

ARCHULETA COUNTY  
INTERCITY FIXED-ROUTE FEASIBILITY STUDY



FINAL REPORT

June 1<sup>st</sup>, 2021

## EXECUTIVE SUMMARY

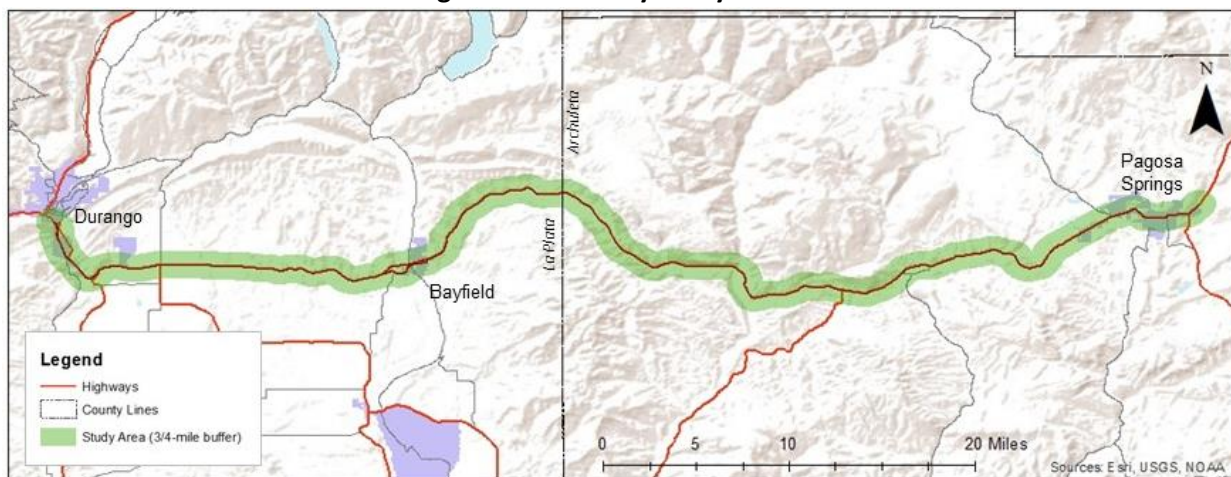
### Introduction

The purpose of this study is to provide a clear understanding of the feasibility to operate intercity fixed-route public transit service between the communities of Pagosa Springs and Durango, along the US Highway 160 corridor, by Archuleta County’s Mountain Express Transit (MET) system. The corridor is mapped out below as **Figure 1**. This report includes: 1) identifying and addressing previous community plans and transit studies work already completed; 2) a demographic analysis of the area, accompanied by a transit demand model to assist in identifying unmet rider needs; 3) an operations analysis to help understand how MET’s service is currently operating and how intercity service could be integrated into the existing framework of the program; and 4) a capital assessment to better understand the existing condition of the fleet and what requirements would be needed to implement intercity service. Utilizing all the information gathered, service alternatives and implementation strategies were created and reviewed by the project team and MET staff.

During the study process, stakeholders in communities along the corridor were invited to participate in a stakeholder committee, including public transit providers, human service agencies, and business community representatives. Between two meetings, participants were asked to provide information on how this intercity connection would benefit their organization’s missions and clients. They were also asked to review the service alternatives, recommendations, and implementation strategies and provided feedback and comments.

It should also be noted that the Colorado Department of Transportation (CDOT) has reviewed this corridor before to potentially add it to their statewide transit network, Bustang. The next time they plan to review this corridor for Bustang service would be in 2022, and potentially begin service in 2023. This plan provides detailed information that allows the region to advocate for this connection and ultimately have it adopted into the statewide Bustang network.

**Figure 1: Feasibility Study Corridor**



## Issues

Understanding that no public transit service has operated along this corridor, there was not much information to work with regarding ridership demand or costs for providing the service. Additionally, there have not been many transit studies or reports done for the corridor. For this reason, the project team, after researching many different transit demand models, created a customized transit demand model for the region utilizing census data related to elderly, disabled, and low-income populations for census tracts located along the corridor, as seen in **Table 1**. The costs related to providing service for the alternatives presented were determined using existing service costs (cost per hour, cost per rider, and cost per mile) combined with information reported in the National Transit Database (NTD) for the years 2018 and 2019.

**Table 1: Transit Demand**

County	Census Tract	POPULATION									
		Total	Seniors (65+)			Disability			Low-Income		
			Total	Factor*	Projected Trips	Disability	Factor*	Projected Trips	Low-Income	Factor*	Projected Trips
Archuleta	9743	3,547	922	0.18	166	567	0.10	57	269	0.09	23
	9742	5,768	1469	0.18	264	777	0.10	78	235	0.09	20
	9744	2,640	587	0.18	106	336	0.10	34	551	0.09	47
	9404	1,298	406	0.18	73	247	0.10	25	98	0.09	8
La Plata	9707.01	4,995	830	0.18	149	395	0.10	40	221	0.09	19
	9711	4,214	536	0.18	96	247	0.10	25	587	0.09	50
	9710	3,297	378	0.18	68	236	0.10	24	217	0.09	19
	9708	7,187	751	0.18	135	423	0.10	42	511	0.09	44
	9403	6,378	967	0.18	174	616	0.10	62	930	0.09	80
	9706	9,621	1686	0.18	303	1141	0.10	114	533	0.09	46
	9709	4,055	679	0.18	122	336	0.10	34	261	0.09	22
	9404	5,868	1129	0.18	203	659	0.10	66	509	0.09	44
	9707.03	6,047	1148	0.18	207	505	0.10	51	683	0.09	59
	<b>TOTAL</b>	64,915	11,488			6,485			5,605		
<b>Projected Annual Trips</b>					2,068			649		482	
<b>Projected Daily Trips</b>					8			3		2	

## Recommendations

Based on the information gathered during this process, it was determined that intercity service connecting Pagosa Springs and Durango is feasible with existing and expected future conditions of the MET system. There have already been service expansions in the system to Arboles and Chromo which have had minimal impacts on the MET’s ability to provide service. In order to operate this service, the project team recommends Archuleta County operate this new service no less than three days a week between Pagosa Springs and Durango, and operate the early first run into Durango on a reservation basis, requiring riders to call no less than 24-hours in advance to schedule a ride. This recommendation would require procuring another vehicle (a grant application has already been submitted for this vehicle) and at least one more part-time driver. Additionally, the project team encourages Archuleta County to continue discussions with Durango Transit on a ‘fare share’ agreement that would allow riders from both systems to travel between, and within, both communities. Between funding received during the COVID pandemic, expected potential revenue from riders, and CDOT dollars to potentially fund this as a pilot project for consideration into the Bustang network, service could be implemented within a year.

## Table of Contents

I.	Introduction.....	1
	Previous Plans & Studies.....	1
II.	Corridor & Area Profile .....	2
	Study Corridor & Communities .....	2
	Population Traits .....	3
	Activity centers.....	8
	Commuters.....	10
	Conclusion .....	10
III.	Transportation Services.....	12
	Intercity Bus Service .....	12
	Public Transit Providers.....	12
	Passenger Air Service.....	13
	Other Transportation Providers.....	13
	Conclusion .....	13
IV.	Issues and Approaches .....	13
V.	Operations Analysis.....	14
	Organizational Structure .....	14
	Funding.....	15
	Service by Type .....	15
	Peer Comparison .....	17
	Conclusion .....	18
VI.	Capital Assessment .....	19
	Existing Capital & Conditions .....	19
	Project Capital Requirements .....	20
	Five-Year Capital Requirements .....	22
	Capital Funding Sources.....	23
	Recommendations.....	25
VII.	Resources & Support.....	25
	Existing Funding Revenue.....	26

Potential Funding Revenue.....	26
Conclusion .....	27
VIII. Service Alternatives .....	28
Alternative 1 .....	28
Alternative 2 .....	31
Recommended Alternative.....	33
IX. Implementation Strategies .....	33
Implementation Strategy A.....	33
Implementation Strategy B.....	34
Additional Considerations .....	34
Appendix A: List of Previous Studies .....	1
Appendix B: Current MET Fixed-Route Schedule & Map .....	1
Appendix C: National Transit Database Peer Information.....	1

## Table of Figures

Figure 1: Feasibility Study Corridor .....	2
Figure 2: Population Over 65 Years of Age .....	5
Figure 3: Population Living with a Disability.....	6
Figure 4: Population Living Under Poverty Level.....	7
Figure 5: Activity Centers .....	9
Figure 6: Where Archuleta County Commuters are Employed .....	11
Figure 7: Overall Ridership, 2018 - 2020 .....	15
Figure 8: Fixed-Route Ridership, 2018 - 2020.....	16
Figure 9: Paratransit/Dial-A-Ride Ridership, 2018 - 2020.....	16
Figure 10: County Maintenance Facility .....	19
Figure 11: MET Vehicles .....	20
Figure 12: Sample Transit EV .....	21
Figure 13: Alternative 1 Route, Stops, Schedule .....	30
Figure 14: Routes & Stops, Alternative 2 .....	32

## Table of Tables

Table 1: Communities in Study Corridor .....	3
Table 2: Public Transit User Types .....	4
Table 3: Where Archuleta County Workers are Employed .....	10
Table 4: Existing Taxi and Specialized Transit Providers .....	13
Table 5: Peer Performance Data .....	18
Table 6: Existing MET Vehicle Roster .....	20
Table 7: Five-Year Capital Requirements .....	22
Table 8: FTA Funding Sources through 2020 .....	24
Table 9: Transit Demand Table .....	28
Table 10: Alternative 1 Estimated Costs and Revenues .....	29
Table 11: Alternative 2 Estimated Costs & Revenues.....	31
Table 12: Alternative 2 Proposed Schedule.....	31
Table 13: Implementation Timeline .....	33



## I. Introduction

The purpose of this study is to examine the feasibility of operating intercity fixed-route public transit service on the US Highway 160 corridor connecting the Town of Pagosa Springs in Archuleta County with the City of Durango in neighboring La Plata County.

Rural communities in Colorado continue to increase transit service and regional connections to small urban and metropolitan areas, or at least connect to transit nodes that allow access to services operating on a larger statewide network. The American Public Transportation Association (APTA) and Community Transportation Association of America (CTAA) state in their study from 2017 that the number of rural and small-town public transit agencies has increased over the past two decades and that while populations in rural areas continues to decline, ridership continues to increase (Public Transit's Impact on Rural and Small Towns, Litman, 2017). Communities such as Kremmling, Estes Park, Lamar, and Gunnison have established these types of connections through the Colorado Department of Transportation (CDOT) Bustang and Outrider program, providing connections for their residents and visitors that were not previously available.

Archuleta County is no exception in its understanding of the benefits that transit offers to its locals and visitors. The County operates the Mountain Express Transit (MET) system in the Pagosa Springs area and is making substantial investments in the system. The County is constructing a new transit facility in the Harmon Park development of Uptown Pagosa Springs and has recently expanded service to the Arboles and Chromo areas. Additionally, research has been conducted to operate zero-emission vehicles. These activities are all evidence that Archuleta County is looking to build a more robust transit system that is a truly valuable asset to the community.

### Previous Plans & Studies

There have been several studies completed in the region documenting research and efforts towards expanding public transit connections and coordination. The most recent comprehensive plan for the Town of Pagosa Springs (Pagosa Springs Forward) was also reviewed to understand growth patterns and trends in the Town. The plans reviewed included:

- Intercity & Regional Bus Network Plan (2014)
- Southwest Transportation Planning Region Regional Coordinated Transit & Human Services Plan (2014)
- Regional Public Transit Feasibility Report (2015)
- Four Corners Coordinated Transit Plan (2018)
- Pagosa Springs Forward (2018)
- SWCCOG Cortez to Durango Transit
- 2045 Southwest Regional Transportation Plan (2020)

While many studies have been completed in the region, there has not been a large emphasis on the stretch of US 160 between Pagosa Springs and Durango. Many studies ranked the corridor as a low priority. The 2014 Intercity & Regional Bus Network Study provided the most information on transit demand and funding for the corridor, although it examined the entire corridor between Alamosa and Durango and was not solely focused specifically on the communities of Pagosa Springs, Bayfield, and Durango. An annotated bibliography is included as **Appendix A**.

The information provided in the following chapters includes background information on existing conditions in the corridor, assesses existing operations of the MET system, existing capital conditions, the potential feasibility to operate service, and implementation strategies for moving forward.

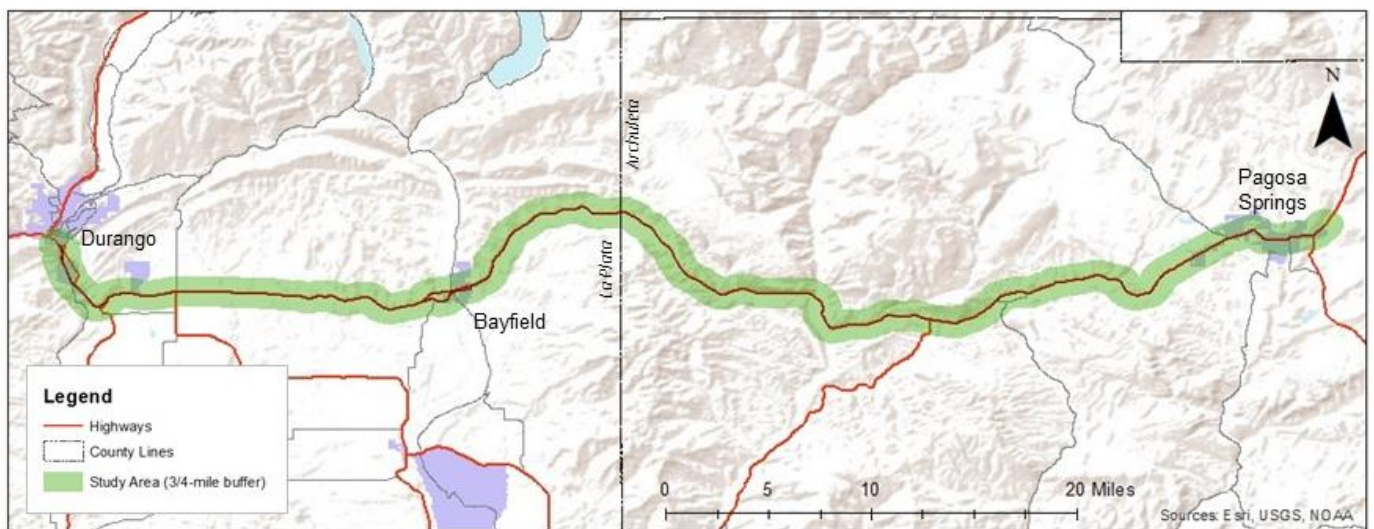
## II. Corridor & Area Profile

Archuleta County is located in southwest Colorado along the border of New Mexico. US Highway 160 provides roadway connections to neighboring La Plata and Mineral Counties. US Highway 84 connects Archuleta County with New Mexico. The area is defined by the rugged San Juan Mountains, alpine forests, world-class hot springs, canyonlands, and the iconic Chimney Rock National Monument formation. Pagosa Springs is Archuleta County's Seat and the service center, although some services are contracted with La Plata County, such as court hearings.

### Study Corridor & Communities

The study area for this project includes approximately 61 miles of the US 160 corridor connecting Pagosa Springs with Durango in southwest Colorado, shown as **Figure 1**.

