

AGENDA

Summit County Transit Board Meeting

County Community Center, Loveland Room, 0151 Peak One Blvd, Frisco 80443

8:15 am

Wednesday, February 22, 2017

Welcome and Introductions

Approval of Minutes

Approval of minutes January meeting

Motion__ 2nd__ Approved__ Rejected__

Agenda Changes

Motion__ 2nd__ Approved__ Rejected__

Recognition of Guests

Public Comment

Old Business

1. Smart Bus update
2. Transit marketing
3. Frisco Transit Center Design/Engineering update
4. Subcommittee to evaluate long term Stage funding needs
5. Summer Service Schedule
6. Proposed Changes to Monthly Report

New Business

1. January Financial Report
2. Operations Report
3. Maintenance Report

Adjournment

Motion__ 2nd__ Approved__ Rejected__

SUMMIT COUNTY TRANSIT BOARD MEETING

Record of Proceedings

WEDNESDAY, JANUARY 11, 2017

ATTENDANCE

Members present: Kent Willis, Chair – Town of Frisco; Steve Swanson- Lower Blue (At Large Member); Thad Noll – Summit County (Alternate); Bob Moore – Breckenridge Ski Resort; Bill

Linfield – Town of Silverthorne; Cindi Gillespie – Copper Mountain Ski Resort; Jen Pullen – Town of Breckenridge (Alternate).

Members absent: James Phelps – Town of Breckenridge; Patrick O’Sullivan – Arapahoe Basin Ski Resort; Mark Nickel – Town of Dillon; Larry Nelson – Upper Blue (At Large Member); Kyle Hendricks – Keystone Ski Resort; Erin Gigliello-Upper Blue (At Large Member); Dan Gibbs – Summit County Commissioner; Jim Braun – Snake River Basin (At Large Alternate).

Summit Stage Staff present: Jim Andrew – Director; Geoff Guthrie – Operations Manager; Bruce Camping – Planner; Vivian Pershing – Assistant.

CALL TO ORDER

The monthly meeting of the Summit County Transit Board members on Wednesday, January 11, 2017 was called to order by Chair Kent Willis at 8:20 a.m. in the Loveland Room of the Summit County Community Center, 0151 Peak One Boulevard, Frisco, Colorado.

MEETING MINUTES & AGENDA

The minutes from the Wednesday, December 7, 2016 Summit County Transit Board Meeting and the January meeting agenda were reviewed. Bill moved to approve, Bob seconded the motion.

RECOGNITION OF GUESTS AND PUBLIC COMMENTS

No public guests were present or comment received.

OLD BUSINESS

- A. **Smart Bus project update** – Jim reported Double Map will have a software update to automate the drivers’ tablets which hopefully will bring accuracy to the automatic passenger counting system. The system currently is still not where we want it to be. He mentioned speaking to other transit systems who have reported a similar experience.
- B. **Transit marketing** – Jim reported the additional focus on radio ads for recruiting drivers has brought in several applications. Jen asked if they are local. Geoff answered many are and do not include a CDL. Jim added more pre-recorded spots on TV8 for Summit Sunrise have been updated.
- C. **Frisco Transit Center Design/Engineering Update** – Jim reported a scoping meeting was held with RNL Design to discuss budgeting and next step plans. In summer of 2018 construction will begin of the first of five phases for a multi-year 8 million dollar project. Jim reviewed the project overview which will accommodate service for the next twenty

years. The Phasing Plan begins by making eight bus bays separating activity with the nine shuttle spaces. The parking lot will be reoriented and expanded with 120 patron parking spaces, six ADA compliant spaces and nine drop-off spaces. Rental car parking would include some dedicated Hertz spaces and 30 long-term paid parking spaces. The building recommended plan (Phase 2) is to take down the existing building of 2165 square feet and build a new Plaza and building of 3200 square feet in the same location. Phase 3 is the north parking lot improvements; Phase 4 for drainage improvements and Phase 5 is a future cut-through pedestrian walk-way through Frisco Station.

- D. **Subcommittee to evaluate long term Stage funding needs** – Kent handed out a draft from the subcommittee on future financial needs. It reviews the funding background, capital needs, service expansion, on-going and one-time capital improvements and meeting the need with possibly charging a fare, creating a Regional Transportation Authority (RTA) or increasing the Local Mass Transit Sales Tax with alternative proposals. Kent asked for questions or thoughts on the report, adding that the next step would be to decide whether to make a recommendation to the Board of County Commissioners at their next work session. Thad responded it might be an uphill battle and would need to include something exciting for a sales tax request to get on the next ballot. Kent said the financial issues need to be addressed even if it is for a later ballot; the problems will only get worse with time. Cindi inquired if the \$1.00 fare level that could expect to generate \$1,600,000 included the whole trip with 2-3 transfers or as if three fares would expect to be received on that example. She suggested 1.6 million seemed high, especially since it is close to the 1.5 million dollar annual capital need. Jim, Geoff, Bruce and Thad commented on fare box fees, transfers and fares. Kent noted that in the past fares were viewed even less favorable than a tax increase. Bill asked Thad if the report was detailed enough. Thad responded it was and the assumptions needed to be stated. He said what is being offered may need to be tweaked to make it more attractive. Jen asked about the wording for uncertain federal funding. Kent responded their funding might change the revenue needs locally. Steve encouraged moving forward with addressing the projected needs and possible funding strategies. Kent asked for a vote and all approved recommending the report be presented to the Board of County Commissioners.

