



Three Rivers Regional Transit Coordinating Council

Minutes

Thursday August 9, 2012

1. **Call to Order** - The meeting was called to order at 9.12am.
2. **Introductions** – All those present introduced themselves.

Present:	Connie Hunt	Joanne Fagan	Doug Atchley	Terri Wilcox
	Jenny Patterson(Ph)	Paul Gray	Rhona Keckler	Vince Rogalski
Absent:	Pat Means	Kerwin Jensen	Chris Colter	
Visitors:	Ralph Powers (TransitPlus)		Peter Crowell	

3. **Approval of Minutes of June 14th 2012**

Several changes were required for approval of the minutes of June 14th 2012.

- P2- para 1 change 'anomalies' to 'events'
- P2 - Item 6a para 2- remove 'to'
- P2- Item 6b2 change 'Regional TAC' to 'Regional TA'. Add 'to date' to the following sentence. Change spelling to 'All Points'
- P3 – Remove sentence beginning 'Jenny voiced..' . Remove phrase 'acknowledged the concern, but'
- P3 – Remove sentence ' The San Miguel TAC...' , add 'SMCTAC' after July in last sentence

The decision was made to table the approval of these minutes till the next meeting, so the above changes could be carried out.

4. **Old Business:** None.

5. **New Business:**

- a) **TransitPlus Four County Transit Study Update Presentation**

Ralph Powers of Transit Plus introduced himself. Ralph proceeded to present TP's approach to the study as a PowerPoint presentation. The project purpose is to gather demographics and data to determine region-specific transit demand. TP will meet with the 3RRTCC before service options are finalized.

The project organization will include a review of existing transit systems, a need assessment, and a financial analysis of priority transit routes. Proposed alternatives will be presented to the 3RRTCC as Technical Memorandum #1, followed by a second meeting in which a proposed final plan will be presented as Technical Memorandum #2.

Paul Gray summarized the original 2008 Transit Study produced by LSC Consultants. Paul indicated that none of the priority transit routes identified in that study were implemented, primarily due to the expiration of the intergovernmental agreement among the local governments involved. Terri Wilcox indicated that All Points Transit does operate a flex route from Montrose to Olathe as a part of their city bus program which has a ridership of approximately five per day.

It was generally felt that discussion will be needed regarding regional priorities once the study is completed. Peter Crowell hoped that as a result of the study, there will be a plan to coordinate transit in all four counties. He acknowledged that San Miguel County has an effective transit system within its own borders. We need to look at transit between Delta, Montrose & San Miguel county, and Ouray to Montrose.

Doug Atchley felt we needed to look at transit as an alternative to personal vehicles. Delta County's existing transit system (All Points Dial-a-Ride for seniors) is primarily for medical purposes. Terri Wilcox agreed, but said she would like to expand that usage, and sees the transit study update as a means to validate needs first. Peter Crowell noted the key issue will be funding, which is essential to implement any plan and to supplement existing services. Need prioritization is needed in the study, not only by route but by purpose (medical, work, tourism etc.).

Jenny Patterson agreed that integration and validation of our needs is a starting point. She felt funding is out there, it's just finding it. Paul Gray noted that transit services to and from San Miguel County includes private services paid for by large employers, but that little inter-county transit is available for the rest of the commuting employee population, which puts smaller businesses that cannot provide transit for their employees at a disadvantage. Air services and the Telluride-Mountain Village gondola system are relevant here too. Paul noted that air services are beyond the scope of work in the study update.

Connie Hunt said that Ouray County supports the validation of needs, and asked that Ouray and Ridgway be included in any priority routes between Montrose and San Miguel County and the west end of Montrose County. There is currently no service link for workers or tourists between Ouray County and San Miguel County. She noted that there is one service, Neighbor to Neighbor, which provides dial a ride services for seniors or the disabled. Joanne Fagan said that Ridgway wants to see unnecessary private vehicles off the road, and agrees that transportation between Ouray and Ridgway to Telluride is vital for employees. An economic development team in Ouray County is very keen on transit improvement. Joanne indicated that Ridgway also has a concern regarding traffic on State Hwy 62 through town related to construction workers bound for Telluride as well as seasonal tourist traffic. Connie added that there are also wildlife issues.

