



## Statewide TAC Meeting Minutes

Date: March 14, 2013  
Time: 1:30 PM – 4:00 PM  
Location: CDOT Headquarters  
4201 East Arkansas Ave.  
Shumate Building  
Attendees: See attached sign in sheet

### Meeting Summary

The following summarizes the discussion that occurred at the second Statewide TAC meeting.

#### Introductions and Welcome

John Valerio welcomed the group and asked them go around the room with self introductions. A sign in sheet and the meeting PowerPoint were passed around. The meeting goal was to identify a clear purpose and need statement and identify initial goals for review at public meetings.

#### Recap and updates

John Valerio and Suzanne O'Neill provided the group an update on I-70 TAG activity. The I-70 TAG conducted their kick off meeting and also held meeting #2 since the TAC's meeting in January. They have defined three markets that need to be evaluated: employee, human service and recreation. The TAG has started identifying options. One option is CDOT's proposed RCB service. Through the evaluation of the market it was determined that there was not enough demand between Rifle and Grand Junction to make this corridor a priority. In addition, Grand Junction to Glenwood was dropped as a result of low demand. CDOT is hearing demand regionally for shorter trips just outside the RTD district. Other options might address filling gaps between existing services (at varying levels of service) or providing more through service between key destinations. All options, however, need infrastructure.

The group had a number of questions about the roles of the various committees and a suggestion was made to combine them into one group. If not, then the team needs to provide a clear definition of what each group's role is. The team will prepare a chart illustrating how each committee fits together, their unique role in the process and how each will contribute to the Statewide Transit Plan as well as the Statewide Transportation Plan.

Holly Buck provided a quick recap of the previous meeting's activity which included discussion on:

- Role of Statewide TAC and I-70 TAG.
- Relationship to the TRAC Subcommittee and CDOT's proposed RCB service
- Review of existing conditions and changes since 2008 study
- Problems that exist with the RCB and ICB today

John agreed to check on the status of the project web site. All tech memos, presentations and minutes will be uploaded to the web site and made available to the committees.





## Draft Technical Reports

Suzanne and Fred Fravel provided an overview of each of the three technical reports distributed to the group earlier in the week. Comments on the tech reports should be directed to Holly Buck at [Holly.Buck@fhueng.com](mailto:Holly.Buck@fhueng.com) by March 28<sup>th</sup>. **Technical Report #1** provides the policy context with descriptions of the 5311(f) program and significant state changes such as the creation of the Division of Transit and Rail, and the availability of FASTER funds. David Menter suggested that a discussion on the value of connecting the metro area has increased because of the large FasTracks investment.

**Technical Report #2** summarizes the existing conditions and the major changes in service. A few corrections to the existing conditions were made – two noted were the SUCAP service from Ignacio to Aztec, NM and adding AMTRAK Thruway service to the text.

**Technical Report #3** summarizes the need for service. The report includes information on demographic and economic characteristics, activity centers and demand. Key findings include:

- Gilpin County has the highest percentage of employee transit ridership at 26%, reflecting the use of the Casino Shuttles for work trips.
- There is a need for medical trips between Gunnison and Montrose.
- The new SUCAP service is starting in March connecting Durango, Cortez, and Grand Junction.
- Blue River Shuttle/Park County service between Fairplay and Breckenridge started in February 2013. It connects to the Black Hills service in both directions.

TAC discussion suggested that an extension of the Gunnison service to Montrose will be more successful if it connects to the SUCAP service. The SUCAP service is scheduled to provide a 4-5 hour layover in Grand Junction (for people who want to conduct personal business) before making the return trip, but the timing is not good for those wanting to continue west on connecting Greyhound service (though the connection to westbound Amtrak service works). At the Durango end of the route there are no onward connections to Farmington (NM), Alamosa or Blanding (UT). John Valerio described the efforts to work with neighboring states to develop through routes, noting that New Mexico showed little interest, but that there will soon be 5311f intercity service from Blanding (UT) to Salt Lake City. A TAC comment was that the existing conditions report should address the services (current joint efforts, opportunities and issues) in neighboring states as they affect Colorado.

It was noted there are several places where people backtrack to get to their destination. For example, today, people from Alamosa heading south go north to Salida and over to Pueblo and then south from Pueblo. Filling the gaps from Montrose to Gunnison, and across the southern part of the state from Durango through Alamosa to Walsenburg or Trinidad would provide a more complete network.

There was some discussion regarding crowding issues on Greyhound schedules between Grand Junction and Denver, and Mike Timlin described forthcoming Greyhound options for reserving a seat.

There appear to be a number of hospitals missing from the map. Fred will check to determine if there was a minimum size that was included and/or add the hospitals.





Suzanne will set up a call with those interested in the I-25 Regional Commuter Bus demand and stops after Jeff Becker has provided comments. People who have identified their interest are Angela (DRMAC), Suzette (NFRMPO), David Menter (Mountain Metro), and Jacob Riger (DRCOG) Suzette Mallette said that the NFR is in the process of completing an updated park and ride study. They will make this available for use by this study.

### **Project guidance**

Holly reviewed with the committee the difference in various project guidance documents: Purpose and Need, Goals and Objectives, Performance Measures, and Service Standards. The group reviewed a set of draft problem statements that were developed based on the issues identified by the TAC at the kick off meeting in January. For each statement the group was asked to determine if the statement accurately represents a real, defensible problem and if the problem identified is correctable by recommendations in this study. The exercise resulted in the following problem statements which will be translated into goals:

### **Service Gaps**

- Census-based household and employment travel demand indicates there is strong commuter demand for travel in numerous corridors with potential to be captured by transit, but that currently have limited or no transit service.
- Resort, recreational, and sporting event destinations in Colorado have extremely high seasonal travel demand that is served only by private auto and limited private shuttle services, limiting access to key economic generators.
- Limited or no access to medical or other services between communities and regional service centers.
- Limited or no access to regional travel hubs for personal travel.

### **Infrastructure**

- Today, transit services traveling in congested corridors are slow and often not reliable.
- Many communities lack facilities or have substandard facilities for intermodal activity.
- Current regulations often do not accommodate on-street intercity bus and regional commuter bus activity.

### **Customer Information**

- Today's transit information resources often do not provide information on all available services. (CDOT is currently developing an online, statewide transit map system)

### **Services and Modes**

- (this category was combined with Service Gaps, above)

### **Funding**

- Current funding sources and amounts do not align well with current operating needs.

### **Wrap-up and next meeting**

The next meeting will be held during the CASTA conference in Black Hawk at the Ameristar Resort Thursday, May 16<sup>th</sup> 1:15 to 3 PM.