NEW BUSINESS

- A. **December Financial Report** – Jim reported 2016 operating expenses are not complete but will be about a percent or \$100,000 under budget. December's expenses decreased 5.3% from 2015. Maintenance costs decreased 4.6%. Fuel costs decreased 1.5%. Mass

Transit tax receipts Year-to-date through September were up 5.69% or 3.69% over budget. October was up 6.6% and November was flat. Jim projected finishing 2016 with a healthy balance to help cover high future capital needs, as well as a 'rainy day fund' when the economy shifts again where service may not need to be cut much. Steve commented it was such a vast improvement from when we were coming out of the recession.

- B. **Fall Operations Report** – Jim reported that fixed route ridership dropped 2.7% in October, 6.9% in November and 3.7% in December. Late Night Ridership decreased 16.6% in October, 16.0% in November and 9.7% in December. Contracted Services (Free Ride Purple Route) increased 39.7% in October, decreased 22.1% in November and decreased 10.8% in December. Commuter Ridership on the Lake County Link increased 37.8% in October, 56.2% in November and 47.7% in December. Para transit ridership increased 22.6% in December from the previous year. Blue River averaged 9.83 riders per hour. Routes showing increased ridership for 2016 were Swan Mountain Flyer, Boreas Pass, Lake County Link, Wilderndest-Silverthorne and Breckenridge Purple route. Total ridership for the year will be about 1.9 million passengers. Geoff said Lake County Link had 10,000 more riders in 2016 than 2015. Bruce commented winter storms and the winter schedule started later than the previous year which could have reduced December ridership. However, he added the Blue River route is now averaging 18 riders per hour; we asked for 11, it was 9 in the summer.
- C. **Fall Maintenance Report** – Jim reported Fleet Services completed 129 work orders in October, 144 in November and 174 in December and had 5 road calls. 16-21 Preventative Maintenance orders were due each month; 16 in October were completed, 21 in November and 13 in December. Bus spare availability was 79% in October, 82% in November and 80% in December (83% YTD compared to the performance standard of 90-95%). Jim mentioned a third of the fleet is often down on any given day. It reflects in part that the fleet is getting old, but it may be issues in the garage and said it will be more crucial in the next few years. Most of the fleet is at or beyond their useful life of 500,000 miles. There has been very little daily spare capacity. Three new buses will be funded by CDOT to arrive in 2018. An application is pending requesting three additional buses in 2018. Jen asked about refurbishment. Jim responded that may have to be considered on the large Gilligs. Geoff added parts are hard to find. Jen then asked how many mechanics are available. Thad said ten for 260 county vehicles; three are bus mechanics. Jim added they spend about 60% of their time on buses. He said routes may need to be restructured for

smaller \$100,000 cutaways instead of \$400,000 buses which would mean passengers may need to transfer.

- D. **Next Winter Route Plans** – Geoff commented the system has been greatly affected by road closures on the interstate where the only alternate route is Swan Mountain Road. Single leg routes may need to be considered instead of interlining so one route is not tying up another line. The current system is creating unacceptable customer service. Kent asked if there was an agreement with CDOT to use the Dillon Dam Road. Thad responded they can't make that commitment. Geoff suggested involving State troopers in escorting groups of vehicles to parking lots to keep Highway 6/9 traffic moving. Thad said stopping or holding buses at stations at least allows passengers to get out while waiting for traffic to clear up. Bruce added that another piece of the mix would include a Dillon hub which may be helped with a Lake Hill route using cutaways over Dillon Dam Road. Bob said it is an age-old problem where a transit-only road was discussed which brings in eminent domain. Jen asked how the feedback has been from passengers. Geoff responded that 95% understand. Jim said transferring buses is okay if passengers are not waiting long for the transfer. Kent offered this topic of emergency protocol, contingency plan or an alternate B route should be brought up again in March or April. Bruce said it is increasingly hard with growth in the county to consistently get a bus from one station to another on time where the route may be oversaturated with bus stops. Drivers used to skip every other stop, now they are stopping at four out of five bus stops. It becomes worse with interchange backups or having to wait two stop light cycles instead of one. Jim said some systems address this with signal prioritization.

Meeting was adjourned at 9:25am.