

AGENDA

Summit County Transit Board Meeting

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

8:15 am

Wednesday, October 28, 2015

Welcome and Introductions

8:15 am

Approval of Minutes

Approval of minutes September meeting

Motion__ 2nd__ Approved__ Rejected__

Agenda Changes

Motion__ 2nd__ Approved__ Rejected__

Recognition of Guests

Public Comment

Old Business

1. Frisco Transfer Center master plan
2. Smart Bus project
3. Transit marketing
4. Winter service changes
5. Bus Advertising

New Business

1. Operations Report
2. Maintenance Report

Adjournment

Motion__ 2nd__ Approved__ Rejected__

SUMMIT COUNTY TRANSIT BOARD MEETING

Record of Proceedings

WEDNESDAY, SEPTEMBER 30, 2015

ATTENDANCE

Members present: Kent Willis, Chair – Town of Frisco; Stuart Richardson – Town of Silverthorne; James Phelps – Town of Breckenridge; Patrick O’Sullivan – Arapahoe Basin Ski Resort; Bob Moore – Breckenridge Ski Resort; Thad Noll – Summit County (Alternate); Larry Nelson – Upper

Blue (At Large Member); Kyle Hendricks – Keystone Ski Resort (alternate); Erin Gigliello-Upper Blue (At Large Member).

Members absent: Steve Swanson- Lower Blue (At Large Member); Mark Nickel – Town of Dillon; Rob Knickrehm – Keystone Ski Resort; Dan Gibbs – Summit County; Cindi Gillespie – Copper Mountain Ski Resort; Jim Braun – Snake River Basin (At Large Alternate).

Summit Stage Staff present: Jim Andrew – Director; Len Wise – Operations Manager; Bruce Camping – Driver/Planner; Vivian Pershing – Administrative Assistant.

Guests present: Julie Sutor – Summit County, Public Affairs Coordinator; Kevin Yoder, First Vehicle Services, General Manager.

CALL TO ORDER

The monthly meeting of the Summit County Transit Board members on Wednesday, September 30, 2015 was called to order by Chair Kent Willis at 8:15 a.m. in the Fremont Room of the Summit County Community Center, 0151 Peak One Boulevard, Frisco, Colorado.

MEETING MINUTES & AGENDA

The minutes from the Wednesday, August 26, 2015 Summit County Transit Board Meeting were reviewed; James moved to approve, Larry seconded the motion. The September meeting agenda was reviewed; Stuart moved to approve, James seconded and all approved.

RECOGNITION OF GUESTS AND PUBLIC COMMENTS

There were no guests or public comment received. Kent mentioned Jim Braun has tendered his resignation as the Snake River Basin At Large Alternate and the Board will look at replacing him.

OLD BUSINESS

- A. **Frisco Transfer Center master plan** – Jim gave a brief update that the consultant RNL Design has met with the stakeholder advisory committee to develop a five-year Master Plan for the Frisco Transfer Center. A series of public outreach sessions are planned to get input from passengers, drivers, and local businesses. Phase one is being mostly funded by CDOT with construction to be started by next summer. Future phases are dependent on funding.
- B. **Smart Bus project** – Jim reported the project with Double Map is on schedule for the passenger counting system, mobile app and computer aided dispatch and reporting system. The target is to be fully functional and ready by winter schedule. The on-board stop announcements, next bus signs at transfer centers and driver shift run cut program would be started in early 2016. Kent inquired if a presentation could be shown at a

future meeting. Jim said mapping software is being completed and Double Map techs will be onsite in mid-October to install the tablets and train staff, so a presentation will be made.

- C. **Transit marketing** – Julie reported meetings with advertisers were still being conducted with the focus on digital marketing to audiences outside the county. Jim mentioned a piece on the County Connection will talk up the mobile app and be aired all month. A segment on enhancements to the winter service will also be aired.

- D. **Winter service changes** – Bruce reported he and Jim attended the September Blue River town meeting to discuss the new route. Recent survey results had 189 responses with 177 wanting to ride the Blue River bus. That data helped set the timetable. Stage staff is getting bus stop signs up and preparing the map for the printed schedule. The Lake County Link route will expand for a mid-day and evening route that will connect with Bustang arrival times in Frisco. Len mentioned he met with Commissioner Mike Bordogna who asked for a 9pm Frisco departure to Leadville since the Bustang arrives around 8:20pm. Jim commented Lake County had recently received a CDOT grant to expand the route. Kent added he had heard general ridership on Bustang was 65%. Thad responded the west (I-70) route was growing and has had a standby bus ready in Frisco since it has overloaded at times. CDOT is looking to expand Bustang into weekend service. Kent asked about Blue River Town Council's response about their route. Larry said they're very happy and have lined up volunteers to deliver printed schedules door to door in Blue River. Erin asked when the winter schedule starts. Response was Sunday, Nov. 22. Thad asked for Blue River route times. Bruce said 6:35am and 8:05am Breck to Quandary Rd and 6:55am and 8:25am Quandary Rd to Breck for a total of twelve stops. Afternoon times are 4:00pm and 6:10pm Breck to Quandary Rd and 4:20pm and 6:30pm Quandary Rd to Breck.