**Figure 1: Feasibility Study Corridor**







There are three incorporated communities along the study corridor, Pagosa Springs, Bayfield, and Durango. Pagosa Springs is the only incorporated community in Archuleta County on this corridor. Bayfield and Durango fall within La Plata County. There are also numerous unincorporated communities along the corridor. **Table 1** provides an understanding of population growth trends over the last 5 and 10 years.

**Table 1: Communities in Study Corridor**

	Total Population			Change 2010-15		Change 2015-19	
	2010	2015	2019	Actual	%	Actual	%
<b>ARCHULETA COUNTY</b>	<b>12,060</b>	<b>12,408</b>	<b>14,002</b>	<b>348</b>	<b>2.9%</b>	<b>1,594</b>	<b>12.8%</b>
Pagosa Springs	1,722	1,814	2,072	92	5.3%	<b>258</b>	14.2%
Unincorp. Area	10,338	10,594	11,930	256	2.5%	<b>1,336</b>	12.6%
<b>LA PLATA COUNTY</b>	<b>51,441</b>	<b>54,758</b>	<b>56,272</b>	<b>3,317</b>	<b>6.4%</b>	<b>1,514</b>	<b>2.8%</b>
Bayfield	2,357	2,578	2,708	221	9.4%	<b>130</b>	5.0%
Durango	16,889	18,152	19,117	1,263	7.5%	<b>965</b>	5.3%
Ignacio	699	722	718	23	3.3%	<b>(4)</b>	-0.6%
Unincorp. Area	31,496	33,306	33,729	1,810	5.7%	<b>423</b>	1.3%

Source: Colorado State Demography Office, 2019

The study corridor includes three cities and towns. Ignacio is included as rural portions of the census tract fall along the study corridor so this helped to decipher the split between rural and incorporated populations. This table provides an understanding of the general size of communities in the study area. With an average of 4.6% growth in the four years between 2010 and 2015 (average 1.2% per year), the area gained 3,108 residents. The City of Durango gained the greatest number of residents, gaining 965 residents, which was equal to a 5.3% increase in population. The Town of Pagosa Springs had the highest growth rate of 14.2%, gaining approximately 258 residents.

Unincorporated areas include Aspen Springs, Piedra, and Gem Village. These and other small clusters of populations are included in the unincorporated areas of Archuleta and La Plata Counties that grew at an overall rate of 4.0% collectively. La Plata County experienced a growth rate of 1.3% with 423 people moving to its unincorporated areas whereas Archuleta County saw an increase of 12.6% with 1,336 new residents moving to the area.

### Population Traits

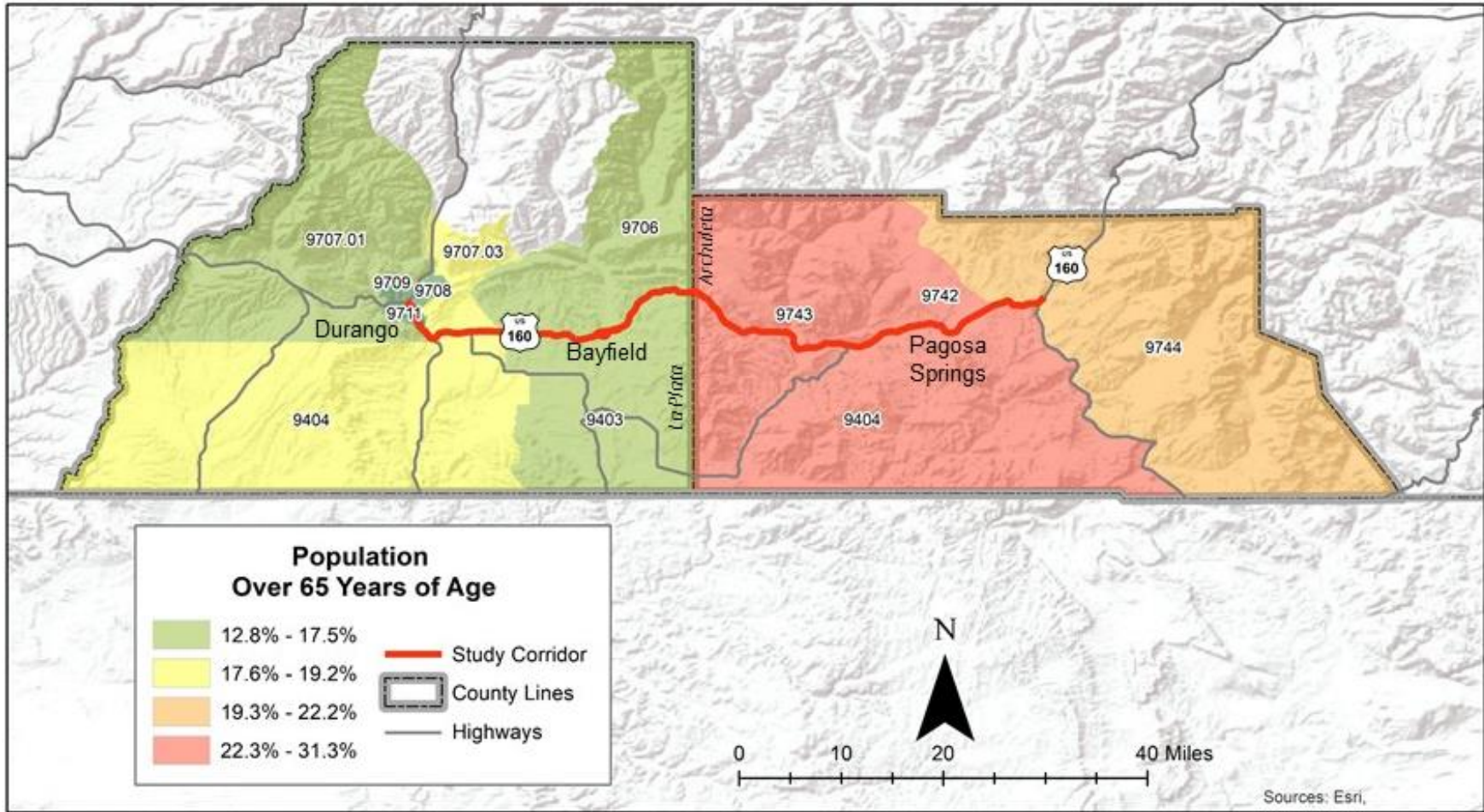
There are key characteristics of the population that tell us a good deal about how likely an individual is to use transit, or other alternative modes, and the need for transit services in an area. These characteristics include income levels, age, and disability status. Much of this information comes from the US Census Bureau and is available for towns, CDP's, census tracts, census blocks, and block groups. It is presented in this report at the census tract level as the data reported at this level for rural areas provides more detail. For instance, information on poverty level in rural areas is not recorded consistently at a census block or block group level.

Information was gathered from the Colorado State Demography Office and the US Census Bureau 2019 5-year Estimates. **Table 2** presents information on various characteristics for the region at the census tract level. This is followed by maps illustrating the data, as **Figures 2,3, and 4**, which helps understand how these numbers are distributed through the region. One area that stands out is the western side of Archuleta County. This area has a higher population of persons above 65 and those living with a disability. These populations are typically more likely to utilize transit service.

**Table 2: Public Transit User Types**

County	Census Tract	Public Transit User Types			
		Total	65+	Disability	Low-Income
Archuleta	9743	3547	922	567	269
	9742	5768	1469	777	235
	9744	2640	587	336	551
	9404	1298	406	247	98
La Plata	9707.01	4995	830	395	221
	9711	4214	536	247	587
	9710	3297	378	236	217
	9708	7187	751	423	511
	9403	6378	967	616	930
	9706	9621	1686	1141	533
	9709	4055	679	336	261
	9404	5868	1129	659	509
9707.03	6047	1148	505	683	

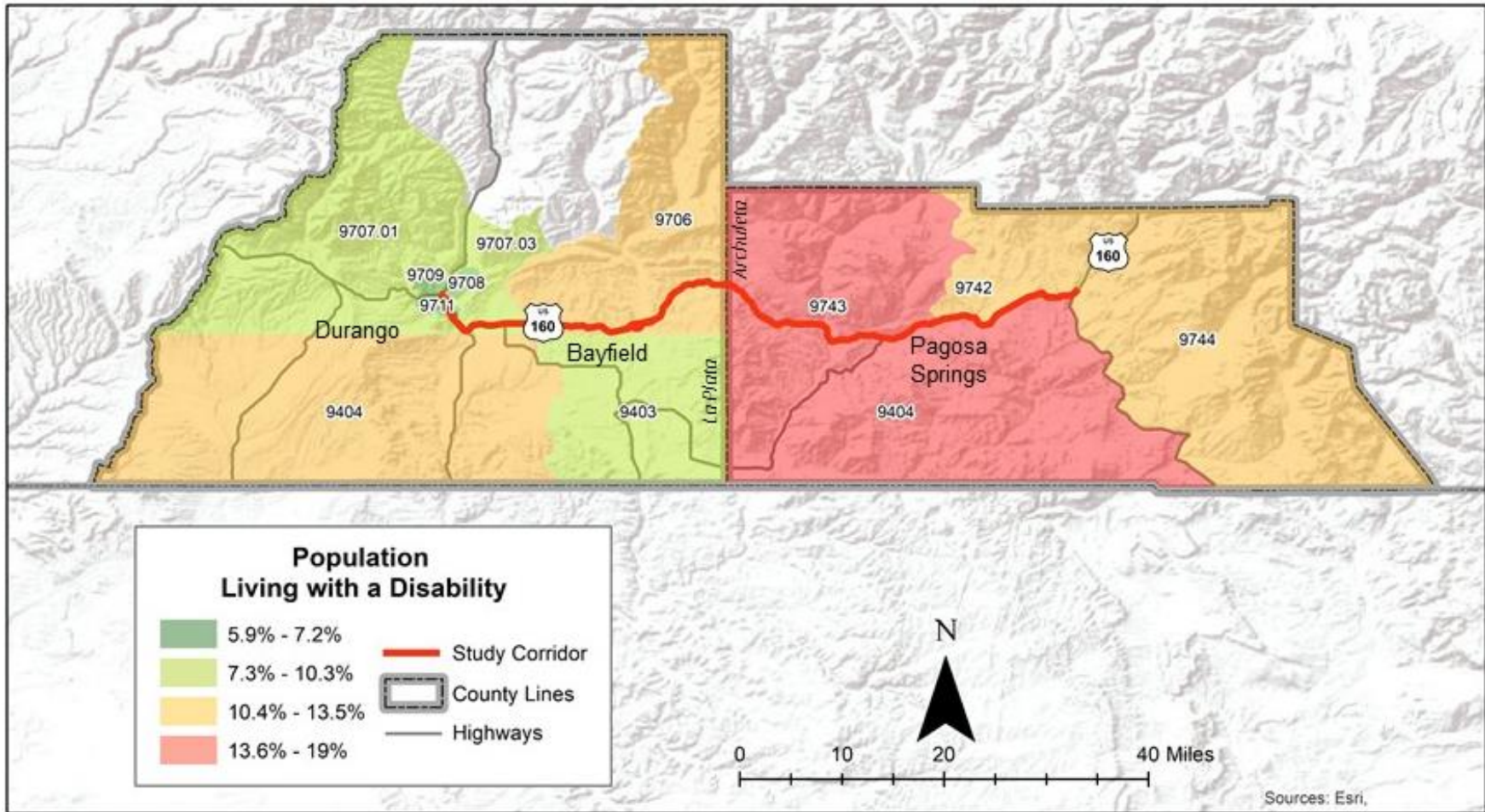
**Figure 2: Population Over 65 Years of Age**



Source: ACS 5-Year Estimates

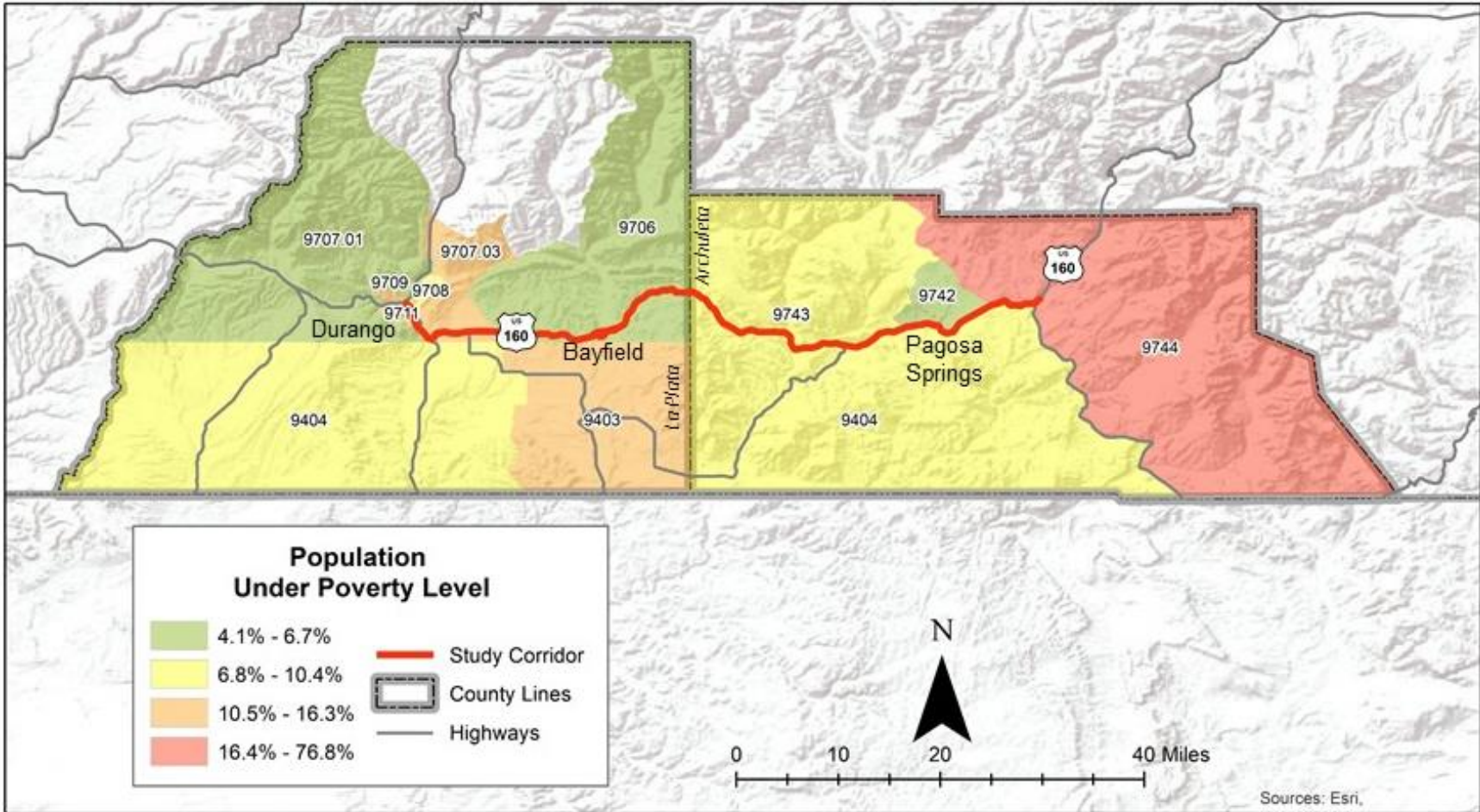
Numbers on map represent designated Census Tract number

