

El Paso County TRANSIT STUDY SCENARIOS



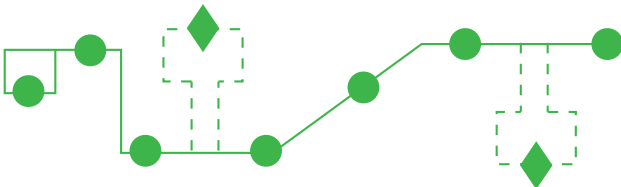
Description of Service Types



Current Service: a bus that operates along established routes with set schedules, and passengers can get on and off the bus by flagging the bus driver.



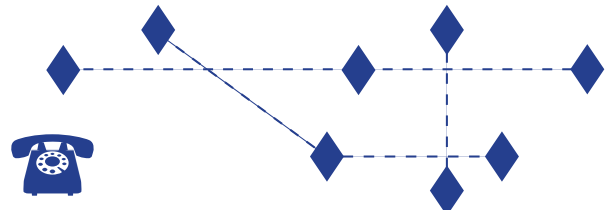
Fixed Route Local Bus: a bus that operates along an established route with a set schedule, and passengers get on and off the bus only at marked stops. Americans with Disabilities (ADA) Paratransit service is provided to areas within $\frac{3}{4}$ mile of the route.



Flexible Route Local Bus: a bus that operates along an established route with a set schedule, and passengers get on and off the bus at marked stops. If requested in advance, the bus may flex, or leave the established route to places within $\frac{3}{4}$ mile of the route.



ADA Paratransit: a small bus that provides service to individuals with disabilities, according to ADA, who call ahead and schedule a pickup. ADA paratransit service is provided to areas within $\frac{3}{4}$ mile of any local fixed route.



Dial-a-Ride: a small bus that provides service to passengers who call ahead and schedule a pickup. Dial-a-Ride service does not follow an established route but provides rides within a community or zone. Passengers who want to travel between zones transfer at existing transfer centers.

Transit Service Terms



Hours of service

How long a transit service or route operates on a particular day. For example, a bus route's hours of service on weekdays (Monday through Friday) may be from 6:00 a.m. to 8:00 p.m.



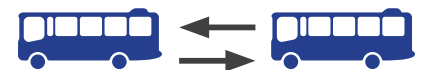
Peak

The times of day when more people travel and sometimes more transit service is provided. In the proposed transit service scenarios, peak time periods are 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.



Off-peak

The times of day when travel is lower than peak and sometimes less transit service is provided. In the proposed transit service scenarios, off-peak time periods are all the hours of service that are not in the peak time periods.



Frequency

How often a bus arrives on a route; for example, a bus may come once per hour. Increases in frequency mean that buses will come more often, and passengers will wait less time for a bus to arrive. Decreases in frequency mean that buses will come less often, and passengers will have to wait longer for a bus to arrive.





Current Service

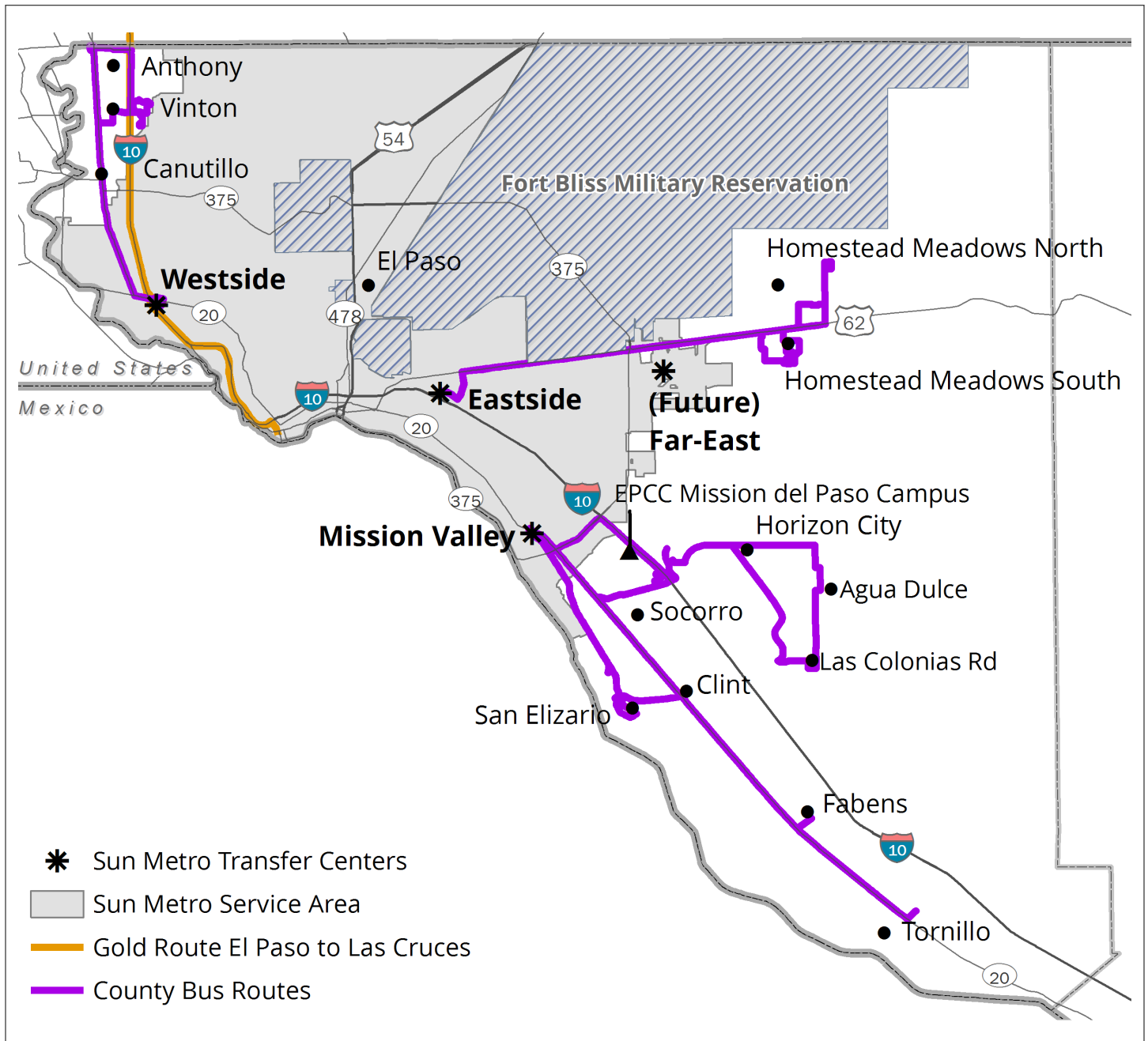
El Paso County currently provides service on six county bus routes, the Gold Route intercity bus between Las Cruces, NM, and El Paso, TX, and the Vamonos Vanpool program. The six county bus routes operate along established routes with set schedules, and passengers can get on and off the bus by flagging the bus driver. The county bus routes link communities throughout El Paso County, and all routes connect to a Sun Metro transfer center.

