Southwest Coordinated Public Transit & Human Services Transportation Plan

The Southwest (SW) Transportation Planning Region (TPR) includes Archuleta, Dolores, La Plata, Montezuma, and San Juan Counties. The SW TPR also includes portions of the Southern Ute Indian Tribe and the Ute Mountain Ute Indian Tribe reservations. The largest cities in the Region include Cortez, Durango, and Pagosa Springs. Public transit and human services transportation play an integral role in the Region’s multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional planning partners, updates regional transit plans in all rural regions of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the SW TPR and establishes a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans. CDOT’s Division of Transit and Rail (DTR), in coordination with the SW TPR members and transit agencies, took input from the general public to develop this Plan in accordance with all CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this Plan to prioritize transit investments and work towards the long-term implementation of the Region’s unique transit vision and goals.

The Southwest TPR will provide a balanced transportation system that accommodates the movements of residents, employees, visitors, and goods in the Region by offering travel options and preserving the rural character, quality of life, and environment.

**SW TPR Vision**

The Southwest TPR will provide a balanced transportation system that accommodates the movements of residents, employees, visitors, and goods in the Region by offering travel options and preserving the rural character, quality of life, and environment.

**SW TPR Goals**

1. Create a safe and accessible region-wide transportation system that integrates all users and modes and supports opportunities to better access recreational activities
2. Create and maintain infrastructure that supports advancements in technology
3. Maintain a transportation network that maintains and develops natural and cultural resources and highlights scenic beauty
4. Maintain and cultivate partnerships with local, state, tribal, and federal entities to improve inter-agency coordination
5. Maximize the use of existing assets with innovative solutions
6. Recognize and celebrate accomplishments throughout the Region

SW TPR members and transit and human services providers worked collaboratively during this planning process to create a unified vision and set of goals for both the Regional Transportation Plan and the Coordinated Public Transit and Human Services Transportation Plan. The vision and goals above are synonymous with the vision and goals in the Regional Transportation Plan.
Regional Snapshot

Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering the SW TPR’s mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

- Older adults (65+)
- People with disabilities
- Communities of color
- Low-income residents
- People with limited English proficiency
- Households without a car

Equality vs. Equity of Colorado’s Transportation Network

Colorado’s statewide transit planning efforts consider the needs of all people - not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.

Population & Employment Projections through 2045

Projected Employment Growth

46%

Projected Population Growth

55%

Projected Age 65+ Population Growth

26%

Where People Travel to Work (by County)

Equality vs. Equity

When everyone is treated the same

When everyone is given what they need to be successful

SW TPR Historically Underrepresented Populations

Identified Transit Needs


Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs - including transit and human services transportation - in the SW TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:

- Interest in passenger rail
- Need for additional transportation options
- Interest in expansion of existing bus services
- Desire to accommodate the travel needs of historically underrepresented populations
- Interest in transit supportive infrastructure improvements

The survey results are visualized in the following bar chart:

**Bar Chart: Highest Priority Transit Trends and Issues**

1. Interest in passenger rail: 23%
2. Need for additional transportation options: 32%
3. Interest in expansion of existing bus services: 15%
4. Desire to accommodate the travel needs of historically underrepresented populations: 26%
5. Interest in transit supportive infrastructure improvements: 4%

*Source: 2019 Your Transportation Plan Public Input*

**Preferred Travel Option Improvement Strategies:**

1. Expand the bicycle & pedestrian network
2. Expand intercity transit
3. Enhance local & regional transit
4. Provide multimodal hubs/connections
5. Improve travel time reliability

*Source: 2019 Your Transportation Plan MetroQuest Online Survey*

In fall 2019, a survey was distributed to transit and human services agencies in the SW TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, SW TPR providers indicated that updating or providing new technology and new infrastructure are the most desired improvements:

**Transit Provider Desired Transit Improvements**

1. Update or provide new technology
2. Update or provide new infrastructure
3. Increase service coverage
4. Increase span of service
5. Increase service frequency
6. Increase specialized transportation services
7. Provide transit access improvements

*Source: 2019 Statewide Transit Plan Provider Survey*
In 2019, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. Since 2014, the data indicate a significant increase in need for trips to get to work and to visit family/friends. However, survey respondents say they have less trouble finding transportation for most trip types when compared to survey results from 2014.

