



## Intercity and Regional Bus Network Study

### I-70 Technical Advisory Group (TAG) Meeting #3

May 16, 2013

### Meeting Minutes

#### Attendees:

Margaret Bowes, I-70 Coalition  
Tom Breslin, Clear Creek County  
Maribeth Lewis-Baker, Town of Breckenridge  
Tom Underwood, Jacobs Engineering  
John Valerio, CDOT DTR  
Susan Juergensmeier, NWCCOG  
Michael Timlin, Greyhound  
Steve Stirling, Summit County  
R.W. Rynerson (on the Phone), RTD  
Tom Hayden, Clear Creek County  
David Johnson, RFTA  
Suzanne O'Neill, TransitPlus  
Todd Hollenbeck, Mesa County

Dave Betley, City of Glenwood Springs  
Tom Mauser, CDOT  
Stacy Romero, CDOT  
Mike Fudge, FirstTransit  
Jeff Wetzel, EcoTransit  
Mike Rose, Town of Vail  
Lee Kemp, MCI Coach  
Ralph Power, TransitPlus  
Davis Krutsinger, CDOT  
Amy Ostrander, City of Black Hawk  
David Averill, CDOT  
Brent Belisle, DRMAC (Representing member)

The I-70 TAG meeting was held during a conference session of the 2013 CASTA Spring Training Conference in Black Hawk, Colorado. Tom Underwood began the meeting with introductions and went directly into the PowerPoint Presentation. The presentation generally followed the following format:

- Brief recap of TAG meeting 1 & 2.
- Goals and Objectives for the I-70 Corridor: *Provide for a network of regional transit services that serves multiple travel needs and markets ~ Develop infrastructure that supports and enhances transit efficiency ~ Provide quality regional and intercity transit services in the I-70 corridor through seamless connections to existing services ~ Provide a stable funding source for intercity and regional services ~ Develop institutional structures adequate to provide quality and seamless regional and intercity transit services.*
- Proposed elements of the I-70 Corridor Technical Report
- Long-Range, Mid-Range and Short-Range alternatives for CDOT service
- Action Items for the I-70 TAG

Following the presentation, the meeting was opened for comments and questions. The project team requested feedback from the group on long, mid, and short-term services.



## Miscellaneous Topics

MCI requested to be added to the TAG.

Michael Timlin stated Greyhound would be adding a daily Denver to Grand Junction trip to their schedule.

Amy Ostrander from the City of Black Hawk stated that the City recently developed a study analyzing the travel patterns and numbers of visitors to Black Hawk. She said she would share the report with the CDOT and the I-70 TAG once it was complete.

Tom Mauser and John Valerio of CDOT discussed whether or not Human Service was anticipated to be a fixed or flexible service and the issue of getting to one's destination (the last mile) once the human service trip ends. John responded with an example of Chaffee Shuttle service that operates from Salida to Pueblo on a fixed schedule, but then operates as demand response service within Pueblo once the vehicle arrives at Pueblo Transit Center.

Tom Mauser didn't think I-70 service considerations were addressing recreational needs. The project team explained our approach to I-70 service to Mauser, in which the immediate focus is employment, human service transportation, and connectivity but in which visitor needs are considered for the medium and long-term options.

There was a discussion about the need for wheelchair spots on vehicles and how service providers dealt with vehicle under-capacity issues.

The project team and David Krutsinger described CDOT's ongoing Advanced Guideway System Feasibility Study and how any AGS service would be considered in the long-term planning efforts. A question was asked about roadway improvements (Peak Period Shoulder running) and whether or similar issues would be considered in our study. The team responded that on-going studies and improvements (e.g. Twin Tunnels) would be considered in our study.

Brent Belisle, a member representing Denver Regional Mobility and Access Council (DRMAC), wanted more focus groups for I-70 service. Suzanne O'Neill discussed the possibility of a public meeting, newsletter or at a minimum, making more people aware of the information provided on CDOT project website.

## Proposed I-70 Service Discussions

Maribeth Lewis-Baker from the Town of Breckenridge wanted CDOT to be careful not to establish service that would compete with funds available for existing services, or compete with privately-operated airport to resort shuttles.

David Johnson of RFTA took the discussion further to express his concern about limited Faster funds following CDOT's proposed service. Maribeth Lewis-Baker echoed Mr.



Johnson's concerns. John Valerio responded by describing how CDOT proposes to use \$2.5 million of FASTER funds to meet CDOT's responsibility to provide regional services while the balance would remain available for capital projects. These regional services will help existing providers to connect to one another in an effort to capture more riders. Mr. Valerio wanted the group to focus on service needs versus the funding required. On the question of using FASTER for operations, it should be noted, although not discussed at the TAG meeting, that CDOT is exploring the use of the Statewide FASTER funds for regional bus operations outside of the proposed CDOT Regional Commuter Bus. While this could further dilute the annual Statewide FASTER Fund (\$10 m/yr.), it would make operating funds available to local transit operators for inter-jurisdiction/regional bus services. The Transportation Commission would have to approve this change in the use of FASTER funds and will weigh the needs of capital vs. operating.

Mike Rose from the Town of Vail stated that he thought Glenwood Springs to Vail and Vail to Summit County was a high priority. Possible Summit County to Grand Junction for Human Service access might also be important. He does not think it appropriate to provide regional transit services between Frisco and Denver until the infrastructure is in place to allow buses to travel faster than automobiles – managed lanes and/or shoulder running

Jeff Wetzel from Eco Transit echoed Mr. Rose and stated medical trips from Summit County to Vail was important, especially with the Shaw Cancer Center in Edwards and other medical services there. In addition, there is a growing need to access services in Glenwood Springs.

Susan Juergensmeier of Northwest Colorado Council of Governments (NWCCOG) stated Veterans are now starting to consider medical services in Grand Junction versus Denver because of ease of access. John Valerio asked if Ms. Juergensmeier could provide statistics to identify the level of demand. She said she would try but didn't have anything with her today.

The consensus was that the top priorities are:

1. To provide connectivity between the RFTA, ECO Transit, and Summit Stage systems by providing services between Frisco and Vail and between Eagle and Glenwood Springs.
2. To provide for human service transportation both between Vail and Denver and between Vail and Grand Junction.
3. To provide regional services between Denver and Vail after the infrastructure is in place to allow cars to bypass key congested areas.

Tom Underwood closed the meeting by stating that in the coming weeks, the I-70 TAG will be asked to review a draft I-70 service Technical Memorandum and provide comments. Once completed, the I-70 Technical Memorandum will be appended to the main Colorado Statewide Intercity and Regional Bus Network Study.