

# Paul S. Sarbanes Transit in Parks

## Fiscal Year 2010 Application Example

**Disclaimer:**

This application is an example of a successful Transit in Parks application; however, it is **NOT** necessarily the best response to any given question, since the responses needs to be based on individual site conditions.



**U.S. Department of Transportation  
Federal Transit Administration**

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)  
Project Proposal for Fiscal Year 2010 Funds – Implementation Project**

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Sequoyah National Wildlife Refuge Bus/Alternative Transportation Replacement Project			
Proposed Funding Recipient: Sequoyah National Wildlife Refuge, U.S. Fish and Wildlife Service, Southwest Region, OK			
Public land unit(s) involved: Sequoyah National Wildlife Refuge		<u>Location of Project</u> City: Vian County: Sequoyah State: Oklahoma Congressional District: 2	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input checked="" type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service <input type="checkbox"/> Other (e.g. Federal Trust) Describe:		Type of Implementation Project: (Planning projects, please use the alternate form) <input checked="" type="checkbox"/> Bus <input type="checkbox"/> Vehicle replacement <input type="checkbox"/> Tram/Trolley <input type="checkbox"/> Boat/Ferry/Dock <input type="checkbox"/> Rail <input type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe:	
<input type="checkbox"/> Proposal is for a new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is for an expansion or enhancement of an existing alternative transportation system. <input checked="" type="checkbox"/> Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
Transit in Parks Program Funding Requested during FY 2010 \$ 257,879.26		<b>Total</b> Project Capital Cost at Completion (All sources) \$257,879.26	
Were you awarded Transit in Parks Program funds for this project in the past? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional Transit in Parks Program funds in future years? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>(Note: If you wish to compete for future Transit in Parks Program fiscal year funding you must reapply).</b> If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:			
FY 2010 \$	FY 2011 \$	FY 2012 \$	
FY 2010 Funding Amounts from sources other than Transit in Parks Program funds? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$	Local \$	Federal (other than Transit in Parks Program) \$	Private sources \$

**CONTACT PERSON**

Name: Jeff Haas

Phone: (918) 773-5251

Position: Refuge Manager

E-mail: jeff\_haas@fws.gov

Address: Sequoyah National Wildlife Refuge, Route 1 Box 18A, Vian, OK 74962

**OTHER PROJECT SPONSORS (in addition to funding recipient)****REQUIREMENTS**

If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.

The project is consistent with the metropolitan and statewide planning process.

The project is consistent with agency plans.

If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

**BASIC PROJECT DATA**

Number of Visitors (Annual): 75,374

Daily Number of Visitors (Peak season): 220

Average Number of Vehicles per Day at Peak Visitation: 100

Current Road Level of Service at Peak Visitation: During peak season, more vehicles travel the wildlife drive than at any other time. The drive is a 6-mile gravel road and the heavy volume of traffic kicks up so much dust as to temporarily blind other vehicles. This slows vehicles rate of speed from 25 Mph to 10 mph.

What time of the year does your land unit experience Peak Visitation?

 Spring Summer Fall Winter

Current Carrying Capacity of Existing Roads: 2112 (vehicles/day) based on the number of vehicles at (15ft), divided into 31,680 (6 miles of tour road)

Current parking shortages during peak visitation: Large numbers of waterfowl and other wildlife are observed and tend to congregate in various areas along the tour road. Often times there are no parking areas available in these situations for drivers to watch and photograph the wildlife and traffic jams result.

Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation:

(average number of visitors/daily at peak)

Current Annual Number of Persons who use the alternative transportation system (if one already exists): (anticipated number of riders or users/annually)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 1260 (anticipated ridership/usage)

Is there an anticipated reduction in auto collisions with large animals with this project?

Yes  No

If "Yes," please provide anticipated reduction: 1-3 collisions/year

### BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project?  Yes  No

If "Yes," please provide anticipated area of increase:           square feet

Is there an anticipated increase in wildlife habitat connectivity?  Yes  No

If "Yes," how many acres would be connected by the project?           acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project?  Yes  No

If "Yes," please explain: A reduction in emission, dust, and visitor vehicle congestion through a decreased number of vehicles driving through the refuge.

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?

Yes  No

If "Yes," please explain: Would improve the overall visitor's experience, lower the number of vehicles on the tour road and create a much lesser disturbance upon wildlife.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?

Yes  No

If yes, please explain: Newer, more reliable models of transportation with environmentally preferred components (improved fuel economy, lower emissions, and quieter operations), safety features, and easier access would vastly improve the refuge's wildlife viewing program and visitor experience.

## Executive Summary

Please provide an executive summary of your proposal that is no more than one page in length.

