

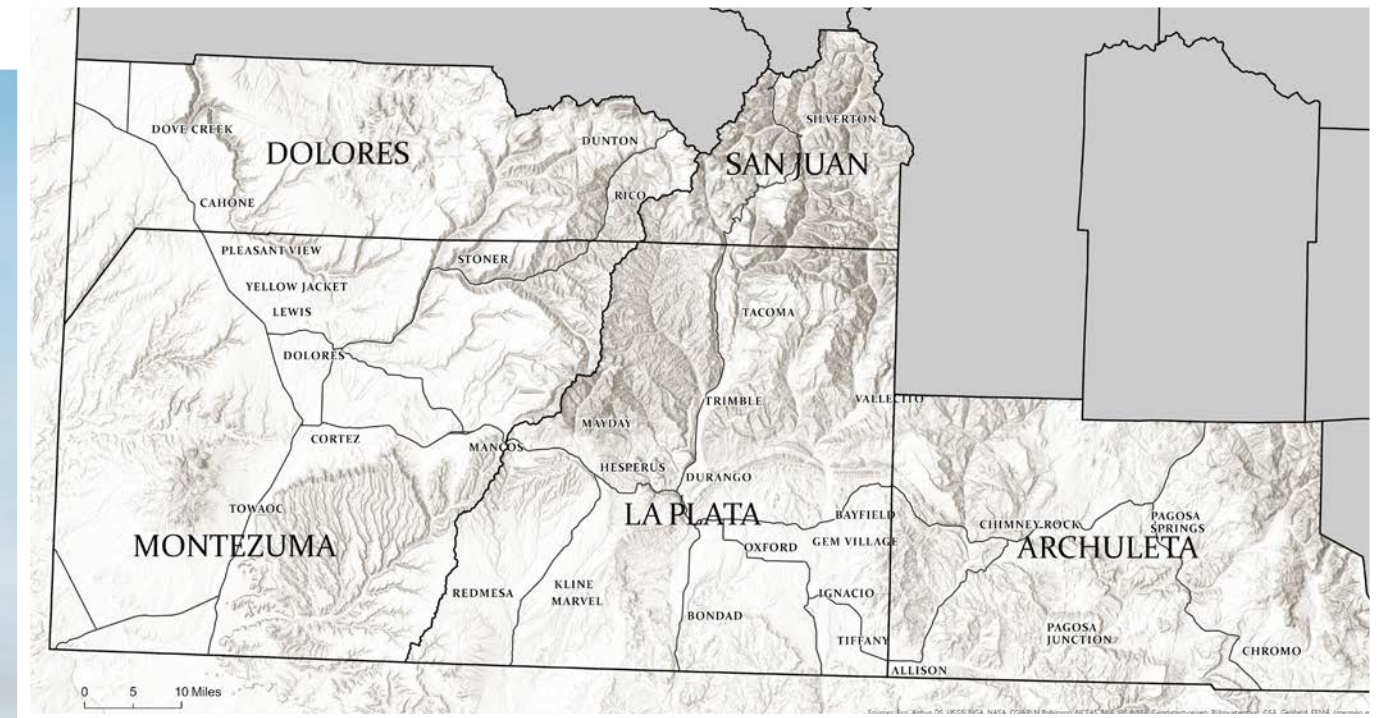


COLORADO
Department of Transportation



SOUTHWEST Coordinated Public Transit & Human Services Transportation Plan

Adopted October 2020



WinterFest
Photo Credit: Pagosa Springs Chamber of Commerce

Southwest Coordinated Public Transit & Human Services Transportation Plan

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

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

SW TPR Vision

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

SW TPR Goals

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

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

Regional Snapshot

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

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

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

Equality vs. Equity of Colorado's Transportation Network

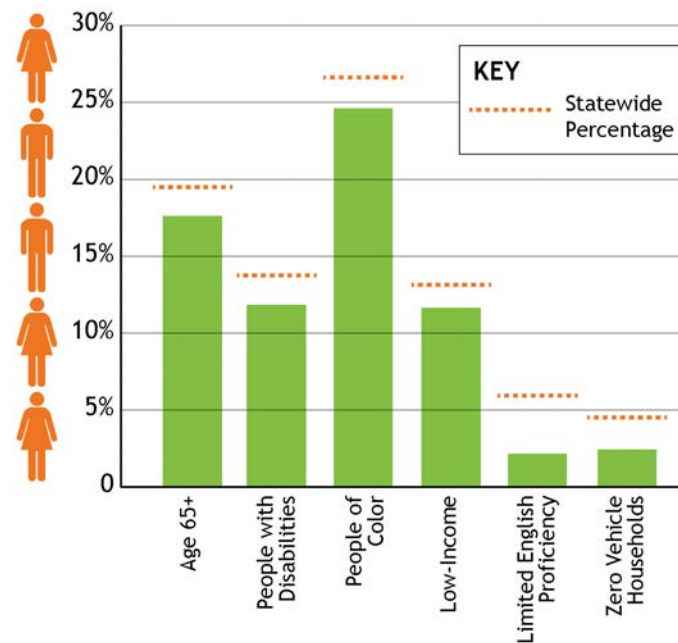
Colorado's statewide transit planning efforts consider the needs of all people - not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational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