### 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. Since 2014, the data indicate a significant increase in need for trips to get to work and to visit family/friends. However, survey respondents say they have less trouble finding transportation for most trip types when compared to survey results from 2014.

### Barriers to Using Public Transportation Services

The most common barrier identified in the SW TPR related to public transportation was coverage of existing services. Other common barriers included inadequate service frequency and distance to public transportation stops.

### Do you ever have trouble finding transportation for trips you want or need to make?

Overall, SW TPR survey respondents have a harder time finding transportation compared to the state average. Nearly 20 percent of SW TPR survey respondents indicated that they have trouble finding transportation for trips sometimes or a lot of times, which is approximately 5 percent higher than the state average.

### For what types of trips do you need transportation but have trouble finding transportation?

Finding transportation for medical appointments and shopping/pharmacy trips are the most difficult for people in the SW TPR. These results align with statewide findings. Work, recreation, and visiting family and friends were other trip types that were ranked higher than the statewide averages.
Existing Providers & Coordination Activities

All transit service provider information and associated data for the SW TPR was collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT’s Division of Transit and Rail, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

**Bustang Outrider**

Bustang, CDOT’s interregional express bus service, is funded by CDOT and operated by SoCoCAA. One Bustang Outrider route serves the SW TPR.

**Durango - Grand Junction Outrider Route** Connects the SW TPR to the Gunnison Valley TPR and Grand Valley. This route, operated by Southern Colorado Community Action Agency (SoCoCAA) out of Ignacio, runs once a day between Durango and Grand Junction.

Southwest TPR stops: Durango, Mancos, Cortez, Dolores, and Rico

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**Transit Service Types**

- **Fixed-route**: Transit service that operates on a defined route and schedule.
- **Demand-Directed Fixed-Route**: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
- **Demand Response**: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- **Vanpools**: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

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**Transit Service Categories**

- **Interregional Public**: Open to the general public and connects one region/TPR of the state to another region/TPR.
- **Regional Transit Service**: Open to the general public and connects communities and counties within a region/TPR.
- **Local Transit**: Open to the general public and operates primarily within a city, town, or community.
- **Human Services Transportation**: Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.
- **Private For-Profit Transportation**: Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

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**Source**: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey

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**Legend**

- **Fixed Route Bus**
- **Specialized Services**
- **Commuter Bus**
- **Demand Response**

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**Interregional, Regional, & Local Transit Providers**

The SW TPR has a range of interregional, regional, and local public transit providers that operate fixed-route bus, commuter bus, demand response, and specialized services.

