,490,900</i>
<b>DURANGO LIFT</b>		
M	Capital Replacement (Maintain Existing Service)	\$3,375,000
M	Operating (Maintain Existing Service)	\$21,600,000
	<i>Subtotal</i>	<i>\$24,975,000</i>
9	Expand Service - Durango Medical Center	\$2,203,200
10	Expand Service - 8 Corners Park-and-Ride	\$1,350,000
11	Increase Trolley Service	\$2,700,000
12	Increase FR Service	\$6,750,000
13	Increase DAR Service	\$486,000
14	Reg. Transfer Ctr, Transit Offices, & Park-and-Ride lot	\$2,000,000
15	Additional Vehicles for Services	\$675,000
	<i>Subtotal</i>	<i>\$16,164,200</i>
<b>MONTEZUMA</b>		
M	Capital Replacement (Maintain Existing Service)	\$1,350,000
M	Operating (Maintain Existing Service)	\$3,132,000
	<i>Subtotal</i>	<i>\$4,482,000</i>
16	Service Expansion (operating)	\$1,620,000
17	Service Expansion - vehicles	\$486,000
18	Facility Improvements	\$50,000
	<i>Subtotal</i>	<i>\$2,156,000</i>
<b>SOUTHERN UTE</b>		
M	Capital Replacement (Maintain Existing Service)	\$540,000
M	Operating (Maintain Existing Service)	\$3,105,000
	<i>Subtotal</i>	<i>\$3,645,000</i>
19	Expand with Saturday Service	\$405,000
20	Transit Garage	\$75,000
21	Service area Expansion (2 vehicles)	\$4,492,800
22	Additional Driver	\$945,000
23	Facility Improvements	\$50,000
	<i>Subtotal</i>	<i>\$5,967,800</i>
<b>UTE MOUNTAIN UTE TRIBE</b>		
M	Capital Replacement (Maintain Existing Service)	\$405,000
M	Operating (Maintain Existing Service)	\$675,000
	<i>Subtotal</i>	<i>\$1,080,000</i>
24	Coordinated Service with Head Start	\$2,400,000
	<i>Subtotal</i>	<i>\$2,400,000</i>



**Table VI-8, continued  
SUMMARY - All Southwest Transit Projects**

Proj. #	Description	27-Year Cost (2004-2030)
<b>REGIONAL TRANSIT PROJECTS</b>		
25	Increase Regional Transit Marketing	\$500,000
26	ROW Preservation	\$10,000,000
27	Regional Park-and-Rides	\$3,000,000
28	Carpool Matching Program	\$200,000
29	Pagosa Springs to Durango Service	\$1,664,000
30	Airport Service	\$540,000
31	Regional Bus Shelters	\$1,000,000
32	Wolf Creek Ski Area Service	\$2,970,000
33	Durango to Farmington Service	\$1,664,000
34	Cortez to Durango Service	\$1,664,000
35	Durango Rail Service	\$50,000,000
36	Bike Racks and Shelters	\$50,000
37	Silverton to Durango Mtn Resort - Employee Trans.	\$1,404,000
38	Bayfield to Durango Commuter Service	\$1,404,000
39	Dolores County to Cortez	\$2,203,200
	<i>Subtotal</i>	\$78,263,200
<b>27-Year Regional Total</b>		<b>\$108,442,100</b>
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars.</i>		

## Evaluation Criteria and Project Ranking

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The transit projects previously listed in Chapter VI of this report will far exceed expected revenues over the next 27 years. Therefore, it is pertinent for the region to prioritize the transit projects. CDOT also prefers some consistency among the regions in the prioritization process, including transit.

### SOUTHWEST 2020 PLAN CRITERIA

The *Southwest Colorado 2020 Regional Transportation Plan* developed a vision and goals which were supported by evaluation criteria. The Southwest Region adopted guidelines based on the CDOT *Colorado Regional Transportation Planning Guidebook*. Development of the adopted project prioritization process followed a three-step process.



### Project Prioritization Criteria

The first step in the process was to develop the evaluation criteria. The following criteria were selected for the region. Although not all of the criteria apply directly to transit, these criteria have been used as transit projects may compete for funding with projects in other modes.

- Congestion
- Safety
- Ability to Implement
- Community Acceptance
- Integration of Modes
- Economic Impact
- Environment
- System Continuity
- System Preservation

### Criteria Weighting

In the second step, each criterion was assigned a scoring range and weight for the score. Table VII-1 shows the scoring and weighting scheme from the *Regional 2020 Transportation Plan*.

Table VII-1 Scoring and Weighting Scheme Southwest Regional 2020 Transportation Plan							
	Maximum Points	Max Score	Weight	Min Wt Score	Max Wt Score	Score Spread	
<b>CONGESTION</b>	3	3	15.0	0.0	45.0	45.0	
<b>SAFETY</b>	3	3	26.0	26.0	78.0	52.0	
<b>ABILITY TO IMPLEMENT</b>	6		8.0	0.0	48.0	48.0	
<i>Institutional Barriers</i>		3	8.0	0.0	24.0	24.0	
<i>Tech/Admin Barriers</i>		3	8.0	0.0	24.0	24.0	
<b>COMMUNITY ACCEPTANCE</b>	3	3	8.0	0.0	24.0	24.0	
<b>INTEGRATION OF MODES</b>	3	3	4.0	0.0	12.0	12.0	
<b>ECONOMIC IMPACT</b>	3	3	8.0	8.0	24.0		
<i>Relative Cost/Benefit</i>		3	8.0	8.0	24.0	16.0	
<b>ENVIRONMENT</b>	3	3	8.0	0.0	24.0	24.0	
<b>SYSTEM CONTINUITY</b>	8	5	1.6	0.0	8.0	6.6	
<b>SYSTEM PRESERVATION</b>	3	3	19.0	0.0	47.0	28.0	
<i>Highway Modes</i>	3	3	19.0	0.0	47.0	28.0	
<i>Alternative Modes</i>	3	3	19.0	0.0	47.0	28.0	
<b>TOTAL POSSIBLE SCORE</b>				<b>34.0</b>	<b>376.00</b>		

## **Project Evaluation**

The third step in the process was to evaluate each project and assign a score for each of the criteria. As shown in Table VII-1, the minimum score for a project could be 34 points and the maximum possible was 376 points.

## **TRANSIT PROJECT EVALUATION**

Each of the future transit projects from Chapter VI was ranked using the criteria from Table VII-1. The evaluation is shown in Table VII-2. **Not included** in the evaluation is the maintenance of existing services. Continuation of the existing services has been identified as the highest priority and will be continued before any other improvements are made.

**Table VII-2  
Transit Project Scores**

			Evaluation Criteria (11 Categories)																							
			1	2	3	4	5	6	7	8	9	10	11													
			Weighted Value; CSC = Cumulative Score																							
Proj. #	Area	Description	27-Year Cost (2004-2030)	15	CSC	26	CSC	8	CSC	8	CSC	8	CSC	8	CSC	8	CSC	19	CSC	19	CSC	Score				
1	ARCHULETA	Expand Service - Saturdays	\$324,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
2	ARCHULETA	Expand Office Staff - 1 part-time	\$324,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
3	ARCHULETA	Bus Stop Sign Schedules	\$6,750	1	15	2	52	3	24	3	24	3	24	3	24	3	24	3	24	2	16	0	0	3	57	284
4	ARCHULETA	Schedules/Brochures	\$13,500	1	15	2	52	3	24	3	24	3	24	3	24	3	24	3	24	2	16	0	0	3	57	284
5	ARCHULETA	Bus Barn	\$45,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	0	0	2	16	0	0	3	57	236
6	ARCHULETA	Bus Wash Facility	\$25,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
7	ARCHULETA	Increase Driver Staff	\$506,250	3	45	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	290
8	ARCHULETA	Pagosa Springs Enhanced Local Service	\$2,246,400	2	30	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	275
9	DURANGO	Expand Service - Durango Medical Center	\$2,203,200	1	15	2	52	3	24	3	24	3	24	3	24	2	16	3	24	2	16	0	0	3	57	276
10	DURANGO	Expand Service - 8 Corners Park-and-Ride	\$1,350,000	3	45	2	52	2	16	2	16	3	24	3	24	2	16	3	24	3	24	0	0	3	57	298
11	DURANGO	Increase Trolley Service	\$2,700,000	3	45	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	290
12	DURANGO	Increase FR Service	\$6,750,000	3	45	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	290
13	DURANGO	Increase DAR Service	\$486,000	2	30	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	275
14	DURANGO	Reg. Transfer Ctr, Transit Offices, & Park-and-Ride lot	\$2,000,000	2	30	2	52	2	16	2	16	3	24	3	24	2	16	0	0	3	24	0	0	3	57	259
15	DURANGO	Additional Vehicles for Services	\$675,000	2	30	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	275
16	MONTEZUMA	Service Expansion (operating)	\$1,620,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
17	MONTEZUMA	Service Expansion - vehicles	\$486,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
18	MONTEZUMA	Facility Improvements	\$50,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
19	SOUTHERN UTE	Expand with Saturday Service	\$405,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
20	SOUTHERN UTE	Transit Garage	\$75,000	1	15	2	52	2	16	2	16	3	24	3	24	3	24	0	0	2	16	0	0	3	57	244
21	SOUTHERN UTE	Service Area Expansion (2 vehicles)	\$4,492,800	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
22	SOUTHERN UTE	Additional Driver	\$945,000	1	15	2	52	3	24	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	268
23	SOUTHERN UTE	Facility Improvements	\$50,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
24	UTE	Coordinated Service with Head Start	\$2,400,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	260
25	REGIONAL	Increase Regional Transit Marketing	\$500,000	3	45	2	52	2	16	1	8	3	24	3	24	2	16	3	24	3	24	0	0	3	57	290
26	REGIONAL	ROW Preservation	\$10,000,000	2	30	2	52	1	8	1	8	3	24	3	24	1	8	0	0	3	24	0	0	3	57	235
27	REGIONAL	Regional Park-and-Rides	\$3,000,000	3	45	2	52	2	16	2	16	3	24	3	24	2	16	3	24	3	24	0	0	3	57	298
28	REGIONAL	Carpool Matching Program	\$200,000	3	45	2	52	2	16	2	16	3	24	3	24	2	16	3	24	3	24	0	0	3	57	298
29	REGIONAL	Pagosa Springs to Durango Service	\$1,664,000	3	45	2	52	2	16	2	16	3	24	3	24	2	16	3	24	3	24	0	0	3	57	298
30	REGIONAL	Airport Service	\$540,000	2	30	2	52	1	8	1	8	3	24	3	24	2	16	3	24	2	16	0	0	3	57	243
31	REGIONAL	Regional Bus Shelters	\$1,000,000	2	30	2	52	2	16	2	16	3	24	3	24	2	16	3	24	3	24	0	0	3	57	283
32	REGIONAL	Wolf Creek Ski Area Service	\$2,970,000	0	0	2	52	1	8	2	16	2	16	3	24	2	16	3	24	1	8	0	0	3	57	221
33	REGIONAL	Durango to Farmington Service	\$1,664,000	2	30	2	52	2	16	2	16	3	24	3	24	2	16	3	24	3	24	0	0	3	57	283
34	REGIONAL	Cortez to Durango Service	\$1,664,000	1	15	2	52	2	16	2	16	3	24	3	24	2	16	3	24	3	24	0	0	3	57	268
35	REGIONAL	Durango Rail Service	\$50,000,000	0	0	2	52	1	8	1	8	3	24	3	24	1	8	0	0	2	16	0	0	3	57	197
36	REGIONAL	Bike Racks and Shelters	\$50,000	2	30	2	52	2	16	2	16	3	24	3	24	2	16	3	24	2	16	0	0	3	57	275
37	REGIONAL	Silverton to Durango Mtn Resort - Employee Trans.	\$1,404,000	2	30	2	52	3	24	2	16	3	24	3	24	2	16	3	24	1	8	0	0	3	57	275
38	REGIONAL	Bayfield to Durango Commuter Service	\$1,404,000	3	45	2	52	2	16	2	16	2	16	3	24	2	16	3	24	2	16	0	0	3	57	282
39	REGIONAL	Dolores County to Cortez	\$2,203,200	1	15	2	52	2	16	1	8	3	24	3	24	2	16	3	24	2	16	0	0	3	57	252
<b>27-Year Regional Total</b>			<b>\$108,442,100</b>																							

The LSC Team and the Advisory Committee reviewed the values, vision, and goals (from Chapter V) and the evaluation criteria from the 1999 Plan to ensure that all transit concerns for the region are addressed. Changes were incorporated into this Final Report.