**Figure 3: Population Living with a Disability**



Source: ACS 5-Year Estimates  
 Numbers on map represent designated Census Tract number

**Figure 4: Population Living Under Poverty Level**



Source: ACS 5-Year Estimates  
Numbers on map represent designated Census Tract number

## Activity centers

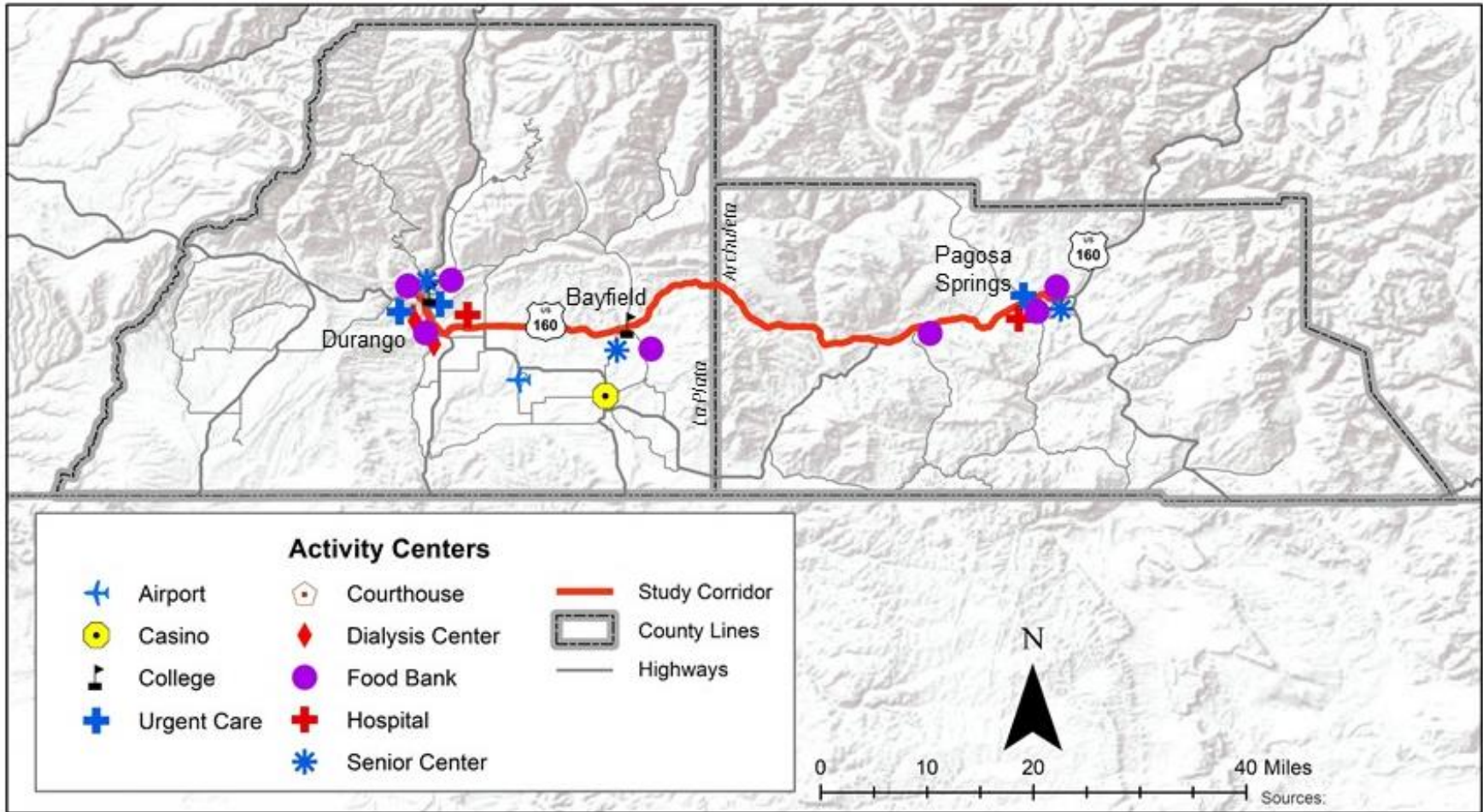
Activity Centers are typically defined as destinations where people frequently travel to for a variety of reasons. These can include locations such as shopping centers, medical facilities, schools, and government facilities. They may also include locations where services are typically only available on a regional scale, such as a major medical center. **Figure 5** illustrates key activity centers in the area.

Some services in rural areas such as senior centers, food banks, and medical facilities often require travel between communities. For example, the Pagosa Springs Medical Center offers many types of medical services, however, it is limited in its capacity to perform certain types of medical procedures and does not offer dialysis services. Many residents in Archuleta County must travel to the Mercy Regional Medical Center in Durango for high-level medical procedures, surgeries, or for dialysis treatments. There are two college campuses located along the corridor, with Fort Lewis College in Durango being the major educational institution in the region. Pueblo Community College has also recently opened a campus in Bayfield.

The nearest Veterans Affairs (VA) Medical Centers are located in Albuquerque, NM, approximately 215 miles from Pagosa Springs or in Grand Junction, CO, over 220 miles away. There is a VA Clinic located in Durango, but it is limited in its medical offerings and services.

It should be noted that there is currently no public transit service that is operated to the Durango – La Plata County Airport. There is a growing number of commercial air traffic serving the facility. Local and regional stakeholders have voiced support for an airport connection and spoken to the benefits a public transit connection to the airport could provide for the residents and visitors of Archuleta County.

**Figure 5: Activity Centers**



## Commuters

One typical activity that can generate trips between rural communities are workers who commute to their places of employment. When studying the 2018 US Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) data on the region, a high number of workers in Archuleta County live and work within the County, particularly in the area around surrounding Pagosa Springs. There are a few areas outside the County that workers commute to, as seen in **Table 3**, and around 4% of the working population commutes to Durango. **Figure 6** depicts where workers in the County travel for work. Commuter numbers that show workers living in communities hundreds of miles away will suggest these are remote workers and/or employees that make limited trips to those places (average of one or less trips a month). For example, the table shows 50 workers who have places of employment in Colorado Springs. It is highly likely these workers are not making a daily commute between Archuleta County and Colorado Springs. When studying the same data for Bayfield and Durango, we see that most commuter traffic is going into Durango.

**Table 3: Where Archuleta County Workers are Employed**

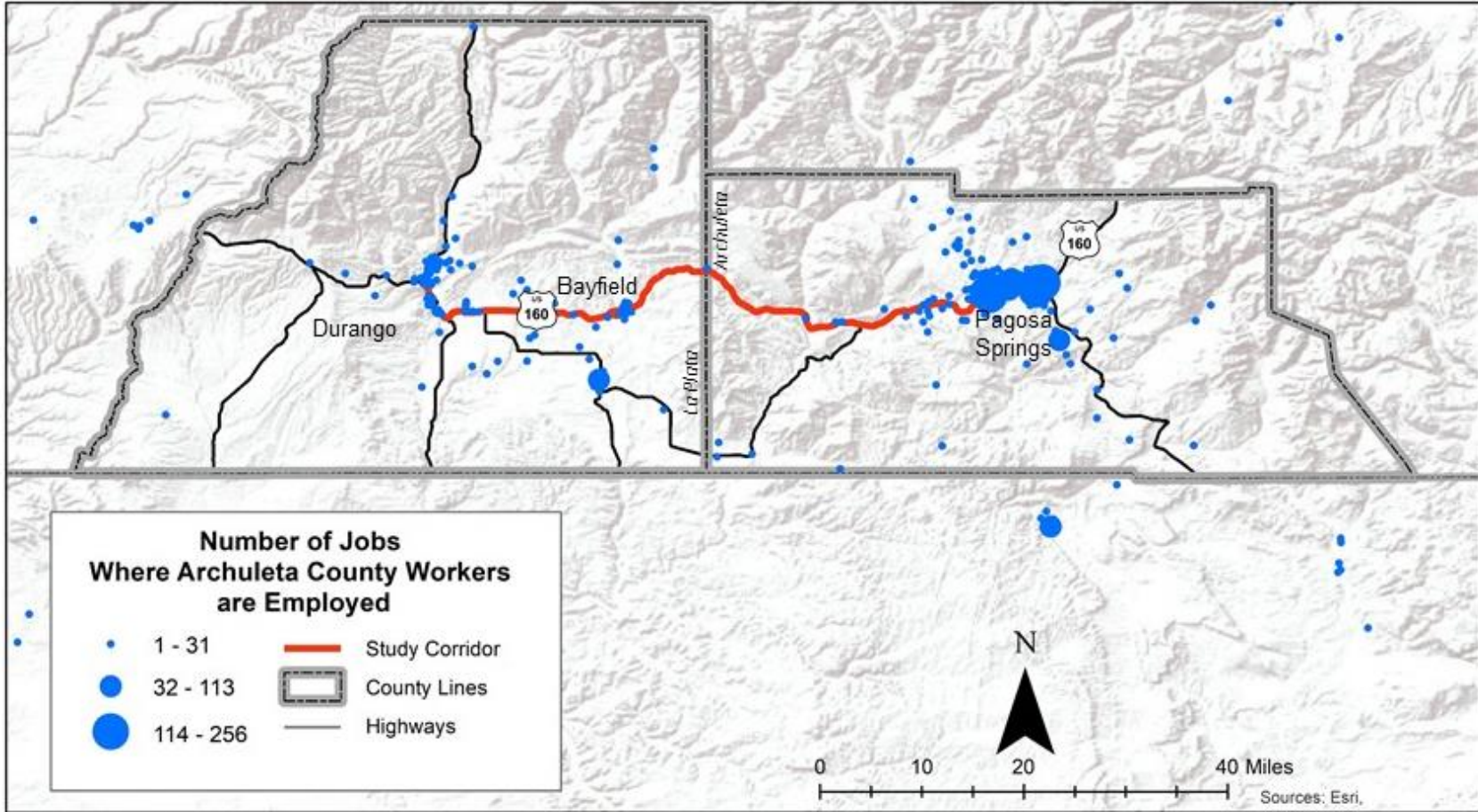
<b>Where Archuleta County Workers are Employed</b>		
<b>Communities</b>	<b>2018</b>	
	<b>Count</b>	<b>Share</b>
<b>Pagosa Springs, CO</b>	2,083	46.2%
<b>Durango, CO</b>	184	4.1%
<b>Denver, CO</b>	80	1.8%
<b>Dulce, NM</b>	73	1.6%
<b>Cortez, CO</b>	56	1.2%
<b>Grand Junction, CO</b>	54	1.2%
<b>Colorado Springs, CO</b>	50	1.1%
<b>Farmington, NM</b>	45	1.0%
<b>Montrose, CO</b>	28	0.6%
<b>Bayfield, CO</b>	25	0.6%
All Other Locations	1,826	40.5%
<b>Total All Jobs</b>	<b>4,504</b>	<b>100.0%</b>

## Conclusion

The characteristics of the study area reflect an area with growing medical needs, particularly for elderly and disabled populations. Archuleta County has seen strong growth in the last five years, which is expected to continue. As the communities along the corridor continue to grow and the cost of living rises, employment and medical trips will increase the demand for regional mobility connections, both for access to affordable housing options and full-service medical facilities.



**Figure 6: Where Archuleta County Commuters are Employed**



Source: 2018 Longitudinal Employer-Household Dynamics (LEHD) US Census Bureau

### III. Transportation Services

Transit provides essential connections and contributes to the economic vitality of a community. A Transportation Cooperative Research Program (TCRP) report found that there was an 11 percent difference in average net earnings growth between rural counties that had public transit systems versus those who did not (Burkhardt, Hedrick, and McGavock 1998). Rural communities benefit from intercity and regional connections as most rural communities do not have the resources or population density to support every category of essential service. Below are descriptions of each type of service that is available in the study corridor.

#### Intercity Bus Service

There is currently only intercity bus service provided between Bayfield and Durango by way of the **Road Runner**, operated out of Ignacio by the Southern Ute Tribe's Southern Colorado Community Action Agency, Inc. (SoCoCAA). The service operates 4 round-trips per day between Ignacio and Durango, Monday through Friday. The morning route and evening route is run through Bayfield while the trips in the middle of the day are routed through the Florida Mesa area. Roundtrip fare between Ignacio and Durango is \$4. It is \$2 for travel from Bayfield in either direction.

**Bustang Outrider** operates completes one round-trip a day between Durango and Grand Junction. The fare is on a sliding scale depending on your final destination but to travel the full length of the route is \$43 one-way.

#### Public Transit Providers

There are three public transit providers in the corridor that offer local service at varying rates. Only one provider operates intercity service.

- **Mountain Express Transit (MET)** is operated and managed by Archuleta County and operates fixed-route, paratransit, and dial-a-ride service in the Pagosa Springs area. Fares are dependent on the destination and trip purpose and range from \$1 - \$16. A further analysis of operations is detailed later in this study.
- **SoCoCAA** operates the regional Road Runner service as described above as well as a dial-a-ride service in Ignacio at a cost of \$1 per stop in town or \$2 to travel between towns.
- **Durango Transit** operates fixed-route, paratransit, and demand response service within the incorporated boundaries of the City of Durango. Fares are \$1 for general public and \$.50 for seniors and persons with disabilities. A daily pass offers unlimited rides for a day for \$3.00. There are a number of weekly, monthly, and annual passes that range from FREE to \$30 based on certain eligibility requirements (senior, student, low-income, etc).

### Passenger Air Service

- **Durango – La Plata County Airport** is the nearest airport offering passenger air service. It is serviced multiple times a day by American Airlines, Delta, Frontier, and United. Direct connections can be made to Dallas-Fort Worth, Denver, Phoenix, Salt Lake City, and seasonally to Los Angeles. The airport is currently only serviced by private services that cost between \$50 - \$120 for a one-way trip. The facility is not currently serviced by any public transit service.

### Other Transportation Providers

- **Taxi Service** is provided by several different companies in the Durango and Pagosa Springs areas that not only provide service within the local jurisdictions but between the communities in the region as well. The standard rate for a trip between Pagosa Springs and Durango is around \$120 one-way. A list of these providers is included as Table 4.

**Table 4: Existing Taxi and Specialized Transit Providers**

Provider Name	Type	Hometown
Southwest Rides	Specialized	Durango
La Plata County Senior Services	Specialized	Durango
San Juan Basin Area Agency on Aging	Specialized	Pagosa Springs
A1 Taxi	Taxi	Pagosa Springs
Durango Cab	Taxi	Durango
Animas Transportation	Taxi	Durango
Buckhorn Limosine	Taxi	Durango
Wilderness Journeys	Taxi	Pagosa Springs

### Conclusion

While localized service is available in the Pagosa Springs area and intercity service is available between Bayfield and Durango, there is currently no public transit service provided between Pagosa Springs and Bayfield. Companies that operate in the corridor do so at market rates. Many of those companies do operate at discounted rates for Medicaid trips as Non-Emergency Medical Transportation (NEMT) providers. These NEMT services are scheduled through a statewide brokerage and cannot be booked directly through the provider. Many stakeholders understood the valuable resource these providers offer the community while also feeling that the need for a regularly scheduled fixed-route service at a lower fare would provide economic benefits and opportunities, considering the rapid growth in the community.