<table>
<thead>
<tr>
<th>Provider</th>
<th>Service Area</th>
<th>Types of Service</th>
<th>Span of Service</th>
<th>Fares</th>
<th>2018 Annual Ridership</th>
<th>2018 Ops &amp; Admin Budget</th>
<th>2018 Vehicle Revenue Miles</th>
<th>2018 Vehicle Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Durango (Durango Transit)</td>
<td>Durango</td>
<td>[ ]</td>
<td>Daily (7:00AM - 8:00PM)</td>
<td>$1.00</td>
<td>361,610</td>
<td>$2,150,049</td>
<td>357,901</td>
<td>26,394</td>
</tr>
<tr>
<td>Dolores County Senior Services</td>
<td>Debe Creek, Egnew, Cortez, Ricol, Durango; Moab and Monticello, Utah; Farmington, NM</td>
<td>[ ] [ ]</td>
<td>M-F (8:00AM - 5:00PM)</td>
<td>Not available</td>
<td>6,234</td>
<td>$196,627</td>
<td>74,415</td>
<td>3,559</td>
</tr>
<tr>
<td>Archuleta County (Mountain Express Transit)</td>
<td>Pagosa Springs; Demand response available outside of town limits for a fee, weekly trips to Durango</td>
<td>[ ]</td>
<td>M-F (7:00AM - 4:00PM)</td>
<td>Fixed-route: $1.00-$2.00</td>
<td>Demand response: $8.00</td>
<td>10,213</td>
<td>$204,550</td>
<td>61,093</td>
</tr>
<tr>
<td>Southern Colorado Community Action Agency (Road Runner Transit)</td>
<td>Ignacio, Bayfield, Durango; Demand response in Ignacio only</td>
<td>[ ]</td>
<td>M-F (6:00AM - 6:00PM) 5a (12:00PM - 8:00PM)</td>
<td>$2.00 one-way</td>
<td>30,677</td>
<td>$902,252</td>
<td>358,024</td>
<td>12,451</td>
</tr>
<tr>
<td>Montezuma County (MoCo) Public Transportation</td>
<td>Montezuma County; Dove Creek and Durango for medical appointments</td>
<td>[ ]</td>
<td>M-F (8:00AM - 4:00PM)</td>
<td>$2.00-$9.00/trip</td>
<td>$35.00 round-trip to Dove Creek</td>
<td>12,226</td>
<td>$170,914</td>
<td>124,314</td>
</tr>
<tr>
<td>Southern Ute Indian Tribe</td>
<td>Southern Ute Reservation</td>
<td>[ ]</td>
<td>Based on available resources and client needs</td>
<td>Not available</td>
<td>1,664</td>
<td>$107,401</td>
<td>19,284</td>
<td>1,694</td>
</tr>
<tr>
<td>Town of Mountain Village</td>
<td>Interregional: Cortez and Rico to Mountain Village</td>
<td>Seasonal schedules</td>
<td>$2.00 one way</td>
<td>3,094,448</td>
<td>$3,766,949</td>
<td>4,263,448</td>
<td>363,854</td>
<td></td>
</tr>
</tbody>
</table>

Note: Ridership, budget, revenue miles, and revenue hours include all service types.

**Source**: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey

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**DEFINITIONS**

- **Fixed-route**: Transit service that operates on a defined route and schedule.
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- **Demand Response**: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- **Vanpools**: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.
Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the SW TPR show that ridership has consistently decreased, whereas vehicle revenue miles and vehicle revenue hours have fluctuated from year to year.

### Total TPR Annual Ridership

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Southwest Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>643,849</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>531,445</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>531,895</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>548,829</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>422,624</td>
<td></td>
</tr>
</tbody>
</table>

### Total TPR Vehicle Revenue Miles

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Southwest Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>949,272</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>1,166,320</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>1,135,382</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>1,181,951</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>995,031</td>
<td></td>
</tr>
</tbody>
</table>

### Total TPR Vehicle Revenue Hours

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Southwest Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>60,487</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>60,732</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>56,546</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>65,756</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>57,156</td>
<td></td>
</tr>
</tbody>
</table>


### Key performance data indicate the efficiency of an agency’s service operations. SW cost/trip, cost/revenue hour, and cost/revenue mile are shown below.

#### ANNUAL COST/TRIP

- **Archielta County Transportation - Mountain Express Transit (MET):** $26.49
- **Engage Transit:** $15.64
- **Delores County Senior Services:** $44.88
- **Montezuma County Public Transportation:** $64.61
- **Southern Colorado Community Action Agency Inc. (SoCoCAA):** $68.44
- **Southern Ute Indian Tribe:** $73.42

#### ANNUAL COST/REVENUE HOUR

- **Archielta County Transportation - Mountain Express Transit (MET):** $10.07
- **Engage Transit:** $6.24
- **Delores County Senior Services:** $29.78
- **Montezuma County Public Transportation:** $48.80
- **Southern Colorado Community Action Agency Inc. (SoCoCAA):** $54.98
- **Southern Ute Indian Tribe:** $59.37

#### ANNUAL COST/REVENUE MILE

- **Archielta County Transportation - Mountain Express Transit (MET):** $2.02
- **Engage Transit:** $1.09
- **Delores County Senior Services:** $22.87
- **Montezuma County Public Transportation:** $39.93
- **Southern Colorado Community Action Agency Inc. (SoCoCAA):** $45.46
- **Southern Ute Indian Tribe:** $70.80

Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey
Human Services Transportation Providers

Several human services agencies operate transportation services in the SW TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list below is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

