



Gunnison Valley Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: January 22, 2014
Time: 1:00 PM – 3:00 PM
Location: Region 10 Office
300 North Cascade, Suite 1
Montrose, Colorado

Meeting attendees:

David Krutsinger – CDOT Division of Transit and Rail
Mark Roeber – Delta County
Vince Rogalski – Gunnison Valley Transportation Planning Region STAC
Sharon Fipps – All Points Transit
Sarah Curtis – All Points Transit
Jason White – Town of Telluride
Gary Baker – City of Montrose
Pat Means – Town of Cedaredge
Connie Hunt – Ouray County
Jim Loebe – Town of Mountain Village
Michelle Haynes – Region 10 Economic Assistance and Planning
Steven Marfitano – Felsburg Holt & Ullevig
Holly Buck – Felsburg Holt & Ullevig
Chris Larsen – Mountain Express
Bill Quiggle – Mountain Express
Scott Truex – Gunnison Valley RTA
Stewart Johnson – Alpine Express
Jon Merritt – Montrose County Health and Human Services
John Harris – City of Montrose
Matt Muraro – CDOT

Welcome & Introductions

Steven Marfitano from Felsburg Holt & Ullevig and David Krutsinger from CDOT Division of Transit and Rail kicked the meeting off and asked that all participants introduce themselves.



Review and Finalize Recommended Strategies

Steven Marfitano provided an overview of how the recommended strategies table was developed. The process focused on combining the Gunnison Valley Vision and Goals and high priority transit projects developed at the first and second Transit Working Group meeting. Comments regarding the project details, cost, champion and partners, and timeframe were noted and have been reflected in the attached amended Gunnison Valley Recommended Strategies. In addition to minor detail edits, several more significant changes were requested which have also been incorporated into the table, details about those discussions are described below.

- The final report should include text describing vanpool services as the starting services for regional transit routes, which can then transition into fixed/flex route transit services. Additionally, this discussion should report the cost of vans, fare box recovery, and operating costs.
- The group recommended combining two existing goals (“Improve transportation options” and “Promote transit”) into one goal, “Improve and promote transportation options”.
- Add two new high priority strategies: “Establish rideshare/vanpool/carpool programs” and “Improve accessibility to transit”. “Improve accessibility to transit” would include many possible project types including, but not limited to, park-and-rides, improved sidewalks, curb cuts, and bus stops.

Financial Scenarios

Steven Marfitano provided a discussion of the Gunnison Valley Financial Resources and Anticipated Revenues analyses that have been completed.

- This process included the development of a per capita operating expenditure of \$78 which was used along with future demographic forecasting to estimate future operating funds necessary to maintain the same quality of service that currently exists. Today the region spends approximately \$7.7 million annually, and by 2040 it is expected that approximately \$13.3 million will be needed.
- Next, Gunnison Valley Future Revenues were discussed based on currently known funding mechanisms for the region. While it is difficult to know future funding sources, this exercise estimates that \$10.5 million dollars annually will be collected by 2040. This leaves a gap of approximately \$3 million per year to maintain the existing quality of service for the region.
- If the future operating deficit is combined with the cost of new services described in the Recommended Strategies table, there is an overall operating deficit of \$1,630,000 in 2040.
- An additional table, Gunnison Valley Future Revenue Options was developed for the region and discussed with the Transit Working Group. This discussion was not focused on identifying the funding solution, but rather in assisting discussion about the different types of funding mechanisms that are possible. It was also pointed out that the magnitude of each mechanism is not significant, but instead provides relative revenue potential. The group discussed the likelihood that multiple RTAs may be necessary for the region based on the different services and areas, rather than a region-wide solution. This type of approach would also ensure that equitable funding for services provided occurs.

Next Steps

This meeting represented the final Transit Working Group Meeting. The draft Gunnison Valley Coordinated Transit and Human Services Plan outline was reviewed.

The meeting closed by discussing next steps for the Transit Working Group:

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- TWG members were asked to provide feedback on the meeting minutes and resulting Gunnison Valley Recommended Strategies table, attached. Please provide comments within one week, by February 7, 2014
- Next, the group will receive copies of the draft plan. Attempts will be made to make the Plan available through the Region 10 website. All TWG members are invited to provide copies to any interested stakeholders during the draft comment period. The draft report should be released in March 2014.

Adjourn

Steven Marfitano and Holly Buck thanked the group for attending and reiterated the value of their participation.

PROJECT CONTACTS:

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Project Web Site:

<http://coloradotransportationmatters.com/other-cdot-plans/transit/>



Gunnison Valley Recommended Strategies

Gunnison Valley Vision: To provide a convenient, reliable, and efficient transit network to serve residents and visitors throughout the region.