The six county bus routes are:

- **Route 10:** Anthony/Canutillo
- **Route 20:** Montana Vista
- **Route 30:** Horizon
- **Route 40:** Fabens/Tornillo
- **Route 50:** Mission Trail Express
- **Route 84:** El Paso Community College Mission del Paso.

Annual Passengers: 371,400
Annual Operating Cost: \$ 4,230,000
Annual Capital Cost: \$ 200,000

 <p>4.4 Passengers Per Hour</p>	 <p>\$9.13 Operating Cost per Passenger</p>
 <p>53% Rural Population With Transit Access</p>	 <p>59% Urban Population With Transit Access</p>



Scenario 1: Rural Dial-a-Ride

Dial-a-Ride service is provided throughout the rural county areas. This scenario limits transit service sponsored by El Paso County to the rural areas and does not include cities within the urbanized area. The Gold Route and Vamonos Vanpool program continue unchanged.

Under Scenario 1:

- El Paso County's six current **county bus routes** would be **discontinued**.
- Dial-a-Ride** would serve the rural areas in the county. Riders living in urban areas of El Paso County would no longer have service. Examples of urban areas are Socorro, San Elizario, Clint, Horizon City, Agua Dulce, and Anthony.

**Annual
Passengers:**
297,600

**Annual
Operating Cost:**
\$3,540,000

**Annual
Capital Cost:**
\$90,000



4.0

Passengers
Per Hour



\$9.41

Operating Cost per
Passenger



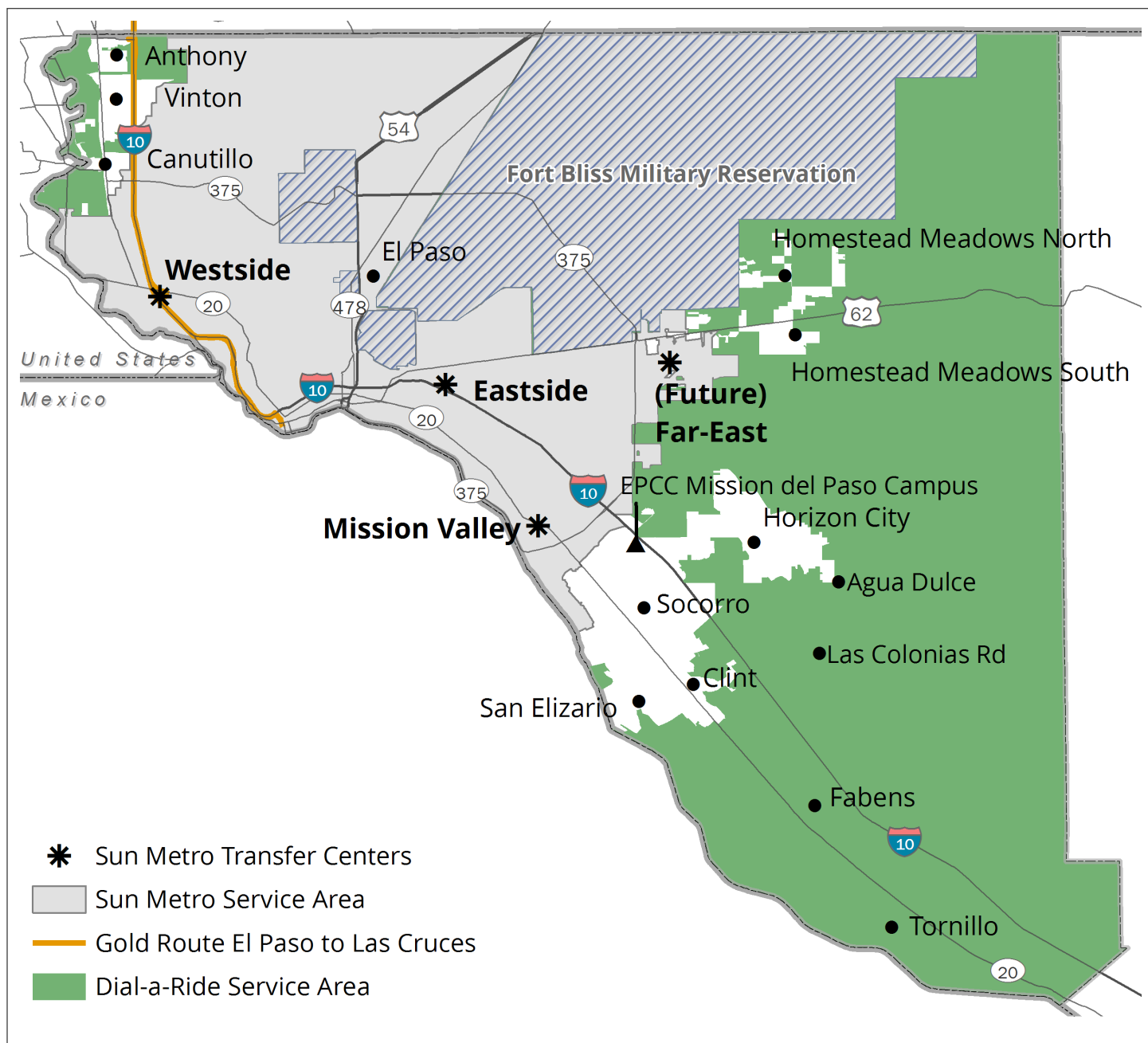
100%

Rural Population
With Transit Access



0%

Urban Population
With Transit Access







Scenario 2: Baseline Flexible-Route Local Bus

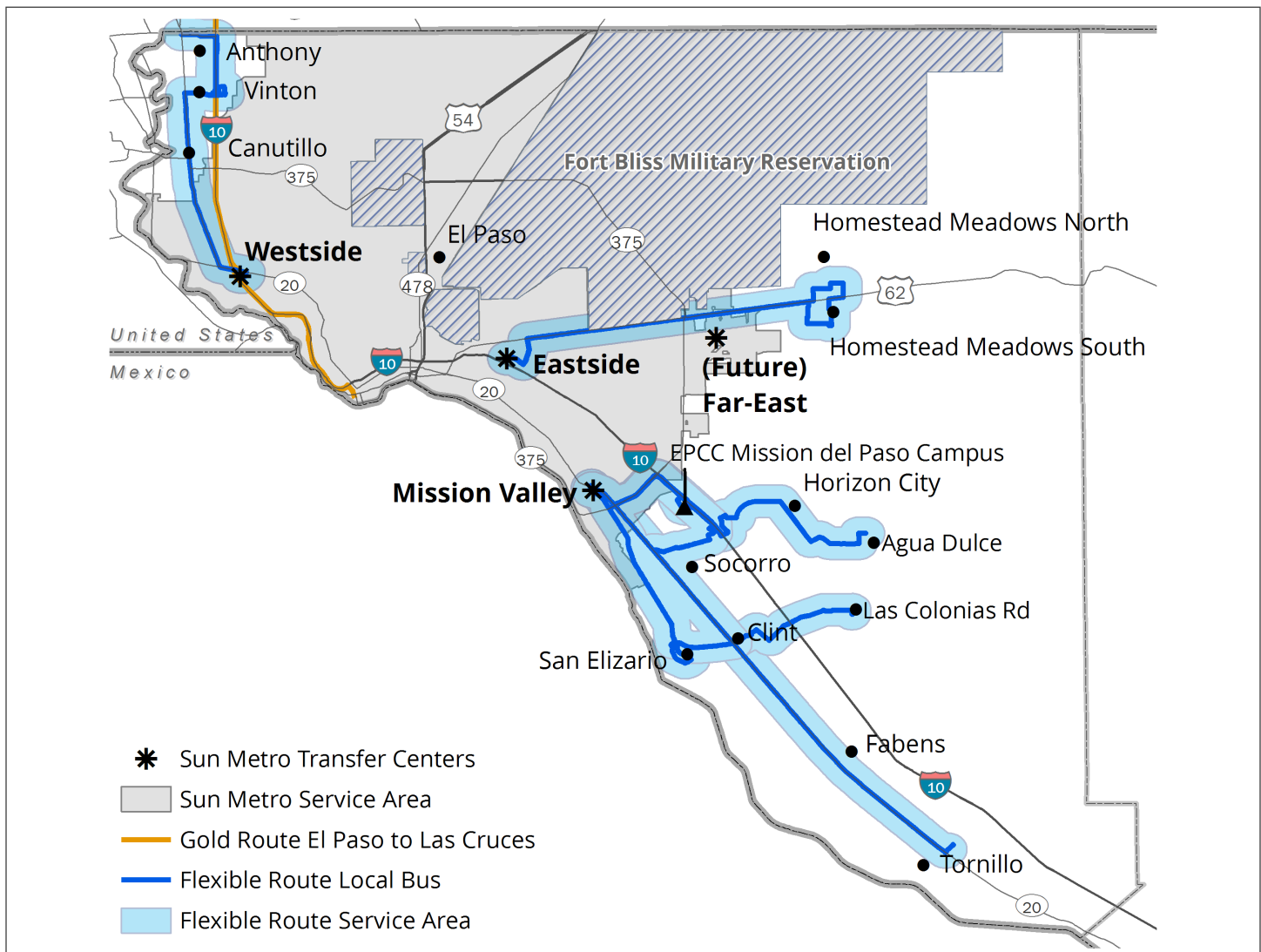
Flexible-route local bus service is provided to almost all currently served areas. Some routes have minor changes in frequency or hours of service. All routes are designed to serve passengers traveling in either direction along the route. The Gold Route and Vamonos Vanpool program continue unchanged.