When everyone is treated the same

When everyone is given what they need to be successful

SW TPR Historically Underrepresented Populations



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

Population & Employment Projections through 2045

Projected Employment Growth

46%

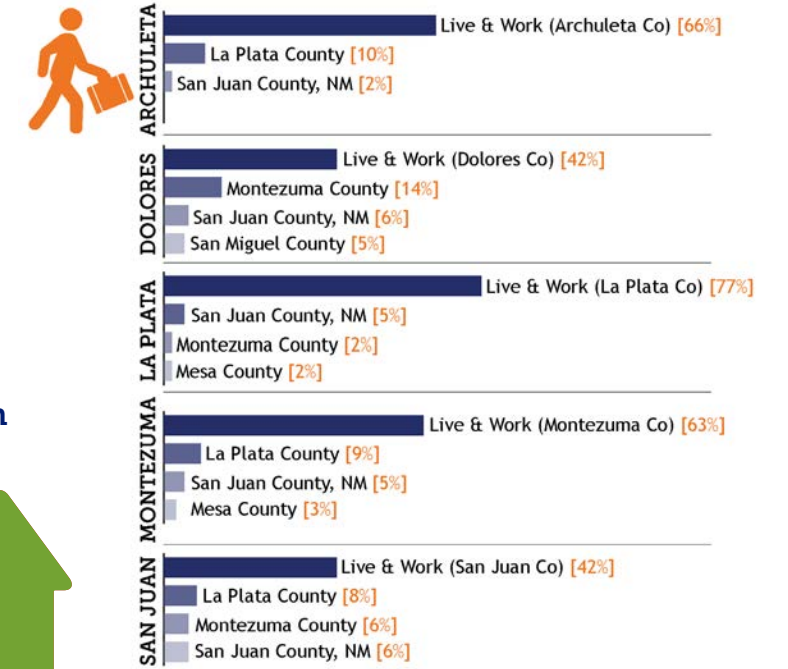
Projected Population Growth

55%

Projected Age 65+ Population Growth

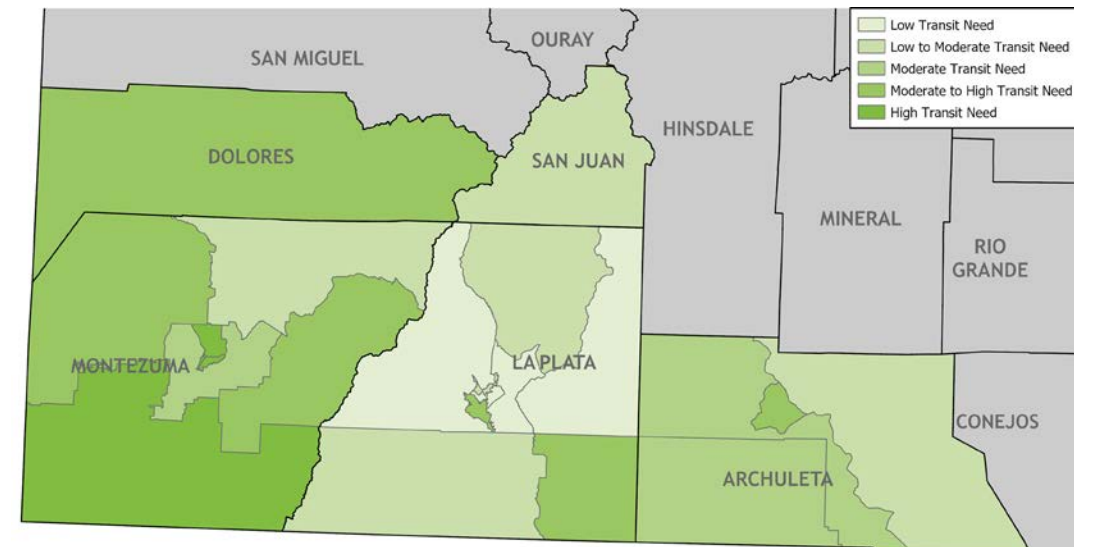
26%

Where People Travel to Work (by County)



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

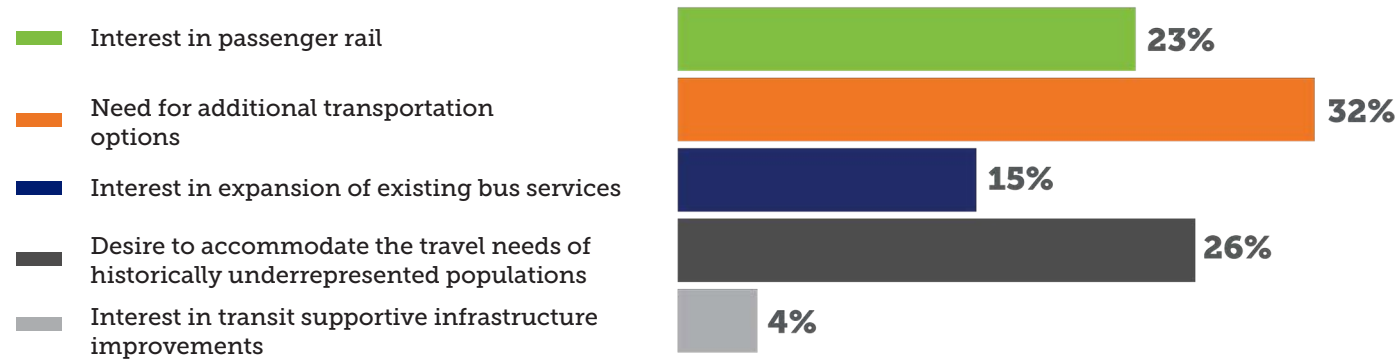
Identified Transit Needs



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, People of Color, Low-income Residents, People with Limited English Proficiency, and Zero Vehicle Households

What We Heard

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



Source: 2019 Your Transportation Plan Public Input

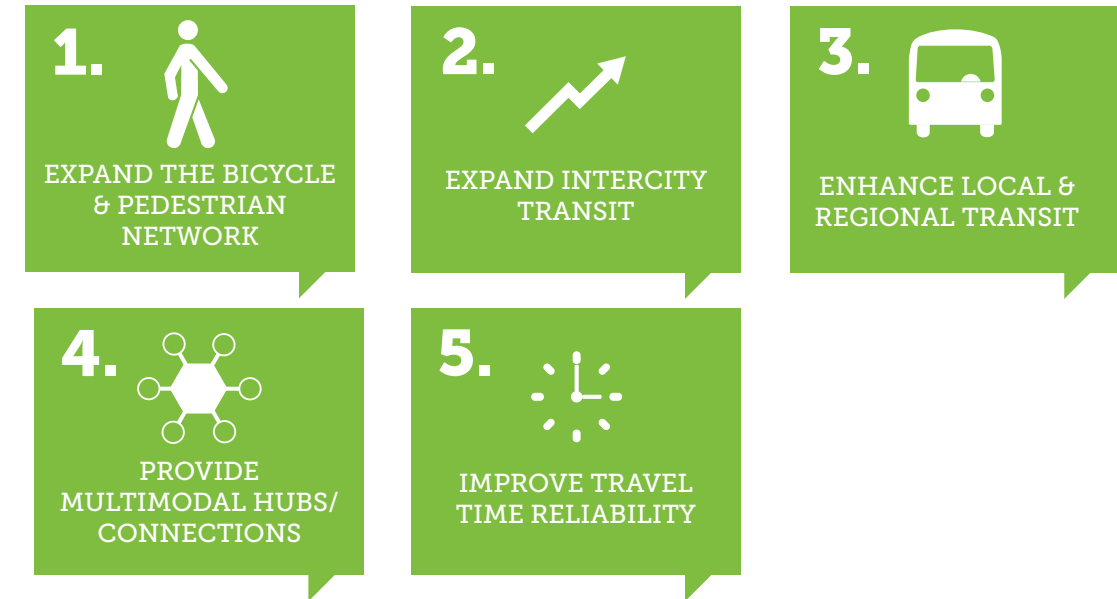


Durango Farmers Market
Photo Credit: CDOT

Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the SW TPR.