## IV. Issues and Approaches

There are a few issues to be considered in this planning effort. Discussions with stakeholders have revealed that as this area continues to grow, so will the need for essential regional transit

connections. Many agencies that provide financial reimbursement or vouchers to low-income residents to help offset living costs, such as United Way, Mercy Hospital, and Pine Rivers Shares, stated that costs related to transportation (bus fare, taxi service and car repairs) is their second-highest reimbursement expense. The issues that were identified include:

- What are the most effective ways to operate service to meet demand in the corridor?
  - When and how often should service be operated?
  - How impactful would a connection to the airport be?
  - What is a reasonable cost to operate the service? What is reasonable expected fare revenue for the service?
- How can existing transit resources in the area provide support for this service?
  - What funding opportunities exist to support administrative and operating functions?
  - Are there opportunities to create partnerships with public or private service providers to strengthen connections on the corridor?

Taking into consideration these issues, a more in-depth look into the details of how the Mountain Express Transit (MET) system currently operates will provide a clearer picture of exactly what resources will be needed and which ones already exist (or can be procured relatively quickly). The following chapters provide information on an operations analysis and capital assessment for MET. Service alternatives and implementation strategies are included as well.

## V. Operations Analysis

Compass conducted an analysis of the operations of the Mountain Express Transit (MET) to gain an understanding of how the County currently operates service. The analysis provides us with an overview of system's organizational structure, existing funding, service types, capital, and overall performance and guides us to determine the optimal approach to integrating intercity service into the existing structure of the system.

### Organizational Structure

Mountain Express Transit (MET) is operated under the Public Works Department for Archuleta County. The Transportation Coordinator is the program director for the system and reports to the Public Works Director. This position covers all executive tasks of the department, including, but not limited to; budgeting, service reporting, grant writing and management, hiring of department staff, and occasionally has dispatching duties or drives vehicles on one or more routes operated by the system. There are currently five part-time drivers and one dispatcher that report to the Transportation Coordinator. Maintenance is handled by the County's Fleet Department.

For the time being, the MET's main office is based out of an office located at the Steven's Field Airport in the Uptown area of Pagosa Springs. Capital funding has been secured to design and

construct a new transit storage and administrative facility in the County's Harman Park development. Completion date for the project is yet to be determined, however, it is anticipated this construction and movement of the transit operations will happen sometime in the next three years.

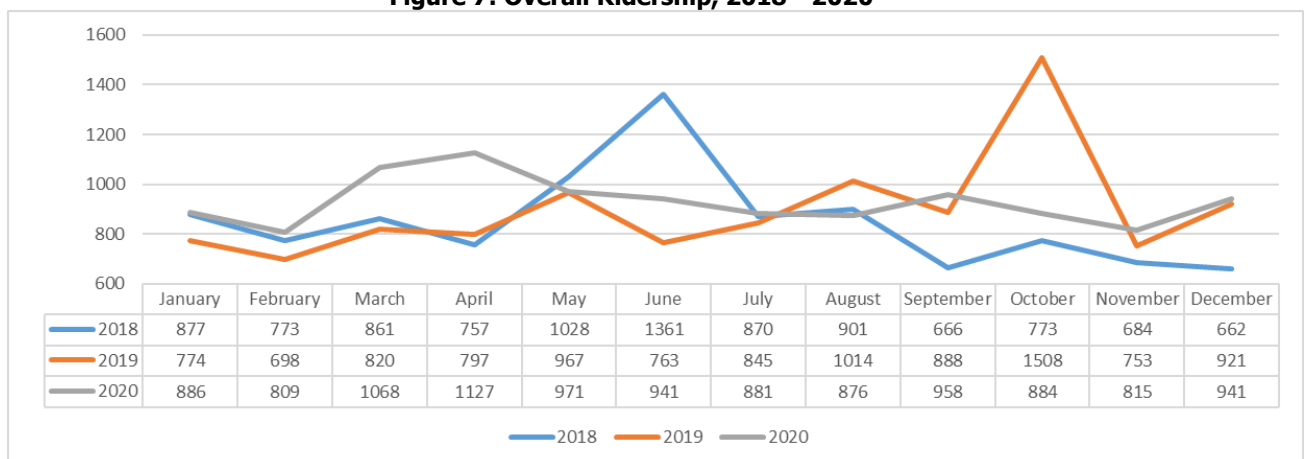
### Funding

The service is currently funded through a mix of Archuleta County general fund dollars and the Federal Transit Administration (FTA) Section 5311 Formula for Rural Areas grant program. The grant dollars are utilized to help offset the operating and administrative costs of the system. The operating costs for 2019 were \$146,867 and administrative costs were \$82,693. Archuleta County was awarded \$93,440 from the FTA 5311 program and the remaining \$190,120 was funded through the County's General Fund, fare revenue, and contributions and donations (primarily from the San Juan Area Agency on Aging). Further discussion on existing and potential funding programs is included in Chapter VII.

### Service by Type

The MET system operates multiple types of service in the County and has seen steady increases in ridership over the last few years. The current hours of the system are 7am to 4pm, Monday through Friday. No service is operated on New Year's, Memorial, Independence, Labor, Thanksgiving, or Christmas days. Overall ridership is shown in **Figure 7** and has remained relatively consistent over the last three years. The system is looking to expand its service offerings in the upcoming years to include Friday night and Saturday service, as well as the intercity route connecting Pagosa Springs with Bayfield and Durango that is being researched as part of this study. Below are descriptions of the different services MET currently operates and discussion regarding ridership trends.

**Figure 7: Overall Ridership, 2018 - 2020**

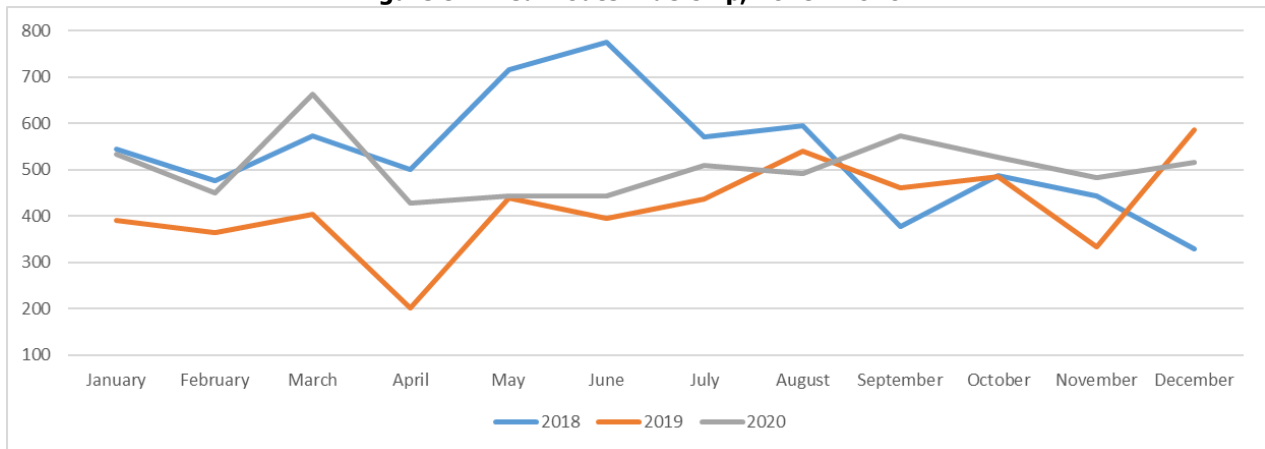


Source: Ridership counts provided by MET staff ridership files

### Fixed Route

This service operates one route from 7am to 4pm, Monday through Friday, and services existing signed stops. The schedule and route map are included in **Appendix B**. This route is operated using one vehicle throughout the day. This route connects all of the County's attainable housing projects as well as the commercial corridors in uptown and downtown Pagosa Springs. Ridership for this service has remained fairly steady over the last three years, as seen in **Figure 8**, and remained the strongest during the COVID-19 pandemic.

**Figure 8: Fixed-Route Ridership, 2018 - 2020**

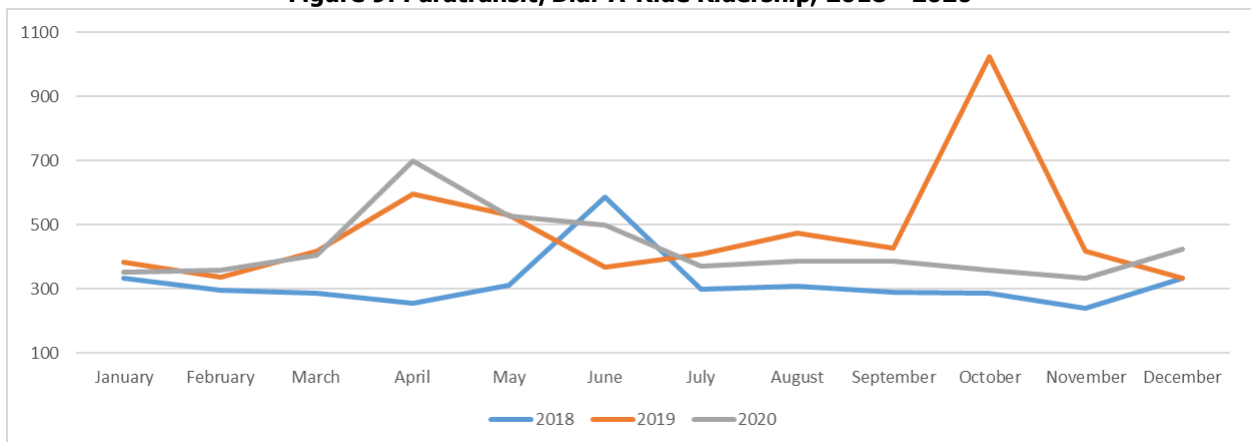


Source: Ridership counts provided by MET staff ridership files

**Paratransit/Dial-a-Ride**

This service is available 7am to 4pm Monday through Friday and is a door-to-door service available with 24-hours advance reservations. MET will pick-up riders within 3/4-mile radius of its fixed-route, as required by ADA regulations. This route is operated using one vehicle. Paratransit service is available to seniors who qualify and are eligible under the Americans with Disabilities Act (ADA). The fare for paratransit service is \$4.00 per ride. Dial-a-Ride service is available to the general public and the fare charged for this service is \$8.00 per ride. Ridership decreased by approximately 11% between 2019 and 2020, as shown in **Figure 9**. This was not unusual for most systems across the country for the 2020 year.

**Figure 9: Paratransit/Dial-A-Ride Ridership, 2018 - 2020**



Source: Ridership counts provided by MET staff ridership files

### *Regional Routes*

MET service connects the communities of Arboles and Chromo to Pagosa Springs four times a month. Service from Arboles is operated every other Tuesday and picks up at the Tara Center. Service from Chromo is every other Thursday and picks up at the Chromo Store. For each route, the departure time heading towards Pagosa is 10am with a return trip at 2pm. This service has only very recently begun, so there is no comparative data to previous years, however, during the first quarter of the year six trips were provided on the Arboles service and six trips were provided on the Chromo service.

### *Other Services*

Recently, MET has also started working with the Food Coalition to provide food deliveries to the food pantries in Aspen Springs and Lower Blanco. This service provides access to food and other resources that are essential, particularly to low-income and elderly populations on a fixed income. There were no performance measures available at the time of this writing as there are no passengers riding the bus between the Food Coalition pick-up location and the food pantries in Aspen Springs and Lower Blanco.

Friday Night and Weekend Service is provided on a year-round basis. These new services will operate 5pm to 8pm on Fridays and 10am to 8pm on Saturdays.

As described in the American Public Transit Association's (APTA) "Impacts of the COVID-19 Pandemic on Public Transit Funding Needs in the US" report, transit ridership fell nationally by 79% and have returned to approximately 65% of pre-pandemic levels. While Mountain Express Transit experienced a significant decrease in its paratransit/dial-a-ride service, it did experience an increase in its fixed-route ridership. Overall, ridership increased by 3.8% for the total system in 2020. This data tells us that while Archuleta County and Pagosa Springs were impacted by the pandemic, the system provided an essential connection for riders to access their community for grocery/food, employment, and medical activities.

### *Peer Comparison*

A peer comparison was done between MET and two other similarly sized systems in Colorado, the City of Cripple Creek and the City of La Junta. Both systems service comparatively similar population sizes, operate local fixed route service in their jurisdictions, and serve other parts of their counties on a limited basis. Performance information on the three systems is provided in **Table 5**. Information was gathered from the National Transit Database (NTD) and compares the systems between the years of 2018 and 2019. Data for 2020 has not yet been finalized for this database. Service information for Cripple Creek and La Junta are provided in **Appendix C**.

**Table 5: Peer Performance Data**

2018	System	Population of Service Area (2019)	Ridership	Operating Expenses	Revenue Miles	Revenue Hours	Cost/ Rider	Cost/ Mile	Cost/ Hour
	Archuleta County - MET	2,064	10,213	\$ 204,550.00	61,093	4,353	\$ 20.03	\$ 3.35	\$ 46.99
	Cripple Creek	1,136	49,974	\$ 363,001.00	78,274	11,860	\$ 7.26	\$ 4.64	\$ 30.61
	La Junta	6,914	17,784	\$ 156,016.00	31,643	1,816	\$ 8.77	\$ 4.93	\$ 85.91
2019	System	Population of Service Area (2019)	Ridership	Operating Expenses	Revenue Miles	Revenue Hours	Cost/ Rider	Cost/ Mile	Cost/ Hour
	Archuleta County MET	2,057	10,748	\$ 229,560.00	65,373	4,779	\$ 21.36	\$ 3.51	\$ 48.04
	Cripple Creek	1,572	49,828	\$ 350,688.00	82,840	11,682	\$ 7.04	\$ 4.23	\$ 30.02
	La Junta	6,893	18,260	\$ 161,212.00	28,498	3,016	\$ 8.83	\$ 5.66	\$ 53.45

Sources: United States Census Bureau, National Transit Database

While peer systems were selected based on their general size and what services they offer, differences can be explained by a number of factors. For instance, in a typical year, Cripple Creek operates a trolley service along the city's main corridor, which is flanked by casinos, seven days a week between 7am to 1:30am (10:30pm in winter) and likely sees more visitor rides over shorter distances. The City of La Junta operates Monday through Friday 8:45am to 3:30pm on a fixed route and to areas outside of town upon request. This service does not operate on holidays observed by the city.

The data explains that MET is traveling further distances with fewer riders, although efficiencies in operations allow for lower-than-average cost per mile and cost per hour. When looking deeper into the data, NTD data shows an actual cost per passenger for the fixed-route service as \$13.69 (2018) and \$12.80 (2019), which would be more in-line with the MET rural fixed-route service operating at the current level.

### Conclusion

The overall conclusion to this chapter is that MET is operating at an expected range for a rural system of its age and size, although attracting more ridership is needed. When comparing to peer systems, the cost per mile and cost per hour tell us that the service is being operated appropriately for a system of the MET's size. It should be noted that the NTD data in this chapter does not include information for MET regarding the ridership or costs related to the newly implemented Arboles and Chromo routes. Discussions with MET staff have led the project team to understand that the success of these routes to this point should bring down the system's cost per rider.



## VI. Capital Assessment

This chapter assesses the state and condition of existing capital of the system, including facilities and vehicles, as well as potential future needs as they pertain to the new service being studied in this report. Maintenance records were reviewed as part of this process and the chapter concludes with feedback and recommendations.

### Existing Capital & Conditions

#### Facilities and Maintenance

Presently, MET is operated from the Stevens Field Airport with all vehicles parked in an open area that is next to the offices used to carry out the administrative functions of MET.