<table>
<thead>
<tr>
<th>Provider</th>
<th>Service Area</th>
<th>Days of Service</th>
<th>Passenger Eligibility</th>
<th>Types of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Connections, Inc.</td>
<td>Multi-county: Archuleta, Dolores, La Plata, Montezuma, San Juan</td>
<td>Based on available resources and client needs</td>
<td>People with disabilities, Day Program participants</td>
<td></td>
</tr>
<tr>
<td>Southwest Rides (Operated by Southwest Center for Independence) funds</td>
<td>La Plata County</td>
<td>M-F (8:00AM - 5:00PM)</td>
<td>People with disabilities, older adults (65+), veterans, Medicaid recipients</td>
<td></td>
</tr>
<tr>
<td>Axis Health System</td>
<td>Archuleta and La Plata Counties</td>
<td>Daily (8:00AM - 5:00PM)</td>
<td>People with disabilities, low-income populations, veterans, Medicaid recipients, self-pay and uninsured clients</td>
<td></td>
</tr>
<tr>
<td>La Plata County Human Services</td>
<td>La Plata County</td>
<td>M-F (8:00AM - 5:00PM)</td>
<td>Older adults (65+), people with disabilities, low-income populations, veterans, Medicaid recipients</td>
<td></td>
</tr>
<tr>
<td>Ignacio Senior Center (operated by SoCoCASA)</td>
<td>La Plata County, Southern Ute Reservation</td>
<td>M-F (1:00PM - 3:30PM)</td>
<td>Older adults (65+)</td>
<td></td>
</tr>
<tr>
<td>Boys and Girls Club of La Plata County</td>
<td>La Plata County</td>
<td>After school</td>
<td>Youth (Boys and Girls Club members)</td>
<td></td>
</tr>
<tr>
<td>Wilderness Journeys Pagosa, Inc.</td>
<td>Not Available</td>
<td>Based on available resources and client needs</td>
<td>Medicaid recipients</td>
<td></td>
</tr>
</tbody>
</table>

Other Human Services Providers

Human services providers do not offer transportation services but offer transportation related services. In the SW TPR these other human services providers include Manna Soup Kitchen in Durango and the Women’s Resource Center in La Plata County.

Private Transportation Providers

There are five private for-profit companies in the Southwest TPR that provide taxi or shuttle services. These include San Juan Sentry, LLC (Cortez Cab), Wilderness Journeys, Inc. (local taxi and airport shuttle), Durango Mountain Resort, Wilderness Journeys, Inc. (ski shuttle, tours, outdoor recreation trips), and San Juan Backcountry.

State of Good Repair Data

CDOT’s DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 30 percent of CDOT tracked transit vehicles in the SW TPR are beyond their state of good repair.

Regional Coordination Activities

Coordination of transportation services, funding sources, information, vehicles and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the SW TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the SW TPR about coordination to better understand current activities and identify barriers.

Current Coordination Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Count</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participate in local/regional coordinating council</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Regularly communicate with partners</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Referring clients</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Coordinate services/schedules</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Barriers to Coordination Activities

<table>
<thead>
<tr>
<th>Barrier</th>
<th>Count</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to other providers is too great</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Lack of funding</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Funding regulations/limitations</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Technology limitations</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Lack of an organized transportation coordinating council or equivalent</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>No current barriers</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: 2019 Statewide Transit Plan Provider Survey
The Regional Transit Coordinating Council for the SW TPR was established in 2010. Their mission is to assist local governments, public transit providers, and specialized transportation providers in the TPR by helping these entities form a coordinated transportation network. The Transit Council meets every other month. These meetings are attended by transit service providers, human services providers, government entities, and anyone else who is interested in improving regional transit.

The following providers all report regularly participating in the Regional Transit Coordinating Council: Archuleta County (Mountain Express Transit), Axis Health System, City of Durango (Durango Transit), Dolores County, Dolores County Senior Services, SoCoCAA, SWCCOG, and the Town of Bayfield. Additionally, Archuleta County reports that they organize the Regional Coordinating Council meetings on a quarterly basis, plan the meeting agendas, and participate in additional leadership roles such as taking minutes and electing officers.

