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SUMMIT COUNTY TRANSIT BOARD MEETING

Record of Proceedings

WEDNESDAY, FEBRUARY 28, 2018

ATTENDANCE

Members present: Kent Willis, Chair – Town of Frisco; Steve Swanson- Lower Blue Basin (At Large Member); Jeff Schramm – Snake River Basin (At Large Alternate); Ted Pilling – Upper Blue Basin (At Large Member); Patrick O’Sullivan – Arapahoe Basin Ski Resort; Thad Noll – Summit County (Alternate); Mark Nickel – Town of Dillon; Bob Moore – Breckenridge Ski Resort; Mark Johnston – Town of Breckenridge (Alternate); Kyle Hendricks – Keystone Ski Resort; Cindi Gillespie – Copper Mountain Ski Resort; Dan Gibbs – Summit County Commissioner; Tom Daugherty – Town of Silverthorne.

Members absent: Corrie Janocka – Ten Mile Basin (At Large Member).

Summit Stage Staff present: Curtis Garner – Director; Geoff Guthrie – Operations Manager; Bruce Camping – Planner; Vivian Pershing – Support Staff.

CALL TO ORDER

The monthly meeting of the Summit County Transit Board members on Wednesday, February 28, 2018 was called to order by Chair Kent Willis at 8:15 a.m. in the Hoosier Room of the Summit County Community Center, 0151 Peak One Boulevard, Frisco, Colorado.

MEETING MINUTES & AGENDA

The minutes from the Wednesday, January 10, 2018 Summit County Transit Board Meeting were reviewed. Dan moved to approve, Tom seconded the motion. The January meeting agenda was reviewed. Tom moved to approve, Bob seconded the motion. Both motions carried.

RECOGNITION OF GUESTS AND PUBLIC COMMENTS

There were no guests present and no public comment.

REGULAR MONTHLY UPDATE ITEMS

- A. **Operations Report** – Geoff reported fixed route ridership decreased 12.5% from January of 2017 possibly from the lack of snowfall. Commuter Ridership on the Lake County Link decreased 15.4% which may be the first in the route’s history. Blue River route decreased 50.7%. Para transit ridership decreased 4.2% from the previous year. Curtis mentioned

ridership has seen a national decline of 3-5% per year. Bob inquired if there were any thoughts on lower ridership. Geoff commented Aspen Ski Company is initiating a mandatory two-week vacation for employees due to a poor early season start. He'd be interested in seeing how lodging numbers are comparatively. Jeff asked if it may be due to the increase in Front Range traffic. Geoff noted two road supervisors have been needed for traffic control each weekend in Keystone and Breckenridge. Tom mentioned many may be driving instead of riding the bus, but the main connector routes are only down 5-6%. Kyle said there may be more short-term rentals and people driving in to the county. He is still under-staffed. Mark J. said Lyft and Uber may be adding to the congestion with people riding transit less. Thad asked how resort parking is. Kyle responded most of the lots are overflowed. He said Uber drivers have been asked to use Mountain House West as a central location and they've seen very few.

- B. **Financial Report** – Curtis reported year-end transit expenditures for 2017 were \$10.9 million. Funds were drawn out of capital outlay to cover repair and maintenance line items that were exceeded, however only 83.6% of the total budget was used, so the year ended under budget. For 2018, the line item for worker's compensation was budgeted at \$221,784, however \$306,724 was expended. The cost was re-adjusted based on experience modifiers and five-year moving average of claims over the last five years. For the capital outlay line item budgeted for \$2,725,000, \$800,000 accounts for six Gillig buses on order. Four will arrive in May and two in September. Thad inquired what the rationale was if they're on the assembly line. Geoff responded the first order was with a FASTER grant and a separate later order was with a 5311 grant. Curtis said the remaining capital outlay will be for the design and development site work for the Frisco Transportation Center. Curtis noted overtime is higher than where he'd like, however it is still well below where it was trending last year. Bob asked what worker's comp injuries were predominant. Curtis replied a trend persisted for a number of employees recovering for an extended period of time. Tom inquired if the carrier was separate from the county. Curtis said different county departments are assigned different amounts based on their experiences and we are directly bearing the cost of our own risk. Patrick asked what the mod is and said they increased their deductible per claim. Curtis noted First Group self-insures worker's comp and may propose a different carrier to the county. Year to Date Summit County Mass Transit Sales Tax receipts for 2017 were \$11,010,855 up 6.77% (\$697,839) over YTD 2016. December collections were up \$19,614 or 1.41% over December 2016. His comments on a handout of the tax receipts from 2012 to 2017 were that the trend is they've gone up every year, but to be mindful that we're due for a correction just like the stock market. Cost cutting opportunities will be reviewed this year.

- C. **Maintenance Report** – Geoff reported maintenance costs in January 2018 were \$73,268 compared to \$189,108 in 2017. Fuel costs were \$59,508 compared to \$57,069 in January 2017, a 4.3% increase. Bus spare availability was 85% in January (compared to 85% in November and 90% in December). The performance standard is 90-95%. YTD Repair and maintenance costs were \$2,412,558 or 98.9% used. Fleet Services had 176 work orders completed in January with four road calls. 22 Preventative Maintenance orders were due and completed. Staffing level remains at 13 technicians. Geoff noted the six oldest Neoplan buses are showing their age. One of the black buses was involved in an accident recently which was not our fault. The repair estimate has not been received yet.