Vehicle maintenance operations are conducted at the County's Public Works maintenance facility at 777 Co Rd 600, Pagosa Springs, CO 81147 where all county vehicles are maintained. The facility has five service bays and offices for parts and administration. MET vehicle turnaround for vehicles is usually within one day.

**Figure 10: County Maintenance Facility**



Looking at prior year MET maintenance costs, they are high relative to industry standards, while the county also includes a 27% markup on all charges. Given the high costs, the current maintenance situation may not be optimal for MET.

Looking toward the future, MET management has secured a \$1.9 million grant to build a bus terminal and administration offices to be located at the Harman Park county complex, which also supports local administrative, judicial and jail functions. The new facility, set to be located on approximately 2.5 acres, will provide enough space for MET to grow into new services and directions for years to come. Preliminarily scheduled for completion in April of 2022, the new facility will provide MET with the operational and logistical foundation for expanding into new services, while also housing the charging stations and other support equipment that will be required for the new route.

#### Vehicles

MET currently operates four vehicles that it uses in the provision of daily fixed route and paratransit operations. The vehicles, all of which were purchased using FTA 5310 and/or 5311 senior/disabled and rural general public funding, are owned by Archuleta County and three were listed as being in excellent shape in 2018, the last time vehicle conditions were evaluated.

Two of the vehicles (244, 249) are larger body-on-chassis vehicles that can accommodate 15 to 16 passengers, one (245) is a van and the other (247) is a minivan. All of the vehicles are ADA accessible with either a lift or a ramp.

**Figure 11: MET Vehicles**



Based on the low reported mileages on three of the vehicles, replacement of these should be staggered beginning with the highest mileage vehicle first. The mileage on the newer vehicles remains very low, so the replacement schedule for those vehicles begins in 2023, with one replacement every two years thereafter. The oldest vehicle, 249, is well past its useful life in age and mileage and was listed in marginal condition in 2018. This vehicle should be replaced this

year, with the new/replacement vehicle utilized primarily for the proposed project.

Table 6 summarizes the fleet and its current condition and expected replacement years and cost. Replacement costs are based on electric vehicle anticipated costs, and cost for gas-powered vehicles could be much lower.

**Table 6: Existing MET Vehicle Roster**

Fleet ID	Manufacturer	Revenue Vehicle Type	Year Built or Manufactured	Seating Capacity	Fuel Type	ADA Accessibility	Estimated Overall Condition (2018)	Current Mileage	Estimated Replacement Cost	Replacement Year
244	(Supreme Corporation)	Cutaway (CU)	2017	15	Gasoline	Lift-equipped	5 - EXCELLENT	36,527	\$192,500	2023
245	FRD - Ford Motor Corporation	Van (VN)	2017	9	Gasoline	Lift-equipped	5 - EXCELLENT	11,698	\$200,200	2025
247	FRD - Ford Motor Corporation	Minivan (MV)	2016	4	Gasoline	Ramp/low floor	5 - EXCELLENT	6,766	\$208,208	2027
249	(Supreme Corporation)	Cutaway (CU)	2005	16	Gasoline	Lift-equipped	2 - MARGINAL	142,253	\$175,000	2021

Please note that replacement costs are based on electric vehicles designed for up to 18 passengers. Actual costs will vary based on the size, power, manufacturer, and other factors that may be important to the community during the procurement process.

### Project Capital Requirements

The near-term replacement of vehicle 249 and the new services being operated to Arboles and Chromo, establish that MET will need to acquire at least two more vehicles. Though not required for this project to succeed, the impending construction of a facility that is geared toward long-range expansion and the replacement of obsolete vehicle 249 are both events that are occurring organically as the system grows, so the capital timing for the project appears to be excellent.

## Vehicle Requirements

The proposed route to Durango will require one vehicle to operate the initial route and possibly a second vehicle if higher frequencies of service are desired. The initial feasibility for the operation of one bus on the route includes a dedicated electric vehicle for the Durango route. Future vehicle purchases outlined in the five-year capital plan are based on replacing the existing vehicle fleet over time, based on federal guidelines for vehicle replacement and anticipated actual condition.

**Figure 12: Sample Transit EV**



A stakeholder meeting conducted in Pagosa Springs on March 9, 2021 indicated a strong local appetite for the utilization of electric vehicles in support of the project. Current electric vehicle effective ranges are approaching 300 miles depending on the make and type of vehicle, while costs are on the decline as technology advances. Though electric transit vehicles are still priced higher than conventional gas or diesel vehicles, the environmental and cost benefits together with the potential of expansion of funding options (capital and operating pilot programs) may offset the initial investment over the life of the

vehicles. On average, electric vehicles last approximately 12 years, though batteries may need to be replaced at some point. However, total maintenance costs are generally lower over the life of the vehicle as there are fewer moving parts.

## Charging Stations and Equipment

There are three types of Electric Vehicle (EV) charging speeds, also known as charging levels: Level 1, Level 2, and Level 3/DC Fast Charging. Level 1 refers to the electricity provided by a standard 110V AC wall outlet. A standard EV automobile purchase will include an EV charger that plugs into a 110V outlet. Level 2 charging (240V) adds about 25 miles of Range Per Hour (RPH), while Level 1 charging only adds about 4 miles of Range Per Hour. Because it takes nearly a full day to charge an EV, Level 1 is too slow to use in commercial applications. Level 3 Charging, most commonly known as “DC Fast Charging”, is available in a much higher voltage and can charge some plug-in electric vehicles with as high as 800 volts. This allows for very rapid charging. Level 3 EVSE (DC fast charger) is designed for fast charging at commercial locations. Level 3 systems require a 440-volt DC power supply and aren't an option for home use. In order to efficiently charge and operate the electric vehicle recommended for the project, a Level 3 charging station will be needed at a minimum. Using a DC fast charger allows for rapid recharging that adds 50 to 170 miles of range in 30 minutes (depending on the power output of the station and vehicle capacity).<sup>1</sup> The project team recommends an initial

---

<sup>1</sup> UCSUSA.org

purchase of two charging stations to account for the possibility of system/route expansion and station failure.

The cost of a single port EVSE unit ranges from \$300-\$1,500 for Level 1, \$400-\$6,500 for Level 2, and \$10,000-\$40,000 for DC fast charging. Installation costs vary greatly from site to site with a ballpark cost range of \$0-\$3,000 for Level 1, \$600- \$12,700 for Level 2, and \$4,000-\$51,000 for DC fast charging.<sup>2</sup>

### Five-Year Capital Requirements

The new facility is expected to be completed in April of 2022, which falls in line with the proposed project. The vehicles shown are expansion of the fleet beginning in 2021. These vehicles may also replace older vehicles in the fleet while waiting for vehicles or funds, as they become available.

The project requires the purchase of two Level 3 charging stations initially, another charging station in 2025, and a fourth in 2027. **Table 7** highlights the annual capital requirements and funding options of MET and the proposed project for the next five years.

**Table 7: Five-Year Capital Requirements**

YEAR	CAPITAL NEED	COST	FTA	LOCAL
2021	Electric Vehicle	\$175,000	\$140,000	\$35,000
	Electric Charging Port (2)	\$60,000	\$48,000	\$12,000
2022	Bus Operations and Storage Facility	\$1,900,000	\$1,520,000	\$380,000
2023	Electric Vehicle	\$192,500	\$154,000	\$38,500
	Electric Charging Port (1)	\$33,000	\$26,400	\$6,600
2025	Electric Vehicle	\$200,200	\$160,160	\$40,040
2027	Electric Vehicle (2)	\$416,416	\$333,133	\$83,283
	Electric Charging Port (1)	\$34,320	\$27,456	\$6,864
<b>TOTAL</b>		<b>\$3,011,436</b>	<b>\$2,409,149</b>	<b>\$602,287</b>

<sup>2</sup> Energy.gov

The project team anticipates total MET capital outlay of just over \$3 million through 2027, with over \$600,000 coming from local match or other state or local sources. The table shows a basic FTA/local match mix of 80% federal to 20% local as this is the most common scenario. Actual local contributions could vary greatly depending on the type of funding or pilot programs that are funded.

Nearly two thirds of the anticipated capital funding requirements are attached to the new bus operations and storage facility. Nearly \$1 million in vehicle purchases is anticipated, though that number could be reduced by nearly 50% if electric vehicles are not approved for service.

Currently electric transit vehicles cost about twice as much as comparable gas-powered vehicles, though the costs have been declining rapidly as battery technology and charging capacity improve. We are anticipating an initial cost of \$175,000 for a 12-18 passenger electric shuttle bus with a 250 to 300-mile range. In the table the cost is increased by 10% in 2023 and then by 4% in each subsequent calculation.

The capital plan includes four Level 3 charging stations over a 6-year period. The cost per unit is initially estimated at \$30,000 with subsequent purchases adjusted for cost increases by 4%.

### Capital Funding Sources

There are several federal and state funding sources available to assist MET in meeting the financial requirements to procure the necessary capital to support the project and maintain and expand existing services in the future.

Potential FTA funding sources are shown in **Table 8**. Please note that this is the most current information from the FTA website and that actual funding sources, programs, and estimated amounts available remain undetermined through political transition. It is reasonable to assume that the current administration will continue to fund the majority of FTA formula and affiliated programs at prior levels.

**Table 8: FTA Funding Sources through 2020**

<a href="#"><u>Accelerating Innovative Mobility</u></a>	<p>Accelerating Innovative Mobility (AIM) will highlight FTA’s commitment to support and advance innovation in the transit industry.</p>	<p>Competitive</p>
<a href="#"><u>Access and Mobility Partnership Grants</u></a>	<p>This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.</p>	<p>Competitive</p>
<a href="#"><u>Mobility for All Pilot Program Grants</u></a>	<p>This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.</p>	<p>Competitive</p>
<a href="#"><u>Mobility on Demand (MOD) Sandbox Demonstration Program - 5312</u></a>	<p>Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.</p>	<p>Competitive</p>
<a href="#"><u>Low or No Emission Vehicle Program - 5339(c)</u></a>	<p>Provides funding through a competitive process to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation’s transit fleet.</p>	<p>Competitive</p>
<a href="#"><u>Public Transportation Innovation - 5312</u></a>	<p>Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.</p>	<p>Competitive</p>
<a href="#"><u>Zero Emission Research Opportunity (ZERO)</u></a>	<p>On November 22, 2016, FTA announced the opportunity for nonprofit organizations to apply for funding to conduct research, demonstrations, testing, and evaluation of zero emission and related technology for public transportation applications.</p>	<p>Competitive</p>

## Recommendations

The acquisition of another vehicle and transitioning the fleet from diesel-powered to electric vehicles are the main recommendations for the system as it continues to move forward and grow. Other recommendations include:

- Consider growth and EV infrastructure in decisions pertaining to the development of the new bus operations and storage facility. The planning should consider a variety of vehicle lengths and dimensions as well as equipment and charging station placement.
- Replace obsolete vehicle with electric vehicle (EV). Since Vehicle 249 is scheduled for replacement and there are pilot and other funding programs available for EV programs, it would be logical to pursue this direction.
- Purchase two Level 3 charging stations (two more by 2027). Assuming the project is implemented, and an EV is purchased, the purchase of at least one station is necessary and two optimal.
- Take vehicle maintenance “in-house” by outsourcing the maintenance function through a competitive bid process. Develop solid maintenance relationships that include a proactive approach (training) to electric vehicle maintenance. MET management would better be able to control costs, timing, and quality of work if it assumes direct control of the maintenance operation. The current operation places MET at a low relative priority, allows for little flexibility in scheduling PMs and other service, and is costly.
- Replace all vehicles with EVs moving forward. With gasoline and diesel-powered vehicles scheduled for minor and decreasing market share by 2030, it will be important for rural transit providers to get ahead of the curve and reap the environmental and economic benefits of operating EV’s.

## VII. Resources & Support

This section will identify the sources of revenue used to support MET operating and administrative functions and recommend other resources that can be utilized by the system to garner support and funding for this regional service. We will also discuss the funding received in the unique year of 2020, both through the Coronavirus Aid, Relief, and Economic Security (CARES) Act as well as the Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act.

Marketing and other community outreach will also be discussed. It is important to understand community partnerships and outreach opportunities as this helps build support for not only the MET system’s existing service, but also expanded or newer service.



## Existing Funding Revenue

**County General Funds** are the primary funds used to cover operating, administrative, and capital expenses for the MET system. These local dollars are typically used as matching funds for state and federal grants that are awarded to MET.

**Farebox Revenue** is collected from riders on the MET system that help to support operating, administrative, and capital expenses for the system. Currently farebox revenues cover approximately 4% of annual system expenses.

**Contributions & Donations** are accepted in part from the Town of Pagosa Springs and the San Juan Area Agency on Aging. These contributions assist MET in providing service in Pagosa Springs as well as senior transportation and meal delivery to the senior center and food pantries around the County. These funds typically cover around 5% of annual system expenses.

**Grant assistance** is provided to Archuleta County to help offset operating and administrative costs through the FTA 5311 grant program. This program provides capital, planning, and operating/administrative assistance to states to support public transportation in rural areas with populations less than 50,000. The matching dollars required for operating costs is set at a 50/50 ratio, while an 80/20 split is required for administrative costs (80% of costs being covered by the grant and 20% by local dollars). The Colorado Department of Transportation (CDOT) oversees the awarding of these dollars to rural systems and uses a formula that awards a certain percent of a system's total operating/administrative expenses in grant dollars based on the size and location of the system. Archuleta County received \$93,440 in operating and administrative assistance for MET for the 2020 service year and \$93,440 for 2021.

**2020 CARES Funding** was the federal government's Coronavirus Aid, Relief, and Economic Security Act grant program that provided funding to transit operators to help offset burdens to transit operators in response to the COVID-19 pandemic. These dollars were eligible to cover costs related to operating and administration. No local match was required for this grant, meaning 100% of costs incurred were 100% reimbursable through the program. Archuleta County was awarded \$61,363 for the MET system from this program in 2020.

**2021 CRRSAA Funding** is the federal government's Coronavirus Response and Relief Supplemental Appropriations Act that was a follow-up program to the CARES. This is the most recent disbursement of grant funding related to the COVID-19 pandemic. The details of this grant program are identical to the CARES program and are currently being utilized to support transit operating and administrative costs. Archuleta County received \$132,958 in funding from this program.

## Potential Funding Revenue

**FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities** grant program exists to improve the mobility for seniors and individuals with disabilities by removing barriers to



transportation service and expanding transportation mobility options. These dollars can be quite competitive, so ample data showing that the service is focused and directly benefitting the senior and disabled populations would be needed. While this grant program may not be appropriate for the intercity service studied in this report, it may be useful for other aspects of the MET system.

**5311(f) Intercity Bus Program** supports the connection between rural areas and service centers where riders can connect to regional or national intercity bus service. These dollars can be used for planning and marketing activities, construction of intercity bus shelters, intercity operating costs, and/or the purchase of vehicles or vehicle related equipment (such as wheelchair lifts) for use in intercity services. This grant seems the most appropriate in which to seek operating assistance for the US 160 connection between Pagosa Springs and Durango. This new service would not only provide connections to the SoCoCAA Road Runner program and Durango Transit, but to CDOT's intercity bus service Bustang. The service would provide a connection for Archuleta County to the greater statewide intercity bus network, greatly improving local access to all areas of the state. This benefit alone makes the project eligible for 5311(f) grant dollars. Further discussions with CDOT would provide insight to understand how the State distributes this funding through this program.