Under the SWCCOG there is not an official mobility manager role, however they still provide coordination and other mobility management services. Recently the SWCCOG has reported staff restructuring and funding has been identified for a part time staff member to organize the Regional Transit Coordinating Council. The SWCCOG has been awarded a 5310 Mobility Management Grant for 2020. Further coordination projects have been defined in several upcoming plans, like the Four Corners Coordinated Plan and the 2015 Regional Public Transit Feasibility Report. The City of Durango also has an ongoing 5310 Mobility Management Grant funded program.

Axis Health System, the City of Durango (Durango Transit), Dolores County, and SoCoCAA all reported coordinating services/schedules with at least one other entity. Axis Health System and Durango Transit also reported sharing other transportation resources. The Town of Bayfield reported sharing funds with service providers in the TPR, which includes contributing funds for SoCoCAA’s transit services.

SoCoCAA and Durango Transit have a partnership that allows SoCoCAA to help serve locations on the outskirts of Durango and the local hospital to help offset transportation limitations arising from past service reductions. SoCoCAA also accepts Durango Transit bus passes. Durango Transit also extends the use of the Durango Transit Center to SoCoCAA, Bustang Outrider, and Archuleta County (Mountain Express Transit).

In 2019, there have been efforts to create and plan joint marketing and information sharing projects. One example of this is seen in the Public Transportation Forum hosted by the Regional Transit Coordinating Council. The forum was successful in providing increased coordination, and as a result, there are ongoing discussions about making this an annual event. In addition, resource guides outlining public and private transportation options throughout the SW TPR have been created and distributed. The council has also helped coordinate transit services to increase the efficiency of fleet use among agencies.
Regional Transit Revenue Trends

Annual Operating/Capital Projections

Annual operating and capital funding projections for the SW TPR provide a framework for planning for transit in the future. However, while planning projections are informative, they are in no way predictions of the future. Many factors influence revenue projections, including: (1) availability and allocation of federal, state, and local funds; (2) economic volatility; and (3) the rate of inflation. To provide a foundation for future planning, annual operating and capital projections for the SW TPR were developed based on 2018 National Transit Database data and survey responses from the 2019 Statewide Transit Plan Provider Survey.

Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045

Source: CDOT

Scenario 2 builds on Scenario 1 by assuming an additional $50 million in state funds are allocated to transit each year through 2045. The projection is based on the SB-267 funding allocation formula. The Region’s allocation of state transit funding from 2023-2045 is split 50/50 between capital and operating. New state funding positively impacts capital and operating revenues in the near-term. However, additional revenue sources will be required to maintain service over time.

Funding Programs & Opportunities

Federal funding is the primary revenue source for transit and human services providers in the State of Colorado for both operating and capital projects. CDOT serves as the designated recipient for Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities/Mobility Management (5310) and Grants for Rural Areas (5311) funding. FTA 5311 funding is allocated based on a Colorado-defined rural funding allocation methodology and FTA 5310 funds are awarded based on a competitive application process for small urban and rural providers in the State. Additionally, CDOT allocates Bus and Bus Facilities (5339(a)) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

Historically, limited funding for operating and capital transit needs has been available. In 2017, the State legislature approved Senate Bill 267 (SB-267), which allocates $500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or $50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, including Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state fund for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Sales and use taxes
- Sponsorship/donations
- Rural transportation authorities
- Tourism taxes
- Utility taxes/fees
- Vehicle fees

Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program - 5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program - 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)
Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR’s transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR-identified transit projects (see project list on page 23 and 24)
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Improve transit amenities in the Region through increased signage, shelters, and more inclusive street design
- Consider ways to integrate transit and improve access to transit along main streets for residents, employees, and visitors
- Implement mobility hubs to provide accessible, multimodal transportation connectivity between park-and-rides, bicycle trails, pedestrian connections, and regional and local services
- Expand interregional transit service to provide access to goods and services in communities while enhancing quality of life for historically disadvantaged populations, particularly connections between Cortez and Durango and Durango and Pagosa Springs
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand coordination, marketing, and outreach between transit providers and human services agencies

Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, SW TPR members prioritized their operating and capital projects for the Region. If projects were added after the TPR prioritization process, those projects are identified as “unranked.” It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.
### SOUTHWEST TRANSIT PROJECTS