It must again be noted that the assumption “*Maintain Existing Service*” for all transit systems in the region is the highest priority. Therefore, these projects are not ranked and will remain the highest priority for the Fiscally-Constrained Plan. The 27-year cost estimate to maintain existing services is \$40,338,000 for capital and operating expenses.

## **PROJECT PRIORITIZATION**

The full list of transit projects shown in Chapter VI consists of 39 projects. The application of evaluation criteria to projects is a subjective process. No quantitative information is required to score each project. General CDOT guidelines were used for the criteria used in 1999.

The LSC Team used the evaluation guidelines to rank the transit projects presented in Chapter VI. The ranking was reviewed by the Advisory Committee and changes were made accordingly. Table VII-2 presents each transit project with the individual score. Table VII-3 shows the ranking of all projects for the region.

Evaluation Criteria and Project Ranking

<b>Table VII-3 Project Ranking</b>			
<b>Proj. #</b>	<b>Area</b>	<b>Description</b>	<b>Score</b>
29	REGIONAL	Pagosa Springs to Durango Service	298
28	REGIONAL	Carpool Matching Program	298
27	REGIONAL	Regional Park-and-Rides	298
10	DURANGO	Expand Service - 8 Corners Park-and-Ride	298
7	ARCHULETA	Increase Driver Staff	290
25	REGIONAL	Increase Regional Transit Marketing	290
12	DURANGO	Increase FR Service	290
11	DURANGO	Increase Trolley Service	290
3	ARCHULETA	Bus Stop Sign Schedules	284
4	ARCHULETA	Schedules/Brochures	284
33	REGIONAL	Durango to Farmington Service	283
31	REGIONAL	Regional Bus Shelters	283
38	REGIONAL	Bayfield to Durango Commuter Service	282
9	DURANGO	Expand Service - Durango Medical Center	276
13	DURANGO	Increase DAR Service	275
8	ARCHULETA	Pagosa Springs Enhanced Local Service	275
37	REGIONAL	Silverton to Durango Mtn Resort - Employee Trans.	275
15	DURANGO	Additional Vehicles for Services	275
36	REGIONAL	Bike Racks and Shelters	275
34	REGIONAL	Cortez to Durango Service	268
22	SOUTHERN UTE	Additional Driver	268
18	MONTEZUMA	Facility Improvements	260
19	SOUTHERN UTE	Expand with Saturday Service	260
24	UTE	Coordinated Service with Head Start	260
16	MONTEZUMA	Service Expansion (operating)	260
21	SOUTHERN UTE	Service Area Expansion (2 vehicles)	260
6	ARCHULETA	Bus Wash Facility	260
2	ARCHULETA	Expand Office Staff - 1 part-time	260
1	ARCHULETA	Expand Service - Saturdays	260
23	SOUTHERN UTE	Facility Improvements	260
17	MONTEZUMA	Service Expansion - vehicles	260
14	DURANGO	Reg. Transfer Ctr, Transit Offices, & Park-and-Ride Lot	259
39	REGIONAL	Dolores County to Cortez	252
20	SOUTHERN UTE	Transit Garage	244
30	REGIONAL	Airport Service	243
5	ARCHULETA	Bus Barn	236
26	REGIONAL	ROW Preservation	235
32	REGIONAL	Wolf Creek Ski Area Service	221
35	REGIONAL	Durango Rail Service	197

## Long-Range Transit Element (2030)

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### INTRODUCTION

Transportation planning was once simple. It meant more money for more roads, especially freeways. Building roads was also simpler. There was more available land, better funding, fewer environmental constraints, and people clearly wanted more and better roads for their cars.



Today the situation and the regulatory climate are much more complex. Clearly there is a crisis in transportation, but the only consensus on solutions may be that there is no easy solution. There are not enough transportation funds, preservation for right-of-way is not readily practiced in communities, and public opposition often arises. Yet the mobility needs of a growing population need to be met.

Making better use of our existing transportation system will require overcoming significant obstacles. Local governments and rural counties are hard pressed to maintain the roads they have. The transportation issue itself is now interlinked with many complex issues. Air quality and transportation go hand in hand. Accommodating growth, land use, environmental concerns, and public safety directly relate to transportation. The state spending limit, budgeting process, and the economics of transportation tie the issue to a myriad of often conflicting or competing interests. This report focuses on the long-range and short-range transit alternatives to meet these transportation challenges.

This chapter presents the Long-Range 2030 Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, a policy plan for the



region, and a funding plan. This chapter identifies a policy plan for the Southwest Region, which identifies policies and strategies for transit service within the region.

The Southwest Region is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are major constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the lack of dedicated local funding in the study area. A second constraint is the low-residential density of all the five counties combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Also, the demands stimulated from tourism industry, from visitors to employees to residents, present a different challenge. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The communities of each county are continuously working to update the general comprehensive plans, land use plans, and transportation plans within the study area. Changes in these plans are needed to meet the long-range transit needs and to develop a sustainable transit system for the future.

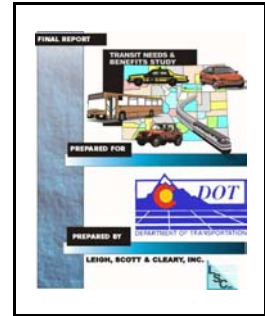
## **UNMET NEED**

As mentioned previously, the existing transportation providers were presented in Chapter III, along with the transit demand for the region in Chapter IV. The following section summarizes unmet transit need for the area.

Unmet need has several definitions. This study introduces two different definitions of unmet need. The first unmet needs analysis is from the Statewide Transit Needs and Benefits Study, as presented in Chapter IV. The second unmet needs analysis is from public feedback from the open houses, which were held around the Southwest Region during the study period. This includes reports, comments, and suggestions regarding the adequacy of transit services in the local area.

### Statewide Transit Needs and Benefits Study

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis. Chapter IV presents the detailed methodology for the TNBS.



The LSC Team updated the TNBS transit needs estimates using the recently released 2000 census numbers. The 2002 annual transit need estimates for the Southwest Region were 1,064,440 trips for the rural general public including youth and seniors; 16,458 trips for persons with disabilities; 674,458 program trips; and 4,624,146 resort trips. The total transit need in 2002 for the Southwest Region is estimated at 6,379,500 annual trips.

Table VIII-1 presents a summary of the TNBS methodology for the Southwest Region. The table indicates that approximately 16 percent of the existing transit need *is being* met with 84 percent of the transit need for the region unmet.

Table VIII-1 2002 Transit Demand Summary (TNBS Methodology)							
Methodology	Srs./Youth/ Gen. Public	Disabled	Program	Resort	TOTAL DEMAND	Trips Provided*	Unmet Need
TNBS Southwest Region	1,064,440	16,458	674,458	4,624,146	6,379,500	994,122	84%
* Information from local providers.							
Source: LSC, 2003.							

The TNBS approach used a combination of methodologies and aggregated the need for the Southwest Region. However, the approach used factors based on statewide characteristics and is not specific to the Southwest counties. The TNBS level of

need should be used as a guideline to the level of need and as a comparison for the other methodologies.

### **Unmet Need Based on Public Input**

The purpose of the unmet transit needs analysis is to ensure that all reasonable unmet transit needs are met. Unmet transit needs are currently defined in terms of a couple of target groups—specifically, people who are recognized as “transportation disadvantaged” and people who are “choice riders.” An individual is considered “transportation disadvantaged” when his or her transportation needs are not adequately met by the automobile. The following are examples of people who meet this definition:

- 1. Individuals who do not own and/or operate an automobile for reasons of low income.*
- 2. Individuals who do not own and/or operate an automobile because of advanced age, physical disability, and/or mental impairment.*

The definition includes all individuals who, by virtue of their age, income, or disability, are not adequately served by the automobile. Transportation disadvantaged persons are the primary targets for proposals to provide or expand public transportation services. Choice riders are those persons who have a vehicle available for transportation, but opt to utilize the public transportation system for any number of reasons—environmental consciousness, saving gas, parking too expensive, transit convenient, etc.

### **Local Meetings**

This report addresses unmet needs based on input received from local citizens at open houses for the Transit Element on January 22 and 23, 2003. Several public meetings in different locations were held across the region—Montezuma County Annex, Pagosa Springs Community Center, and Durango City Council Chambers. Comments and suggestions from those meetings are shown below in Table VIII-2. Many of the comments relate to regional service gaps and projects are presented later in this chapter to address those gaps.

<b>Table VIII-2 Transit Comments from Citizen Input</b>	
<b>COMMENT</b>	<b>RESPONSE</b>
1. Pagosa - Durango connection (2 comments).	Project included in Long-Range Plan.
2. Pagosa -Durango Airport connection.	Project included in Long-Range Plan.
3. Additional shelters due to inclement weather.	Project included in Long-Range Plan.
4. What are the transit needs of Arboles?	Comment noted.
5. Shuttle service to Wolf Creek Ski Area.	Project included in Long-Range Plan.
6. Durango-Farmington connection.	TNMO service currently available.
7. Address needs in Bayfield.	Comment noted.
8. Park-and-ride Pagosa/Bayfield/ Durango.	Project included in Long-Range Plan.
9. Increase Mountain Express service to 2 shuttles; also earlier pickup times.	Project included in Long-Range Plan.
10. After-school transportation in Pagosa Springs.	Project included in Long-Range Plan.
11. Evening service in Pagosa Springs for teen center.	Project included in Long-Range Plan.
12. Saturday service in Pagosa Springs.	Project included in Long-Range Plan.
13. Transit vs. widening US 160 - move funds from highway to transit	Comment noted.
14. Service needed on county roads as a feeder service to Durango LIFT.	Service expansions included for several providers.
15. Service from Bayfield.	Project included in Long-Range Plan.
16. Durango Transit hub/ transfer center.	Project included in Long-Range Plan.
17. High speed service - rail.	Project included in Long-Range Plan.
18. Durango to Airport service.	Project included in Long-Range Plan.
19. Connections between livable communities and new urbanism.	Comment noted.
20. Preserve transit ROW.	Project included in Long-Range Plan.
21. Bicycle parking/storage; bike racks on buses.	Project included in Long-Range Plan.
22. Parking controls; neighborhood parking permits.	Comment noted.
23. One-way couplet on Main/2nd.	Comment noted.
24. Education programs - promote ride to work.	Project included in Long-Range Plan.
25. Develop park-and ride lots. (2)	Project included in Long-Range Plan.
26. Incorporate transit into planning/development process.	Comment noted.
27. Service from New Mexico.	TNMO service available.
28. Service to Cortez Vo-Tech.	Project included in Long-Range Plan.

<b>Table VIII-2 Transit Comments from Citizen Input</b>	
<b>COMMENT</b>	<b>RESPONSE</b>
29. Marketing.	Project included in Long-Range Plan.
30. Service between Cortez and Durango.	Project included in Long-Range Plan.
31. Dove Creek/Rico connection to services in Cortez and Durango.	Project included in Long-Range Plan.
32. Commuter service - Durango to Cortez.	Project included in Long-Range Plan.
33. Coordination of services.	Ongoing.
34. Transit Advocacy/Advisory Board	Ongoing.

The items listed above include comments submitted from community residents and identify unmet needs and requests. Each of the comments was submitted to the appropriate agency and will be discussed for future planning in that specific area. Whether the projects are funded or not depends on the monies received from different funding sources and the local support for the project.

To conclude, the second section of unmet needs has several different aspects with unique requests. The requests for service are not unrealistic and are shown as proposed 2030 future projects. Many of the unmet needs listed above provide enhanced service for transit-dependent riders and “choice riders.”

Increased funding is key to implementing the 2030 proposed transit projects. Under TEA-21, transporta-



tion plans are required to show the ability to fund all proposed projects for each mode—transit, highway, bike/pedestrian, transportation demand management, and rail. This requirement has compelled the Southwest Region to focus on projects that are high-performing and cost-effective.

Increased congestion in the region is another reason for this long-range transit plan to include a list of future projects. These projects could be advanced through the amendment process to the constrained plan if new funds are identified. Decision-makers have flexibility to consider any of the proposed projects and could

change priorities if additional funding opportunities present themselves in the future.