**Farebox Revenue** is currently collected on other services, so it is an obvious source of revenue to support costs for the proposed intercity service. Bustang currently charges a fare that is approximately \$0.17/mile. The study corridor is approximately 62 miles long, which would result in a fare of \$10.54. It would be suggested to round the fare down to \$10 (~\$0.16/miles) or up to \$11 (~\$0.18/mile) so riders and drivers do not need to handle coin change.

**Fare Share** partnership agreements would be appropriate to explore as they make connections easier and more attractive to dependent and choice riders. This arrangement would allow riders to purchase a one-way ticket on one system that would also allow the rider to transfer between one or more systems without being required to purchase a new ticket. Contracts would be drafted between each system the MET would connect with.

**Marketing & Outreach** opportunities should be taken advantage of to maximize exposure for the service. While these efforts can be developed and coordinated by MET staff, partner agencies and stakeholders can help with distributing marketing collateral. While this is not a direct revenue source, help from these partners can help stretch the County's marketing budget for the service. Efforts should be taken to partner with as many agencies and stakeholders as possible.

## Conclusion

While MET staff is currently taking advantage of existing grant opportunities and farebox revenue, the proposed service opens new opportunities for direct grant support and in-kind

revenue. Coordinating with state officials and regional partners would help Archuleta County stretch its transit dollars and expand mobility connections.

## VIII. Service Alternatives

This chapter presents two ways in which service can be provided along the US 160 corridor connecting Pagosa Springs, Bayfield, and Durango. The data from previous chapters along with discussions with MET staff and local stakeholders helped to guide these proposed alternatives. Demand was determined to be approximately 3,198 riders annually, as seen in **Table 9**. As seen in the table, this number was determined by extrapolating US Census Bureau data for transit-dependent populations along the corridor. After speaking with MET staff and regional stakeholders, the general consensus was that any number of trips throughout the day would provide a useful and needed connection at a reasonable fare. Three different options were proposed for each alternative. A recommended alternative is presented at the end of the conclusion of the chapter.

**Table 9: Transit Demand Table**

County	Census Tract	POPULATION									
		Total	Seniors (65+)			Disability			Low-Income		
			Total	Factor*	Projected Trips	Disability	Factor*	Projected Trips	Low-Income	Factor*	Projected Trips
Archuleta	9743	3,547	922	0.18	166	567	0.10	57	269	0.09	23
	9742	5,768	1469	0.18	264	777	0.10	78	235	0.09	20
	9744	2,640	587	0.18	106	336	0.10	34	551	0.09	47
	9404	1,298	406	0.18	73	247	0.10	25	98	0.09	8
La Plata	9707.01	4,995	830	0.18	149	395	0.10	40	221	0.09	19
	9711	4,214	536	0.18	96	247	0.10	25	587	0.09	50
	9710	3,297	378	0.18	68	236	0.10	24	217	0.09	19
	9708	7,187	751	0.18	135	423	0.10	42	511	0.09	44
	9403	6,378	967	0.18	174	616	0.10	62	930	0.09	80
	9706	9,621	1686	0.18	303	1141	0.10	114	533	0.09	46
	9709	4,055	679	0.18	122	336	0.10	34	261	0.09	22
	9404	5,868	1129	0.18	203	659	0.10	66	509	0.09	44
	9707.03	6,047	1148	0.18	207	505	0.10	51	683	0.09	59
	<b>TOTAL</b>	64,915	11,488			6,485			649	5,605	
<b>Projected Annual Trips</b>					2,068			649			482
<b>Projected Daily Trips</b>					8			3			2

Schedules were focused on meeting local demand for access to services, medical trips, and the Colorado intercity bus network, Bustang. Implementation strategies for the preferred alternative are presented in the final chapter of this memo. Any of these alternatives can be expanded upon when demand and budget allow.

### Alternative 1

The budgets for the three options that were explored are shown in **Table 10**. Potential revenue was subtracted from the operating costs to show the County's estimated cost burden. This does not include potential grant coverage (that could cover up to 80% of the remaining costs). Potential revenue was projected utilizing a fare of \$.18 per mile, 61 miles between Durango and Pagosa, which would see a full rate trip of \$11 per trip. With service available 5 days a week, ridership estimated at 3,198, this could potentially bring in \$35,172 in revenue. At three

days a week, ridership would be estimated at 1,919 with potential revenue at \$21,103. Operating twice a week would estimate ridership around 640 riders annually bringing in an expected revenue of \$7,034.

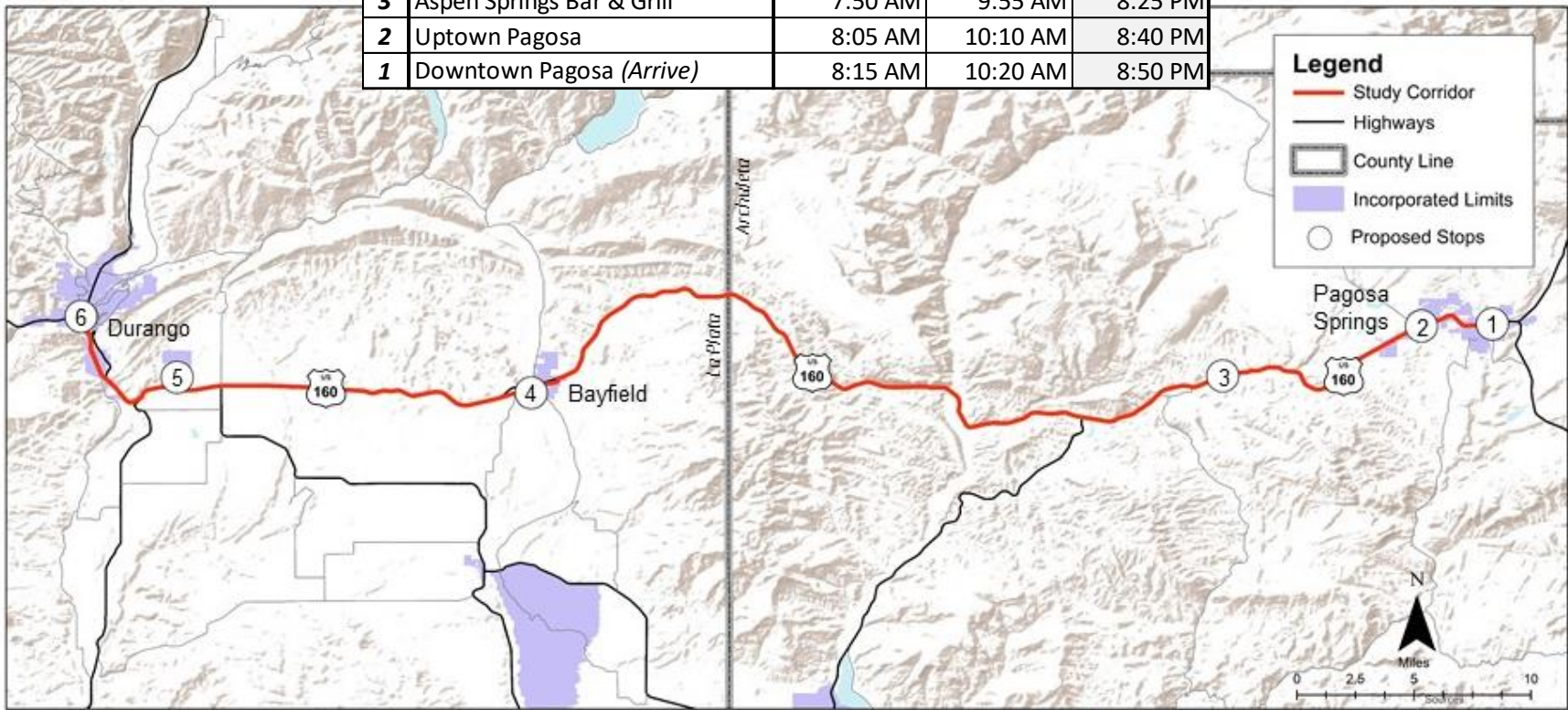
**Table 10: Alternative 1 Estimated Costs and Revenues**

Alternative 1 Estimated Costs & Revenues	
<b>5 Days/week</b>	<b>\$128,310.00</b>
Estimated Revenue	\$35,171.60
Net Cost	\$93,138.40
<b>3 Days/Week</b>	<b>\$76,986.00</b>
Estimated Revenue	\$21,102.96
Net Cost	\$55,883.04
<b>2 Days/Week</b>	<b>\$51,324.00</b>
Estimated Revenue	\$7,034.32
Net Cost	\$44,289.68

Depending on the selected option in this alternative, there are a few drawbacks and benefits. Less frequent service is not as costly to operate, but could deter riders due to perceived uncertainty of the schedule. Higher frequency service is perceived as more reliable and may attract more riders, however, increased service comes with a higher cost. The route and proposed schedule for this alternative are shown in **Figure 13**.

**Figure 13: Alternative 1 Route, Stops, Schedule**

#	Stop	Run 1	Run 2	Run 4
1	Downtown Pagosa ( <i>Depart</i> )	4:55 AM	7:00 AM	5:30 PM
2	Uptown Pagosa	5:05 AM	7:10 AM	5:40 PM
3	Aspen Springs Bar & Grill	5:20 AM	7:25 AM	5:55 PM
4	Bayfield Town Hall	5:55 AM	8:00 AM	6:30 PM
5	Mercy Hospital	6:15 AM	8:20 AM	6:50 PM
6	Durango Transit Center ( <i>Arrive</i> )	6:30 AM	8:35 AM	7:05 PM
6	Durango Transit Center ( <i>Depart</i> )	6:40 AM	8:45 AM	7:15 PM
5	Mercy Hospital	6:55 AM	9:00 AM	7:30 PM
4	Bayfield Town Hall	7:15 AM	9:20 AM	7:50 PM
3	Aspen Springs Bar & Grill	7:50 AM	9:55 AM	8:25 PM
2	Uptown Pagosa	8:05 AM	10:10 AM	8:40 PM
1	Downtown Pagosa ( <i>Arrive</i> )	8:15 AM	10:20 AM	8:50 PM



## Alternative 2

The routing for this alternative is largely the same as alternative 1. However, the bus would then continue from the Durango Transit Center to the Durango-La Plata County Airport for access to passenger airline service, as seen in in **Figure 14**. Estimated costs and revenues for the different frequency options are shown in **Table 11**. Ridership and revenues were calculated similarly as Alternative 1. With service available 5 days a week, annual ridership is estimated at 5,018, this would potentially bring in \$42,452 in revenue. At three days a week, ridership is estimated at 3,010 with potential revenue contributions of \$33,113. Operating twice a week would estimate ridership around 1,003 riders annually and potentially bring in revenue of \$11,037.

**Table 11: Alternative 2 Estimated Costs & Revenues**

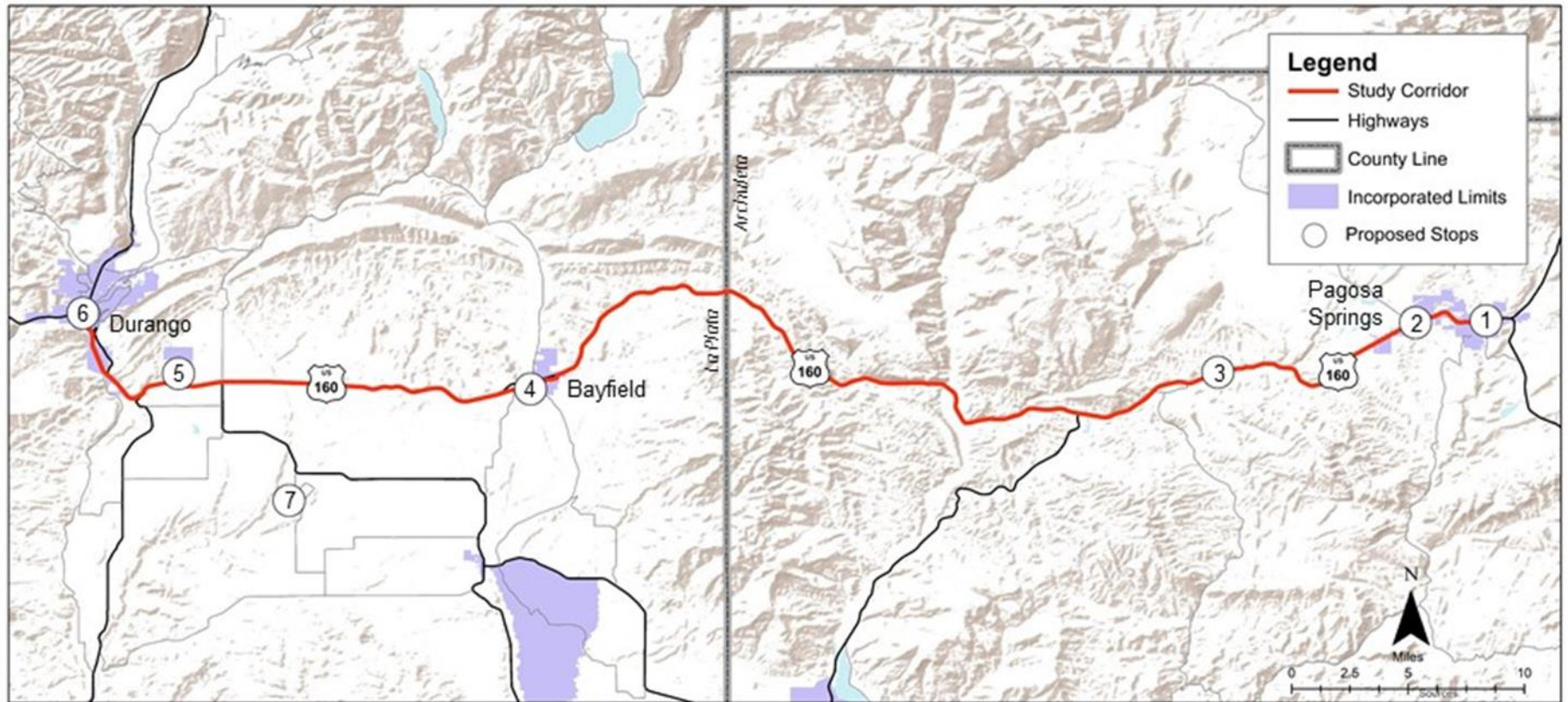
Alternative 2 Estimated Costs & Revenues	
<b>5 Days/week</b>	\$146,640.00
Estimated Revenue	\$42,451.60
Net Cost	\$104,188.40
<b>3 Days/Week</b>	\$87,984.00
Estimated Revenue	\$33,112.78
Net Cost	\$54,871.22
<b>2 Days/Week</b>	\$58,656.00
Estimated Revenue	\$11,037.59
Net Cost	\$47,618.41

The additional ridership for the airport leg was estimated by assuming that each vehicle would average 50% capacity, or 7 riders, over the course of a 260-day service year. This resulted in estimated annual ridership at approximately 1,820 riders. Suggested fare between the Durango Transit Center and the airport was set at \$.25 a mile that would be equal to \$4.00 for one-way fare. The proposed schedule for this alternative is shown in **Table 12**.