- E. **Bus Refurb project** – Jim reviewed that five buses will be refurbished over the next nine months. Midwest Bus Corporation near Lansing, Michigan has picked one up already. They will be completely re-built. One or two will be sent in the next round with the last two in the latter part of the spring. The project is funded 80% by CDOT, for just under one million dollars. Ted or Kevin from First Vehicle Services will be handling quality assurance by making periodic checks at the plant. The project will hopefully be done by June of 2016. Thad added First Vehicle has been involved since the specs and the result will be a better product. Kent inquired about the company in Lamar that previously handled our refurbished buses. Jim responded that they didn't bid and may have a much reduced operation now. Three good bids were received and Midwest was selected.

Stuart asked when and where the Smart Bus packages will be installed on the buses set for refurbishment. Jim responded the installation of the hardware takes about three hours per bus and Double Map may just go to Michigan for that after the bus refurb has been completed. Thad commented they install the telemetry and mount the tablet which could be worked out later.

NEW BUSINESS

- A. **Ridership Summary and Operations Report** – Jim reported the monthly fixed route ridership for August was 137,651 one-way trips which was a 7% increase over last year. Para transit ridership decreased 8.9%. Late night ridership increased 14.6%; contracted services (Free Ride Purple Route) increased 37.0%. Commuter (Lake County Link) ridership increased 81.4% over 2014. Year to date through August, fixed route ridership is up 1.7%. Operating expenses increased 18.9% from the previous year, mostly due to the start up costs of the Smart Bus project. Maintenance costs in August decreased 6.7%, and fuel costs decreased 55.5%, mostly reflecting lower fuel prices over the past year. Through August, operating expenses are running 4.6% under budget, maintenance costs are under budget by 8.7% and fuel costs 34.1% under budget. Mass Transit tax receipts were up 5.9% over July, 2014. Relative to the 2015 budget, tax receipts in July were up by 3.9%. For the first seven months of the year, tax receipts are up 9.1% over 2014 which is 7.1% over budget.
- B. **Maintenance Report** – Jim referred to the format on the year to date report. Kevin summarized that it's helpful to see how many buses are on the road or in the shop. Kent offered that the numbers seem to remain consistent each month for work orders, availability, road calls and reworks. He inquired if there was any indication why the completed PM's dropped to 76% in March. Kevin responded if the PM's that are due aren't completed, you get more road calls, but year to date the PM completion is 93%. Erin asked if his full staffing level is fifteen. He said yes, that he has had turnover this summer, but has had better luck replacing people. Bob commented that the 76% PM completion in March is reflected in the higher number of work orders in February and March as well as one less tech staffed in January. Kent inquired about PM's due. Bob responded it's the amount of preventative maintenance or service work due as a vehicle reaches mileages. Thad clarified that it's scheduled maintenance. Bob confirmed that other work orders may push out the scheduled orders later. Kevin added the PM's due will drop in summer since the vehicle mileages drop. Bob asked how many hours per day the availability is based on. Kevin responded it's a 24-hour clock. Kent thanked Kevin for the completeness of the report.

C. **Other comments** – Thad expressed that the Leadville service is changing. Jim commented that service to Lake County has been running for about six years where three buses have been stationed in the bus barn in Leadville. Operationally it makes more sense to operate it with a single bus from Frisco, which would be open to the passengers but could involve some deadheading. Len discussed the history of the route where six additional buses were in the fleet when the Lake County route started compared to now. He said when Bruce made up a utilization chart showing three buses were set aside for only six hours of daily service, he thought of changing the route. Now it will allow two additional buses available in Frisco. It involves one true 30-mile deadhead from Copper to Leadville with the rest being revenue producing routes. Maintenance and barn rental costs will be reduced. A new contract has been agreed to by Lake County with a 3% hourly rate increase and a \$2.50/hr capital replacement cost. One bus will be utilized for nine hours daily. Thad and Kent asked to pick up passengers if there was a way. Len added it was time critical at 6:30am to turn the bus around at Copper right back to Leadville. Thad mentioned the state recognizes the Frisco to Leadville route as a critical link. Someone can get from Leadville to Denver and back on a bus in one day. The Summit Stage is getting statewide notoriety for working with other counties and coming up with creative ideas. He stressed the amount of capital needs coming up and keeping an eye on the dollars. He announced Len is retiring in a few months. Revenues are up and maintenance costs are steady. Jim added he hoped gas prices continue to stay low.

Meeting was adjourned at 8:55am.