Differences between Scenario 2 and current service are:

- **Route 10** would have changes in Westway, and Doniphan Drive service between Anthony and Vinton would be discontinued due to reportedly low ridership.
- **Route 20** would have minor changes in Homestead Meadows North and South. Service to the far northern area of Homestead Meadows North would be discontinued due to reportedly low ridership.
- **Route 30** would have several significant changes along most of the route (see the map for details).
- **Route 40** would not turn from Alameda Road onto Fabens Road; however, all current destinations that were served on Fabens Road would be served with flexible-route service. The frequency for Route 40 would be decreased from one bus every 1 hour 40 minutes to one bus every 2 hours.
- **Route 50** would not enter the Socorro Entertainment Center or Licon Dairy; however, these locations would be served with flexible-route service.
- The new **Route 70** would provide service to Las Colonias Road south of Horizon City (previously served by Route 30). Service along the Alameda corridor between the Mission Valley Transfer Center and Clint would be improved because Route 40 and Route 70 would both serve this corridor.
- **Route 84** would not change.

 <p>4.9 Passengers Per Hour</p>	 <p>\$8.18 Operating Cost per Passenger</p>
 <p>58% Rural Population With Transit Access</p>	 <p>71% Urban Population With Transit Access</p>

Annual Passengers: 442,400
Annual Operating Cost: \$4,550,000
Annual Capital Cost: \$480,000



Scenario 2 Routes



Existing service hours



Proposed extension of service hours



Additional bus route

ROUTE





10	MON-SAT	<div><div>6 AM</div><div></div><div>7:30 PM</div><div>8 PM</div></div>	<div><div><div><div></div><div>Every:</div></div><div><div>Current</div><div>Proposed</div></div></div><div><div>Peak</div><div>50 min</div><div>50 min</div></div><div><div>Off-peak</div><div>70 min</div><div>105 min</div></div></div>
20	MON-SAT	<div><div>6 AM</div><div></div><div>8 PM</div></div>	<div><div><div><div></div><div>Every:</div></div><div><div>Current</div><div>Proposed</div></div></div><div><div>Peak</div><div>50 min</div><div>50 min</div></div><div><div>Off-peak</div><div>50 min</div><div>50 min</div></div></div>
30	MON-SAT	<div><div>6 AM</div><div>6:30 AM</div><div></div><div>8 PM</div></div>	<div><div><div><div></div><div>Every:</div></div><div><div>Current</div><div>Proposed</div></div></div><div><div>Peak</div><div>85 min</div><div>105 min</div></div><div><div>Off-peak</div><div>180 min</div><div>105 min</div></div></div>
40	MON-SAT	<div><div>6 AM</div><div>7 AM</div><div>6 PM</div><div>8 PM</div></div>	<div><div><div><div></div><div>Every:</div></div><div><div>Current</div><div>Proposed</div></div></div><div><div>Peak</div><div>85 min</div><div>120 min</div></div><div><div>Off-peak</div><div>90 min</div><div>120 min</div></div></div>
50	WEEKDAYS	<div><div>6 AM</div><div>8 AM</div><div>6 PM</div></div>	<div><div><div><div></div><div>Every:</div></div><div><div>Current</div><div>Proposed</div></div></div><div><div>Peak</div><div>60 min</div><div>60 min</div></div><div><div>Off-peak</div><div>60 min</div><div>60 min</div></div></div>
	SATURDAY	<div><div>6 AM</div><div>10 AM</div><div>6 PM</div></div>	
	SUNDAY	<div><div>8 AM</div><div>10 AM</div><div>6 PM</div></div>	
NEW 70	MON-SAT	<div><div>6 AM</div><div></div><div>8 PM</div></div>	<div><div><div><div></div><div>Every:</div></div><div><div>Proposed</div></div></div><div><div>Peak</div><div>90 min</div></div><div><div>Off-peak</div><div>90 min</div></div></div>
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	SATURDAY	<div><div>6 AM</div><div>8 AM</div><div>6 PM</div><div>8 PM</div></div>	