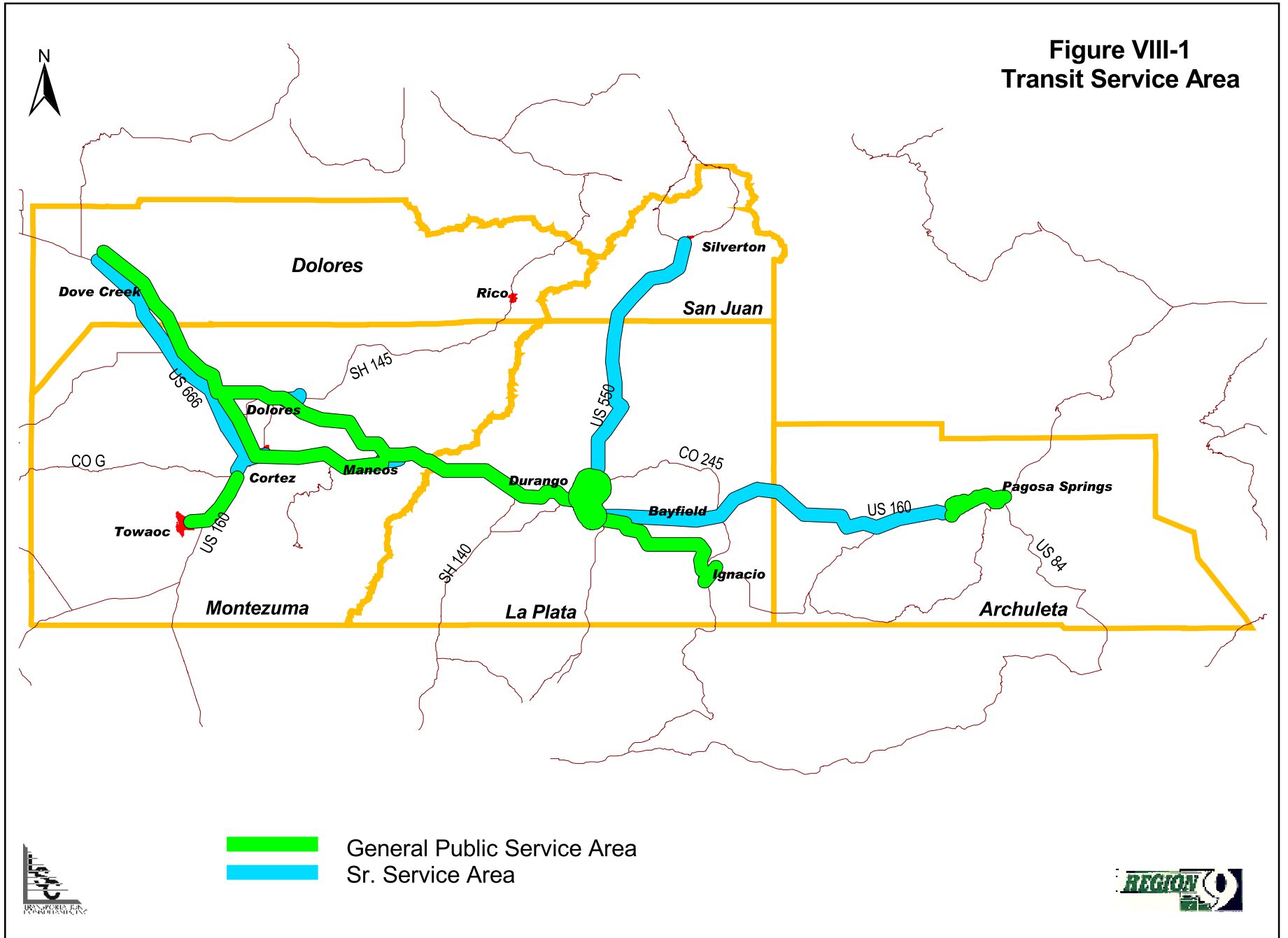
## **GAPS IN SERVICE AREAS**

Going hand-in-hand with unmet needs are gaps in service areas. The existing regional transit services were presented in Chapter III. These services are summarized in Figure VIII-1 and used to identify gaps in the service area. The projects presented in this report consciously plug some of the most glaring gaps in service. However, the funding sources for future projects are not dedicated and provoke the luminous question of “how will we pay for it?” Many sources could potentially be used, such as: higher fares charged, private/public partnerships, more county funding, more federal and state funds, rural transportation authority, and others.

The LSC Team looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobile over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds, but a fast, frequent, and reliable transit system would attract all market segments to the service.

There is no sugar-coating the fact that the transit services cannot come close to paying for themselves. There is justification for public support given the benefits the proposed transit projects would provide in reducing traffic and protecting community character and improving the environment—but the options for who would pay, and how much, are pertinent issues.

Figure VIII-1  
Transit Service Area



## REGIONAL NEEDS - PREFERRED PLAN

Each provider in the Southwest Region study area was asked to submit operational and capital projects for the next 20 years to address long-range transit needs. The projects discussed in the following pages are the 2030 Long-Range Preferred Plan for the Southwest Region, *not* the Constrained Plan. The Long-Range Constrained Plan is presented later in the chapter. The Preferred Plan is based on *unrestricted funding* for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding.

Under TEA-21, transportation plans must show the ability to fund all proposed projects. This requirement has compelled the Southwest Region to focus on projects that are high-performing and cost-effective. The available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan which is not constrained by financial resources. Projects in the unconstrained list could be advanced through the amendment process to the Constrained Plan, if new funds were identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.

Table VIII-3 presents a regional total for the long-range transit projects. The transit projects for the region for the next 20 plus years have an estimated cost of approximately \$108 million dollars. This total includes operational and capital costs.

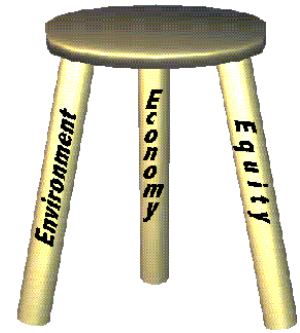


**Table VIII-3  
Long-Range Preferred Plan by Submitting Agency**

<b>Proj. #</b>	<b>Description</b>	<b>Annual Cost</b>	<b>27-Year Cost (2004-2030)</b>	<b>27-Year Cumulative Cost</b>
<b>ARCHULETA</b>				
1	Expand Service - Saturdays	\$12,000	\$324,000	\$324,000
2	Expand Office Staff - 1 part-time	\$12,000	\$324,000	\$648,000
3	Bus Stop Sign Schedules	\$250	\$6,750	\$654,750
4	Schedules/Brochures	\$500	\$13,500	\$668,250
5	Bus Barn	\$1,667	\$45,000	\$713,250
6	Bus Wash Facility	\$926	\$25,000	\$738,250
7	Increase Driver Staff	\$18,750	\$506,250	\$1,244,500
8	Pagosa Springs Enhanced Local Service	\$83,200	\$2,246,400	\$3,490,900
	<i>Subtotal</i>	\$129,293	\$3,490,900	
<b>DURANGO LIFT</b>				
9	Expand Service - Durango Medical Center	\$81,600	\$2,203,200	\$5,694,100
10	Expand Service - 8 Corners Park-and-Ride	\$50,000	\$1,350,000	\$7,044,100
11	Increase Trolley Service	\$100,000	\$2,700,000	\$9,744,100
12	Increase FR Service	\$250,000	\$6,750,000	\$16,494,100
13	Increase DAR Service	\$18,000	\$486,000	\$16,980,100
14	Reg. Transfer Ctr, Transit Offices, & Park-and-Ride Lot	\$74,074	\$2,000,000	\$18,980,100
15	Additional Vehicles for Services	\$25,000	\$675,000	\$19,655,100
	<i>Subtotal</i>	\$598,674	\$16,164,200	
<b>MONTEZUMA</b>				
16	Service Expansion (operating)	\$60,000	\$1,620,000	\$21,275,100
17	Service Expansion - vehicles	\$18,000	\$486,000	\$21,761,100
18	Facility Improvements	\$1,852	\$50,000	\$21,811,100
	<i>Subtotal</i>	\$79,852	\$2,156,000	
<b>SOUTHERN UTE</b>				
19	Expand with Saturday Service	\$15,000	\$405,000	\$22,216,100
20	Transit Garage	\$2,778	\$75,000	\$22,291,100
21	Service Area Expansion (2 vehicles)	\$166,400	\$4,492,800	\$26,783,900
22	Additional Driver	\$35,000	\$945,000	\$27,728,900
23	Facility Improvements	\$1,852	\$50,000	\$27,778,900
	<i>Subtotal</i>	\$221,030	\$5,967,800	
<b>UTE MOUNTAIN UTE TRIBE</b>				
24	Coordinated Service with Head Start	\$88,889	\$2,400,000	\$30,178,900
	<i>Subtotal</i>	\$88,889	\$2,400,000	
<b>REGIONAL TRANSIT PROJECTS</b>				
25	Increase Regional Transit Marketing	\$18,519	\$500,000	\$30,678,900
26	ROW Preservation	\$370,370	\$10,000,000	\$40,678,900
27	Regional Park-and-Rides	\$111,111	\$3,000,000	\$43,678,900
28	Carpool Matching Program	\$7,407	\$200,000	\$43,878,900
29	Pagosa Springs to Durango Service	\$61,630	\$1,664,000	\$45,542,900
30	Airport Service	\$20,000	\$540,000	\$46,082,900
31	Regional Bus Shelters	\$37,037	\$1,000,000	\$47,082,900
32	Wolf Creek Ski Area Service	\$110,000	\$2,970,000	\$50,052,900
33	Durango to Farmington Service	\$61,630	\$1,664,000	\$51,716,900
34	Cortez to Durango Service	\$61,630	\$1,664,000	\$53,380,900
35	Durango Rail Service	\$1,851,852	\$50,000,000	\$103,380,900
36	Bike Racks and Shelters	\$1,852	\$50,000	\$103,430,900
37	Silverton to Durango Mtn Resort - Employee Trans.	\$52,000	\$1,404,000	\$104,834,900
38	Bayfield to Durango Commuter Service	\$52,000	\$1,404,000	\$106,238,900
39	Dolores County to Cortez	\$81,600	\$2,203,200	\$108,442,100
	<i>Subtotal</i>	\$2,898,637	\$78,263,200	
<b>27-Year Regional Total</b>			<b>\$108,442,100</b>	
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars.</i>				

## POLICY PLAN

This Transit Element for the 2030 Transportation Plan has been developed with the understanding of community consensus for transportation initiatives that will enhance all elements of the Southwest Region's quality of life—while mitigating negative effects of population growth, sprawl, and traffic congestion.



The purpose of developing a regional vision statement and identifying issues and goals is to clearly articulate what is important to the residents of Southwest Colorado. By clarifying a regional vision, issues, and goals, the Southwest Region can better focus the use of scarce resources to address current and long-range needs. In terms of transportation, a common vision and goals provide a focus for implementing the type of infrastructure required to support the desired quality of life in the region. Chapter V presented the vision, goals, and objectives for the Southwest Region.

Transportation is vital to our economy and our society. It supports economic development through the movement of goods and through access to jobs, services, and other activities. However, as we entered the 21<sup>st</sup> century, concerns are growing about how to meet increasing demands for access and mobility, safe and efficient operations, capacity of the current transportation infrastructure, environmental quality, and social equity.