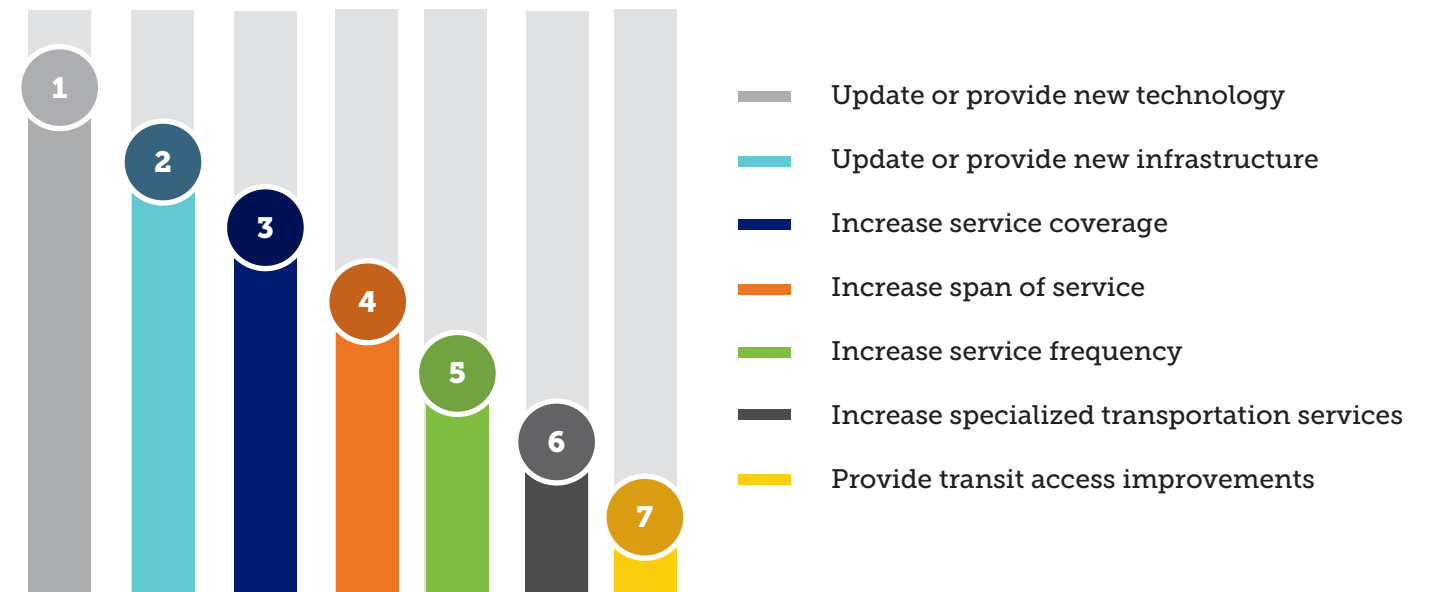
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

Transit Provider Desired Transit Improvements

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



Source: 2019 Statewide Transit Plan Provider Survey

2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

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

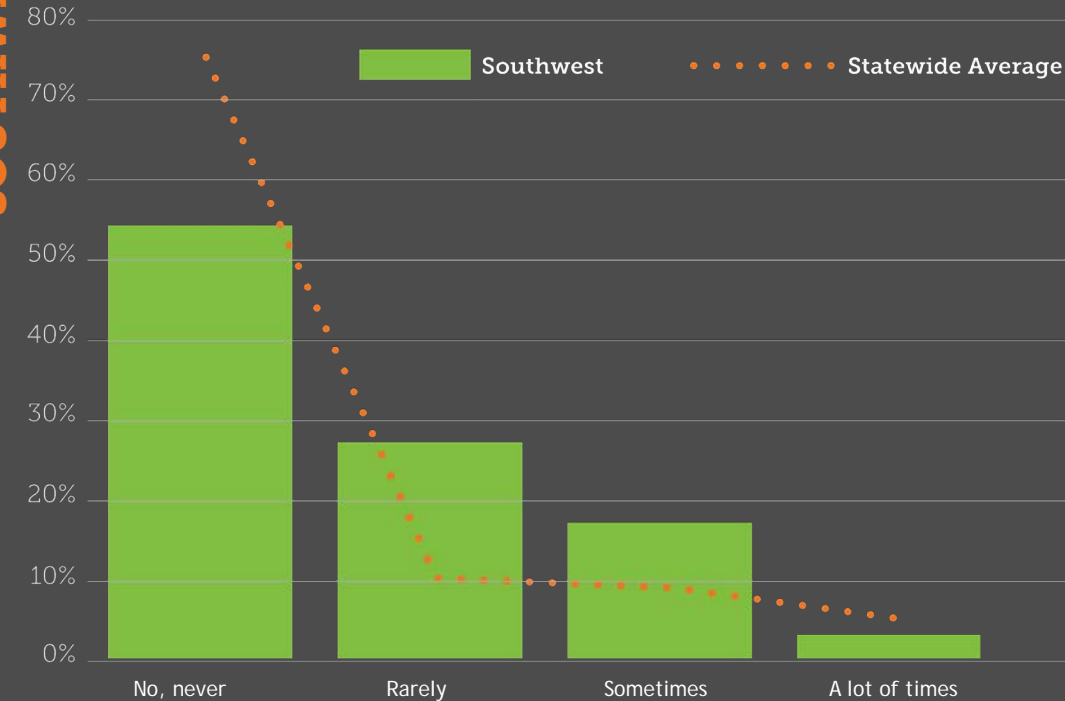
Barriers to Using Public Transportation Services



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

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

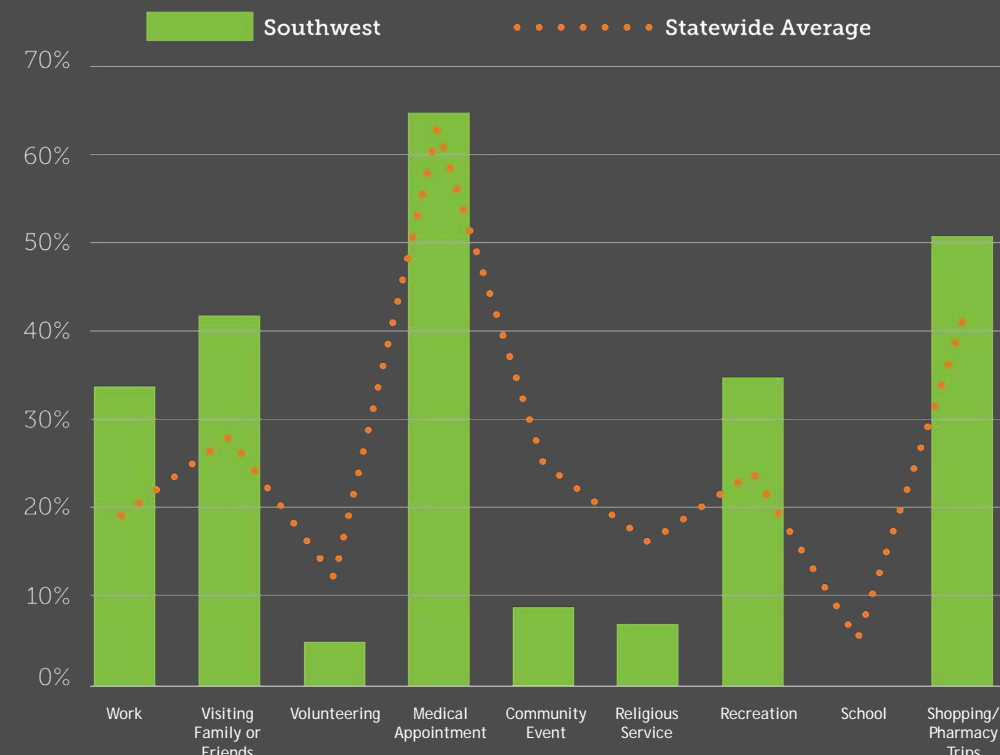
Do you ever have trouble finding transportation for trips you want or need to make?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