<table>
<thead>
<tr>
<th>Rank</th>
<th>Planning Project ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Capital Cost ($M)</th>
<th>10-Year Operating Cost ($M)</th>
<th>Project Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1326</td>
<td>Pagosa Springs Multimodal Facility</td>
<td>New ADA-accessible transportation facility with vehicle storage, transit station, and 50-space park-n-ride. Includes expanded space for public bays and office space with two public restrooms. Project awarded a Federal 5339(b) grant for $81 million</td>
<td>$1.30</td>
<td>$0.05</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2523</td>
<td>Pagosa Springs to Durango (Proposed Outrider Service)</td>
<td>Outrider bus service between Pagosa Springs and Durango. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on $4.20 per mile.</td>
<td>$0.85</td>
<td>$1.84</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>1058</td>
<td>Essential Bus Service between Durango and Dove Creek (Proposed Outrider Service)</td>
<td>Outrider bus service between Durango and Dove Creek. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on $4.20 per mile.</td>
<td>$0.85</td>
<td>$1.20</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>1060</td>
<td>Durango Zone 7 Transit Expansion</td>
<td>Durango Transit route expansion from city limits to Durango/La Plata County Airport. Durango Transit route expansion from City limits to Hermosa, Durango West, Hesperus and Edgemont</td>
<td>$6.00</td>
<td>$2.00</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>2472</td>
<td>SWCCOG New Service between Cortez and Durango</td>
<td>Service from Cortez to Durango, 4 round trips per day, weekdays</td>
<td>$0.15</td>
<td>$2.20</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>1059</td>
<td>Durango Zone 4 Transit Accessibility Upgrades (ADA Transition Plan)</td>
<td>Upgrade transit stops along Route 1 Main Avenue Trolley and along Route 4 Crestview/US Highway 160 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings</td>
<td>$5.80</td>
<td>$0.30</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>1360</td>
<td>SoCoCATA Bustang Bus Barn</td>
<td>Build bus to shelter Bustang/Outrider vehicles</td>
<td>$6.00</td>
<td>$0.10</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>1041</td>
<td>Essential Bus Service between Durango-South Fork-Alamosa-Walensburg-Pueblo (Proposed Outrider Service)</td>
<td>Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on $4.20 per mile.</td>
<td>$0.85</td>
<td>$4.17</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>1327</td>
<td>Bayfield Park-n-Ride and Access Improvements</td>
<td>Establish Park-n-Ride facility, extend roadway access to Hwy 160 and improve grading and drainage</td>
<td>$1.50</td>
<td>$0.10</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>1328</td>
<td>Cortez Park-n-Ride</td>
<td>Establish Park-n-Ride utilizing existing parking infrastructure where possible</td>
<td>$0.20</td>
<td>$0.10</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>1329</td>
<td>Archuleta County Bus Stop Shelters</td>
<td>Building of 4 bus stop shelters</td>
<td>$0.08</td>
<td>$0.05</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>1330</td>
<td>Durango Zone 4 Transit Accessibility Upgrades (ADA Transition Plan)</td>
<td>Upgrade transit stops along Route 4 Crestview/US Highway 160 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings</td>
<td>$2.90</td>
<td>$0.30</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>1331</td>
<td>Durango Zone 5 Transit Accessibility Upgrades (ADA Transition Plan)</td>
<td>Expand transit service to Mercy Housing and Three Springs Development. Upgrade transit stops along Route 3 Walmart/Mercy to include ADA-compliant curb ramps, sidewalk cross slopes, and landings</td>
<td>$3.00</td>
<td>$0.30</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>1357</td>
<td>Durango Transit Center Facility Access Control / Generator</td>
<td>Access control, generator, access badges, safety/ security enhancements, electronic farebox</td>
<td>$1.00</td>
<td>$0.03</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>1363</td>
<td>Durango Transit Center Facility Access Control / Generator</td>
<td>Full-time Mobility Manager for the SW Region for increased coordination among transit providers and human service agencies. Cost includes travel, training, and supplies</td>
<td>TBD</td>
<td>$0.55</td>
<td></td>
</tr>
</tbody>
</table>