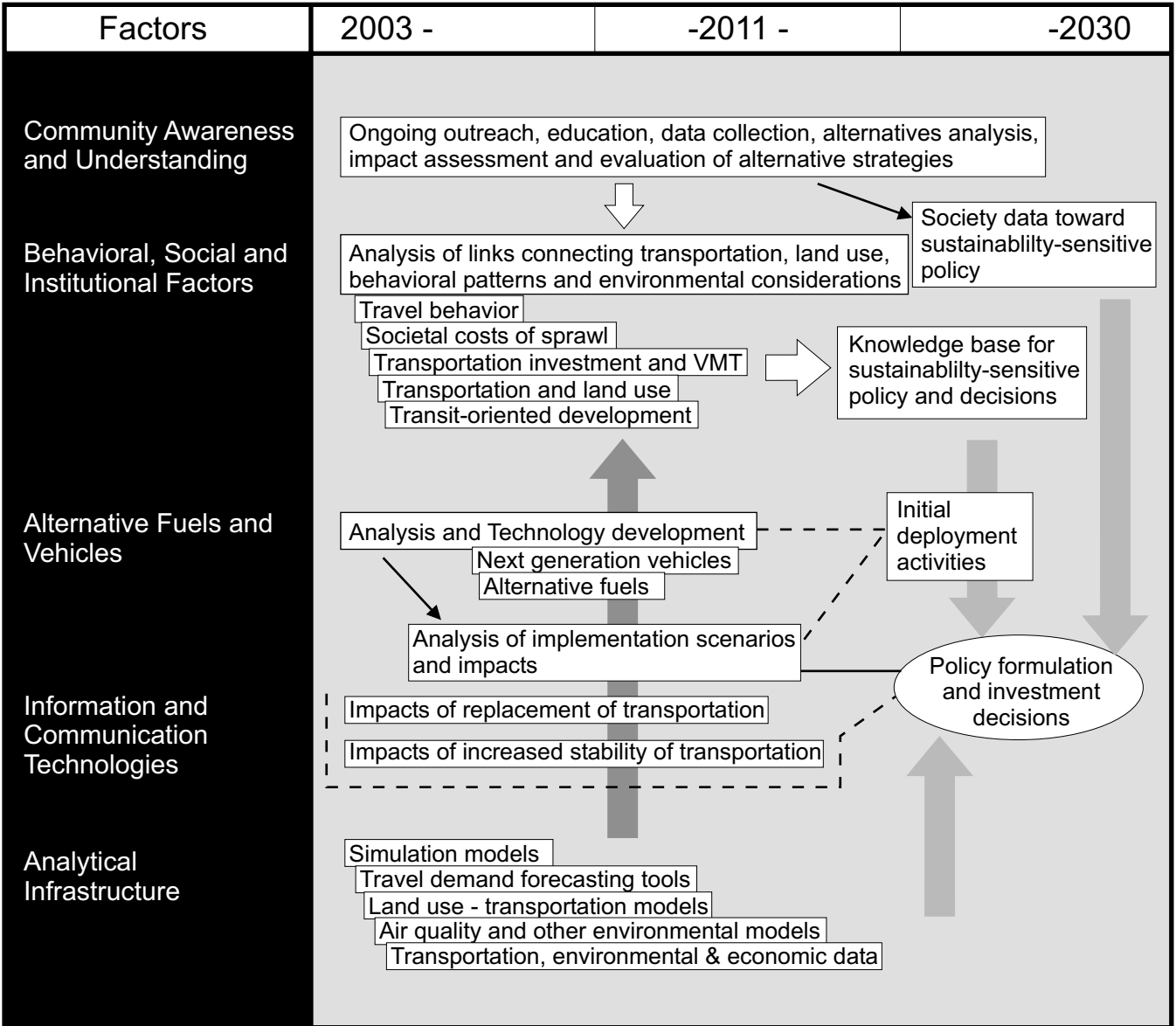
The negative effects of transportation activities, and the development patterns they support, include contribution to greenhouse gases and global warming, congestion, air and water pollution, inefficient land use, unequal access to transportation, and ecosystem fragmentation.

There is a lack of understanding of how best to balance the often conflicting goals of economic growth, environmental quality, and sustainability. A key focus to this dilemma is how sustainable transportation and land use contribute to this balance—including policies, investments, and strategies. These relationships produce environmental, social equity, and economic outcomes, sometimes charac-

terized as the “Three Es.” As discussed above, progress is measured by outcomes ranging from reduced greenhouse gases to better access to jobs. Thus, the greatest challenge for decision makers at all levels is to achieve a balance among the components, some of which may be in competition. Figure VIII-2 provides a policy roadmap for each entity of the Southwest Region—towns, counties, state, and federal agencies.

This Long-Range Transit Element will be a tool for the local planning staff. Specific goals of the plan will include transit projects to meet regional mobility needs, enhance economic development within the region, and increase transit service to reduce single-occupancy vehicle usage.

Figure VIII-2  
**Policy Roadmap for Committee**



Concept adapted from US Department of Transportation, Volpe Center

## **FUNDING PLAN - FINANCIALLY-CONSTRAINED**

This section of Chapter VIII presents the funding plan for the Southwest Region Long-Range Financially-Constrained Plan. The revenue projections are presented along with alternative funding sources to be pursued by the agencies within the region. This Financially-Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon.



Funding for transit services within the region will come from federal and local (public and private) sources. The Transportation Equity Act for the 21st Century (TEA-21) is the current legislation guiding the federal transit program. Under TEA-21, the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the Southwest Region. Currently, no state funding is available for transit services across the State of Colorado. Senate Bill 1 will result in state funding for transit, but no funds are anticipated for several years. The following text provides a short description of other existing funding sources.

### **5309 Discretionary Funds**

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. These funds are generally used for “big ticket” major capital investment projects, such as modernization of a fleet and expansion plans. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Total Section 5309 funding nationwide increased from a Fiscal Year 1997-98 level of \$1.9 billion to a Fiscal Year 2001-02 apportionment of \$2.8 billion. Approximately 10 percent of the funds are set aside for rehabilitation or replacement of

buses and equipment, and the construction of bus transit facilities. In Fiscal Year 2001-02, \$7,672,725 was earmarked for projects in Colorado. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The majority of transit agencies in the Southwest Region belong to CASTA. It is encouraged for *all* agencies to join the coalition.

### **5310 Elderly and Persons with Disabilities Capital Funds**

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies which transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. In Fiscal Year 2001-02, Colorado received \$994,098 for this program. Preliminary estimates by FTA Region 8 staff indicate that CDOT's apportionment for Fiscal Year 2002-03 will be on the order of \$1,115,251.

### **5311 Capital Administrative and Operating Funds**

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provided funding assistance to communities with less than 50,000 population. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 70 percent of the net administrative costs, 80 percent of capital, and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. Most of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the DOT on a discretionary basis, and are typically used for capital purposes.

Cuts in this program have been substantially smaller than in the urbanized area program, equaling roughly 16.4 percent. Preliminary estimates by FTA Region 8 staff indicate that CDOT's apportionment for Fiscal Year 2002-03 will be approximately \$2,791,089—\$538,500 more than last fiscal year.

### **5312 Research, Development, Demonstration, and Training Projects**

The Secretary of Transportation may make grants or contracts that will help reduce urban transportation needs, improve mass transportation service, or help mass transportation service meet the total urban transportation needs at a minimum cost. The Secretary of Transportation may make grants to nonprofit institutions of higher learning:

- To conduct research and investigation into the theoretical or practical problems of urban transportation.
- To train individuals to conduct further research or obtain employment in an organization that plans, builds, operates, or manages an urban transportation system.

The grants could be for state and local governmental authorities for projects that will use innovative techniques and methods in managing and providing mass transportation.

### **5313 State Planning and Research Programs**

Planning and research appropriations provided under 5338 are split in Section 5313. Fifty percent of the research grants are available to the Transit Cooperative Research Program (TCRP), and fifty percent are available to states to conduct their own research. The dollars for state research are allocated based upon each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.

### **5319 Bicycle Facilities**

These funds are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. To install equipment for transporting bicycles on mass transportation vehicles is a capital project for assistance under Sections 5307, 5309,

and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.

### **Transit Benefit Program**

The “Transit Benefit Program” is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee’s cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

Under Section 132 of the IRC, employers can provide up to \$100 per month 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.

Under TEA-21, this program has been made more flexible. Prior to TEA-21, the transit benefit could only be provided in addition to the employee’s base salary. With the passing of TEA-21, the transit pass may be provided as before, or can be provided in lieu of salary. In addition, the transit pass may be provided as a cash-out option for employer-paid parking for employees. To summarize, this program may not necessarily reduce an employer’s payroll costs. Rather, it enables employers to provide additional benefits for employees without increasing the payroll.

### **Congestion Mitigation/Air Quality (CMAQ) ISTEA Funding**

A strong new source of funding for many transit services across the country has been provided by the Congestion Mitigation/Air Quality (CMAQ) program, authorized through ISTEA. This funding is available to metropolitan areas that do not meet federal air quality standards regarding ozone or carbon monoxide. If any of the Southwest communities are designated as a non-attainment area in the future, these funds could be accessed.



## **Surface Transportation Program (STP)**

The funds from this program may be spent on any road that is functionally classified as a collector or arterial for urban streets or as a major collector or arterial for rural areas. The type of projects may range from rehabilitation to new construction. These funds may also be used for transit projects.

Fifty percent of a state's STP funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the state at the discretion of the State Transportation Commission. For the remaining 20 percent of the funds, 10 percent must be spent on highway safety projects, and 10 percent must be spent on Transportation Enhancements. Enhancement projects can range from historic preservation and bicycle and pedestrian facilities to landscaping and water runoff mitigation.

### Advantages

1. Using federal funding reduces the need to raise funds locally, freeing up funds for other needed services.

### Disadvantages

1. Many organizations are frustrated by the "bureaucratic" requirements attached to using federal funding.
2. Competition for federal funding is strong.
3. Federal funding is never a certainty, especially given current federal efforts to reduce expenses and balance the budget.
4. Only certain entities can secure funds.

## **Other Federal Funds**

The US DOT funds other programs including the Research and Special Programs Administration (RSPA), and the National Highway Traffic Safety Administration's State and Community Highway Grants Program funds transit projects that promote safety.

A wide variety of other federal funding programs provide support for elderly and handicapped transportation programs. Some of these are currently being utilized in the region and others can be explored further, including the following:

- Retired Senior Volunteer Program (RSVP)
- Title IIIB of The Older Americans Act
- Medicaid Title XIX
- Veterans' Affairs
- Job Training Partnership Act (JTPA)
- Temporary Assistance for Needy Families (TANF)
- Developmental Disabilities
- Housing and Urban Development (Bridges to Work and Community Development Block Grants)
- Head Start
- Vocational Rehabilitation
- Health Resources and Services Administration
- Senior Opportunity Services
- Special Education Transportation
- Weed and Seed Program, Justice Department
- National Endowment for the Arts
- Rural Enterprise Community Grants, Agriculture Department
- Department of Commerce, Economic Development and Assistance Programs
- Pollution Prevention Projects, Environmental Protection Agency
- Access to Jobs/Reverse Commute Program


## **STATE FUNDING SOURCES**

The Colorado Legislature passed legislation that will provide state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are not anticipated until 2007 to 2009. Potential funding from this source could be as much as \$25 million per year statewide.

## **LOCAL TRANSIT FUNDING SOURCES**

A variety of local funds are available in the Southwest Region. Examples of local support that could be used for transit include the following: voluntary assessments

of municipalities; contributions by major business associations; and taxes (sales tax, lodging tax, property tax, fuel tax, real estate tax). Many local agencies benefit from business support in the form of advertising. These and other local funding sources are discussed below.

- **General Fund Appropriations:** Counties and municipalities appropriate funds for transit operations and maintenance and for transit capital needs. Monies to be appropriated come generally from local property taxes and sales taxes. Competition for such funding is tough and local governments generally do not have the capacity to undertake major new annual funding responsibilities for transit.
- **Advertising:** One modest but important source of funding for many transit services is on-vehicle advertising. The largest portion of this potential is for exterior advertising, rather than interior “bus card” advertising. The potential funds generated by advertising placed within the vehicles are comparatively low. 
- **Voluntary Assessments:** This alternative requires each participating governmental entity (the cities and counties) and private businesses to contribute to funding of the system on a year-to-year basis. This alternative is common for areas that provide regional service rather than service limited to a single jurisdiction. An advantage of this type of funding is that it does not require voter approval. However, the funding is not steady and may be cut off at any time.
- **Private Support:** Financial support from private industry is essential to provide adequate transportation services in the Southwest Region. This financial support should continue even if an Authority is established to ensure that adequate service is provided. The major employers in the Southwest Region are potential sources of revenue.
- **Transportation Impact Fees:** Traditional methods of funding the transportation improvements required by new development raise questions of equity. Sales and property taxes are applied to both existing residents and to new residents attracted by development. However, existing residents then inadvertently pay for public services required by the new residents. As a means of correcting this inequity, many communities nationwide, faced with strong growth pressures, have implemented development impact fee programs that place a fee on new development equal to the costs imposed on the community.

Previous work by the LSC Team indicates that the levy of impact fees on real estate development has become a commonplace tool in many areas to ensure that the costs associated with a development do not fall entirely on

existing residents. Impact fees have been used primarily for highways and roads, followed by water and sewer projects. A program specifically for mass transit has been established in San Francisco.

A number of administrative and long-term considerations must be addressed:

- It is necessary to legally ensure that the use on which the fees are computed would not change in the future to a new use with a high impact by placing a note restricting the use on the face of the plat recorded in public records.
  - The fee program should be reviewed annually.
  - The validity of the program, and its acceptability to the community, is increased if a time limit is placed on the spending of collected funds.
  - TIF funds need to be strictly segregated from other funds. The imposition of a TIF program could constrain capital funding sources developed in the future, as a new source may result in a double payment.
  - TIF fees should be collected at the time that a building permit is issued.
- **Lodging Tax:** The appropriate use of lodging taxes (a.k.a. occupancy taxes) has long been the subject of debate. Historically, the bulk of these taxes are used for marketing and promotion efforts for conferences and general tourism. In other areas, such as resorts, the lodging tax is an important element of the local transit funding formula. A lodging tax can be considered as a specialized sales tax, placed only on lodging bills. As such, it shares many of the advantages and disadvantages of a sales tax. Taxation of this type has been used successfully in Park City, Utah; Sun Valley, Idaho; and Telluride, Colorado. A lodging tax creates inequities between different classes of visitors, as it is only paid by overnight visitors. Day visitors (particularly prevalent in the summer) and condominium/second home owners, who may use transit as much as lodging guests, do not contribute to transit.
  - **Sales Tax:** A sales tax could be implemented with funds to go to transit services. Sales tax is the financial base for many transit services in the western United States. The required level of sales tax would depend upon the service alternatives chosen. One advantage is that sales tax revenues are relatively stable and can be forecast with a high degree of confidence. In addition, sales tax can be collected efficiently, and it allows the community to generate revenues from visitors in the area. This source, of course, would require a vote of the people to implement. In addition, a sales tax increase could be seen as inequitable to residents not served by transit. This disadvantage could be offset by the fact that sales taxes could be rebated to incorporated areas not served by transit. Transit services, more-

over, would face competition from other services which may seek to gain financial support through sales taxes.