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

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



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

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

Existing Providers & Coordination Activities

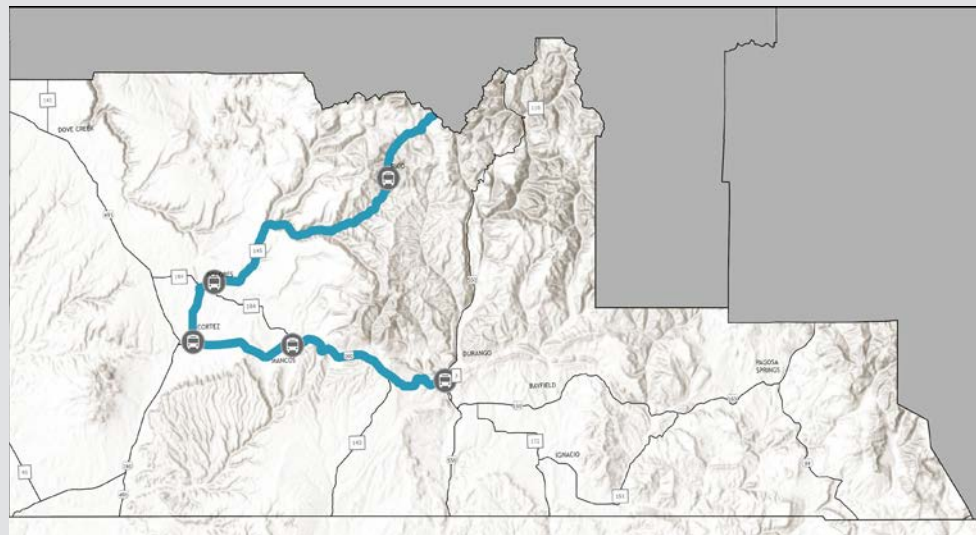
All transit service provider information and associated data for the SW TPR was collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT's Division of Transit and Rail, and internet research. While extensive efforts were made to collect information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

Bustang Outrider

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

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

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



DEFINITIONS

Transit Service Types

Fixed-route: Transit service that operates on a defined route and schedule.

Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.

Demand Response: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).

Vanpools: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

Transit Service Categories

Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.

Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.

Local Transit: Open to the general public and operates primarily within a city, town, or community.

Human Services Transportation: Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.

Private For-Profit Transportation: Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

Interregional, Regional, & Local Transit Providers

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

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
City of Durango (Durango Transit)	Durango		Daily (7:00AM - 8:00PM)	\$1.00	361,610	\$2,150,049	357,901	26,394
Dolores County Senior Services	Dove Creek, Egnar, Cortez, Rico, Durango; Moab and Monticello, Utah; Farmington, NM		M-F (8:00AM - 5:00PM)	Not available	6,234	\$196,627	74,415	3,559
Archuleta County (Mountain Express Transit)	Pagosa Springs; Demand response available outside of town limits for a fee, weekly trips to Durango		M-F (7:00AM - 4:00PM)	Fixed-route: \$1.00-\$2.00 Demand response: \$8.00	10,213	\$204,550	61,093	4,353
Southern Colorado Community Action Agency (Road Runner Transit)	Ignacio, Bayfield, Durango; Demand response in Ignacio only		M-F (6:00AM - 6:00PM) Sa (12:00PM - 8:00PM)	\$2.00 one-way	30,677	\$902,252	358,024	12,451
Montezuma County (MoCo) Public Transportation	Montezuma County; Dove Creek and Durango for medical appointments		M-F (8:00AM - 4:00PM)	\$2.00-\$9.00/trip \$35.00 round-trip to Dove Creek \$50.00 round-trip to Durango	12,226	\$170,914	124,314	8,705
Southern Ute Indian Tribe	Southern Ute Reservation		Based on available resources and client needs	Not available	1,664	\$107,401	19,284	1,694
Town of Mountain Village	Interregional; Cortez and Rico to Mountain Village (most of this service operates in the Gunnison Valley TPR)		Seasonal schedules	\$2.00 one-way	3,094,448	\$3,766,949	4,263,448	363,854

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

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

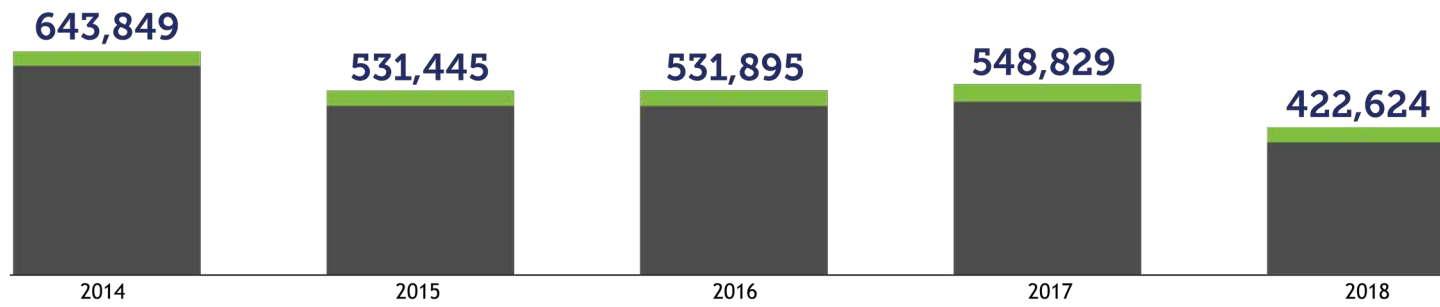
Legend

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

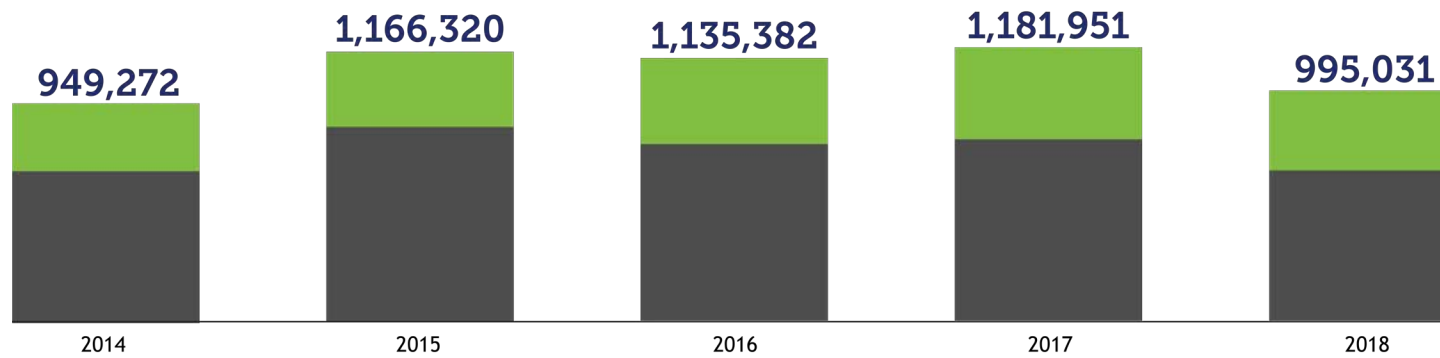
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the SW TPR show that ridership has consistently decreased, whereas vehicle revenue miles and vehicle revenue hours have fluctuated from year to year.