Scenario 3: Flexible-Route Local Bus and Rural Dial-a-Ride

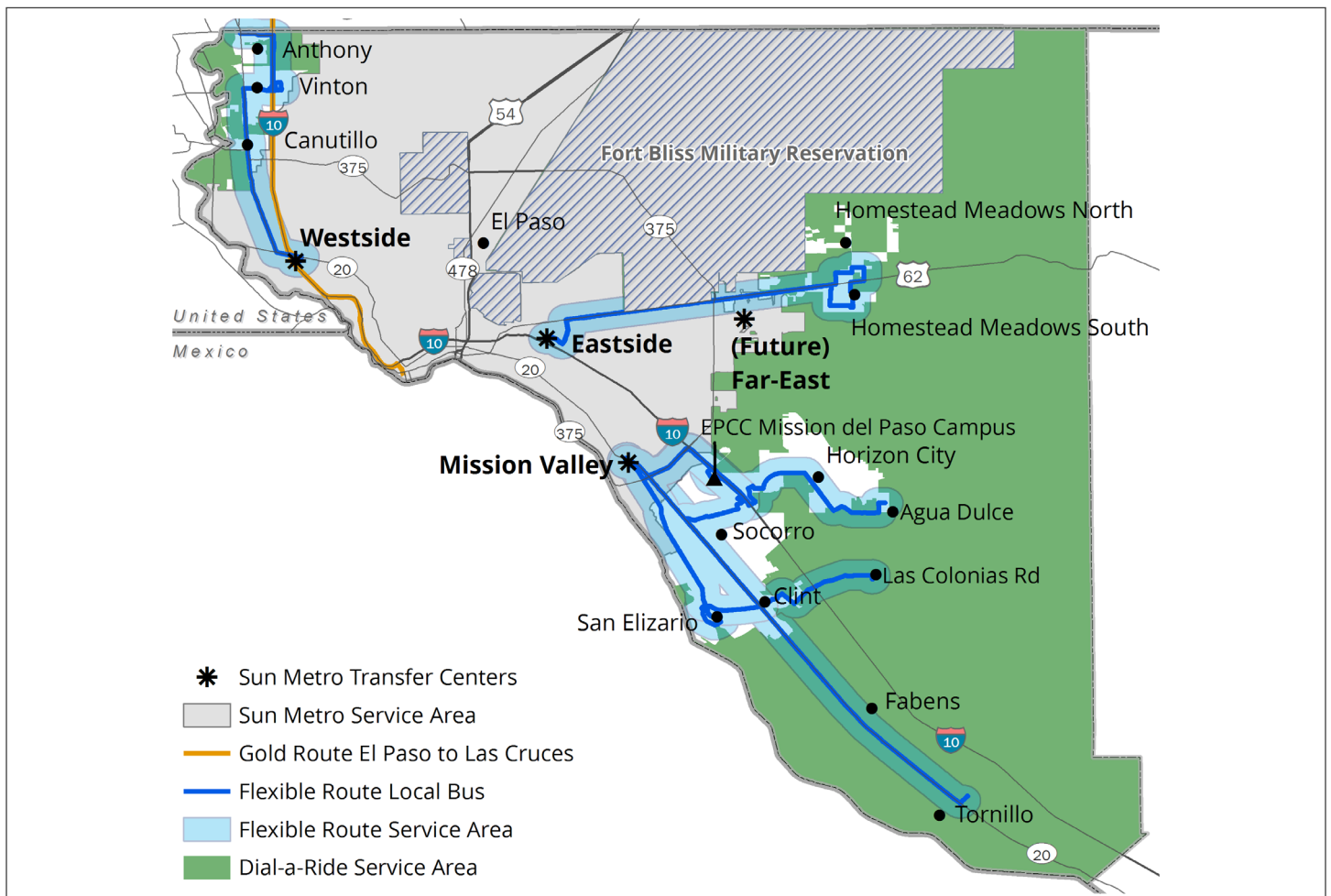
Flexible-route local bus service is provided to almost all currently served areas. Some routes have increased frequency and hours of service. All routes are designed to serve passengers traveling in either direction along the route and are scheduled to improve transfers between routes. Dial-a-ride serves rural areas outside the flexible-route service area. The Gold Route and Vamonos Vanpool program continue unchanged.

Differences between Scenario 3 and current service are:

- **Dial-a-Ride** would serve rural areas outside the flexible-route area.
- **Route 10** would have changes in Westway, Doniphan Drive service between Anthony and Vinton would be discontinued due to reportedly low ridership, and off-peak frequency would increase to one bus per hour.
- **Route 20** would have minor changes in Homestead Meadows North and South. Service to the far northern area of Homestead Meadows North would be discontinued.
- **Route 30** would have several changes along most of the route (see the map for details). Frequency would increase to one bus per hour.
- **Route 40** would not turn from Alameda Road onto Fabens Road; however, all current destinations that were served on Fabens Road would be served with flexible-route service. Frequency on Route 40 would be decreased from one bus every 1 hour and 40 minutes to one bus every 2 hours.
- **Route 50** would not enter the Socorro Entertainment Center or Licon Dairy; however, these locations would be served with flexible-route service.
- The new **Route 70** would provide service to Las Colonias Road south of Horizon City (previously served by Route 30). Service along the Alameda corridor between the Mission Valley Transfer Center and Clint would be improved because Route 40 and Route 70 would both serve this corridor.
- **Route 84** service would increase frequency to one bus per hour.

 <p>5.1 Passengers Per Hour</p>	 <p>\$8.89 Operating Cost per Passenger</p>
 <p>100% Rural Population With Transit Access</p>	 <p>71% Urban Population With Transit Access</p>

Annual Passengers: 642,200
Annual Operating Cost: \$6,910,000
Annual Capital Cost: \$610,000



Scenario 3 Routes



Existing service hours



Proposed extension of service hours



Additional bus route

ROUTE

10	<p>MON-SAT</p>	<table border="1"> <thead> <tr> <th> Every:</th><th>Peak</th><th>Off-peak</th></tr> </thead> <tbody> <tr> <td>Current</td><td>50 min</td><td>70 min</td></tr> <tr> <td>Proposed</td><td>50 min</td><td>60 min</td></tr> <tr> <td>Saturday</td><td>60 min</td><td>60 min</td></tr> </tbody> </table>	Every:	Peak	Off-peak	Current	50 min	70 min	Proposed	50 min	60 min	Saturday	60 min	60 min
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Current	60 min	60 min												
Proposed	60 min	60 min												
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Every:	Peak	Off-peak												
Current	90 min	90 min												
Proposed	60 min	60 min												

Scenario 4: Fixed-Route Local Bus and ADA Paratransit

Flexible-route local bus service is provided to almost all currently served areas. Some routes have increased frequency and hours of service. All routes are designed to serve passengers traveling in either direction along the route and are scheduled to improve transfers between routes. Dial-a-ride serves rural areas outside the flexible-route service area. The Gold Route and Vamonos Vanpool program continue unchanged.