The Sequoyah National Wildlife Refuge seeks funding for an alternative fuel, fully accessible bus capable of seating 28 adult passengers. Alternative transportation of this type would have the following benefits:

- Reduce the amount of stress on the resource
- Provide for increased Public Use of the resource
- Fulfill an operational goal for the Sequoyah NWR

### Reduce Stress on the Resource

With an annual visitation of 75,000 visitors, most of whom come during the busy winter season to observe and photograph waterfowl and nesting bald eagles, Sequoyah NWR is seeking alternative transportation to lessen the impact on the fragile resource. Such transportation will reduce impacts associated with visitors and automobiles in three ways: 1) reduce the number of automobiles that utilize the tour route on a daily basis, 2) reduce the potential of wildlife harassment, and 3) reduce the stress levels of migrating ducks and geese, which forage in impoundments, immediately adjacent to the tour route.

Increased levels of visitation lead directly to increase in stress levels of the birds. More than a hundred vehicles will drive on the tour route every day, and visitors, inspired by the sight of so many ducks and foraging geese, will often leave their vehicles to get closer to the birds. The presence of both vehicles in great numbers on the tour route and the ever encroaching foot traffic causes elevated stress levels in the birds. Migrating waterfowl need to conserve energy during their migrations in order to complete the flight back to their breeding grounds in early spring. The close proximity of both visitors and traffic to the birds causes them to expend energy either through frantic mass flights and/or the halting of important foraging activity due to elevated levels of alertness; both forms of behavior constitute disruptions in their normal life cycle. To lessen this impact, refuge officials would need to close portions of the refuge to public use which could lead to increased public dissatisfaction with the refuge and result in Congressional letters of complaint upon the refuge.

### Provide Increased Public Use of the Resource

The refuge offers guided tours from its Visitor Center, which have been successful in reducing both the number of vehicles and visitors on the tour route; however, the current refuge tour bus is not accessible and suffers from a number of mechanical ailments, and the fact that it is seventeen years old, makes repairs costly. Last year, the bus failed due to breakdowns on five scheduled tours. Replacing this bus would greatly expand the opportunities for the Refuge and our partners to provide more guided tours and involve more participants on field trips. Expanded seating, more guided tours, and better accessibility for persons with disabilities will allow additional visitors to have a quality, compatible, recreational experience while visiting the Refuge.

### Fulfill an Important Refuge Operational Goal

One of the operational goals for the Sequoyah NWR is to utilize "green" practices in its day-to-day operations. Newer, more reliable models of transportation with environmentally preferred components (improved fuel economy, lower emissions, and quieter operations), safety features, and easier access would vastly improve the refuge's wildlife viewing program. In addition, air pollution would be reduced by decreasing the number of vehicles driving through the Refuge, visitor safety would be improved by allowing them to park at a central parking area instead of along the roadside, and the overall visitor's experience would be improved.

## Project Description

**What activities would be funded by the requested Transit in Parks Program financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.**

The Sequoyah National Wildlife Refuge is interested in improving the wildlife viewing, environmental education, and ecotourism opportunities on the Refuge by purchasing an alternative fuel, fully accessible, standard wide-body (31ft) bus. The refuge will use this new bus to replace an older, gasoline powered bus for guided interpretive and educational tours of the refuge, particularly during the busy winter season. New buses have an extensive list of improvements compared to the current bus model including the following:

1. Greater fuel efficiency;
2. Lower emissions;
3. Easy access to engine for repairs;
4. More torque at low speeds;
5. Quieter operations (less disturbance to wildlife such as waterfowl, deer, birds, etc.)
6. Reduced bus maintenance costs;
7. Less down time when the bus is out of service for repairs;
8. Increased seating and opportunities for visitors using assisted devices and improved wheelchair loading;
9. Safer, easier access (low step model) than current bus.

The bus will be utilized to take visitors on the wildlife drive and into some areas, which are closed to normal public entry, for special tours. Use of the new bus will reduce the number of vehicles on the refuge and minimize the cost and amount of road repairs and grading. In addition, the new bus will improve the quality of the wildlife viewing experience by the public and help build a better appreciation for wildlife and the National Wildlife Refuge System.