- **Ad Valorem Property Taxes for Capital Projects:** Counties are authorized (Sec. 39-13-103) to impose property taxes for specific capital projects with voter approval.
- **Rural Transportation Authority:** Legislation adopted in 1997 and amended in the 2000 session (CRS Sec. 43-4-603) provides authority for Colorado municipalities and counties (outside the RTD area) to establish RTAs. RTAs are able to impose a \$10 annual vehicle registration fee and, with voter approval, may levy a sales tax of up to one percent and/or a visitor benefit fee (fee added to the lodging rate within the area) of up to two percent of the price of overnight lodging. Local governments have considerable flexibility in designing the boundaries of RTAs, which may include all or a portion of the areas of participating jurisdictions. An RTA is a regional, multi-jurisdictional entity that becomes a separate subdivision of the state, but which operates pursuant to an intergovernmental agreement adopted by its member governments.

A visitor benefit fee was added to the statute in the 2000 legislative session. Extensive research would be required to estimate the funding potential from this source.

- **Special Districts:** Colorado local governments also may create a variety of local districts including special districts (CRS Sec. 32-1-101), service authorities (CRS Sec. 32-7-101), municipal general improvement districts (CRS Sec. 31-25-601), county public improvement districts (CRS Sec. 30-20-501), municipal special improvement districts (CRS Sec. 31-25-501), and county local improvement districts (CRS Sec. 30-20-601). In general, these districts are funded from fees or property taxes, with the exception of the county improvement district, which, with voter approval, may levy a sales tax of up to 0.5 percent. In general, these districts are limited in their usefulness as mechanisms for funding transit systems, particularly in a multi-jurisdictional setting.
- **Local College Funding:** A strategy to generate transit revenues from campus communities is to levy a student activity fee for transit services or an established amount from the college general fund. An activity fee would have to be approved by a majority of students and would be applied each semester or quarter of school.

The best and most versatile of the above funding sources for local and regional transit services will be the RTA, which offers more options for funding sources and much greater flexibility in designing the boundaries and makeup of a multi-jurisdictional transit system. If each of the five counties wish to work together within

the framework of a single regional transit system, the RTA or a district is the only viable alternative under current statutes.

### **Financially-Constrained Plan**

The following section presents the financially-constrained transit projects and the funding plan to implement those projects. The long-range projects include the continuation of existing services and a limited number of future transit projects. Table VIII-4 presents the projects and funding. The estimated total for the existing services over the next 27 years is approximately \$148.7 million. This financially-constrained plan is the basis for developing the Short-Range Transit Element, presented in Chapter IX.

<b>Table VIII-4</b>			
<b>Long-Range Constrained Plan by Submitting Agency</b>			
<b>Proj. #</b>	<b>Description</b>	<b>Annual Cost</b>	<b>27-Year Cost (2004-2030)</b>
<b>ARCHULETA</b>			
M	Capital Replacement (Maintain Existing Service)	\$52,000	\$1,404,000
M	Operating (Maintain Existing Service)	\$96,000	\$2,592,000
1	Expand Service - Saturdays	\$12,000	\$324,000
2	Expand Office Staff - 1 part-time	\$12,000	\$324,000
3	Bus Stop Sign Schedules	\$250	\$6,750
4	Schedules/Brochures	\$500	\$13,500
5	Bus Barn	\$1,667	\$45,000
6	Bus Wash Facility	\$926	\$25,000
7	Increase Driver Staff	\$18,750	\$506,250
8	Pagosa Springs Enhanced Local Service	\$83,200	\$2,246,400
	<i>Subtotal</i>	<b>\$277,293</b>	<b>\$7,486,900</b>
<b>Funding Sources</b>			
	Fares/Donations		\$80,595
	Advertising		\$21,600
	FTA 5311		\$486,000
	Colorado Works		\$1,620,000
	JARC		\$2,025,000
	Town of Pagosa Springs		\$81,000
	Medicaid/HCBS		\$93,960
	Other Local Funding		\$1,830,830
	Triple A		\$63,315
	FTA 5309		\$1,184,600
	<i>Subtotal</i>		<b>\$7,486,900</b>
<b>DOLORES COUNTY</b>			
M	Capital Replacement (Maintain Existing Service)	\$15,000	\$405,000
M	Operating (Maintain Existing Service)	\$25,000	\$675,000
	<i>Subtotal</i>	<b>\$40,000</b>	<b>\$1,080,000</b>
<b>Funding Sources</b>			
	FTA 5310		\$324,000
	Local Resources		\$756,000
	<i>Subtotal</i>		<b>\$1,080,000</b>
<b>DURANGO LIFT</b>			
M	Capital Replacement (Maintain Existing Service)	\$125,000	\$3,375,000
M	Operating (Maintain Existing Service)	\$800,000	\$21,600,000
9	Expand Service - Durango Medical Center	\$81,600	\$2,203,200
10	Expand Service - 8 Corners Park-and-Ride	\$50,000	\$1,350,000
11	Increase Trolley Service	\$100,000	\$2,700,000
12	Increase FR Service	\$250,000	\$6,750,000
13	Increase DAR Service	\$18,000	\$486,000
14	Reg. Transfer Ctr, Transit Offices, & Park-and-Ride lot	\$74,074	\$2,000,000
15	Additional Vehicles for Services	\$25,000	\$675,000
	<i>Subtotal</i>	<b>\$1,523,674</b>	<b>\$41,139,200</b>
<b>Funding Sources</b>			
	Fares/Donations		\$3,125,547
	Advertising		\$226,044
	FTA 5311		\$5,505,300
	La Plata County		\$1,012,500
	Parking Ticket Fund		\$6,075,000
	FLC		\$1,869,237
	Lodging Tax		\$1,350,000
	Misc		\$435,105
	FTA 5309		\$4,840,000
	Other Local Funding		\$16,700,467
	<i>Subtotal</i>		<b>\$41,139,200</b>

<b>Table VIII-4, continued</b>			
<b>Long-Range Constrained Plan by Submitting Agency</b>			
<b>Proj. #</b>	<b>Description</b>	<b>Annual Cost</b>	<b>27-Year Cost (2004-2030)</b>
<b>MONTEZUMA</b>			
M	Capital Replacement (Maintain Existing Service)	\$50,000	\$1,350,000
M	Operating (Maintain Existing Service)	\$116,000	\$3,132,000
16	Service Expansion (operating)	\$60,000	\$1,620,000
17	Service Expansion - vehicles	\$18,000	\$486,000
18	Facility Improvements	\$1,852	\$50,000
	<i>Subtotal</i>	<b>\$245,852</b>	<b>\$6,638,000</b>
<b>Funding Sources</b>			
	Fares/Donations		\$83,754
	FTA 5310		\$1,417,500
	FTA 5311		\$540,000
	CO Rural Health Center		\$9,180
	CO Service Block Grant		\$345,600
	Medicaid		\$1,167,669
	Older Americans		\$520,425
	Social Services		\$91,449
	SW Memorial Hospital		\$54,000
	POSE		\$58,320
	FTA 5309		\$1,120,000
	Other Local Funding		\$1,230,103
	<b>Subtotal</b>		<b>\$6,638,000</b>
<b>SAN JUAN COUNTY</b>			
M	Capital Replacement (Maintain Existing Service)	\$15,000	\$405,000
M	Operating (Maintain Existing Service)	\$25,000	\$675,000
	<i>Subtotal</i>	<b>\$40,000</b>	<b>\$1,080,000</b>
<b>Funding Sources</b>			
	Local Resources		\$756,000
	FTA 5309		\$324,000
	<b>Subtotal</b>		<b>\$1,080,000</b>
<b>SUCAP</b>			
M	Capital Replacement (Maintain Existing Service)	\$20,000	\$540,000
M	Operating (Maintain Existing Service)	\$115,000	\$3,105,000
19	Expand with Saturday Service	\$15,000	\$405,000
20	Transit Garage	\$2,778	\$75,000
21	Service Area Expansion (2 vehicles)	\$166,400	\$4,492,800
22	Additional Driver	\$35,000	\$945,000
23	Facility Improvements	\$1,852	\$50,000
	<i>Subtotal</i>	<b>\$356,030</b>	<b>\$9,612,800</b>
<b>Funding Sources</b>			
	Fares/Donations		\$149,364
	Advertising		\$10,935
	FTA 5311		\$1,055,700
	Other Grants		\$1,565,865
	FTA 5309		\$532,000
	Other Local Funding		\$6,298,936
	<b>Subtotal</b>		<b>\$9,612,800</b>
<b>UTE MOUNTAIN</b>			
M	Capital Replacement (Maintain Existing Service)	\$15,000	\$405,000
M	Operating (Maintain Existing Service)	\$25,000	\$675,000
24	Coordinated Service with Head Start	\$88,889	\$2,400,000
	<i>Subtotal</i>	<b>\$128,889</b>	<b>\$3,480,000</b>
<b>Funding Sources</b>			
	Fares/Donations		\$8,100
	FTA 5311		\$292,950
	Tribe		\$292,950
	FTA 5309		\$324,000
	Other Local Funding		\$2,562,000
	<b>Subtotal</b>		<b>\$3,480,000</b>



**Table VIII-4, continued**  
**Long-Range Constrained Plan by Submitting Agency**

Proj. #	Description	Annual Cost	27-Year Cost (2004-2030)
<b>REGIONAL TRANSIT PROJECTS</b>			
25	Increase Regional Transit Marketing	\$18,519	\$500,000
26	ROW Preservation	\$370,370	\$10,000,000
27	Regional Park-and-Rides	\$111,111	\$3,000,000
28	Carpool Matching Program	\$7,407	\$200,000
29	Pagosa Springs to Durango Service	\$61,630	\$1,664,000
30	Airport Service	\$20,000	\$540,000
31	Regional Bus Shelters	\$37,037	\$1,000,000
32	Wolf Creek Ski Area Service	\$110,000	\$2,970,000
33	Durango to Farmington Service	\$61,630	\$1,664,000
34	Cortez to Durango Service	\$61,630	\$1,664,000
35	Durango Rail Service	\$1,851,852	\$50,000,000
36	Bike Racks and Shelters	\$1,852	\$50,000
37	Silverton to Durango Mtn Resort - Employee Trans.	\$52,000	\$1,404,000
38	Bayfield to Durango Commuter Service	\$52,000	\$1,404,000
39	Dolores County to Cortez	\$81,600	\$2,203,200
	<i>Subtotal</i>	<b>\$2,898,637</b>	<b>\$78,263,200</b>
<b>Funding Sources</b>			
	FTA 5311		\$5,371,600
	Durango Mountain Resort		\$1,404,000
	Wolf Creek Ski Area		\$2,970,000
	FHWA Funds		\$53,000,000
	Other Regional and Local Funds		\$15,517,600
	<i>Subtotal</i>		<b>\$78,263,200</b>
<b>27-Year Regional Total</b>			<b>\$148,780,100</b>
<i>Note: 27-Year Cost - Assumed 2002 Constant Dollars.</i>			

# Short-Range Transit Element

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## INTRODUCTION

The LSC Team prepared this Final Report, which includes the Short-Range Transit Element for the Southwest Region. The Short-Range Plan established the services which will be provided over the next eight years.

# 2004 - 2011

## SHORT-RANGE TRANSIT ELEMENT (Eight-Year Transit Plan)

This section presents the Short-Range Transit Element. These are the projects to be implemented over the next eight years. The LSC Team chose to make the Short-Range Plan for eight years instead of the typical six years. This coincides with the planning cycle for the Statewide Transportation Plans.



The major assumptions used in developing revenue and cost projections are sources *currently used* by the transit agencies or to be realized over the short planning horizon.

The Short-Range Transit Element is the basis for operational plans for each transit provider within the Southwest Region. Each operator is responsible for developing their own detailed operational plans to implement the Short-Range Transit Element. The Short-Range Transit Element is used by the Colorado Department of Transportation in the evaluation of transit grant applications.