Differences between Scenario 3 and current service are:

- **Dial-a-Ride** would serve rural areas outside the flexible-route area.
- **Route 10** would have changes in Westway, Doniphan Drive service between Anthony and Vinton would be discontinued due to reportedly low ridership, and off-peak frequency would increase to one bus per hour.
- **Route 20** would have minor changes in Homestead Meadows North and South. Service to the

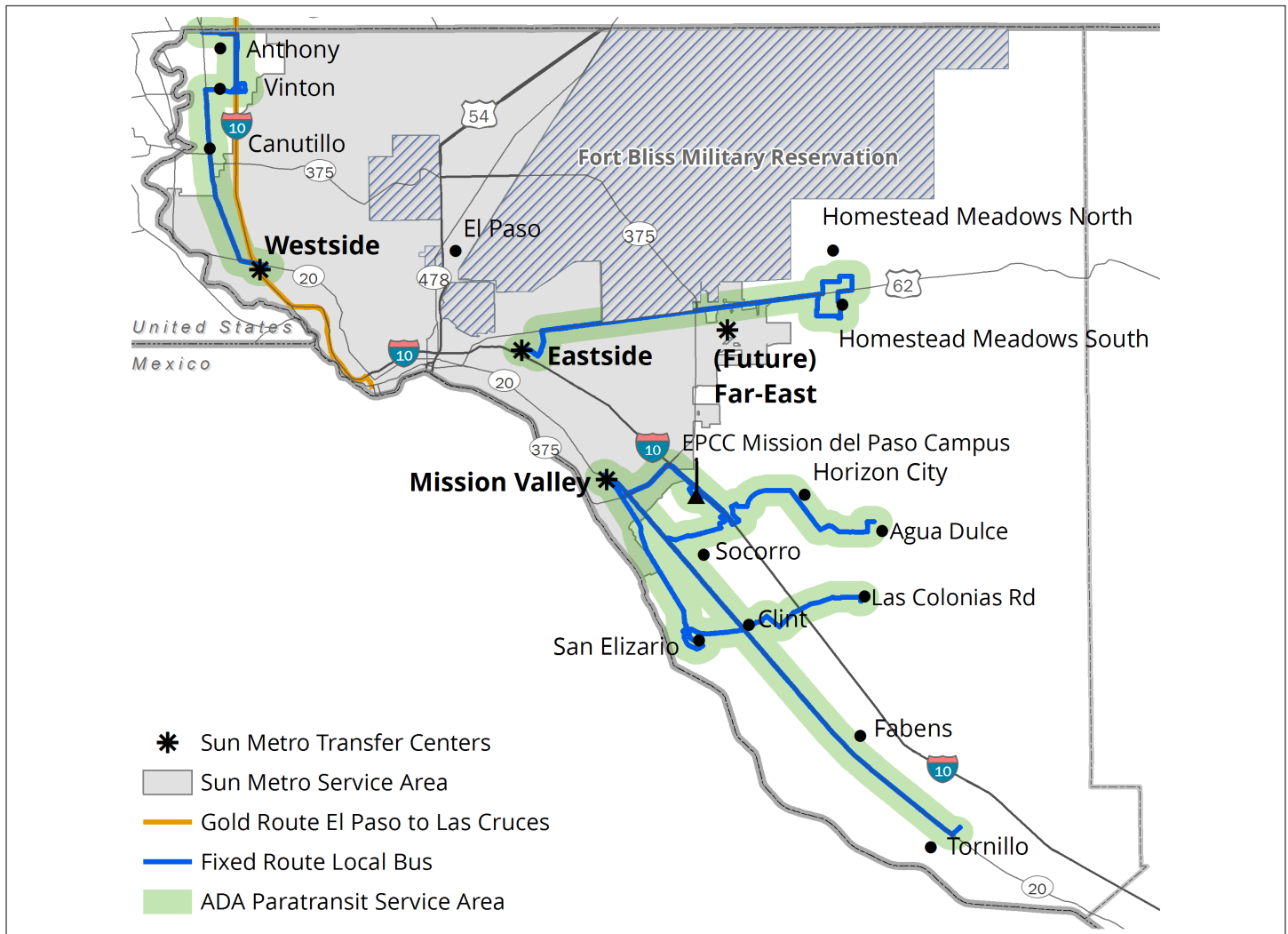
far northern area of Homestead Meadows North would be discontinued.

- **Route 30** would have several changes along most of the route (see the map for details). Frequency would increase to one bus per hour.
- **Route 40** would not turn from Alameda Road onto Fabens Road; however, all current destinations that were served on Fabens Road would be served with flexible-route service. Frequency on Route 40 would be decreased from one bus every 1 hour and 40 minutes to one bus every 2 hours.
- **Route 50** would not enter the Socorro Entertainment Center or Licon Dairy; however, these locations would be served with flexible-route service.
- The new **Route 70** would provide service to Las Colonias Road south of Horizon City (previously served by Route 30). Service along the Alameda corridor between the Mission Valley Transfer Center and Clint would be improved because Route 40 and Route 70 would both serve this corridor.