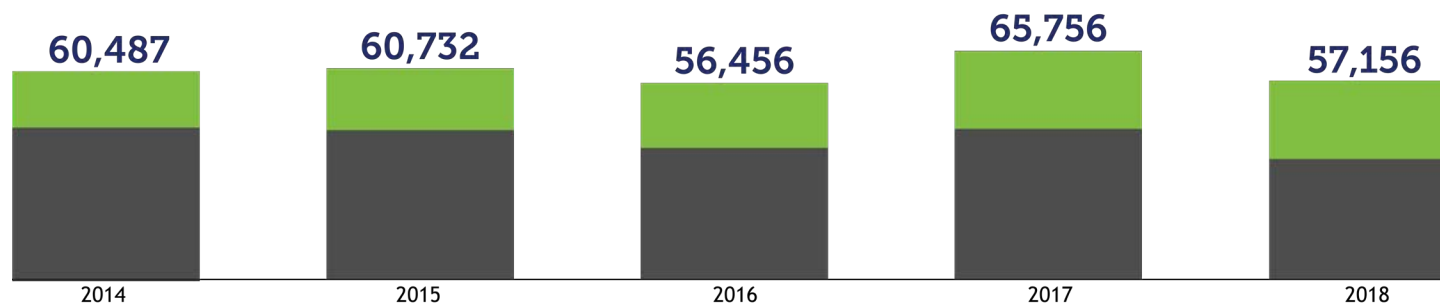
Total TPR Annual Ridership



Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



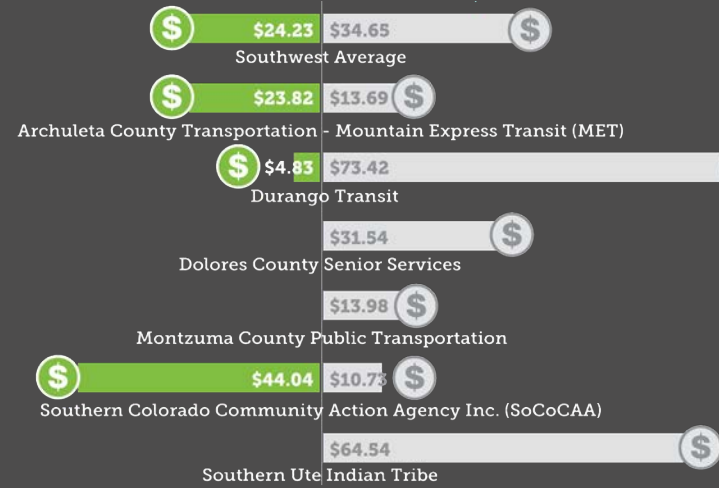
Legend: Demand Response (Green), Fixed-Route Bus (Dark Grey)

Source: 2014 -2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

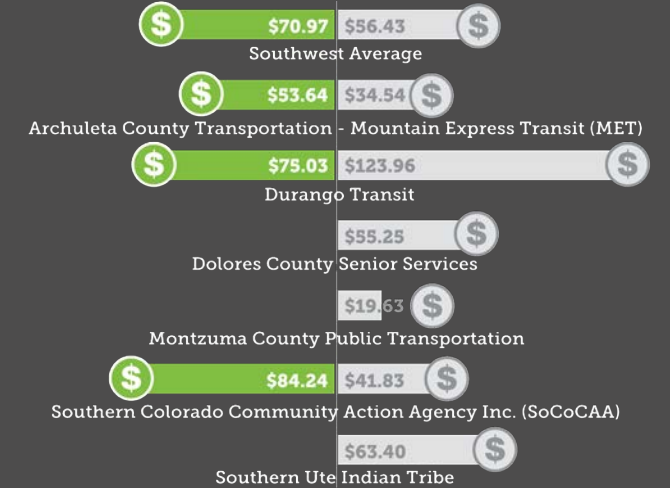
Transit Provider Service Performance Metrics

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

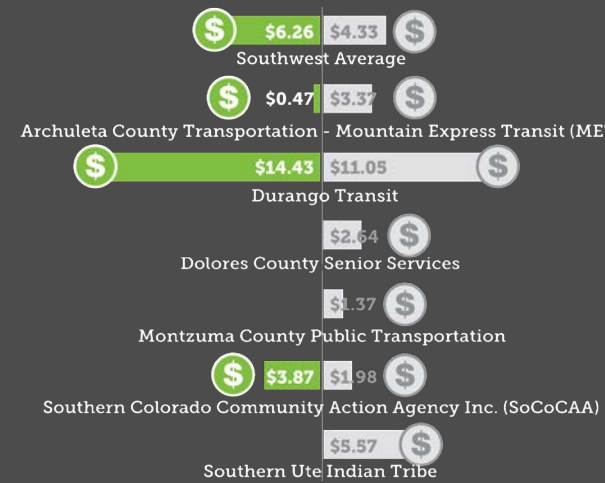
ANNUAL COST/TRIP



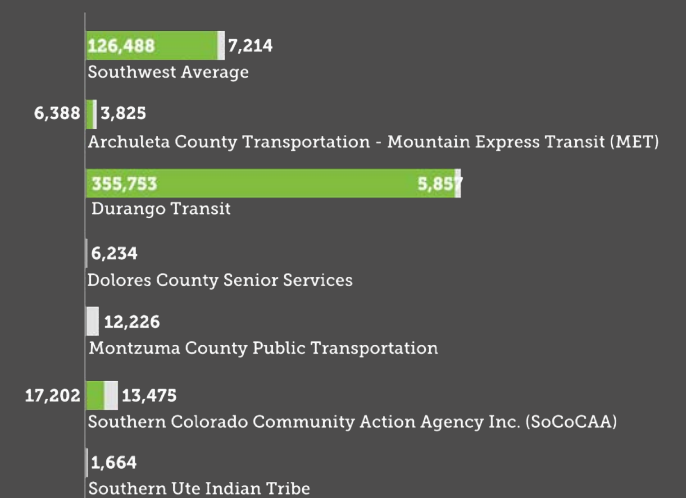
ANNUAL COST/REVENUE HOUR



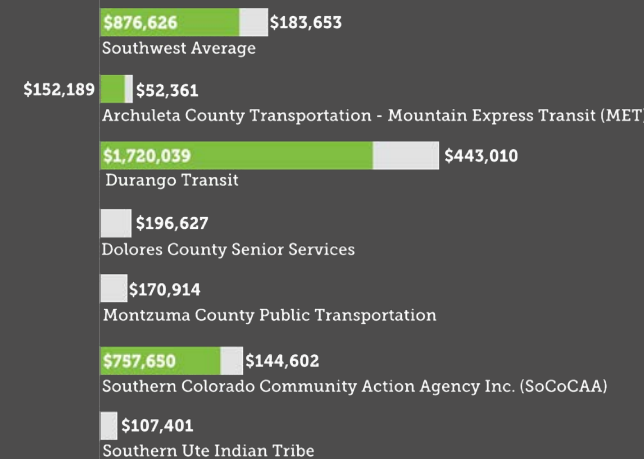
ANNUAL COST/REVENUE MILE



ANNUAL RIDERSHIP



ANNUAL OPERATING COSTS



Legend: Fixed-Route and Deviated-Fixed Route Services (Green), Demand Response Services (Dark Grey)

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

Human Services Transportation Providers

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

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

Note: Ute Mountain Ute Tribe is listed in the CDOT database of providers that have received federal mobility management funds in the past, but no data is available about what services they historically have provided or provide today.