The short-range elements must be financially constrained. Although there is a possibility that funding may be available under House Bill 1310 within the life of this plan, the timing and amounts which may be available for local transit systems are unknown. For this reason, funding from House Bill 1310 has not been in-

## *Short-Range Transit Element*

cluded in the financially-constrained short-range elements. Once the availability of funds is known, it will be appropriate to amend the transit element to incorporate that funding source.

### **Service Plan - Archuleta County**

The fiscally-constrained Short-Range Transit Element for Archuleta County is presented in Table IX-1. The county plans to maintain the existing transit services and expand with several projects over the next eight years. The primary funding sources for the county are from the JARC social services program and the Colorado Works program.

**Table IX-1  
Short-Range Transit Element  
Archuleta County**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Continue Existing Services	\$ 98,880	\$ 101,846	\$ 104,902	\$ 108,049	\$ 111,290	\$ 114,629	\$ 118,068	\$ 121,610
Replace Vehicles	\$ 52,000		\$ 54,408		\$ 59,985			
Expand Service - Saturdays	\$ 12,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Expand Office Staff - 1 part-time	\$ 12,000	\$ 12,360	\$ 12,731	\$ 13,113	\$ 13,506	\$ 13,911	\$ 14,329	\$ 14,758
Bus Stop Sign Schedules		\$ 1,800						
Schedules/Brochures			\$ 6,500					
<i>Subtotal</i>	\$ 174,880	\$ 128,366	\$ 191,272	\$ 134,274	\$ 198,288	\$ 142,452	\$ 146,725	\$ 151,127
<b>FUNDING SOURCES</b>								
Fares/Donations	\$ 3,075	\$ 3,167	\$ 3,262	\$ 3,360	\$ 3,460	\$ 3,564	\$ 3,671	\$ 3,781
Advertising	\$ 824	\$ 849	\$ 874	\$ 900	\$ 927	\$ 955	\$ 984	\$ 1,013
FTA 5310	\$ 41,600							
FTA 5311	\$ 30,000	\$ 30,900	\$ 31,827	\$ 32,782	\$ 33,765	\$ 34,778	\$ 35,822	\$ 36,896
Colorado Works	\$ 60,000	\$ 61,800	\$ 63,654	\$ 42,500	\$ 43,775	\$ 45,088	\$ 46,441	\$ 47,834
JARC	\$ 77,250	\$ 78,000	\$ 80,340	\$ 80,500	\$ 82,915	\$ 85,402	\$ 87,965	\$ 90,603
Town of Pagosa Springs	\$ 3,090	\$ 3,183	\$ 3,278	\$ 3,377	\$ 3,478	\$ 3,582	\$ 3,690	\$ 3,800
Medicaid/HCBS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Other Local Funding								
Triple A	\$ 2,415	\$ 2,488	\$ 2,562	\$ 2,639	\$ 2,718	\$ 2,800	\$ 2,884	\$ 2,971
<i>Subtotal</i>	\$ 218,254	\$ 180,386	\$ 185,798	\$ 166,058	\$ 171,039	\$ 176,171	\$ 181,456	\$ 186,899
<i>Notes: Assumed 3% Inflation Rate</i>								

*Short-Range Transit Element*

**Service Plan - Dolores County**

Table IX-2 provides the Short-Range Transit Element for Dolores County. The county plans for a new vehicle in fiscal year 2007. The budget for Dolores County is approximately \$25,000.

**Table IX-2  
Short-Range Transit Element  
Dolores County**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Continue Existing Services</b>	\$ 25,750	\$ 26,523	\$ 27,318	\$ 28,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
<b>Replace Vehicles</b>				\$ 60,000				
<i>Subtotal</i>	\$ 25,750	\$ 26,523	\$ 27,318	\$ 88,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
<b>FUNDING SOURCES</b>								
FTA 5310				\$ 48,000				
Local Resources	\$ 25,750	\$ 26,523	\$ 27,318	\$ 40,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
<i>Subtotal</i>	\$ 25,750	\$ 26,523	\$ 27,318	\$ 88,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
<i>Notes: Assumed 3% Inflation Rate</i>								

**Service Plan - Durango LIFT**

The Short-Range Transit Element for the Durango LIFT is shown in Table IX-3. The budget for the LIFT is approximately \$800,000. The short-term plan is to expand services to the Durango Medical Center and also to the 8 Corners Park-and-Ride. Replacement vehicles are budgeted in Fiscal Years 2004, 2005, 2006, 2008, 2009, and 2010.

**Table IX-3  
Short-Range Transit Element  
Durango LIFT**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Continue Existing Services	\$ 824,000	\$ 848,720	\$ 874,182	\$ 900,407	\$ 927,419	\$ 955,242	\$ 983,899	\$ 1,013,416
Replace Vehicles	\$ 175,000	\$ 165,000	\$ 185,000		\$ 478,000	\$ 200,000	\$ 125,000	
Expand Service - Durango Medical Center		\$ 81,600	\$ 84,048	\$ 86,569	\$ 89,167	\$ 91,842	\$ 94,597	\$ 97,435
Expand Service - 8 Corners Park-and-Ride		\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275	\$ 57,964	\$ 59,703
Increase Trolley Service	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405	\$ 122,987
Increase FR Service							\$ 250,000	\$ 257,500
Purchase New Vehicle	\$ 150,000	\$ 89,000	\$ 219,000	\$ 265,000		\$ 160,000		
Bus Shelters	\$ 40,000	\$ 40,000	\$ 40,000	\$ 50,000	\$ 50,000	\$ 60,000		
Facility Upgrades/Expansions	\$ 625,000	\$ 680,000		\$ 80,000	\$ 370,000			
Purchase Software	\$ 60,000							
Transfer Center/Park-and-Ride			\$ 800,000	\$ 800,000				
<i>Subtotal</i>	\$ 1,974,000	\$ 2,057,320	\$ 2,359,820	\$ 2,344,294	\$ 2,081,773	\$ 1,639,286	\$ 1,630,865	\$ 1,551,041
<b>FUNDING SOURCES</b>								
Fares/Donations	\$ 119,234	\$ 122,811	\$ 126,495	\$ 130,290	\$ 134,199	\$ 138,225	\$ 142,371	\$ 146,643
Advertising	\$ 8,623	\$ 8,882	\$ 9,148	\$ 9,423	\$ 9,705	\$ 9,997	\$ 10,297	\$ 10,605
FTA 5311	\$ 210,017	\$ 216,318	\$ 222,807	\$ 229,491	\$ 260,000	\$ 267,800	\$ 275,834	\$ 284,109
La Plata County	\$ 38,625	\$ 39,784	\$ 40,977	\$ 42,207	\$ 43,473	\$ 44,777	\$ 46,120	\$ 47,504
Parking Ticket Fund	\$ 231,750	\$ 238,703	\$ 245,864	\$ 253,239	\$ 260,837	\$ 268,662	\$ 276,722	\$ 285,023
FLC	\$ 71,308	\$ 73,447	\$ 75,651	\$ 77,920	\$ 80,258	\$ 82,665	\$ 85,145	\$ 87,700
Lodging Tax	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275	\$ 57,964	\$ 59,703	\$ 61,494	\$ 63,339
Misc	\$ 16,598	\$ 17,096	\$ 17,609	\$ 18,138	\$ 18,682	\$ 19,242	\$ 19,819	\$ 20,414
FTA 5309	\$ 840,000	\$ 954,400	\$ 995,200	\$ 936,000	\$ 718,400	\$ 336,000	\$ 100,000	
Other Local Funding	\$ 386,345	\$ 332,835	\$ 571,432	\$ 591,311	\$ 498,256	\$ 412,216	\$ 613,063	\$ 605,705
<i>Subtotal</i>	\$ 1,974,000	\$ 2,057,320	\$ 2,359,820	\$ 2,344,294	\$ 2,081,773	\$ 1,639,286	\$ 1,630,865	\$ 1,551,041
<i>Notes: Assumed 3% Inflation Rate</i>								



**Service Plan - Montezuma County**

The Montezuma County short-range budget is shown in Table IX-4. The budget for transit services is approximately \$119,000. The short-range budget plans for consistent vehicle replacement and service expansion in Fiscal Year 2009. Facility improvements are budgeted for Fiscal Year 2011.

**Table IX-4  
Short-Range Transit Element  
Montezuma County**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Continue Existing Services	\$ 119,480	\$ 123,064	\$ 126,756	\$ 130,559	\$ 134,476	\$ 138,510	\$ 142,665	\$ 146,945
Replace Vehicles			\$ 50,000			\$ 50,000		
Service Expansion (operating)						\$ 60,000	\$ 61,800	\$ 63,654
Service Expansion - vehicles						\$ 50,000		
Facility Improvements								\$ 50,000
<i>Subtotal</i>	\$ 119,480	\$ 123,064	\$ 176,756	\$ 130,559	\$ 134,476	\$ 298,510	\$ 204,465	\$ 260,599
<b>FUNDING SOURCES</b>								
Fares/Donations	\$ 3,195	\$ 3,291	\$ 3,390	\$ 3,491	\$ 3,596	\$ 3,704	\$ 3,815	\$ 3,930
FTA 5310			\$ 40,000			\$ 40,000		
FTA 5311	\$ 26,250	\$ 27,038	\$ 27,849	\$ 28,684	\$ 29,545	\$ 50,000	\$ 51,500	\$ 53,045
CO Rural Health Center	\$ 350	\$ 361	\$ 372	\$ 383	\$ 394	\$ 406	\$ 418	\$ 431
CO Service Block Grant	\$ 13,184	\$ 13,580	\$ 13,987	\$ 14,407	\$ 14,839	\$ 15,284	\$ 15,742	\$ 16,215
Medicaid	\$ 44,544	\$ 45,881	\$ 47,257	\$ 48,675	\$ 50,135	\$ 51,639	\$ 53,188	\$ 54,784
Older Americans	\$ 19,853	\$ 20,449	\$ 21,062	\$ 21,694	\$ 22,345	\$ 23,015	\$ 23,706	\$ 24,417
Social Services	\$ 3,489	\$ 3,593	\$ 3,701	\$ 3,812	\$ 3,926	\$ 4,044	\$ 4,166	\$ 4,291
SW Memorial Hospital	\$ 2,060	\$ 2,122	\$ 2,185	\$ 2,251	\$ 2,319	\$ 2,388	\$ 2,460	\$ 2,534
POSE	\$ 2,225	\$ 2,292	\$ 2,360	\$ 2,431	\$ 2,504	\$ 2,579	\$ 2,657	\$ 2,736
FTA 5309						\$ 40,000		\$ 40,000
Other Local Funding	\$ 4,330	\$ 4,459	\$ 14,593	\$ 4,730	\$ 4,873	\$ 65,450	\$ 46,813	\$ 58,218
<i>Subtotal</i>	\$ 119,480	\$ 123,064	\$ 176,756	\$ 130,558	\$ 134,476	\$ 298,510	\$ 204,465	\$ 260,599

*Notes: Assumed 3% Inflation Rate*

## *Short-Range Transit Element*

### **Service Plan - San Juan County**

Table IX-5 provides the Short-Range Transit Element for San Juan County. The operating budget for transit services is approximately \$25,000. In Fiscal Year 2007, a vehicle replacement is budgeted.

**Table IX-5  
Short-Range Transit Element  
San Juan County**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Continue Existing Services	\$ 25,750	\$ 26,523	\$ 27,318	\$ 28,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
Replace Vehicles				\$ 60,000				
<i>Subtotal</i>	\$ 25,750	\$ 26,523	\$ 27,318	\$ 88,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
<b>FUNDING SOURCES</b>								
Local Resources	\$ 25,750	\$ 26,523	\$ 27,318	\$ 40,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
FTA 5310	\$ 0	\$ 0	\$ 0	\$ 48,000	\$ 0	\$ 0	\$ 0	\$ 0
<i>Subtotal</i>	\$ 25,750	\$ 26,523	\$ 27,318	\$ 88,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
<i>Notes: Assumed 3% Inflation Rate</i>								

**Service Plan - SUCAP**

The short-range budget for SUCAP is shown in Table IX-6. The current operating budget for SUCAP is approximately \$133,000 per year. The agency anticipates purchasing two vehicles in the short term and expanding to Saturday service in Fiscal Year 2007. A transit garage is planned for Fiscal Year 2010, and expanding service is planned for Fiscal Year 2011.