NEW BUSINESS

- A. **Summer 2018 Bus Schedule Development** – Geoff discussed the summer schedule and how it will have a different paradigm of a built-up Extra Board. He reviewed that it is a group of biddable shifts of 10-12 drivers with a different schedule each week to cover vacation, sick, injuries etc. Now about a third of the Extra Board will also include Mountain Mobility paratransit shifts. Extra refresher training is also planned. Curtis expanded on that to say generally speaking there is not enough paratransit work for an entire shift. He noted ridership totals currently are .8 trips per hour while the industry standard or goal is three passenger trips per hour. The goal is to consolidate the idle, unproductive time and assign shifts to either part-time or Extra Board employees so they are busy for their entire shift. That frees up 10-12 hours per day of employee time which would be allocated to the fixed routes to reduce overtime, do refresher training or clean buses. It will help capture some efficiency. Geoff noted it begins Sunday, April 22. Fleet and staffing considerations and service would be similar to summer of 2017. Blue River Commuter route will keep five trips per day. A Swan Mountain Express route covering Breckenridge Station to Summit Cove to Silverthorne and back would be tied in to the Blue River trip for about nine service hours per day. The Spring Swan Mountain Flyer will run through Memorial Day seven days a week instead of just on weekends. Tom mentioned it will keep skiers from parking on the road. Patrick noted they will market it on Facebook and Twitter. Bob said they plan to close around April 22; Cindi said right now Copper's date is April 15. Kyle said Keystone is closing April 8.
- B. **Park County Commuter Route** – Kent asked for a Park County update. Curtis reported a schedule and cost estimate was sent to partners and communities. CDOT is trying to add the Highway 9 Corridor for funding with their strategic plan on the Bustang program. They have various properties in Park County. One in downtown Fairplay where a bus

might be parked and a 40-acre parcel near Hwy 9 and County Road 4 that they'd like to dispose, possibly to the county for a Park n' Ride. CDOT has ordered Van Hool over-the-road coaches and expect delivery in September or October. Kent asked when the route might begin. Curtis replied his best estimate was 2019. Thad said the goal was to keep communications open and start maybe before the snow flies, but it isn't date specific. Kent inquired about any reactions from partners. Thad responded the five round-trips were more than discussed earlier, so Town of Fairplay had some concern. Each trip estimate is about \$66-70,000 or \$330,000 for the whole year, so it may start with four trips per day. After the communities get feedback on where they're headed, private partners may be asked for the remaining funding. Kent asked how CDOT may help. Thad said besides buses and property, they possibly could add operating if it's part of the Bustang program, possibly \$100K. Internally the partners and communities would cover about \$150K.

- C. **Dillon Dam Road update** – Kent inquired on discussions with the Denver Water Board. Geoff reported no summer route will go over the Dillon Dam Road, but it will be used incidentally. Thad commented there's nothing pushing us yet; it's not a convenience until there is space for a hub on the Dillon side. Mark N. responded they reviewed a spot near the west-bound side of Dillon Dam road roundabout causeway. The ideal spot would be behind Bed, Bath & Beyond. They plan to speak with Tim Craig, the developer of Lookout Ridge, the new apartment complex for a round circle drive (after turning right at the movie theater). Thad encouraged advancing that idea. Geoff said that could be a one-seat ride from Frisco Transportation Center through the Dillon hub to Keystone. Transfers would come from Silverthorne.

- D. **CDOT Highway 9 Frisco update** – Kent asked for a report on the CDOT double-lane project in Frisco. Geoff reported he attended a CDOT project meeting at the Frisco Town Hall recently. The speed limit will be reduced on northbound Highway 9 coming down from the hospital entrance to about 45 m.p.h. A pedestrian/shared use bike path underpass tunnel will be built about thirty yards south of the Commons exit onto Highway 9 (where the road starts climbing) and will go to an Adventure Park path. A roundabout is possibly planned at the current traffic light of Peak One Blvd/Water Dance and Highway 9. A two-lane roundabout will be by 8th Street near the Fire Station, which also may have a pedestrian island. Tom asked if it will be at grade. Geoff responded yes. Thad said roundabouts are a safer pedestrian crossing than stop lights since pedestrians only have to look one direction. The concrete median will be extended and sidewalks will be on both sides of Highway 9. Granite Street and Bayview access will only be right in and right out. The Hwy 9/Summit Blvd southbound curve that sweeps west on to Frisco Main

Street will be updated. The corner of Highway 9 and Frisco Main will have a pedestrian island on the brewery side. Sound walls will be installed at Bayview and Water Dance.

- E. **Smart Bus update** – Curtis reported Double Map has acknowledged our discontent. A written corrective action plan is required from them this week that will finalize this project. If they are unable to make it work, the county attorneys will help determine what legal remedies there are. The project may be divided into what we must have, what they can accomplish and other items to be left by the wayside. An alternative would be to bring in another provider and start over. Curtis reviewed the three critical project components that must work as advertised: the mobile app for passengers, the software bus-tracking map for dispatchers and the automated passenger counting system. He could set aside the mobile data terminals and automated bus stop enunciators. Manual data collecting is time consuming. Kent supported adding the automated bus stop enunciator as a Number Four component that must work. He said as a rider, if it's dark outside or the windows are fogged up, stop announcements are very important when no one knows where they are. He added it's hard to hear the driver when/if bus stops are announced. Thad said the law requires them to announce stops. Kent thought it was as a courtesy. Geoff agreed it is required and asked for a phone call if announcements aren't made so it can be addressed.

Meeting was adjourned at 9:20am.