- **Route 84** service would increase frequency to one bus per hour.

 <p>4.7 Passengers Per Hour</p>	 <p>\$9.61 Operating Cost per Passenger</p>
 <p>44% Rural Population With Transit Access</p>	 <p>57% Urban Population With Transit Access</p>

Annual Passengers: 549,500
Annual Operating Cost: \$6,400,000
Annual Capital Cost: \$590,000





















































Scenario 4 Routes

 Existing service hours

 Proposed extension of service hours

 Additional bus route

ROUTE

10	MON-SAT    	 <table border="1"> <thead> <tr> <th>Every:</th><th>Peak</th><th>Off-peak</th></tr> </thead> <tbody> <tr> <td>Current</td><td>50 min</td><td>70 min</td></tr> <tr> <td>Proposed</td><td>50 min</td><td>60 min</td></tr> </tbody> </table>	Every:	Peak	Off-peak	Current	50 min	70 min	Proposed	50 min	60 min
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Current	50 min	70 min									
Proposed	50 min	60 min									
20	MON-SAT   	 <table border="1"> <thead> <tr> <th>Every:</th><th>Peak</th><th>Off-peak</th></tr> </thead> <tbody> <tr> <td>Current</td><td>50 min</td><td>50 min</td></tr> <tr> <td>Proposed</td><td>45 min</td><td>45 min</td></tr> </tbody> </table>	Every:	Peak	Off-peak	Current	50 min	50 min	Proposed	45 min	45 min
Every:	Peak	Off-peak									
Current	50 min	50 min									
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Every:	Peak	Off-peak									
Current	90 min	90 min									
Proposed	60 min	60 min									

Scenario 5: Increased Flexible-Route Local Bus and Rural Dial-a-Ride

Flexible-route local bus service is provided to almost all currently served areas. Some routes have increased frequency and hours of service. All routes are designed to serve passengers traveling in either direction along the route and are scheduled to improve transfers between routes. Dial-a-Ride serves rural areas outside the flexible-route service area. The Gold Route and Vamonos Vanpool program continue unchanged.





Differences between Scenario 5 and current service are:

- **Dial-a-Ride** would serve rural areas outside of the flexible route area.
- **Route 10** would have changes in Westway, Doniphan Drive service between Anthony and Vinton would be discontinued due to reportedly low ridership, and off-peak frequency would increase to one bus per hour.
- **Route 20** would have minor changes in Homestead Meadows North and South. Service to the far northern area of Homestead Meadows North would be discontinued.
- **Route 30** would have a few changes along most of the route (see the map for details). Frequency

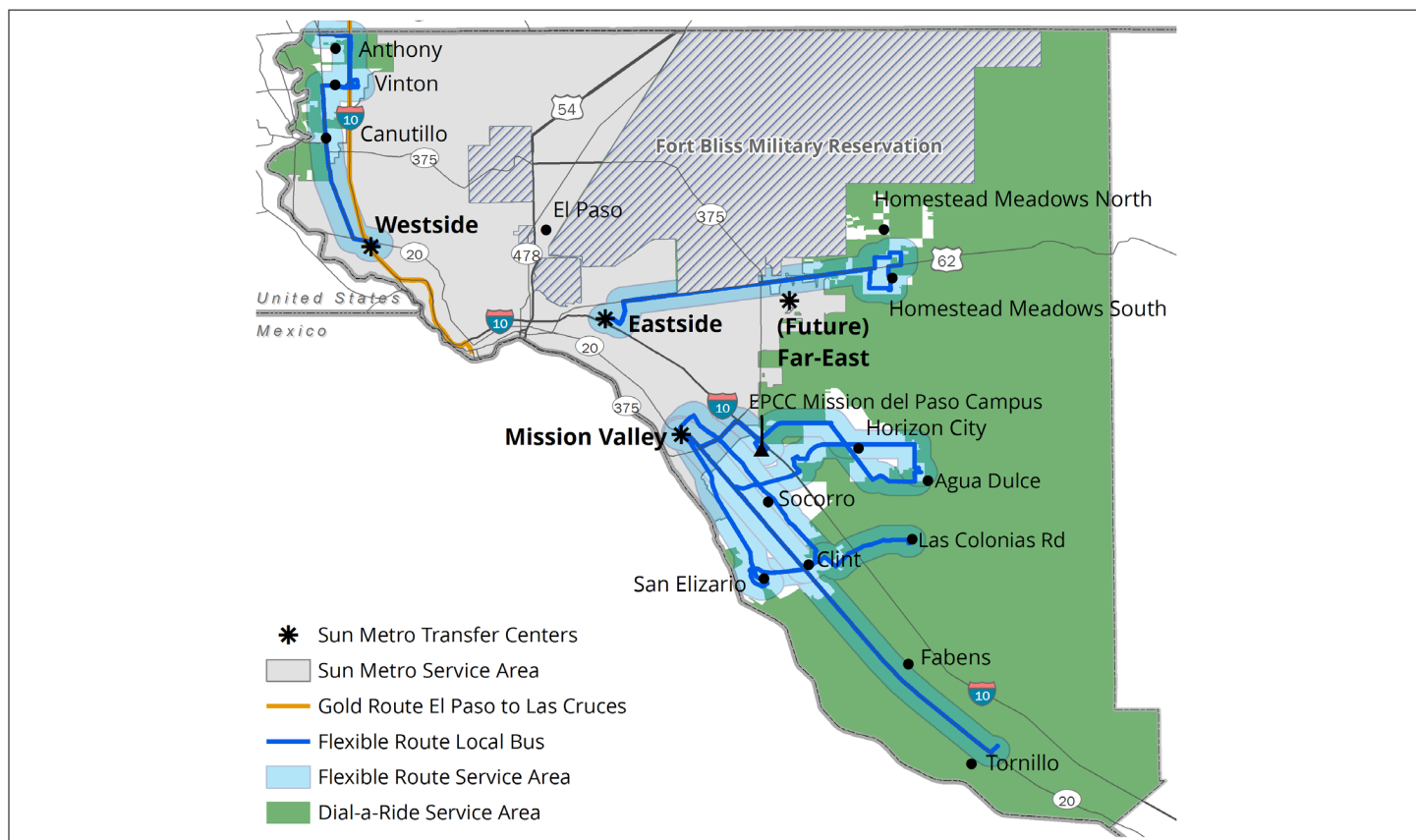
would increase to one bus per hour.