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion <i>Partners</i>	Timeframe
Preserve, maintain, and enhance existing services.	Continue operation of existing transit services	See Financial Discussion	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF Cap FTA 5310, FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	On going
	Improve accessibility to transit <ul style="list-style-type: none"> ▪ Construct park-and-rides (including at Ridgway, Society Turn, within City of Montrose, along SH 135) ▪ Improve stops and stations (including sidewalks, curb cuts, and shelters) 	Cap \$1,150,000 Assumption: 5 park-and-rides with 100 spaces each (\$1 million), stops and station improvements (\$150,000)	Cap FTA 5310, FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	On going
	Implement asset management program to report to FTA the condition of the system and progress toward meeting performance targets set by FTA and CDOT	Unknown	Ad FTA 5304, FTA 5326, FTA 5337, FASTER	Region 10 <i>All existing agencies</i>	1-6 years

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Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
Provide additional general public transit service within and between communities.	New Gunnison-Montrose general public transit service	Op \$150,000/yr Cap \$60,000 Assumption: 2 round trips, 5 days per week	Op FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Gunnison RTA <i>All Points Transit, Montrose</i>	1-6 years
	New Montrose-Delta general public transit service	Op \$150,000/yr Cap \$60,000 Assumption: 4 round trips, 5 days per week	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	All Points Transit <i>Delta, Montrose</i>	7-12 years
	New Montrose-Telluride general public transit service	Op \$420,000/yr Cap \$120,000 Assumption: 4 round trips, 7 days per week	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	San Miguel County <i>Montrose, Mountain Village, Ridgway, Telluride, Telluride Express</i>	1-6 years
	Additional Delta-North Fork general public transit service	Op \$150,000/yr Cap \$60,000 Assumption: 5 days per week, 8 hrs per day	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Delta County <i>All Points Transit</i>	7-12 years

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Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
con't) Provide additional general public transit service within and between communities.	Additional Gunnison County human services transportation	Op \$150,000/yr Cap \$60,000 Assumption: Demand responsive, 5 days per week, 8 hrs per day	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF, Corporate Sponsorship/ Contract Services , Medicaid, TANF, CSBG/CDBG, OAA Title III Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	Gunnison County <i>Gunnison, Mountain Express</i>	7-12 years
	Additional City of Montrose human services transportation	Op \$450,000/yr Cap \$180,000 Assumption: Demand responsive, 5 days per week, 8 hrs per day, 3 buses	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate, Medicaid, TANF, CSBG/CDBG, OAA Title III, Sponsorship/ Contract Services Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	All Points Transit Montrose, Montrose County	1-6 years
	New Hinsdale County human services transportation	Op \$90,000/yr Cap \$60,000 Assumption: Demand responsive, 3 days per week, 8 hrs per day	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate, Sponsorship/ Contract Services, Medicaid, TANF, CSBG/CDBG, OAA Title III Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	Hinsdale County	7-12 years

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Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion <i>Partners</i>	Timeframe
Improve and promote transportation options	Develop single-resource rider information pamphlet and web site	Ad \$30,000	Ad CDOT, CSBG/CDBG, OAA Title III, Other Federal, Private/In-kind Contributions, Corporate Sponsorship	Future Region 10 RCC Coordinator/Mobility Manager	1-6 years
	Market availability and benefits of transit	Ad \$10,000	Ad CDOT, Advertising, Private/In-kind Contributions, Local/Regional Government	Future Region 10 RCC Coordinator/Mobility Manager	1-6 years
	Establish TDM Programs (including rideshare/vanpool/ carpool programs, bike promotion)	Ad \$10,000	Ad CDOT, CSBG/CDBG, OAA Title III, Local/Regional Government , Other Federal, Private/In-kind Contributions, Corporate Sponsorship	Future Region 10 RCC Coordinator/Mobility Manager	1-6 years
	Conduct an Implementation Plan	Ad \$25,000	Ad CDOT, Local/Regional Government	Region 10	1-6 years
Increase transit funding through public and private mechanisms	Pursue stable dedicated funding source, e.g., regional RTAs, statewide funding, local funding	Cap \$200,000 Assumption: Hire one staff person or consulting group to advocate and organize pursuit (\$75,000), include printing and materials costs (\$125,000)	Op Private Contributions, Contract Services Cap Public-Private Partnerships Ad FTA 5304	Region 10 Transit Stakeholders	1-6 years

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Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion <i>Partners</i>	Timeframe
Integrate general public and human transit services	Implement centralized call center	Cap \$250,000	Cap FTA 5311, FASTER	Future Region 10 RCC Coordinator/Mobility Manager	7-12 years
	Hire Region 10 Regional Coordinating Council Coordinator/Mobility Manager <ul style="list-style-type: none"> ▪ Encourage active and regular participation in coordinating council activities ▪ Develop joint decision making process ▪ Implement travel training program inclusive of all regional services 	Ad \$70,000/yr Cap \$10,000	Ad FTA 5311, FTA 5337, FTA 5339, FTA Veterans Transportation and Community Living Initiative, RTAP	Region 10	1-6 years
TOTAL COST FOR NEW PROGRAMS (Does not include Existing Services or Asset Management)		Op/Ad \$1,630,000/yr Cap/Ad \$2,285,000			

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TWG Meeting #3

Date: January 22, 2014
 Time: 1:00 PM- 3:00 PM
 Location: Region 10 Office
 300 North Cascade, Suite 1
 Montrose, Colorado

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