**Table IX-6  
Short-Range Transit Element  
SUCAP**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Continue Existing Services	\$ 118,450	\$ 122,004	\$ 125,664	\$ 129,434	\$ 133,317	\$ 137,316	\$ 141,435	\$ 145,679
Replace Vehicles		\$ 61,800			\$ 67,531			
Expand with Saturday Service	\$ 15,000	\$ 15,450	\$ 15,914	\$ 16,391	\$ 16,883	\$ 17,389	\$ 17,911	\$ 18,448
Transit Garage							\$ 75,000	
Service Area Expansion (2 vehicles)				\$ 146,316				
Service Expansion (Operating)				\$ 35,000	\$ 36,050	\$ 37,132	\$ 38,245	\$ 39,393
Facility Improvements			\$ 50,000					
<i>Subtotal</i>	\$ 133,450	\$ 199,254	\$ 191,577	\$ 327,140	\$ 253,780	\$ 191,837	\$ 272,592	\$ 203,519
<b>FUNDING SOURCES</b>								
Fares/Donations	\$ 5,698	\$ 5,869	\$ 6,045	\$ 6,226	\$ 6,413	\$ 6,605	\$ 6,804	\$ 7,008
Advertising	\$ 417	\$ 430	\$ 443	\$ 456	\$ 470	\$ 484	\$ 498	\$ 513
FTA 5311	\$ 43,000	\$ 44,290	\$ 45,619	\$ 46,987	\$ 48,397	\$ 49,849	\$ 51,344	\$ 52,885
Other Grants	\$ 59,735	\$ 61,527	\$ 63,373	\$ 65,274	\$ 67,232	\$ 69,249	\$ 71,327	\$ 73,466
FTA 5310		\$ 49,440		\$ 0	\$ 54,024		\$ 60,000	
FTA 5309				\$ 117,053				
Other Local Funding	\$ 24,600	\$ 37,699	\$ 76,098	\$ 91,145	\$ 77,244	\$ 65,650	\$ 82,620	\$ 69,647
<i>Subtotal</i>	\$ 133,450	\$ 199,254	\$ 191,577	\$ 327,141	\$ 253,780	\$ 191,837	\$ 272,592	\$ 203,519

Notes: Assumed 3% Inflation Rate

**Service Plan - Ute Mountain Ute**

Table IX-7 provides the Short-Range Transit Element for Ute Mountain. The operating budget is approximately \$25,000 and increases to \$31,700 in the next eight years. Fiscal Year 2005 shows funding to replace a vehicle and also to begin coordination services with Head Start.

**Table IX-7  
Short-Range Transit Element  
Ute Mountain Ute**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Continue Existing Services	\$ 25,750	\$ 26,523	\$ 27,318	\$ 28,138	\$ 28,982	\$ 29,851	\$ 30,747	\$ 31,669
Replace Vehicles		\$ 60,000						
Coordinated Service with Head Start		\$ 120,000	\$ 123,600	\$ 127,308	\$ 131,127	\$ 135,061	\$ 139,113	\$ 143,286
<i>Subtotal</i>	\$ 25,750	\$ 206,523	\$ 150,918	\$ 155,446	\$ 160,109	\$ 164,912	\$ 169,860	\$ 174,956
<b>FUNDING SOURCES</b>								
Fares/Donations	\$ 309	\$ 318	\$ 328	\$ 338	\$ 348	\$ 358	\$ 369	\$ 380
FTA 5311	\$ 12,875	\$ 13,261	\$ 13,659	\$ 14,069	\$ 14,491	\$ 14,926	\$ 15,373	\$ 15,835
Tribe	\$ 12,875	\$ 13,261	\$ 13,659	\$ 14,069	\$ 14,491	\$ 14,926	\$ 15,373	\$ 15,835
FTA 5310		\$ 48,000						
Other Local Funding		\$ 131,682	\$ 123,272	\$ 126,970	\$ 130,779	\$ 134,703	\$ 138,744	\$ 142,906
<i>Subtotal</i>	\$ 26,059	\$ 206,523	\$ 150,918	\$ 155,446	\$ 160,109	\$ 164,912	\$ 169,860	\$ 174,956

*Notes: Assumed 3% Inflation Rate*



### **Service Plan - Regional Projects**

The previous chapter presented approximately 15 regional projects. CDOT mandates that the Short-Range Transit Plans must show an anticipated funding source for transit projects. Chapter VII of this report presented the project ranking for the Southwest Region. Six projects made it into the top 10—Pagosa Springs to Durango Service; Dove Creek to Durango Service; Carpool Matching Program; Regional Park-and-Rides; Bus Shelters; and Increase Regional Transit Marketing. Table IX-8 shows these projects for implementation within the next eight years. The other projects can be moved ahead in the planning process with approval from the Regional Planning Commission, provided funding is available.

**Table IX-8  
Short-Range Transit Element  
Regional Projects**

<b>EXPENSES</b>								
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Increase Regional Transit Marketing	\$ 20,000	\$ 20,600	\$ 21,218	\$ 21,855	\$ 22,510	\$ 23,185	\$ 23,881	\$ 24,597
Regional Park-and-Rides		\$ 300,000		\$ 300,000		\$ 300,000	\$ 300,000	
Bus Shelters	\$ 30,000	\$ 31,500	\$ 33,075	\$ 34,729	\$ 36,465	\$ 38,288	\$ 40,203	\$ 42,213
Carpool Matching Program			\$ 50,000	\$ 10,000	\$ 5,000	\$ 5,150	\$ 5,305	\$ 5,464
Dove Creek to Durango Service	\$ 90,000	\$ 92,700	\$ 95,481	\$ 98,345	\$ 101,296	\$ 104,335	\$ 107,465	\$ 110,689
Pagosa Springs to Durango Service			\$ 61,630	\$ 63,479	\$ 65,383	\$ 67,345	\$ 69,365	\$ 71,446
<i>Subtotal</i>	\$ 140,000	\$ 444,800	\$ 261,404	\$ 528,408	\$ 230,654	\$ 538,303	\$ 546,218	\$ 254,409
<b>FUNDING SOURCES</b>								
Fare Revenue	\$ 57,500	\$ 57,500	\$ 61,000	\$ 61,000	\$ 61,000	\$ 61,000	\$ 61,000	\$ 61,000
FTA 5311			\$ 66,424	\$ 47,667	\$ 46,447	\$ 47,840	\$ 49,275	\$ 50,754
FTA 5311(f)	\$ 32,500	\$ 32,500	\$ 35,000	\$ 35,000	\$ 38,000	\$ 38,000	\$ 40,000	\$ 40,000
FHWA Funds		\$ 300,000		\$ 300,000		\$ 300,000	\$ 300,000	
FTA 5309	\$ 24,000	\$ 25,200	\$ 26,460	\$ 27,783	\$ 29,172	\$ 30,631	\$ 32,162	\$ 33,770
Other Regional and Local Funds	\$ 26,000	\$ 29,600	\$ 72,520	\$ 56,959	\$ 56,035	\$ 60,833	\$ 63,780	\$ 68,885
<i>Subtotal</i>	\$ 140,000	\$ 444,800	\$ 261,404	\$ 528,409	\$ 230,654	\$ 538,304	\$ 546,218	\$ 254,409
<i>Notes: Assumed 3% Inflation Rate</i>								

**APPENDIX A**

## Response to Comments

Comments received regarding the Draft Transit Element and the corresponding responses are provided in this Appendix for reference.

<b>Comment</b>	<b>Response</b>
Archuleta County vehicle cost for 2004 is \$47,000.	Table IX-1 revised.
Archuleta County service expansion to start in 2004.	Table IX-1 revised.
Archuleta County revenues for FTA 5311 and Colorado Works should be updated.	Table IX-1 revised.
Durango Lift will increase trolley service in 2004.	Table IX-3 revised.
Montezuma County will not apply for vehicles in 2004 or 2005.	Table IX-4 revised.
Add intercity service from Dove Creek to Durango in regional projects.	Table IX-8 revised.
Include a transit corridor over Ewing Mesa.	Project is included in the long-range preferred plan, but funding is not available to include it in the financially-constrained plan.
Include information on intercounty and interstate commute patterns.	Data from the 2000 Census incorporated in Chapter II.
Incorporate information about transit funding under S.B. 1.	Descriptions included in Chapters VII and IX.
The Cover Page and Title Page indicate different clients.	Title Page revised to indicate both the RPC and Region 9.
Major transit destinations in Table II-1 do not include destinations in San Juan County.	Table II-1 modified.
Figure II-7 should show Silverton population as 94-610 persons per square mile.	Density was calculated by census block group. No change.

<b>Comment</b>	<b>Response</b>
San Juan transportation providers are not included in descriptions of providers.	Providers were contacted, but no information was provided. Information received as part of the comment will be included in Chapter III.
No public meetings were held in San Juan County.	Public meetings were held in the largest communities and still had low attendance.
Silverton and San Juan projects need to be included in the report.	Projects have been included for Silverton to Durango Mountain Resort and an unmet need between Durango and Silverton.
There is no general public service shown between Durango and Silverton. This is served by TNM&O.	Although the corridor is served by TNM&O, it is only once a day and does not support frequent transportation between the two communities. This should be shown as an unmet need.
There is no documentation regarding San Juan County providers' 20-year needs.	The providers were contacted and provided no input to the plan. Unmet needs were identified. Vehicle replacements are included for San Juan County.
Information should be included about Noah's Ark.	The information was added to Chapter III.

**Appendix B - Table 1**  
**2010 Estimated Public Transit Demand using the TCRP Method**  
**Southwest Region**

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Archuleta	940400	1	SW Archuleta County	1,080	160	1,240	380	1,620	6	0.9%	0
	940400	2	S Central Archuleta County	610	90	700	560	1,260	5	0.7%	0
	974200	1	W of Pagosa Springs	1,640	260	1,900	640	2,540	10	1.3%	0
	974200	2	W of Pagosa Springs	1,700	370	2,070	750	2,820	11	1.5%	6
	974200	3	W of Pagosa Springs	2,910	430	3,340	1,350	4,690	18	2.5%	3
	974300	1	NW Archuleta County	2,940	570	3,510	2,470	5,980	23	3.2%	0
	974300	2	SE of Pagosa Springs	2,110	420	2,530	690	3,220	13	1.7%	0
	974400	1	E Archuleta County	1,850	500	2,350	860	3,210	13	1.7%	0
	974400	2	NW of Pagosa Springs	1,140	260	1,400	670	2,070	8	1.1%	0
<b>Subtotal</b>				<b>15,980</b>	<b>3,060</b>	<b>19,040</b>	<b>8,370</b>	<b>27,410</b>	<b>107</b>		<b>10</b>
Dolores	330001	1	Dove Creek & Surrounding Area	1,520	460	1,980	670	2,650	10	1.4%	1
	330001	2	W Dolores County	1,500	360	1,860	490	2,350	9	1.2%	0
	330001	3	E Dolores County	140	50	190	200	390	2	0.2%	0
<b>Subtotal</b>				<b>3,160</b>	<b>870</b>	<b>4,030</b>	<b>1,360</b>	<b>5,390</b>	<b>21</b>		<b>1</b>
La Plata	940200	1	Montezuma and La Plata County line	1,490	190	1,680	810	2,490	10	1.3%	0
	940200	2	SW La Plata County, E of SH 140	1,230	330	1,560	600	2,160	8	1.1%	0
	940200	3	S Central La Plata County, E of US 550	2,250	350	2,600	1,200	3,800	15	2.0%	0
	940300	1	W of Ignacio	1,920	320	2,240	1,050	3,290	13	1.7%	0
	940300	2	Ignacio Area	1,720	520	2,240	2,200	4,440	17	2.3%	4
	940300	3	E of Ignacio	1,600	240	1,840	860	2,700	11	1.4%	0
	941000	2	SW La Plata County, E of SH 140	0	0	0	0	0	0	0.0%	0
	970600	1	NE La Plata County	2,340	340	2,680	910	3,590	14	1.9%	0
	970600	2	NE of Bayfield	1,820	170	1,990	680	2,670	10	1.4%	0
	970600	3	Bayfield Area	1,040	200	1,240	560	1,800	7	0.9%	5
	970600	4	NW of Bayfield	2,740	270	3,010	1,220	4,230	17	2.2%	0
	970701	1	NW La Plata County	910	310	1,220	440	1,660	7	0.9%	0
	970701	2	NW of Durango	700	70	770	780	1,550	6	0.8%	0
	970701	3	SW of Durango	2,330	380	2,710	820	3,530	14	1.9%	0
	970702	1	NE La Plata County	490	150	640	150	790	3	0.4%	0
	970702	2	N Central La Plata County, near US 550	2,090	260	2,350	810	3,160	12	1.7%	0
	970702	3	NE of Durango	3,640	380	4,020	1,420	5,440	21	2.9%	1
	970702	4	SE of Durango	1,930	410	2,340	1,360	3,700	15	2.0%	1
	970800	1	E Durango	710	180	890	1,370	2,260	9	1.2%	5
	970800	2	E Durango	1,470	350	1,820	1,590	3,410	13	1.8%	21
	970800	3	Central Durango	1,800	240	2,040	330	2,370	9	1.3%	31
	970800	4	NE Durango	1,090	150	1,240	1,140	2,380	9	1.3%	5
	970900	1	N Durango Area	1,560	350	1,910	1,420	3,330	13	1.8%	37
	970900	2	N Durango Area	1,020	200	1,220	860	2,080	8	1.1%	6
	970900	3	N Durango Area	1,970	120	2,090	240	2,330	9	1.2%	35
	970900	4	NW Durango Area	370	80	450	40	490	2	0.3%	1
	971000	1	Central Durango	890	100	990	800	1,790	7	0.9%	20
	971000	2	W Durango Area	1,000	80	1,080	240	1,320	5	0.7%	31
	971000	3	W Durango Area	2,100	180	2,280	1,590	3,870	15	2.0%	11
	971100	1	SW Durango	350	130	480	850	1,330	5	0.7%	1
971100	2	S Durango	1,320	390	1,710	3,000	4,710	18	2.5%	84	
971100	3	S Durango	1,970	480	2,450	1,740	4,190	16	2.2%	46	
<b>Subtotal</b>				<b>47,860</b>	<b>7,920</b>	<b>55,780</b>	<b>31,080</b>	<b>86,860</b>	<b>341</b>		<b>347</b>