**Table 12: Alternative 2 Proposed Schedule**

#	Stop	Run 1	Run 2	Run 4
1	Downtown Pagosa ( <i>Depart</i> )	4:55 AM	7:00 AM	5:30 PM
2	Uptown Pagosa	5:05 AM	7:10 AM	5:40 PM
3	Aspen Springs Bar & Grill	5:20 AM	7:25 AM	5:55 PM
4	Bayfield Town Hall	5:55 AM	8:00 AM	6:30 PM
5	Mercy Hospital	6:15 AM	8:20 AM	6:50 PM
6	Durango Transit Center ( <i>Arrive</i> )	6:30 AM	8:35 AM	7:05 PM
6	Durango Transit Center ( <i>Depart</i> )	6:40 AM	8:45 AM	7:15 PM
7	Durango La-Plata County Airport	7:02 AM	9:07 AM	7:37 PM
6	Durango Transit Center	7:24 AM	9:29 AM	7:59 PM
5	Mercy Hospital	7:39 AM	9:00 AM	8:14 PM
4	Bayfield Town Hall	7:59 AM	9:20 AM	8:34 PM
3	Aspen Springs Bar & Grill	8:34 AM	9:55 AM	9:09 PM
2	Uptown Pagosa	8:49 AM	10:10 AM	9:24 PM
1	Downtown Pagosa	8:59 AM	10:20 AM	9:34 PM

Figure 14: Routes & Stops, Alternative 2



### Recommended Alternative

While providing service to Durango and continuing to the airport should be the long-term goal, the project team recommends Alternative 1, operating 3 days a week, as a near-term goal. As the first run of the day is quite early it is uncertain how many riders would need to access Durango, other than to connect with the Bustang service to Grand Junction, it would also be recommended that the first run of the day is operated on a reservation-only basis, requiring riders to provide no less than 24-hour notice to MET. Should Archuleta County prefer to operate Alternative 2 to take advantage of the connection to the airport, the project team would recommend operating 5 days a week to build rider confidence through higher frequency service.

## IX. Implementation Strategies

Below are implementation strategies that have been developed through discussions with MET staff and stakeholders. Each strategy identifies a timeline, funding opportunities, benefits of partnerships, and how to inform the public about the new service.

### Implementation Strategy A

This service would be operated 3 times a week, utilizing Alternative 1 as a pilot program. Funding could potentially be secured by applying for 5311(f) grant dollars to operate the service 3 times a week. Coordination with CDOT and Bustang staff prior to the grant submission, would strengthen the application. Collecting letters of support from local agencies and businesses would also strengthen the application, particularly from those organizations that would directly benefit their missions and clients. It is recommended that service on this connection is not started until at least one additional vehicle has been procured, so as to not pull away resources from other services currently operated by MET. **Table 13** highlights the tasks required and suggested timeline to fully implement the recommended alternative.

**Table 13: Implementation Timeline**

Action Item	Cost	Completion
Research and apply for all available funding	Staff	6/30/2021
Procure Electric Vehicle	\$175,000	9/30/2021
Procure EV charging stations	\$60,000	10/31/2021
Develop final timing of routes, logistics	Staff	10/31/2021
Finalise HR requirements - staffing, training	Staff	10/31/2021
Implement Chosen Alternative	Staff	12/1/2021
Finalize bus terminal & Administrative offices	\$1,900,000	4/30/2022

As there is already an additional vehicle in the process of being procured, and assuming CDOT funded this pilot project, this service could be implemented as early as Fall/Winter 2021.

## Implementation Strategy B

This service would be operated 5 times a week utilizing Alternative 1, as a pilot program. A mix of existing CRRSAA funding could be supplemented by potential 5311(f) grant dollars to operate the service 5 times a week to understand full ridership potential. It is recommended service on this connection is not started until at least two additional vehicles have been procured.

Assuming the most recent grant application submitted for the procurement of two electric transit buses is successful, service could be started by mid-to-late 2022, depending on the procurement schedule. While this service does have a longer timeline to implement, it would provide increased exposure for the system and has a higher potential to attract choice riders that may choose the service due to its higher operating frequency.

## Additional Considerations

Developing partnerships with Durango Transit and Bustang to create a “fare share” program would create ease-of-access for riders to move between the different services. Durango Transit has already expressed interest in exploring this partnership and understands the value of the connection between the two communities. This would create an attractive option for riders as they would only be required to pay one fare. The “fare share” agreement should include details on how fares are tracked and recorded as well as how revenues are split between agencies.

It was also noted during stakeholder meetings from Durango Transit that their facility was built with the intention of being a shared facility for regional operations. This would provide a substantial benefit to the future of the service, particularly as electric vehicles are procured for operating on the route, as this would provide another space for recharging vehicles and handling any minor mechanical care. Creating and executing an agreement that would allow MET to have storage and maintenance space at the Durango Fleet Maintenance Facility prior to service being established would be beneficial for both the vehicles and driver staff.

MET staff should coordinate with local stakeholders to promote the service and attract ridership. A marketing campaign may be coordinated by MET staff and can be carried out with assistance from stakeholders. It is recommended that a marketing budget of approximately \$10,000 to \$15,000 annually be developed to inform the public about the new service.

Marketing should include, at a minimum, a posted schedule and map on the MET website accompanied by campaigns for the service on partner stakeholder websites (Durango Transit, Mercy Regional Medical Center, Chambers of Commerce, etc.). Printed materials distributed to local businesses (posters or brochures), newspaper advertisements, regular social media posts, and telecommunication outreach, such as radio, are effective methods to help inform the public about the new service and improve its vitality as a service.



## **APPENDIX A: LIST OF PREVIOUS STUDIES**

### Appendix A: List of Previous Studies

## **APPENDIX A: LIST OF PREVIOUS STUDIES**

### **Peter Schauer Associates, Technical Assistance Memo - 2011**

This technical assistance memo provides a high-level overview of the Mountain Express Transit (MET) system and improvements on items related to improvements to the fixed-route service operated in Pagosa Springs. Suggestions are made related to fares for service that connects to Durango and potential funding sources.

### **Intercity and Regional Bus Network Plan – 2014**

This plan was developed as an update to a 2008 plan that assessed transit corridors throughout Colorado and acted as a guide for the development of the Bustang intercity bus service that is operated and managed by the Colorado Department of Transportation (CDOT). This plan identifies the US 160 corridor between Pagosa Springs and Durango a few times and even does some transit demand modeling which did identify some potential ridership for the area. The corridor was ranked for potential implementation for a “Phase III” rollout. As the corridor was ranked so low, implementation strategies were not identified in this study.

### **Southwest Transportation Planning Region Regional Coordinated Transit & Human Services Plan – 2014**

This study was completed to identify projects and strategies to identify projects and strategies to improve mobility in the region for those populations that rely on human service providers and public transit. This plan identified the Pagosa Springs – Durango connection as highly transit dependent and important for commuter and medical trips.

### **Regional Public Transit Feasibility Report – 2015**

This study was completed to help identify priorities for the Southwest Colorado Council of Governments (SWCCOG). An extensive review was done on previous studies to help guide priorities for the region. As the connection between Pagosa Springs was referred to in the 2008 Intercity and Regional Bus Network Plan but was ranked as very low at that time, this study did not wield useful information on implementation strategies for the corridor in this study. It does identify 5311 funding as a solid option for financing the service.

### **Four Corners Coordinated Transit Plan – 2018**

This study was completed for the Southwest Colorado Council of Governments (SWCCOG) and examined the existing services available in the Four Corners region and evaluated institutional resources available to develop a broader and more comprehensive network. Implementation strategies were developed to support and strengthen coordinated services to meet regional needs. Connections between

## **APPENDIX A: LIST OF PREVIOUS STUDIES**

Durango and Pagosa Springs were mentioned, however, details were not addressed specifically to implement or prioritize this service.

### **Pagosa Springs Forward – 2018**

This a comprehensive plan goals for the Town of Pagosa Springs and identifies community goals and specific actions for each theme. The plan is utilized to help guide development, set policy, and frame community conversations for the future. Although the local transit system is operated and managed through Archuleta County, the “Transportation and Mobility” chapter of this plan speaks strongly to Pagosa Springs thinking ‘beyond cars’ and strengthening routes that connect to the community to the broader region. Specifically “Goal T-3” speaks directly to the community investing in quality transit service that will move people within the Town and to neighboring jurisdictions and amenities. The plan describes how well the Town understands the importance of how transit will help improve the community as it grows.

### **Southwest Colorado Council of Governments (SWCCOG) Cortez to Durango Transit Service – 2019**

This plan was developed to evaluate the potential for regional fixed-route commuter service between the communities of Cortez and Durango. This study specifically examines the corridor connecting Cortez and Durango and only mentions Archuleta County for demographics purposes. The study outlines a potential schedule for the proposed service and mentions possible state funding opportunities.

### **2045 Southwest Regional Transportation Plan - 2020**

Intercity service operated along the US 160 corridor was identified as a potential project in this plan as being operated by the Colorado Dept of Transportation (CDOT) intercity bus service Outrider program. Costs and a general route were identified; however, no implementation strategies were identified. As the service would be operated by the state, it is assumed the service would be funded through a mix of FTA 5331(f) grant dollars and use fares for local match.

#### ***Corridor Profiles***

As part of this plan, a profile was completed on the stretch of US 160 between Bayfield and the Archuleta/Mineral Counties line. This profile identifies two intercity service projects between Pagosa Springs and Durango. Estimated projects costs are stated one intercity service that is NOT operated by Outrider and one that would be operated by Outrider. No strategies or implementation plans are identified to make this connection.

**APPENDIX B: CURRENT MET FIXED-ROUTE SCHEDULE & MAP**

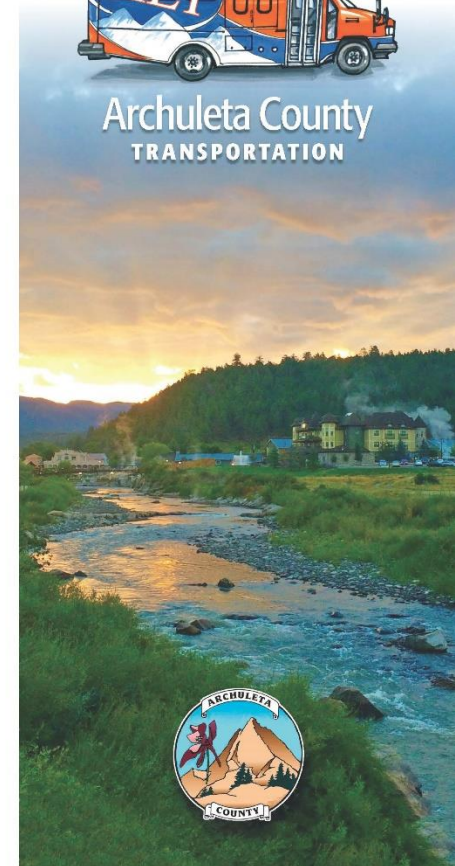
Appendix B: Current MET Fixed-Route Schedule & Map

## APPENDIX B: CURRENT MET FIXED-ROUTE SCHEDULE & MAP

MORNING ROUTES					AFTERNOON ROUTES					STOP #	BUS STOPS		
STOP #	ROUTE 1	ROUTE 2	ROUTE 3	ROUTE 4	ROUTE 5	STOP #	ROUTE 6	ROUTE 7	ROUTE 8			ROUTE 9	ROUTE 10
1	–	8:00	9:00	10:00	11:00	1	12:00	1:00	2:00	3:00	4:00	1	Rio Grande Savings & Loan
2	–	8:04	9:04	10:04	11:04	2	12:04	1:04	2:04	3:04	4:04	2	City Market Bus Stop
3	–	8:07	9:07	10:07	11:07	3	12:07	1:07	2:07	3:07	4:07	3	Navajo Trail Drive & Hopi Drive
4	7:11	8:11	9:11	10:11	11:11	4	12:11	1:11	2:11	3:11	4:11	4	Prospect Boulevard & Lyn Avenue
5	7:14	8:14	9:14	10:14	11:14	5	12:14	1:14	2:14	3:14	4:14	5	Bonanza Avenue & Vista Boulevard
6	7:17	8:17	9:17	10:17	11:17	6	12:17	1:17	2:17	3:17	4:17	6	Lakeview Estates
7	7:20	8:20	9:20	10:20	11:20	7	12:20	1:20	2:20	3:20	4:20	7	Pagosa Springs Medical Center
8	7:24	8:24	9:24	10:24	11:24	8	12:24	1:24	2:24	3:24	4:24	8	Walmart (eastbound)
9	7:25	8:25	9:25	10:25	11:25	9	12:25	1:25	2:25	3:25	4:25	9	Aspen Village/Cornerstone/Boulder Dr
10	7:27	8:27	9:27	10:27	11:27	10	12:27	1:27	2:27	3:27	4:27	10	Harman Park Drive (Wells Fargo)
11	7:31	8:31	9:31	10:31	11:31	11	12:31	1:31	2:31	3:31	4:31	11	Ruby Sisson Library
12	7:32	8:32	9:32	10:32	11:32	12	12:32	1:32	2:32	3:32	4:32	12	So. 8 <sup>th</sup> Street & Piedra Street
13	7:33	8:33	9:33	10:33	11:33	13	12:33	1:33	2:33	3:33	4:33	13	So. 8 <sup>th</sup> Street & Apache Street
14	7:35	8:35	9:35	10:35	11:35	14	12:35	1:35	2:35	3:35	4:35	14	Town Hall / Senior Center
15	7:36	8:36	9:36	10:36	11:36	15	12:36	1:36	2:36	3:36	4:36	15	Post Office
16	7:37	8:37	9:37	10:37	11:37	16	12:37	1:37	2:37	3:37	4:37	16	Hot Springs (east side of street)
17	7:39	8:39	9:39	10:39	11:39	17	12:39	1:39	2:39	3:39	4:39	17	River Center
18	7:40	8:40	9:40	10:40	11:40	18	12:40	1:40	2:40	3:40	4:40	18	2 <sup>nd</sup> Street & Hwy 160
19	7:41	8:41	9:41	10:41	11:41	19	12:41	1:41	2:41	3:41	4:41	19	N. 4 <sup>th</sup> Street & Lewis Street
20	7:42	8:42	9:42	10:42	11:42	20	12:42	1:42	2:42	3:42	4:42	20	Methodist Church
21	7:43	8:43	9:43	10:43	11:43	21	12:43	1:43	2:43	3:43	–	21	Archuleta Housing - N. 6 <sup>th</sup> Street
22	7:44	8:44	9:44	10:44	11:44	22	12:44	1:44	2:44	3:44	–	22	Archuleta Housing - N. 7 <sup>th</sup> Street
23	7:45	8:45	9:45	10:45	11:45	23	12:45	1:45	2:45	3:45	–	23	N. 8 <sup>th</sup> Street & Rosita Street
24	7:48	8:48	9:48	10:48	11:48	24	12:48	1:48	2:48	3:48	–	24	Eagle Drive & Majestic Drive
25	7:50	8:50	9:50	10:50	11:50	25	12:50	1:50	2:50	3:50	4:50	25	Giant Gas Station (Piedra Road)