Source: 2019 CDOT Statewide Transit Plan Provider Survey

Legend

- Fixed Route Bus
- Demand Response
- Vouchers or Reimbursement
- Bus Passes or Tickets
- Specialized Services

Other Human Services Providers

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

Private Transportation Providers

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

State of Good Repair Data

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

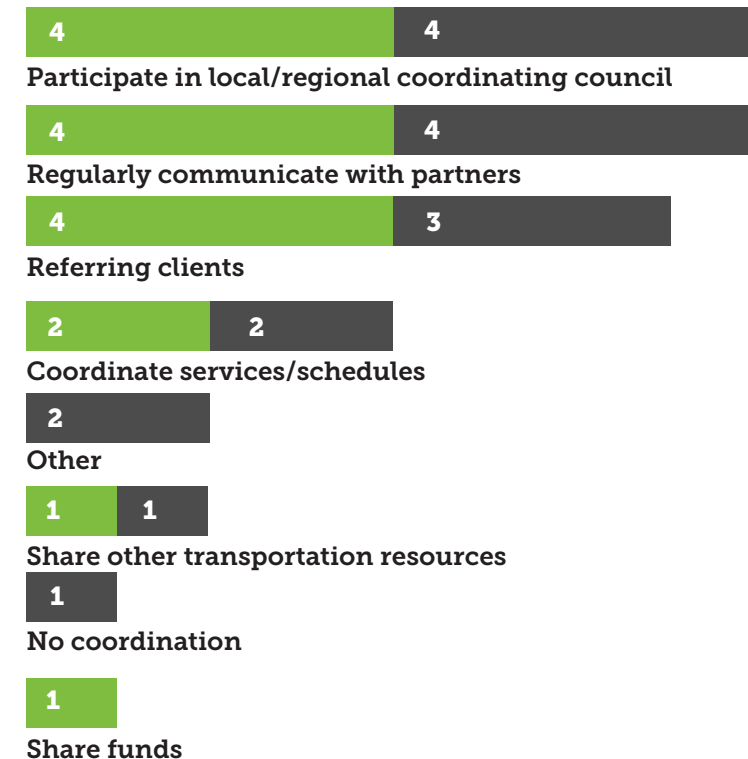
Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
City of Durango	12	1	8%	\$114,900
Dolores County	9	5	56%	\$216,000
Archuleta County	4	1	25%	\$114,900
Southern Colorado Community Action Agency, Inc.	9	2	22%	\$630,100
Montezuma County	9	6	67%	\$248,100
Community Connections, Inc.	3	1	33%	\$77,800
La Plata County Senior Services	4	0	0%	\$0
TOTAL - Southwest TPR	50	16	30%	\$1,401,800

Source: CDOT Statewide Transit Asset Inventory, July 2019

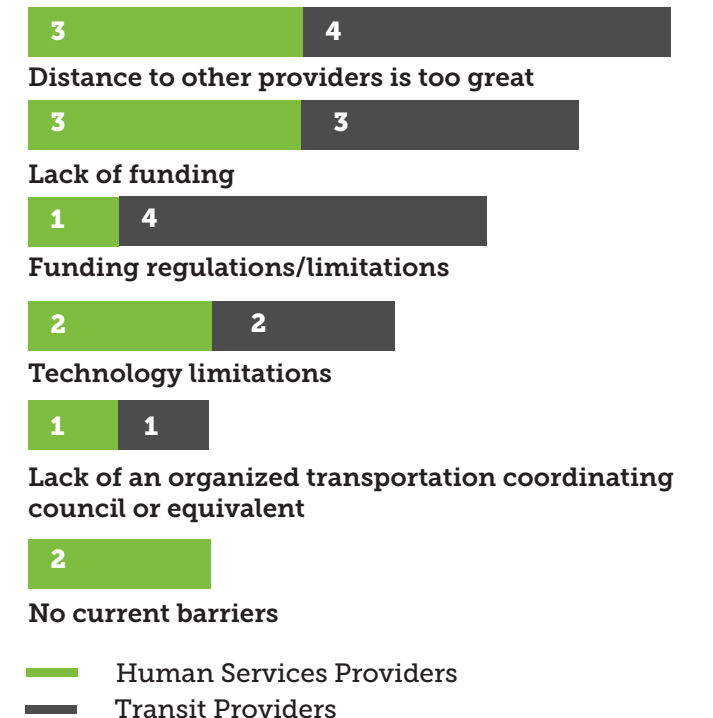
Regional Coordination Activities

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

Current Coordination Activities



Barriers to Coordination Activities



Source: 2019 Statewide Transit Plan Provider Survey

Local/Regional Coordinating Council

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

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

Mobility Management

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

Resource Sharing

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

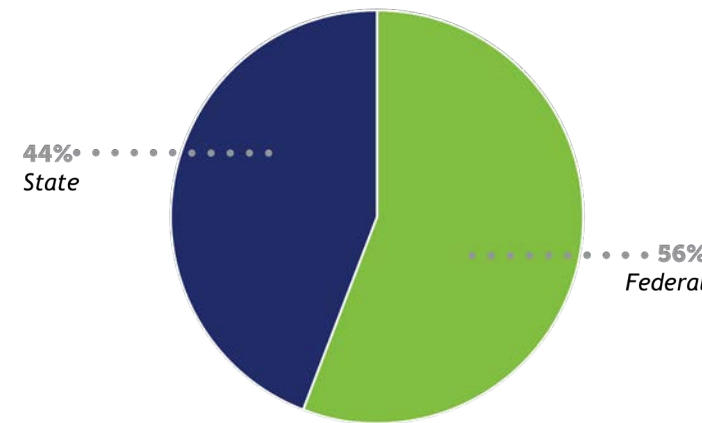
SoCoCAA and Durango Transit have a partnership that allows SoCoCAA to help serve locations on the outskirts of Durango and the local hospital to help offset transportation limitations arising from past service reductions. SoCoCAA also accepts Durango Transit bus passes. Durango Transit also extends the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

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

Financial Snapshot

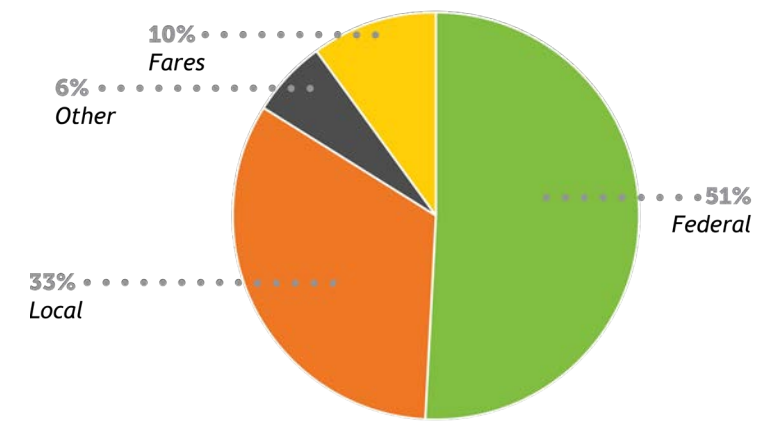
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2014-2018 budget data, most of the SW TPR's capital revenues and over half of its operating revenues were from federal sources. Operating revenues were supplemented by state and local funds, fares, other donations, and partnerships.