Vince Rogalski noted that the Gunnison Valley Transportation Region Committee is about to begin work on its 2040 plan for CDOT, and that the transit study update could aid could help inform that effort and vice-versa. Transit planning is required to be part of the overall GVTPR 2040 plan, and that needs which appear in both may be better positioned for CDOT funding in 2017.

Jenny Patterson said that what the San Miguel Transit Advisory Committee would like to see come out of the study update is a design for a 'hub & spoke' system, and feels Park and Ride design should be part of the study. She noted that the Telluride Foundation could be another resource for possible funding.

Paul Gray again noted that the 2008 Four County Transit Study identified four priority transit routes, but there was no follow-through to implement them. There was some lack of confidence in the volume numbers produced in that study. It's

key, said Paul, for the update to validate the four priority routes identified in 2008, and for various types of demand (i.e. seniors, the disabled, shoppers, employees, tourists, etc.) to be aggregated in fixed routes so buses are full. There is danger in allowing the availability of special purpose transit funding to lead us to a proliferation of mostly empty special-purpose buses on the road. Once needs are aggregated and handled efficiently, then an appropriate number of special purpose vehicles can be efficiently used.

Vince Rogalski said there are federal dollars, through CDOT, available for inter-city bus routes, so it's possible that such funding could support the routes defined in the study update. Paul Gray cautioned that there are a whole set of requirements and restrictions on inter-city bus funds that would prevent their use for mixed-ridership services. There is also a requirement that new inter-city routes coordinate time-wise with existing intercity routes. CDOT wants to do a study in the state for Inter-City transit, and link ups. Terri Wilcox suggested there is a need to know the aggregate demand, since any time you have a public system you must meet specific needs. Terri indicated that Peter Truhilis of Ignacio Transit is working with John Valerio on an Inter-city bus from Durango-Montrose-Grand Junction, and is looking at the timing for the various stops en route.

Ralph Powers said TransitPlus sees three main objectives;

- Validate the needs previously identified, and identify new needs.
- Integrating the Counties.
- Finding Funding options, both current and potential, showing cycles and timelines.

Paul Gray felt that the study should answer questions of feasibility e.g. Do we have sufficient ridership? What is the actual cost per ride? What federal, state or local funds are available to support the priority routes? Paul also reminded the group that there is a specific scope of work defined in the agreement with TransitPlus that spells out the deliverables of the study update.

Connie asked if there are any questions on the three Objectives. Terri Wilcox asked whether the third objective could it be modified to add results from peer analysis of transit systems in similar geographic regions.

Next Steps:

Paul will send Ralph the update of existing conditions that the 3RRTCC completed about six months ago. Jenny Patterson asked if comments and questions for Ralph should come through Paul. Paul indicated members of the Council can certainly communicate with Ralph Directly about the study, though changes in the scope of work or contractual matters between Region 10 and TransitPlus must be handled by Paul.

Ralph indicated that Technical Memorandum #1 would be available for the October 11 meeting of the 3RRTCC. Connie Hunt requested the PowerPoint presentations be emailed to all members, and that a revised project schedule (with the correct months noted) be distributed to the Council. Jenny asked what it takes to get people to actually use a transit system. Ralph indicated that good, well-advertised services with understandable timetables were the basics.

The consensus of the Council is to stay with a four-month project schedule, and not to try to compress the project into a three-month timeframe.

Vince Rogalski reminded the members that applications for FASTER funds for 2014 and 2015 are due by September 28, 2012. FASTER funds are prioritized for repairing and replacing existing facilities, not constructing new ones, such as new park and ride facilities. Vince explained the funds are allocated to CDOT regions, and they control the applications. Terri indicated that All Points is applying as an individual company for vehicle replacements. Jenny suggested that the Council participate in the prioritization of regional FASTER applications to the GVTPR.

Connie noted that the agenda for the next meeting should include a Park & Ride discussion, with Angela Dye, landscape designer, making a presentation at 9am. (Note: Angela later indicated she would not be available for the October 11 meeting.)

6. **Next Meeting Date** – Thursday October 11, at 9:00 a.m. In the Gunnison Conference Room at the Region 10 Enterprise Center.
7. **Adjournment**- The meeting adjourned at 11.18 a.m..