## Transit in Parks Program Implementation Evaluation Criteria

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

Criteria	Points	Weight
1. Demonstration of Need		
a. Visitor mobility & experience	(1-5)	25%
b. Environmental condition as result of existing transportation system	(1-5)	
2. Visitor Mobility & Experience Benefits of Project		
a. Reduced traffic congestion	(1-5)	25%
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
3. Environmental Benefits of Project		
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	25%
b. Reduced pollution (air, noise, visual)	(1-5)	
4. Operational Efficiency and Financial Sustainability		
a. Effectiveness in meeting management goals	(1-5)	25%
b. Feasibility of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

**Your responses to these questions must total no more than eight pages.**

**Implementation Evaluation Factors:**

**1. Demonstration of Need**

**a. Visitor mobility and experience:**

The requested funds would be used to purchase an alternative fuel, fully accessible (touring) bus for the Sequoyah NWR. Currently, the refuge utilizes a seventeen year old gasoline-powered Tour Bus, which seats 27 adults in side-by-side seating. The bus has no provisions for wheelchair and/or mobility impaired access. The bus suffers frequent breakdowns. Its age, combined with its frequent repairs make it difficult to keep it up and running, so the refuge only utilizes this bus for guided tours of its wildlife drive, and it is restricted to use on refuge roads only.

The refuge has an annual visitation of about 75,000 visitors, many of whom utilize the bus transportation for interpretive tours and environmental education programs. Throughout the year, the bus is used to take visitors along the 6-mile wildlife drive and into areas that are closed to the general public. Most of these latter areas are only accessed by dirt road, which during the winter months can be extremely difficult to reach with normal two-wheel drive vehicles. Typically, buses have more power at low speeds, which enables them to traverse the dirt roads regardless of their condition. Access to these closed areas is one of the most desirable opportunities offered by the refuge, because it offers unparalleled observation and photography opportunities of the resource at closer range than is typically found along the wildlife drive.

A newer, more reliable bus utilizing an alternative fuel system and providing easier access and wheelchair accommodations would greatly improve the refuge's Public Use program by

- Replacing an older gasoline powered bus that is not cost-efficient to keep in service
- Provide more power for use on dirt roads during special tours of the refuge impoundments
- Offer safer access for visitors with a low floor entry
- Offer wheelchair accommodations
- Being able to use it for off-refuge tours and special events

**b. Environmental condition as a result of the existing transportation system:**

The fall and spring waterfowl migrations at Sequoyah NWR coincide with the arrival of tens of thousands of wintering ducks and geese. In addition, this is the time of year when fishing, hunting, and wildlife watching peak. These activities attract thousands of visitors every year and visitation continues to increase as the public becomes more and more aware of the wildlife related recreational opportunities the refuge has to offer. The increase creates two distinct problems for the resource; too many vehicles on the wildlife drive and increased disturbance upon wildlife. This disturbance causes stress among waterfowl in times when they need to conserve energy in preparation for the completion of their annual migration.

More and more visitors are seeking prime photography opportunities during the winter, and in order to take the "perfect" photograph, many visitors are venturing out of their vehicles to get closer to the birds. This has led to stressful interactions between the birds and visitors, which usually ends with the frantic dispersion of the birds, as they flush in mass from their foraging area to escape the visitors. The use of a bus will help reduce this type of wildlife harassment. More visitors on the bus mean less in individual cars and less temptation to leave those cars. Visitors on the bus will still have ample opportunity to observe & photograph the birds. The bus can also

be used to the same manner to relieve disturbance in the same manner upon two bald eagle nesting territories that are within close proximity to the tour road.

By using an alternative fuel powered tour bus, it is estimated that in one round-trip tour, the refuge can reduce the number of vehicles on the wildlife drive by 10 or more vehicles, while providing access to approximately 28 visitors. This is very important in satisfying one of the refuge's operational goals, which is to utilize more "Green" practices whenever and wherever possible.

The use of an alternative fuel, fully accessible (touring) bus would improve the environment by:

- Reducing the number of vehicles on the 6-mile wildlife drive
- Reduce the stress levels and harassment of the bird populations that use the fields and impoundments along the wildlife drive
- Conserve energy by reducing gas consumption from hundreds of vehicles per year that would utilize the wildlife drive if the bus were not available
- Reduce the need for constant road maintenance and upkeep

## **2. Visitor Mobility and Experience Benefits**

### **a. Reduced traffic congestion:**

The refuge wildlife drive consists of a 6-mile dirt road, most of which is one-way traffic. During the busy winter season, the refuge sees on average of about 100 vehicles per day. These vehicles hold between one and three visitors each. Many of these vehicles arrive mid to late afternoon, so as to be in position to view/photograph the spectacular displays of bald eagles, waterfowl and other wildlife during their evening feeding periods. Several areas along the wildlife drive can be inundated with vehicles, most of which are parked in such a manner as to block thru-traffic. Use of a bus would be the first step in reducing this gridlock. By offering evening tours during peak times throughout the winter (weekends & holidays), the refuge can reduce this number.