Capital Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

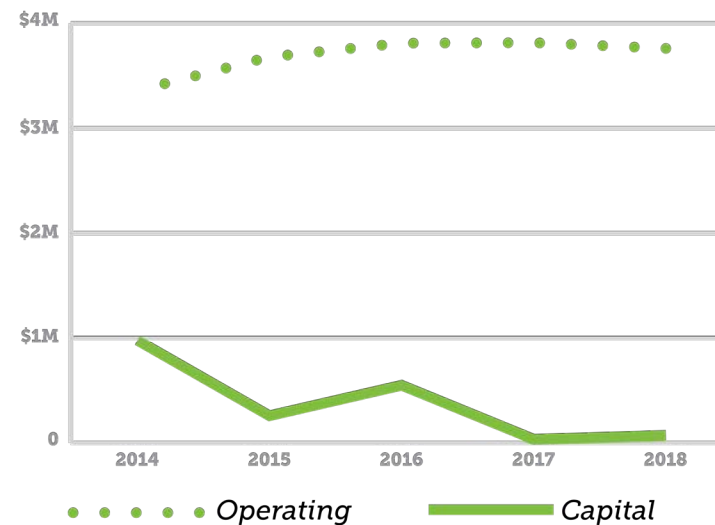
Operating Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

Historic Revenue Data

The chart below shows five-year SW TPR operating and capital funding trends. Operating funds increased by just over 10 percent over the five-year period with capital funding fluctuating every year.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey

Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by SW TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See page 22 and 23 for the full list of additional project needs.

Capital Project Needs: \$47.94M
 Operational Project Needs: \$35.5M
 Total Identified Need: \$83.47M

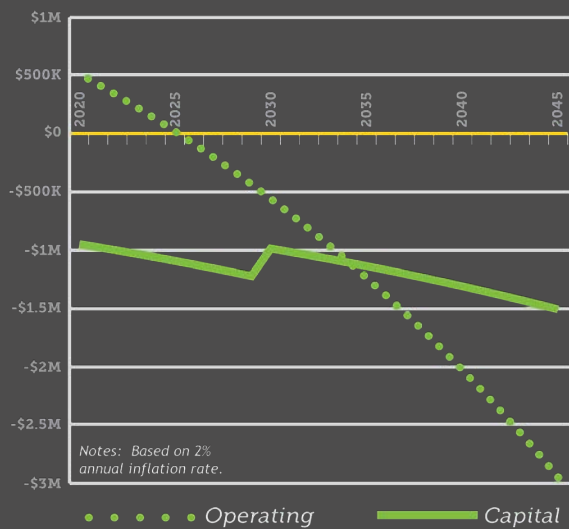
Regional Transit Revenue Trends

Annual Operating/Capital Projections

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

Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045



Source: CDOT

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair.

Scenario 2: Maintain the Status Quo + New State Funding

Projected Surpluses/Deficits 2020-2045



Source: CDOT

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

Funding Programs & Opportunities

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

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

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

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

Federal Transit Administration Funding Programs

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

SOUTHWEST TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with \$3.88 million allocated to the SW TPR over four years. Projects include:

- Outrider stop and shelter improvements in Durango, Mancos, Cortez, Dolores, and Rico
- Partner/capital call for projects (TBD)



Dolores County
Photo Credit: Jeff Prillwitz

Implementation Strategies

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

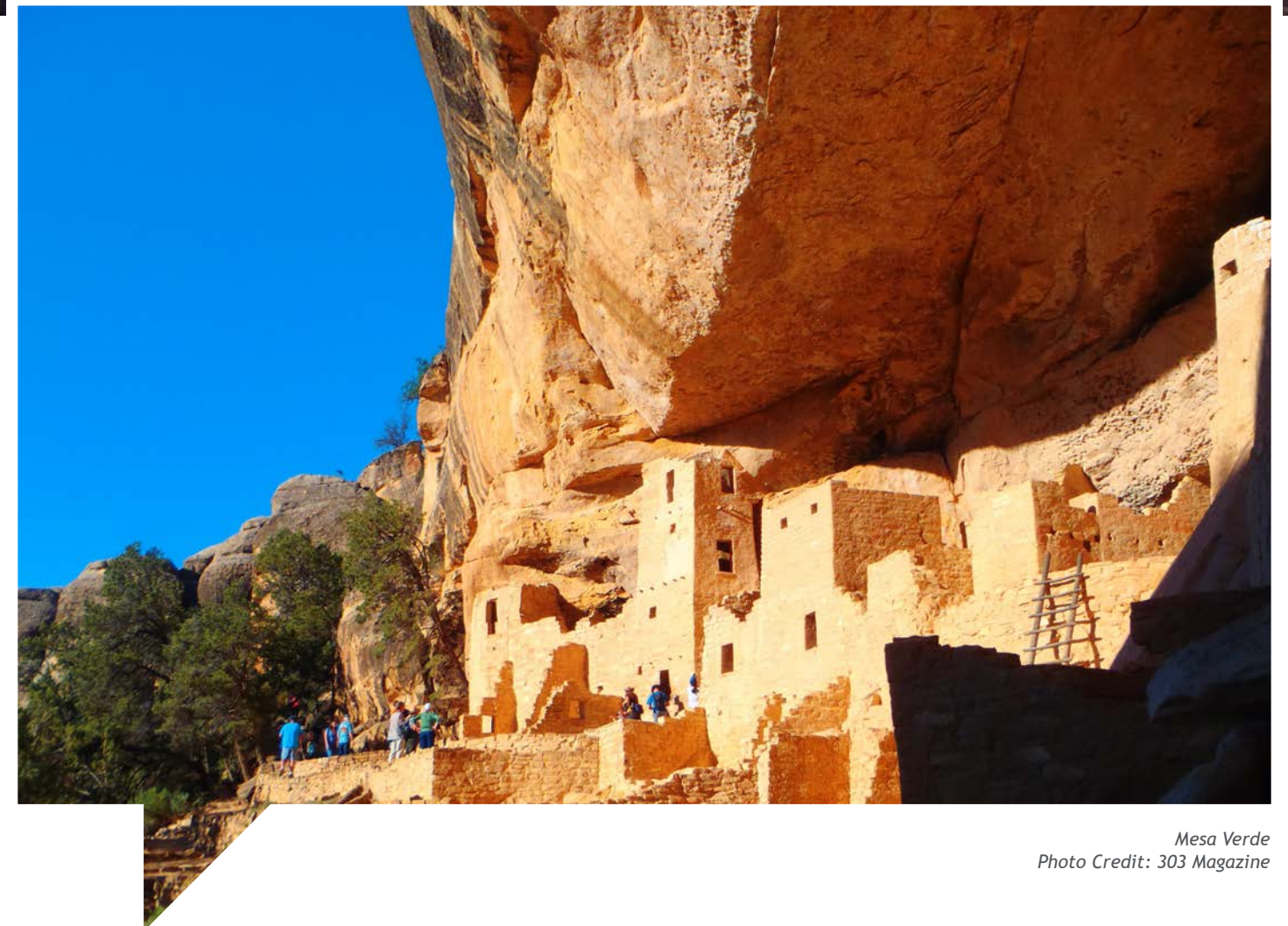
- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR-identified transit projects (see project list on page 23 and 24)
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and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