### SOUTHWEST TRANSIT PROJECTS (Cont.)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Planning Project ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Capital Cost ($M)</th>
<th>10-Year Operating Cost ($M)</th>
<th>Project Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>1332</td>
<td>Archuleta County Park-n-Ride</td>
<td>Establish Park-n-Ride utilizing existing parking infrastructure where possible</td>
<td>$0.20</td>
<td>$0.30</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>1365</td>
<td>Durango Transit Capital Improvement</td>
<td>Upgrade transit stops to include ADA-compliant curb ramps, sidewalk cross slopes, and landings as part of Durango’s ADA Transition Plan</td>
<td>$2.60</td>
<td>$0.30</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>1369</td>
<td>Durango Transit Bus Barn</td>
<td>Identified Durango Transit capital need</td>
<td>$4.00</td>
<td>$0.25</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>2474</td>
<td>Fixed Route Services</td>
<td>Montezuma County (MoCo) fixed route service</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1030</td>
<td>Expanded Interregional Transit Service between Telluride and Rico</td>
<td>Two full size expansion buses</td>
<td>$1.60</td>
<td>$1.10</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1323</td>
<td>Dolores Bus/Vehicle Shelter</td>
<td>Improve bus and vehicle shelter</td>
<td>$0.05</td>
<td>$0.10</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1324</td>
<td>Dolores Park-n-Ride</td>
<td>Establish Park-n-Ride utilizing existing parking infrastructure where possible</td>
<td>$0.2</td>
<td>$0.30</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1357</td>
<td>Dolores County Senior Services Scheduling and Records Software</td>
<td>Scheduling and records software</td>
<td>$0.03</td>
<td>$0.10</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1358</td>
<td>Dolores County Senior Services Vehicle Maintenance Facility</td>
<td>Maintenance facility; 3600 square feet</td>
<td>$0.50</td>
<td>$0.50</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1364</td>
<td>Durango Transit Center Expansion</td>
<td>Identified Durango Transit capital need</td>
<td>$1.75</td>
<td>$0.50</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1366</td>
<td>Durango Zone 2 Transit Accessibility Upgrades (ADA Transition Plan)</td>
<td>Upgrade transit stops along Route 1, 2 and 4 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings</td>
<td>$1.00</td>
<td>$0.20</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1367</td>
<td>Durango Zone 3 Transit Accessibility Upgrades (ADA Transition Plan)</td>
<td>Upgrade transit stops along Route 2 Fort Lewis College to include ADA-compliant curb ramps, sidewalk cross slopes, and landings</td>
<td>$1.00</td>
<td>$0.20</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1368</td>
<td>Durango Transit Fleet Replacement and/or Expansion</td>
<td>Fleet replacement and/or expansion</td>
<td>$3.00</td>
<td>$5.00</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1376</td>
<td>Dynamic Route Assignment</td>
<td>Dynamic Route Assignment for areas without a lot of connections</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>2493</td>
<td>Outdoor Improvements in Durango, Mancos, Cortez, Dolores, and Rico</td>
<td>Stop and shelter improvements in Durango, Mancos, Cortez, Dolores, and Rico to serve the Outrider Durango to Grand Junction route</td>
<td>$0.40</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>2522</td>
<td>Pagosa Springs to Durango (not Outrider associated)</td>
<td>8 signals on bus routes along US HWY 550 (9th, 14th, 17th, 22nd, 24th, 25th, 27th, 32nd) $15,000 per intersection; $25 per transponder per bus</td>
<td>$0.13</td>
<td>$0.02</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1345</td>
<td>Dynamic TSP at signals in Durango</td>
<td>2 signals on bus routes along US HWY 550 (9th, 14th, 17th, 22nd, 24th, 25th, 27th, 32nd) $15,000 per intersection; $25 per transponder per bus</td>
<td>$0.13</td>
<td>$0.02</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>1347</td>
<td>Dynamic Route Assignment</td>
<td>Dynamic Route Assignment</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>Unranked</td>
<td>2535</td>
<td>New Essential Bus Service from Four Corners to Denver</td>
<td>Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Sagache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year; purchase of 2 vehicles. Cost based on $4.20 per mile (100 miles per roundtrip)</td>
<td>$0.85</td>
<td>$10.7</td>
<td></td>
</tr>
</tbody>
</table>
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