



Mesa County Regional Transportation Planning Office

GVRTC Minutes for June 22, 2020

Attendees: Dana Brosig, Andy Gingerich, Kathy Young, Valdon Lewis, Todd Hollenbeck, Dean Bressler, Jason Smith, Pete Baier, Jay Valentine, Sarah Brooks, Mark Rogers, Tim Barker, Trent Prall, Rob Beck, Michael Bennett, Janet Hawkinson, Kathy Hall, Scott Mai, Rene Romero, Greg Caton,

Roll Call: Scott McInnis, Chair – Mesa County, called the meeting to order. Phyllis Norris – City of Grand Junction-absent, Greg Caton, City Manager, appointed in her place for the June 22 meeting, Lori Buck – City of Fruita, and Greg Mikolai – Town of Palisade are present.

Call Meeting to Order: 3:07p.m.

Changes to the Agenda: Move briefing item 7 to 8 and 8 to 7. Added item 10, GVT Rebranding project.

Representative Reports:

Dana Brosig – received a petition from GVT driver’s union on June 10th which was forwarded to Chair McInnis and Phyllis Norris as well as GVT General Manager Valdon Lewis.

Transportation Commissioner Report: Kathy Hall is now the vice chair of the Transportation Commission. CDOT building in Denver will not be open until after Labor Day as most staff continue to work from home. \$4.1 million left in SB1 multimodal options fund. Resolution on 6/4/20 approved grant funding for small businesses to open outdoor space for seating. Supports creative uses of outdoor space around small businesses. Vail Pass grant project awarded that will include westbound auxiliary lanes. Discussion of SB267 \$500 million for projects and wildlife grant along Hwy 13. Bustang will start up again on 6/28/20. Karen Stewart is the new chairperson of for the Transportation Commission.

Colorado Department of Transportation (CDOT) Region 3 Update:

Michael Goolsby-thank you for the support for Vail Pass project. SB267-ensure all TPR’s received funding for their projects. US50 between Grand Junction and Delta is the priority per CDOT Director Lew. Rabbit Valley exit road needs attention. Concerns of roundabouts on Horizon Drive by Doubletree.

CDOT project updates provided by Jason Smith-CDOT Program Engineer

- Hwy 340 widening MP6 & 7.5 for a continuous 4 foot shoulder
- Collbran 330 resurfacing project from Hwy 65 to Collbran will start after 7/4/20
- Finished ADA ramps on North Ave and will advertise for the second project at end of July
- Design of Phase 5 of I-70B and ROW negotiations continues. Advertise in Winter 2020 and begin construction in Spring 2021.
- SB267 funding starting to see direction. North Avenue project will receive funding. \$4.3 million for center median and surface treatment from 1st street to 30 Road. This will be happening at same time at I-70B project next year.
- 20 Road intersection has been designed as well as Clifton project which is almost completed.
- Study between Palisade and Clifton of any potential needs.

Approval of Minutes

1. Approve the minutes from the April 2020 GVRTC Meeting.

2. Approve the minutes from the May 6, 2020 GVRTC Meeting.
3. Approve the minutes from the May 8, 2020 GVRTC Meeting.
4. Approve the minutes from the May 27, 2020 GVRTC Meeting.

Chair McInnis asked for a motion. Representative Mikolai so moved and Representative Buck submitted a request to 2nd the motion. Vote was 3-0 in favor. Representative Norris attended each of the four previous meetings but was absent from June 22 meeting.

Consent Item(s)

The Consent Agenda is intended to allow the Committee to spend its time on more complex items. These items are generally perceived as non-controversial and can be approved by a single motion. The public or Committee Members may ask that an item be removed from the Consent Agenda for individual consideration.

None

Individual Consideration Item(s)

Please limit public comment to a maximum of five (5) minutes per speaker (unless otherwise restricted by the Chair).

5. Approving the CARES Act funding distribution– Dana Brosig, RTPO
See attachments. There were a few changes to the model. Took out DASH costs to simplify the process. Discussion of social distancing and the use of a shadow bus. Utilize 5307 funds for match to bench & shelter costs of \$33,000 instead of CARES Act funds. Discussion with CDOT for partnering with them regarding Bustang for maintenance. They are currently partnering with Greyhound for maintenance.

Scenario 4 was added as requested. Discussion of new slide that was not in the meeting packet. Discussion of figure that showed various expenses and how they are matched at either 50/50 or 80/20. Scenario 2 would utilize CARES Act funds to pay for expenses that are normally 50/50 and the 80/20 expenses would be paid out of the annual 5307 FTA grant. Scenario 4 utilizes CARES Act funds for the 50/50 expenses as well as some of the 80/20 expenses. For 2020, Scenario 4 utilizes more CARES Act and less local. Scenario 2 utilizes less CARES Act and more local funding making CARES Act funding last longer for the 50/50 expenses.

Discussion of the charts in the slides. Scenario 1 reflecting spending all CARES Act funds. Scenario 2 was best use of the CARES Act and local funds.

Scenario 4 was to decrease local match and maximize the relief now. Difference between Scenario 4 & Scenario 2 by jurisdiction was discussed for 2020.

Discussion of page 33 and 34 of the packet and the difference of local match between the two scenarios for 2020 and 2021. City of Fruita is about maximizing funding since they are a smaller funding partner. Palisade sees how Scenario 2 would be most beneficial in the long run. Mesa County's preference is Scenario 2 however if Grand Junction believes Scenario 4 is more appropriate, they are willing.