Priority Projects

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



City of Cortez
Photo Credit: Lapita Arviso



Mesa Verde
Photo Credit: 303 Magazine

SOUTHWEST TRANSIT PROJECTS

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1	1326	Pagosa Springs Multimodal Facility	New ADA-accessible transportation facility with vehicle storage, transit station, and 50-space park-n-ride. Includes expanded space for bus bays and office space with two public restrooms. Project awarded a Federal 5339(b) grant for \$1.81 million	\$1.30	\$0.05	
2	2523	Pagosa Springs to Durango (Proposed Outrider Service)	Outrider bus service between Pagosa Springs and Durango. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile	\$0.85	\$1.84	
3	1058	Essential Bus Service between Durango and Dove Creek (Proposed Outrider Service)	Outrider bus service between Durango and Dove Creek. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile	\$0.85	\$1.20	
4	1060	Durango Zone 7 Transit Expansion	Durango Transit route expansion from city limits to Durango/La Plata County Airport. Durango Transit route expansion from City limits to Hermosa, Durango West, Hesperus and Edgemont	\$6.00	\$2.00	
5	2472	SWCCOG New Service between Cortez and Durango	Service from Cortez to Durango, 4 round trips per day, weekdays	\$0.15	\$2.20	
6	1059	Durango Zone 6 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 1 Main Avenue Trolley and along Route 4 Crestview/US Highway 160 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings	\$5.80	\$0.30	
7	1360	SoCoCAA Bustang Bus Barn	Build bus barn to shelter Bustang/Outrider vehicles	\$6.00	\$0.10	
8	1041	Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	\$0.85	\$4.17	
9	1327	Bayfield Park-n-Ride and Access Improvements	Establish Park-n-Ride facility, extend roadway access to Hwy 160 and improve grading and drainage	\$1.50	\$0.10	
10	1328	Cortez Park-n-Ride	Establish Park-n-Ride utilizing existing parking infrastructure where possible	\$0.20	\$0.10	
11	1329	Archuleta County Bus Stop Shelters	Building of 4 bus stop shelters	\$0.08	\$0.05	
12	1330	Durango Zone 4 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 4 Crestview/US Highway 160 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings	\$2.90	\$0.30	
13	1331	Durango Zone 5 Transit Accessibility Upgrades (ADA Transition Plan)	Expand transit service to Mercy Housing and Three Springs Development. Upgrade transit stops along Route 3 Walmart/Mercy to include ADA-compliant curb ramps, sidewalk cross slopes, and landings	\$3.00	\$0.30	
14	1363	Durango Transit Center Facility Access Control/Generator	Access control, generator, access badges, safety/security enhancements, electronic farebox	\$1.00	\$0.03	
15	2471	Full-time staff person for the Regional Transit Coordinating Council	Full-time Mobility Manager for the SW Region for increased coordination among transit providers and human service agencies. Cost includes travel, training, and supplies	TBD	\$0.55	

Legend

- Public Health
- Quality of Life
- Asset Management
- Mobility
- Tourism
- Economic Vitality
- Bike/Ped
- Safety
- Aviation

SOUTHWEST TRANSIT PROJECTS

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
16	1332	Archuleta County Park-n-Ride	Establish Park-n-Ride utilizing existing parking infrastructure where possible	\$0.20	\$0.30	
17	1365	Durango Transit Capital Improvement	Upgrade transit stops to include ADA-compliant curb ramps, sidewalk cross slopes, and landings as part of Durango Transit's ADA Transition Plan	\$2.60	\$0.30	
18	1369	Durango Transit Bus Barn	Identified Durango Transit capital need	\$4.00	\$0.25	
19	2474	Fixed Route Services	Montezuma County (MoCo) fixed route service	TBD	TBD	
Unranked	1030	Expanded Interregional Transit Service between Telluride and Rico	Two full size expansion buses	\$1.60	\$1.10	
Unranked	1323	Dolores Bus/Vehicle Shelter	Improve bus and vehicle shelter	\$0.05	\$0.10	
Unranked	1324	Dolores Park-n-Ride	Establish Park-n-Ride utilizing existing parking infrastructure where possible	\$0.2	\$0.30	
Unranked	1357	Dolores County Senior Services Scheduling and Records Software	Scheduling and records software	\$0.03	\$0.10	
Unranked	1358	Dolores County Senior Services Vehicle Maintenance Facility	Maintenance facility; 3600 square feet	\$0.50	\$0.50	
Unranked	1364	Durango Transit Center Expansion	Identified Durango Transit capital need	\$1.75	\$0.50	
Unranked	1366	Durango Zone 2 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 1, 2 and 4 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings	\$1.00	\$0.20	
Unranked	1367	Durango Zone 3 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 2 Fort Lewis College to include ADA-compliant curb ramps, sidewalk cross slopes, and landings	\$1.00	\$0.20	
Unranked	1368	Durango Transit Fleet Replacement and/or Expansion	Fleet replacement and/or expansion	\$3.00	\$5.00	
Unranked	1376	Dynamic Route Assignment	Dynamic Route Assignment for areas without a lot of connections	TBD	TBD	
Unranked	2493	Outrider Improvements in Durango, Mancos, Cortez, Dolores, and Rico	Stop and shelter improvements in Durango, Mancos, Cortez, Dolores, and Rico to serve the Outrider Durango to Grand Junction route	\$0.40	TBD	
Unranked	2522	Pagosa Springs to Durango (not Outrider associated)	Assumes two roundtrips per day 260 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.16	\$2.66	
Unranked	1345	Dynamic TSP at signals in Durango	8 signals on bus routes along US HWY 550(9th, 14th, 17th, 22nd, 24th, 25th, 27th, 32nd) \$15,000 per intersection; \$75 per transponder per bus	\$0.13	\$0.02	
Unranked	1347	Dynamic Route Assignment	Dynamic Route Assignment	---	---	
Unranked	2535	New Essential Bus Service from Four Corners to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile (700 miles per roundtrip)	\$0.85	\$10.7	



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