- It is estimated that in one round-trip tour, the number of vehicles on the wildlife drive can be reduced by 10 or more vehicles, while providing access to approximately 28 visitors.
- Considering the ever-increasing price of gasoline, many visitors would welcome the opportunity to leave their vehicles at the refuge visitor center and enjoy the 6-mile wildlife drive from the comfort of a bus

### **b. Enhanced visitor mobility, accessibility, and safety:**

Refuge use of the alternative fuel, fully accessible bus would benefit both the resource and to the visitors, themselves. As stated previously, the bus would reduce the number of vehicles using the wildlife drive on a weekly basis, but more importantly, it would provide visitors with a safe alternative way in which to experience the resource through the following:

- Provide a comfortable platform with an unimpeded view in which to observe & photograph fish and wildlife resources
- Use of alternative fuel vs. conventional gasoline powered engine would resonate with most visitors, allowing them to feel better about their overall experience
- Guided tours will also reduce impacts to the resource by unaccompanied visitation
- Offer a full range of accessibility needs for mobility impaired visitors
- Allow access to wildlife, scenic, and historic features for those who are unable, or disinclined to walk
- Existing Bus not ADA compliant
- Provide seating and dedicated window-viewing for two wheelchairs
- Reduce the number of refuge vehicles needed to carry visitors and mobility-impaired visitors into closed areas of the refuge during special tours



- Throughout the year, the bus has the potential to carry on average 1,260 visitors (45 trips/yr. x 28 passengers)

**c. Visitor education, recreation and health benefits:**

The Refuge Improvement Act of 1997 directs National Wildlife Refuges to provide six priority public uses when appropriate and compatible with the purpose of the Refuge. Bus tours address several of these priority uses - wildlife viewing, wildlife photography, interpretation and environmental education. At Sequoyah NWR, these public uses are given priority status. The new bus is designed from the chassis up to be a touring bus and will accommodate wildlife viewing and photography interests as well as general interpretive and environmental education needs.

During the busy season the refuge could open some areas of the refuge normally closed to the general public for special guided tours. "Behind the Scene" tours are some of the most sought after guided tours on the refuge.

In addition to regularly scheduled interpretive tours, the new bus will also be used for a variety of educational tours of the refuge for special audiences such as local schools, Audubon Society, state and local partners, and other federal agencies, and be available for off-refuge use.

A new bus would benefit visitor education, recreation, and health through the following:

- Offering unparalleled viewing opportunities than is currently available
- Increase the potential for the refuge to offer more of its extremely popular "Behind the Scenes" tours of its impoundments
- Visitors can relax and enjoy the scenery and not have to worry about driving through the traffic on the wildlife drive and/or negotiating through a maze of other vehicles
- It is estimated that 800 to 1,300 passengers will benefit from the bus per year, with most of these coming during the peak season (September – May.).
- Enable the refuge to offer more tours to specialized audiences and conservation partners
- Be available for use off the refuge, which the current bus is not

**3. Environmental Benefits**

**a. Protection of natural, cultural, and historic resources:**

Sequoyah National Wildlife Refuge is located in eastern Oklahoma, encompassing parts of Haskell, Muskogee, and Sequoyah counties. The Refuge contains approximately 20,800 acres. Within this area, 43 archaeological sites have been recorded, most during surveys sponsored by the Tulsa District U.S. Army Corps of Engineers on land within and around Robert S. Kerr Reservoir.

Twenty-four sites have yielded only prehistoric materials, two sites have only historic materials, and 17 sites have evidence of occupation during both major periods. For the other 39 sites, the only available data are surface and shoreline collections, photographs, and field notes by professional and avocational archaeologists.

Allowing visitors to tour the refuge by bus may decrease the number of possible disturbances to the above sites. Visitors using personal vehicles might stumble upon archeological areas previously unknown to refuge staff. However, if visitors utilize the bus tours, refuge staff can ensure that archeological areas are treated with respect or are avoided all together. Use of an alternative fuel vehicle will improve the refuge's ability to serve its customers, while minimizing disturbance to the resource, especially when used in special "Behind the Scene" tours of areas not accessible to the public.

The new bus may also allow the refuge to open areas in its western units to the occasional special tour. The western units have amazing cultural and natural resources and most of the areas are not opened to the public because of its remoteness and tours are not presently available because of the unreliability of the existing bus. A new bus would allow the refuge to coordinate special tours on these important areas of the Sequoyah NWR.