**Appendix B - Table 1, continued**  
**2010 Estimated Public Transit Demand using the TCRP Method**  
**Southwest Region**

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Montezuma	940200	1	Montezuma & La Plata S county line	0	0	0	0	0	0	0.0%	0
	941000	1	Towaoc Area	530	170	700	1,910	2,610	10	1.4%	1
	941000	2	SW Montezuma County	320	60	380	1,410	1,790	7	0.9%	0
	969000	1	NE Montezuma County	2,520	560	3,080	1,710	4,790	19	2.5%	0
	969000	2	S of Dolores, N of Cortez	2,680	460	3,140	1,830	4,970	19	2.6%	1
	969100	1	E Montezuma County, N of Mancos	1,810	210	2,020	300	2,320	9	1.2%	0
	969100	2	E Montezuma County, S of Mancos	2,880	450	3,330	1,380	4,710	18	2.5%	0
	969200	1	NW Montezuma County	1,730	350	2,080	600	2,680	11	1.4%	0
	969200	2	NW Montezuma County, N of CR G	1,700	390	2,090	980	3,070	12	1.6%	0
	969300	1	Central Cortez	1,590	260	1,850	340	2,190	9	1.2%	12
	969300	2	NE Cortez	1,600	320	1,920	770	2,690	11	1.4%	5
	969300	3	N Cortez Area	1,370	390	1,760	970	2,730	11	1.4%	6
	969300	4	N Cortez Area	940	180	1,120	730	1,850	7	1.0%	4
	969300	5	Central Cortez	890	360	1,250	1,450	2,700	11	1.4%	42
	969300	6	N of Cortez	1,500	430	1,930	240	2,170	9	1.1%	1
	969300	7	W Cortez	1,440	160	1,600	240	1,840	7	1.0%	3
	969400	1	SE Cortez	1,050	720	1,770	890	2,660	10	1.4%	7
	969400	2	S Cortez Area	1,710	690	2,400	650	3,050	12	1.6%	60
	969400	3	S Cortez Area	2,830	480	3,310	1,930	5,240	21	2.8%	74
	969400	4	SW Cortez	1,820	220	2,040	310	2,350	9	1.2%	7
969600	1	W of Cortez	2,880	450	3,330	1,380	4,710	18	2.5%	0	
969600	2	SE of Cortez	1,730	350	2,080	600	2,680	11	1.4%	0	
969600	3	E of Cortez	1,840	590	2,430	2,230	4,660	18	2.5%	1	
<b>Subtotal</b>				<b>37,360</b>	<b>8,250</b>	<b>45,610</b>	<b>22,850</b>	<b>68,460</b>	<b>268</b>		<b>224</b>
San Juan	972600	1	Entire County	600	40	640	730	1,370	5	0.7%	0
<b>Subtotal</b>				<b>600</b>	<b>40</b>	<b>640</b>	<b>730</b>	<b>1,370</b>	<b>5</b>		<b>0</b>
<b>SW Regional Totals - 2010</b>				<b>104,960</b>	<b>20,140</b>	<b>125,100</b>	<b>64,390</b>	<b>189,490</b>	<b>743</b>		<b>582</b>
<i>Source: Based on Population Projections by County &amp; LSC, 2002</i>											

**Appendix B - Table 2  
2030 Estimated Public Transit Demand using the TCRP Method  
Southwest Region**

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Archuleta	940400	1	SW Archuleta County	1,500	230	1,730	530	2,260	9	5.9%	0
	940400	2	S Central Archuleta County	850	120	970	790	1,760	7	4.6%	0
	974200	1	W of Pagosa Springs	2,280	360	2,640	900	3,540	14	9.3%	1
	974200	2	W of Pagosa Springs	2,360	520	2,880	1,050	3,930	15	10.3%	9
	974200	3	W of Pagosa Springs	4,030	600	4,630	1,900	6,530	26	17.1%	4
	974300	1	NW Archuleta County	4,070	790	4,860	3,460	8,320	33	21.8%	0
	974300	2	SE of Pagosa Springs	2,930	590	3,520	960	4,480	18	11.7%	0
	974400	1	E Archuleta County	2,560	700	3,260	1,210	4,470	18	11.7%	0
	974400	2	NW of Pagosa Springs	1,580	360	1,940	940	2,880	11	7.5%	0
<i>Subtotal</i>				<i>22,160</i>	<i>4,270</i>	<i>26,430</i>	<i>11,740</i>	<i>38,170</i>	<i>150</i>		<i>14</i>
Dolores	330001	1	Dove Creek & Surrounding Area	1,980	610	2,590	880	3,470	14	48.9%	1
	330001	2	W Dolores County	1,970	480	2,450	650	3,100	12	43.7%	0
	330001	3	E Dolores County	190	60	250	270	520	2	7.3%	0
<i>Subtotal</i>				<i>4,140</i>	<i>1,150</i>	<i>5,290</i>	<i>1,800</i>	<i>7,090</i>	<i>28</i>		<i>1</i>
La Plata	940200	1	Montezuma and La Plata County line	1,910	250	2,160	1,050	3,210	13	2.9%	0
	940200	2	SW La Plata County, E of SH 140	1,590	430	2,020	770	2,790	11	2.5%	0
	940200	3	S Central La Plata County, E of US 550	2,900	460	3,360	1,560	4,920	19	4.4%	0
	940300	1	W of Ignacio	2,470	410	2,880	1,370	4,250	17	3.8%	0
	940300	2	Ignacio Area	2,220	670	2,890	2,860	5,750	23	5.1%	6
	940300	3	E of Ignacio	2,060	310	2,370	1,110	3,480	14	3.1%	0
	941000	2	SW La Plata County, E of SH 140	0	0	0	0	0	0	0.0%	0
	970600	1	NE La Plata County	3,010	450	3,460	1,190	4,650	18	4.1%	0
	970600	2	NE of Bayfield	2,350	220	2,570	890	3,460	14	3.1%	0
	970600	3	Bayfield Area	1,340	250	1,590	730	2,320	9	2.1%	6
	970600	4	NW of Bayfield	3,530	360	3,890	1,580	5,470	21	4.9%	0
	970701	1	NW La Plata County	1,170	410	1,580	580	2,160	8	1.9%	0
	970701	2	NW of Durango	900	90	990	1,010	2,000	8	1.8%	0
	970701	3	SW of Durango	3,000	490	3,490	1,060	4,550	18	4.1%	0
	970702	1	NE La Plata County	630	200	830	200	1,030	4	0.9%	0
	970702	2	N Central La Plata County, near US 550	2,690	340	3,030	1,050	4,080	16	3.6%	0
	970702	3	NE of Durango	4,680	500	5,180	1,850	7,030	28	6.3%	1
	970702	4	SE of Durango	2,490	540	3,030	1,760	4,790	19	4.3%	1
	970800	1	E Durango	910	230	1,140	1,780	2,920	11	2.6%	7
	970800	2	E Durango	1,890	450	2,340	2,060	4,400	17	3.9%	27
	970800	3	Central Durango	2,320	310	2,630	430	3,060	12	2.7%	40
	970800	4	NE Durango	1,400	190	1,590	1,480	3,070	12	2.7%	7
	970900	1	N Durango Area	2,000	450	2,450	1,840	4,290	17	3.8%	48
	970900	2	N Durango Area	1,310	260	1,570	1,110	2,680	11	2.4%	8
	970900	3	N Durango Area	2,530	150	2,680	310	2,990	12	2.7%	45
	970900	4	NW Durango Area	480	100	580	60	640	3	0.6%	2
	971000	1	Central Durango	1,140	130	1,270	1,050	2,320	9	2.1%	26
	971000	2	W Durango Area	1,290	110	1,400	310	1,710	7	1.5%	40
	971000	3	W Durango Area	2,710	230	2,940	2,060	5,000	20	4.5%	14
	971100	1	SW Durango	440	170	610	1,110	1,720	7	1.5%	1
	971100	2	S Durango	1,700	510	2,210	3,900	6,110	24	5.4%	109
	971100	3	S Durango	2,540	630	3,170	2,270	5,440	21	4.8%	59
<i>Subtotal</i>				<i>61,600</i>	<i>10,300</i>	<i>71,900</i>	<i>40,390</i>	<i>112,290</i>	<i>440</i>		<i>449</i>

**Appendix B - Table 2, continued**  
**2030 Estimated Public Transit Demand using the TCRP Method**  
**Southwest Region**

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Montezuma	940200	1	Montezuma & La Plata S county line	0	0	0	0	0	0	0.0%	0
	941000	1	Towaoc Area	710	230	940	2,610	3,550	14	3.8%	2
	941000	2	SW Montezuma County	440	80	520	1,930	2,450	10	2.6%	0
	969000	1	NE Montezuma County	3,420	760	4,180	2,340	6,520	26	7.0%	0
	969000	2	S of Dolores, N of Cortez	3,640	630	4,270	2,500	6,770	27	7.3%	1
	969100	1	E Montezuma County, N of Mancos	2,450	290	2,740	420	3,160	12	3.4%	0
	969100	2	E Montezuma County, S of Mancos	3,900	620	4,520	1,890	6,410	25	6.9%	0
	969200	1	NW Montezuma County	2,340	480	2,820	820	3,640	14	3.9%	0
	969200	2	NW Montezuma County, N of CR G	2,310	540	2,850	1,340	4,190	16	4.5%	0
	969300	1	Central Cortez	2,160	350	2,510	460	2,970	12	3.2%	16
	969300	2	NE Cortez	2,160	440	2,600	1,050	3,650	14	3.9%	7
	969300	3	N Cortez Area	1,860	540	2,400	1,340	3,740	15	4.0%	9
	969300	4	N Cortez Area	1,280	240	1,520	990	2,510	10	2.7%	5
	969300	5	Central Cortez	1,210	500	1,710	1,990	3,700	15	4.0%	58
	969300	6	N of Cortez	2,040	590	2,630	330	2,960	12	3.2%	2
	969300	7	W Cortez	1,950	220	2,170	320	2,490	10	2.7%	4
	969400	1	SE Cortez	1,420	980	2,400	1,220	3,620	14	3.9%	9
	969400	2	S Cortez Area	2,320	950	3,270	890	4,160	16	4.5%	82
	969400	3	S Cortez Area	3,840	660	4,500	2,640	7,140	28	7.7%	100
	969400	4	SW Cortez	2,470	290	2,760	420	3,180	12	3.4%	9
969600	1	W of Cortez	3,900	620	4,520	1,890	6,410	25	6.9%	0	
969600	2	SE of Cortez	2,340	480	2,820	820	3,640	14	3.9%	0	
969600	3	E of Cortez	2,490	810	3,300	3,050	6,350	25	6.8%	1	
<i>Subtotal</i>				<i>50,650</i>	<i>11,300</i>	<i>61,950</i>	<i>31,260</i>	<i>93,210</i>	<i>366</i>		<i>305</i>
<b>San Juan</b>	972600	1	Entire County	790	50	840	970	1,810	7	100.0%	0
<i>Subtotal</i>				<i>790</i>	<i>50</i>	<i>840</i>	<i>970</i>	<i>1,810</i>	<i>7</i>		<i>0</i>
<b>Southwest Region</b>											
<b>Demand Total - 2030</b>				<b>139,340</b>	<b>27,070</b>	<b>166,410</b>	<b>86,160</b>	<b>252,570</b>	<b>990</b>		<b>769</b>

Source: Based on County Population Projections & LSC, 2002.