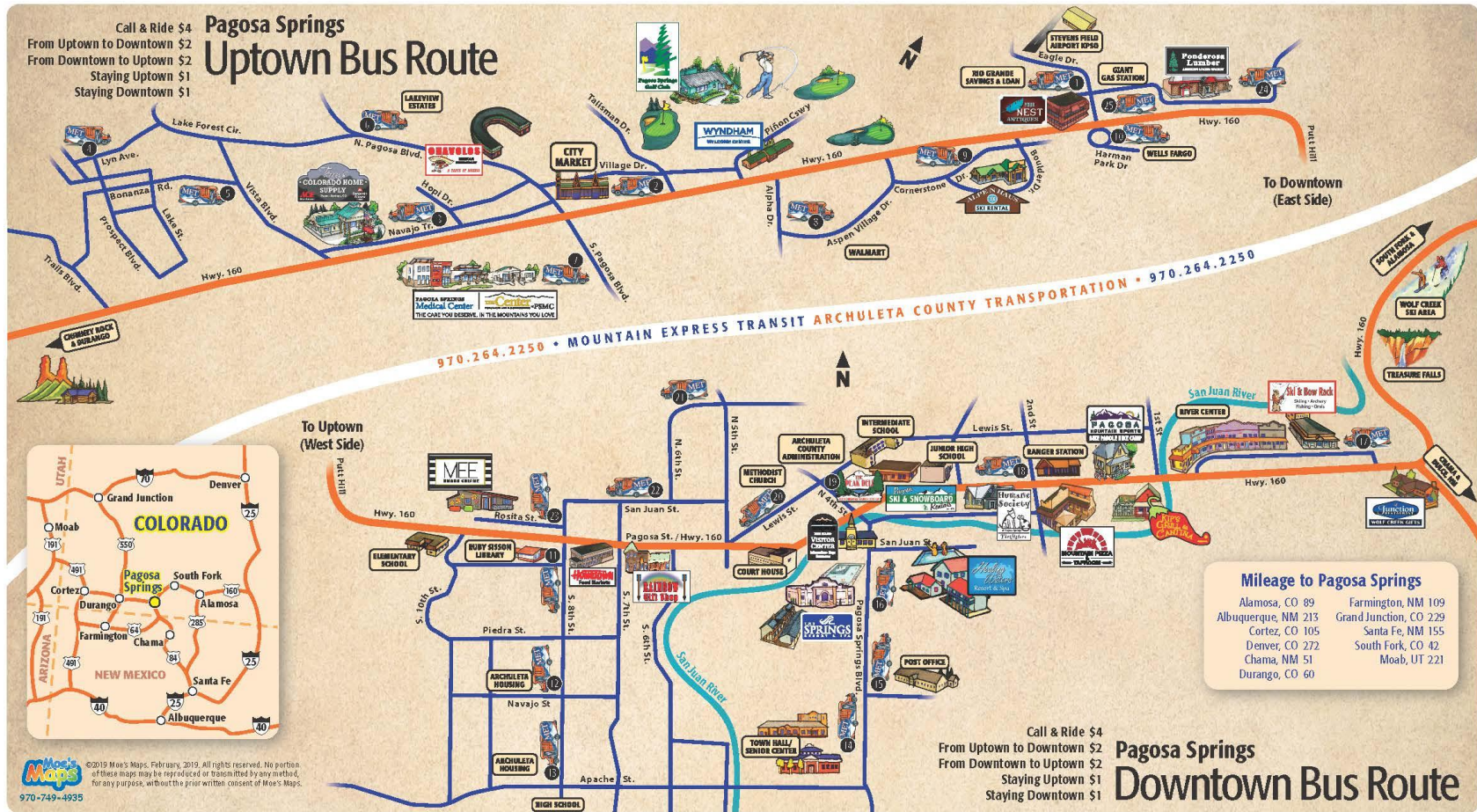


**Archuleta County  
TRANSPORTATION**



**970.264.2250**  
Operates Monday through Friday  
[archuletacounty.org/520/Transportation](http://archuletacounty.org/520/Transportation)

## APPENDIX B: CURRENT MET FIXED-ROUTE SCHEDULE & MAP



**APPENDIX C: NATIONAL TRANSIT DATABASE PEER INFORMATION**

Appendix C: National Transit Database Peer Information

# APPENDIX C: NATIONAL TRANSIT DATABASE PEER INFORMATION

<http://www.cripplecreek.gov>  
 337 East Bennett Avenue  
 Cripple Creek, CO 80863

## City of Cripple Creek 2018 Annual Agency Profile

### General Information

**Service Consumption**  
 49,974 Annual Unlinked Trips (UPT)

**Service Supplied**  
 78,274 Annual Vehicle Revenue Miles (VRM)  
 11,860 Annual Vehicle Revenue Hours (VRH)

**Summary of Operating Expenses (OE)**  
 \$363,001 Total Operating Expenses

**Database Information**  
 NTDID: 8R01-80275  
 Reporter Type: Rural General Public Transit

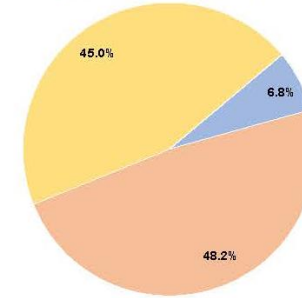
### Financial Information

Sources of Operating Funds Expended			
Fare Revenues	\$24,645	6.8%	
Local Funds	\$174,976	48.2%	
State Funds	\$0	0.0%	
Federal Assistance	\$163,380	45.0%	
Other Funds	\$0	0.0%	
<b>Total Operating Funds Expended</b>	<b>\$363,001</b>	<b>100.0%</b>	

Sources of Capital Funds Expended			
Fare Revenues	\$0		
Local Funds	\$0		
State Funds	\$0		
Federal Assistance	\$0		
Other Funds	\$0		
<b>Total Capital Funds Expended</b>	<b>\$0</b>		

### Operating Funding Sources



### Modal Characteristics

#### Operation Characteristics

#### Vehicles Operated at Maximum Service

Mode	Vehicles Operated at Maximum Service		Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
	Directly Operated	Purchased Transportation						
Demand Response	5	-	\$305,856	\$21,861	\$0	45,397	77,409	11,495
Bus	1	-	\$57,145	\$2,784	\$0	4,577	865	365
<b>Total</b>	<b>6</b>	<b>-</b>	<b>\$363,001</b>	<b>\$24,645</b>	<b>\$0</b>	<b>49,974</b>	<b>78,274</b>	<b>11,860</b>

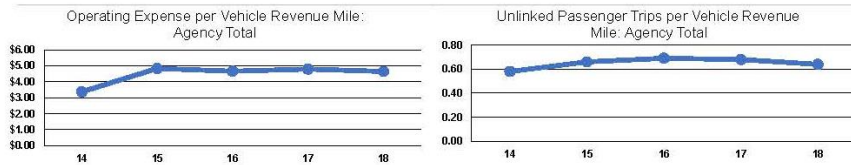
#### Performance Measures

#### Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
	Demand Response	\$3.95
Bus	\$66.06	\$156.56
<b>Total</b>	<b>\$4.64</b>	<b>\$30.61</b>

#### Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
	Demand Response	\$6.74	0.6
Bus	\$12.49	5.3	12.5
<b>Total</b>	<b>\$7.26</b>	<b>0.6</b>	<b>4.2</b>





# APPENDIX C: NATIONAL TRANSIT DATABASE PEER INFORMATION

<http://www.cripplecreek.gov>  
 337 East Bennett Avenue  
 Cripple Creek, CO 80863

## City of Cripple Creek 2019 Annual Agency Profile

### General Information

**Service Consumption**  
 49,828 Annual Unlinked Trips (UPT)

**Service Supplied**  
 82,840 Annual Vehicle Revenue Miles (VRM)  
 11,682 Annual Vehicle Revenue Hours (VRH)

**Summary of Operating Expenses (OE)**  
 \$350,688 Total Operating Expenses

**Database Information**  
 NTDID: 8R01-80275  
 Reporter Type: Rural General Public Transit

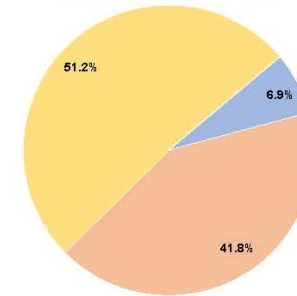
### Financial Information

Sources of Operating Funds Expended			
Fare Revenues	\$24,354	6.9%	
Local Funds	\$146,614	41.8%	
State Funds	\$0	0.0%	
Federal Assistance	\$179,720	51.2%	
Other Funds	\$0	0.0%	
<b>Total Operating Funds Expended</b>	<b>\$350,688</b>	<b>100.0%</b>	

Sources of Capital Funds Expended			
Fare Revenues	\$0		
Local Funds	\$0		
State Funds	\$0		
Federal Assistance	\$0		
Other Funds	\$0		
<b>Total Capital Funds Expended</b>	<b>\$0</b>		

Operating Funding Sources



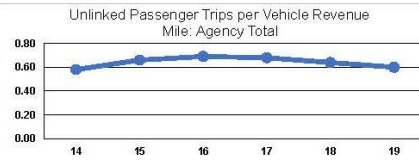
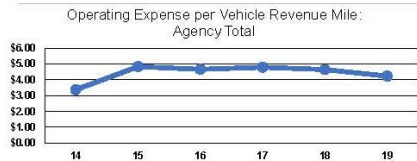
### Modal Characteristics

#### Operation Characteristics

Mode	Vehicles Operated at Maximum Service			Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
	Directly Operated	Purchased Transportation	Operating Expenses					
Demand Response	6	-	\$295,207	\$22,704	\$0	45,388	56,947	2,813
Bus	1	-	\$55,481	\$1,650	\$0	4,440	25,893	8,869
<b>Total</b>	<b>7</b>	<b>-</b>	<b>\$350,688</b>	<b>\$24,354</b>	<b>\$0</b>	<b>49,828</b>	<b>82,840</b>	<b>11,682</b>

#### Performance Measures

Mode	Service Efficiency		Service Effectiveness		
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$5.18	\$104.94	\$6.50	0.8	16.1
Bus	\$2.14	\$6.26	\$12.50	0.2	0.5
<b>Total</b>	<b>\$4.23</b>	<b>\$30.02</b>	<b>\$7.04</b>	<b>0.6</b>	<b>4.3</b>



# APPENDIX C: NATIONAL TRANSIT DATABASE PEER INFORMATION

<http://www.ci.la-junta.co.us>  
 102 East 2nd Street  
 P.O. Box 489  
 La Junta, CO 81050

## City of La Junta 2018 Annual Agency Profile

### General Information

**Service Consumption**  
 17,784 Annual Unlinked Trips (UPT)

**Service Supplied**  
 31,643 Annual Vehicle Revenue Miles (VRM)  
 1,816 Annual Vehicle Revenue Hours (VRH)

**Summary of Operating Expenses (OE)**  
 \$156,016 Total Operating Expenses

**Database Information**  
 NTDID: 8R01-80225  
 Reporter Type: Rural General Public Transit

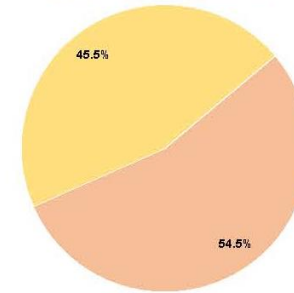
### Financial Information

Sources of Operating Funds Expended			
Fare Revenues	\$0	0.0%	
Local Funds	\$84,999	54.5%	
State Funds	\$0	0.0%	
Federal Assistance	\$71,017	45.5%	
Other Funds	\$0	0.0%	
<b>Total Operating Funds Expended</b>	<b>\$156,016</b>	<b>100.0%</b>	

Sources of Capital Funds Expended			
Fare Revenues	\$0		
Local Funds	\$0		
State Funds	\$0		
Federal Assistance	\$0		
Other Funds	\$0		
<b>Total Capital Funds Expended</b>	<b>\$0</b>		

### Operating Funding Sources



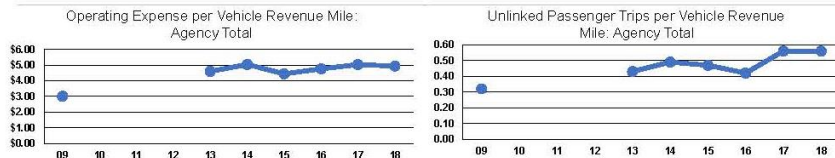
### Modal Characteristics

#### Operation Characteristics

Mode	Vehicles Operated at Maximum Service			Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
	Directly Operated	Purchased Transportation	Operating Expenses					
Demand Response	2	-	\$151,336	\$0	\$0	17,149	30,696	1,745
Bus	2	-	\$4,680	\$0	\$0	635	947	71
<b>Total</b>	<b>4</b>	<b>-</b>	<b>\$156,016</b>	<b>\$0</b>	<b>\$0</b>	<b>17,784</b>	<b>31,643</b>	<b>1,816</b>

#### Performance Measures

Mode	Service Efficiency		Service Effectiveness		
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$4.93	\$86.73	\$8.82	0.6	9.8
Bus	\$4.94	\$65.92	\$7.37	0.7	8.9
<b>Total</b>	<b>\$4.93</b>	<b>\$85.91</b>	<b>\$8.77</b>	<b>0.6</b>	<b>9.8</b>



# APPENDIX C: NATIONAL TRANSIT DATABASE PEER INFORMATION

<http://www.ci.la-junta.co.us>  
 102 East 2nd Street  
 P.O. Box 489  
 La Junta, CO 81050

## City of La Junta 2019 Annual Agency Profile

### General Information

**Service Consumption**  
 18,260 Annual Unlinked Trips (UPT)

**Service Supplied**  
 28,498 Annual Vehicle Revenue Miles (VRM)  
 3,016 Annual Vehicle Revenue Hours (VRH)

**Summary of Operating Expenses (OE)**  
 \$161,212 Total Operating Expenses

**Database Information**  
 NTDID: 8R01-80225  
 Reporter Type: Rural General Public Transit

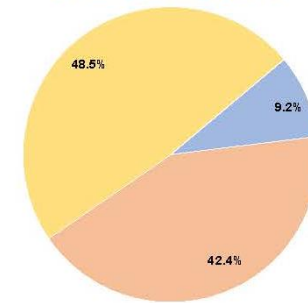
### Financial Information

Sources of Operating Funds Expended		
Fare Revenues	\$14,762	9.2%
Local Funds	\$68,320	42.4%
State Funds	\$0	0.0%
Federal Assistance	\$78,130	48.5%
Other Funds	\$0	0.0%
<b>Total Operating Funds Expended</b>	<b>\$161,212</b>	<b>100.0%</b>

Sources of Capital Funds Expended		
Fare Revenues	\$0	
Local Funds	\$0	
State Funds	\$0	
Federal Assistance	\$0	
Other Funds	\$0	
<b>Total Capital Funds Expended</b>	<b>\$0</b>	

Operating Funding Sources



### Modal Characteristics

#### Operation Characteristics

Mode	Vehicles Operated at Maximum Service			Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
	Directly Operated	Purchased Transportation	Operating Expenses					
Demand Response	1	-	\$159,600	\$14,614	\$0	18,034	28,213	2,976
Bus	1	-	\$1,612	\$148	\$0	226	285	40
<b>Total</b>	<b>2</b>	<b>-</b>	<b>\$161,212</b>	<b>\$14,762</b>	<b>\$0</b>	<b>18,260</b>	<b>28,498</b>	<b>3,016</b>

#### Performance Measures

Mode	Service Efficiency		Service Effectiveness		
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$5.66	\$53.63	\$8.85	0.6	6.1
Bus	\$5.66	\$40.30	\$7.13	0.8	5.7
<b>Total</b>	<b>\$5.66</b>	<b>\$53.45</b>	<b>\$8.83</b>	<b>0.6</b>	<b>6.1</b>