**b. Reduced pollution:**

The U.S. Fish and Wildlife Service, "Greening" Field Station Guidance Manual, Feb. 2001, states: *"All Service Program officers must begin obtaining alternative fuel vehicles that operate on low emission fuels such as natural gas and propane/butane when feasible."*

With the potential of removing 420 cars or more per year from the refuge's wildlife drive (1 tour = 10 cars with 3 passengers per car. 45 tours = 420 cars with a total of 1,260 passengers) during the peak season, a new alternative fuel bus would save 2,520 miles per day of vehicle operation each day it was used on the 6-mile wildlife drive. This effort would be consistent with the above directive from the Director of the U.S. Fish and Wildlife Service.

**4. Operational Efficiency and Financial Sustainability**

**a. Operational Efficiency:**

In order to encourage visitation and present a positive, welcoming image to a diversity of visitors, while at the same time controlling negative impacts to natural resources that personal vehicles would cause, replacing the existing bus at the Sequoyah National Wildlife Refuge is the best and most cost-effective method of attaining these goals. A large portion of visitors are retired with limited mobility due to age, physical stamina, or infirmity issues. Birding and other wildlife viewing requires an alternative transportation system in order to access the entire refuge with the least amount of impacts to the wildlife, natural resources, and road system. The alternative transportation program offers large numbers of visitors an easy economical way to meet their needs, and a way to provide a quality experience for visitors.

**b. Feasibility of Proposed Budget:** Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

	FY 2010	FY 2011	FY 2012	FY 2013
<b>Revenue</b>				
Transit in Parks Program funding (requested)	257,879.26			
Funds from public land budget				
Other federal funds				
State funding				
Local funding				
Passenger Fares and/or transportation fees				
All other dedicated sources of funding				

Total Revenue	257,879.26			
<b>Capital Costs</b>				
Purchase of rolling stock (vehicles)	257,879.26			
Lease of rolling stock (vehicles)				
Construction (e.g., bus shelters, sidewalks, trails, etc.)				
Rehabilitation				
Other: _____				
Total Capital Costs	257,879.26			
<b>Operating Costs</b>				
Salaries	1674.00	1674.00	1674.00	2232.00
Routine Maintenance	450.00	450.00	450.00	650.00
Insurance				
Fuel	3213.00	3534.00	3888.00	4277.00
Contracted services				
Other: _____				
Total Operating Costs	5337.00	5658.00	6012.00	7159.00

**Proposed budget narrative:**

**REVENUE:**

The alternative transportation system that we wish to purchase is the 28-passenger Medium Duty, K-31 Shuttle Bus that is diesel-electric powered and is produced by Krystal Enterprises. The base cost of the bus is \$257,879.26; The refuge will provide its operational base funds, and then provide the subsequent Operating and Capital Costs from FY 2010 to FY 2013.

**OPERATING COSTS**

**Salaries**

The Model K-31 bus will come with a standard 3 year/ 36,000 mile bumper to bumper warranty. Our Maintenance Mechanic (WG-10) estimates that he will spend approximately 3% of this time servicing the bus (change oil, basic preventive maintenance, etc.) for the first three years. By 2013, the warranty on the bus will expire and that will require an estimated increase to 4% for each year thereafter. Thus, for FY's 2010, 2011, and 2012, the estimated cost of routine maintenance will be \$1, 674.00. By FY 2013 and FY 2014, that cost will increase to \$2,232.00.

**Routine Maintenance**

Based on the warranty information above, we estimate the routine maintenance costs on the bus at or about \$450 for the first three years, but as the warranty expires, we will have to step-up with maintenance costs. Our automotive mechanic anticipates a significant rise in cost by 2013, when tires will probably need to be replaced and other non-routine maintenance will need to be performed.

**Insurance**

The U.S. Fish and Wildlife Service is a Federal agency under the U.S. department of Interior. As a Federal Agency it is self-insured and does not contract with a commercial carrier to provide that service.

**Fuel**

Currently, the cost per gallon for Diesel is \$2.38. It is estimated that we have the potential to put as many as 5,000 miles on the bus per year, thus we are expected to use as much as 1,350 gallons of diesel throughout the year for a total of \$3,213.00 for the first year and a 10% rise in the cost of propane each successive year thereafter

- a. Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): \$5337.00
2. Average annual number of riders: 1260/year
3. Transportation fee or fares recovered (average): \$0/year
4. Useful life of transportation assets: 10 years

Annual cost per passenger trip: This will be automatically calculated by FTA.

Annual fare box recovery This will be automatically calculated by FTA.        %

**b. Partnering, funding from other sources:**

With the high visitation on this refuge, the surrounding communities including Gore, Oklahoma, Vian, Oklahoma, Sallisaw, Oklahoma, Fort Smith, Arkansas, and others within a 100 mile radius expectedly receive significant eco-tourism benefits.