- The new **Route 31** would connect the Mission Valley Transfer Center to El Paso Community College Mission del Paso and then Horizon City via Eastlake Boulevard.
- **Route 40** would not turn from Alameda Road onto Fabens Road; however, all current destinations that were served on Fabens Road would be served with flexible-route service. Frequency on Route 40 would be decreased from one bus every 1 hour 40 minutes to one bus every 2 hours.
- The new **Route 41** would provide service on North Loop Road between Mission Valley and Clint and connect to San Elizario.
- **Route 50** would not enter the Socorro Entertainment Center or Licon Dairy; however, these locations would be served with flexible-route service.
- The new **Route 70** would provide service to Las Colonias Road south of Horizon City (previously served by Route 30). Service along the Alameda corridor between the Mission Valley Transfer Center and Clint would be improved because Route 40 and Route 70 would both serve this corridor.

- **Route 84** would be replaced by the new Routes 31 and 41.

 <p>5.8 Passengers Per Hour</p>	 <p>\$7.89 Operating Cost per Passenger</p>
 <p>100% Rural Population With Transit Access</p>	 <p>84% Urban Population With Transit Access</p>

Annual Passengers: 794,500
Annual Operating Cost: \$7,690,000
Annual Capital Cost: \$880,000



Scenario 5 Routes

			Existing service hours	Proposed extension of service hours	Additional bus route
ROUTE					
10	MON-SAT		Every: Peak Off-peak Current 50 min 70 min Proposed 50 min 60 min Saturday 60 min 60 min		
20	MON-SAT		Every: Peak Off-peak Current 50 min 50 min Proposed 50 min 50 min		
30	MON-SAT		Every: Peak Off-peak Current 85 min 180 min Proposed 60 min 60 min		
NEW 31	MON-SAT		Every: Peak Off-peak Proposed 60 min 60 min		
40	MON-SAT		Every: Peak Off-peak Current 85 min 90 min Proposed 120 min 120 min		
NEW 41	MON-SAT		Every: Peak Off-peak Proposed 30 min 60 min Saturday 60 min 60 min		
50	WEEKDAYS		Every: Peak Off-peak Current 60 min 60 min Proposed 60 min 60 min		
	SATURDAY				
	SUNDAY				
NEW 70	MON-SAT		Every: Peak Off-peak Proposed 60 min 60 min		

Financial Information

Transit Service Scenario							
		Current Service	Scenario 1: Rural Dial-a-Ride	Scenario 2: Baseline Flexible-Route Local Bus	Scenario 3: Flexible-Route Local Bus and Rural Dial-a-Ride	Scenario 4: Fixed-Route Local Bus and ADA Paratransit	Scenario 5: Increased Flexible-Route Local Bus and Rural Dial-a-Ride
Performance Measures	Annual Passenger Boardings	371,400	297,600	442,400	642,200	549,500	794,500
	Passenger Boardings per Revenue Hour	4.4	4.0	4.9	5.1	4.7	5.8
	Net Operating Cost (Less Fares) per Passenger Boarding	\$9.13	\$9.41	\$8.18	\$8.89	\$9.61	\$7.89
	% of Rural El Paso County Population with Transit Access	53%	100%	58%	100%	44%	100%
	% of Urbanized El Paso County Population with Transit Access	59%	0%	71%	71%	57%	84%
Costs	Annual Operating Cost	\$4,230,000	\$3,540,000	\$4,550,000	\$6,910,000	\$6,400,000	\$7,690,000
	Annual Capital Cost	\$200,000	\$90,000	\$480,000	\$610,000	\$590,000	\$880,000
	Total Annual Cost	\$4,430,000	\$3,630,000	\$5,030,000	\$7,520,000	\$6,990,000	\$8,570,000
Sources of Revenue	Federal Funds	\$2,350,000	\$1,660,000	\$2,430,000	\$2,910,000	\$2,910,000	\$3,080,000
	State Funds (TX and NM)	\$1,120,000	\$1,070,000	\$1,070,000	\$1,070,000	\$1,070,000	\$1,070,000
	Fare Revenues	\$830,000	\$730,000	\$930,000	\$1,200,000	\$1,120,000	\$1,420,000
	Additional Local Government Funds	\$130,000	\$170,000	\$600,000	\$2,340,000	\$1,890,000	\$2,999,700
	Total Annual Revenue	\$4,430,000	\$3,630,000	\$5,030,000	\$7,520,000	\$6,990,000	\$8,570,000

For more information, please contact us at:
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