

Statewide TAC Meeting #3 Minutes

Date: May 16, 2013
Time: 1:15 PM – 3:00 PM
Location: Ameristar Resort, 111 Richman Street, Black Hawk, CO
Attendees: See attached sign in sheet

Meeting Summary

Introductions and Welcome

John Valerio welcomed the group and asked them go around the room with self introductions. A sign-in sheet was passed around. The meeting goal was to solicit input from group on ICB and regional potential service, funding, and partnership alternatives to address the identified need.

Recap and updates

John Valerio and Suzanne O’Neill provided a recap of activity since the last TAC meeting in March.

- Since the TAC met last, the team has initiated discussions with the operator and station agents. They were sent a letter and survey asking about unmet needs.
- The I-70 TAG met and the team heard that there is less interest in connecting to Denver than to other destinations along the I-70 corridor. Greyhound is adding service in the I-70 corridor.
- The TRAC Subcommittee continues to make progress on developing a regional commuter bus network. They have heard strong support for service along the south Front Range. On the north Front Range there has been a request for CDOT to fund existing FLEX service and to allow use of FASTER funds for operating expenses. CDOT will be considering this request in the next several weeks. CDOT was asked to keep in mind the impact of this on available capital funds.
- A few comments were received on the technical reports distributed at the March meeting. Many of the comments focused on CDOT’s RCB effort rather than this study. It was noted that the maps should be labeled City of Castle Pines rather than Castle Pines North. There was also a correction on service south of Ignacio.

Goals, objectives, and policies

Prior to the meeting the group was sent a memo on goals, objectives, strategies, and performance measures dated May 7th. This memo used the problem statements and needs identified by the TAC in previous meetings to develop goals and objectives for the study and for statewide service.

Suzanne led a discussion focused on the objectives and described some of the strategies that could be used to achieve the objectives. There was discussion of the importance of infrastructure, the role of state and local entities in provision of service and infrastructure, and importance of stable financing. The financing of intercity services is a fairly straightforward

blend of private carrier and 5311(f) funding, while the financing and development of regional services is a more complex of private, local public funding, and human service program funds. The group was asked to review the memo and provide input before the next TAC meeting. Comments can be sent to Holly.Buck@fhueng.com

Service Network – Discuss draft plans

Fred Fravel reviewed some of the key figures provided in Tech Memo #4 which describes the potential network of services. Figure 4-3 illustrates potential stop locations overlaid on the existing network with population density in the background. The population density is used to identify the relative need for transit service. Figure 4-4 illustrates the same information but focuses on the Front Range.

Suzanne review the terminology used for the classification of existing services. Rural corridors connect rural communities to the nearest regional city and the intercity bus network. Emerging corridors are located in urbanized areas with growing transit demand. High capacity corridors serve many established and urbanized areas with a high transit dependent population. They typically have at least eight round trips a day throughout the week.

Comments from the TAC and meeting participants on intercity service included a note that Ramblin' Express stops at Woodland Park. Suzanne reviewed existing and potential regional service with the group. The process evaluated existing routes and level of service based on the number of one-way trips. A proposed number of trips was presented for each of the potential regional corridors along with an estimated number of miles, riders and cost. Participants were asked to provide input on the proposed levels of service prior to the next meeting.

The following observations were made regarding regional services:

- Casino shuttles are not shown
- Ramblin' Express goes to Cripple Creek
- Sky Ute casino service
- Can't connect from the casino routes to the intercity bus routes
- On regional service there would stops between end points
- Regional service is needed between Castle Rock and Denver
- The Carbon Valley communities could be another segment.

Input on public outreach

The group was asked to provide input on how best to conduct outreach and solicit input from the public for this study. It was suggested that a webinar might be a good mechanism and that newsletters are not as effective. The team will look into webinar style meetings.