Chair McInnis asked for a motion. Representative Mikolai move to approve Scenario 2 and Representative Caton submitted a request to 2nd the motion. Vote was 4-0 in favor.

6. Adopting the Multi Model Options Fund Project List #2 Recommended by the Selection Committee by approving Resolution #2020-007 and authorizing the Chair to sign – Dana Brosig, RTPO

Back in February 2020, the board adopted the 1st round of projects. There were some funds left over so a 2nd call for projects was completed. Three applications were submitted. One each from Grand Junction, Mesa County and RTPO for GVT. GVT was for any funds remaining would go to GVT if any projects don't utilize all their funds. Selection Committee made up of Trent Prall, Sean Yeates, Janet Hawkinson, Sam Atkins, Karla Distel, & MPO unanimously chose the Grand Junction project.

Michael Bennett with the City of Fruita, stated they are in complete agreement and have been involved with the entire process.

City of Grand Junction wished to recuse themselves from this vote. The other board members did not see a problem with City of Grand Junction voting.

Chair McInnis asked for a motion. Representative Mikolai so moved and Representative Buck submitted a request to 2nd the motion. Vote was 4-0 in favor.

Briefing Item(s)

Briefing items are intended to allow the Committee to give Staff guidance in the day-to-day operations of the Regional Transportation Planning Office, or to hear general presentations from others.

7. GVT Fleet Maintenance Report- Jay Valentine, City of Grand Junction Fleet

Discussion of the challenges fleet has to overcome to maintaining buses as required by FTA. Problems sourcing parts as the parts are manufactured as orders come in. This has been complicated by COVID and getting a timeline when they will be shipped or actually arrive on site. Discussion of the needs of mechanics, Transdev and RTPO and working together to meet everyone's needs.

So far in June, there have been 69 work orders for GVT buses and for the whole City Fleet operations, there have been 231 work orders including GVT. Fleet size is 680 vehicles. 30% of business is with GVT buses. There is a standard in fleet in determining how many staff/vehicle type and transit buses are at the top on the amount of time it takes to work on the buses. Buses are very high maintenance. There were 64 work orders in April and 75 in May. 8 buses are currently at shop or other repair shops. 6 are cutaways and 2 are the lowfloors. 5 of them are waiting on parts. 1 bus is in Rifle waiting on warranty work. 1 bus at Cummins and Stewart and Stevens waiting on parts.

What is our overall situation as of today? Previously one of the causes was the paratransit trips were going up, which required more buses and spares. Due to COVID, paratransit riders have gone down but expecting this to start to increase. Have had less late PM's but if had the paratransit trips, we would be in trouble. Required to report late PM's to FTA and ensure buses are being maintained. How can we improve efficiencies? Discussion about storing more parts which is difficult as buses are not all the same. One recurring problem now is A/C going out. Fire suppression systems going out. Is there a way to procure the same buses? Due to FTA regulations, it limits this option. Have moved toward buying lowfloor buses that require less maintenance. Have been awarded grant funds from CDOT but have not received the contract in order to place the orders. Pass this information onto Transportation Commissioner, Kathy Hall, to see if she can help with the CDOT contracts. As the age of the fleet goes up so does maintenance. Lowfloors have longer life cycle and lower maintenance costs. Discussion of the different needs on weekdays vs. weekends for buses, as well as the availability of parts.

What is the storage capacity for spare parts? Not an issue of capacity. Almost every bus is different. CNG tanks, have 5 different types of tanks on all the buses. The items we can order and keep in stock,

we do. Parts received from County Fleet have now become obsolete. Have the same issue now. Fleet tracks all parts that are common and keeps those in stock. Issue seems to be the availability of parts, not the availability of mechanics. It would help with standardization of the fleet as much as possible.

How is Grand Junction reimbursed? There is an IGA in place and an hourly charge based on how long the mechanic works on the bus plus the cost of parts and fuel. Billed and collected monthly.

Staffing and staff hours. Have had a vacancy, and given the need, we have quickly filled that position.

8. Public Transportation Safety Plan (PTASP) – Andy Gingerich, RTPO
See attachment. This has been discussed several meetings back and trying to figure out the organizational chart on this plan. The Accountable Executive needed to be the Chair of the GVRTC. The Chief Safety Officer could be the RTPO director and then have safety managers within each department report to the CSO. Discussed this during the quarterly fleet meeting earlier this month and working on simplifying the plan as much as possible. Discussion of tracking minor safety issues from all departments.

This new reporting chart seems to make a lot more sense with all the departments reporting to the RTPO Director.

9. GVT Operations Report for May 2020 – Valdon Lewis, GVT
See attachment. Continuing negative results regarding ridership because of COVID. Ridership is down system wide. Safety performance for May: No preventable accidents or injuries. Mileage is down, so going to have to perform even better as won't have as high a number to base accident frequency off of. Holding safety meetings via teleconference. Discussion of face coverings and the requirement that riders must wear them along with the drivers. Has been a struggle at times for a few riders but overall has been successful. No current employees have had COVID. Had a few scares.

How about the social distancing? Are riders honoring this? Riders tend to space out on the bus as they board naturally. Have the shadow bus that's available in order to reduce the number of passengers on any particular bus. This limit is around 10 riders and then the shadow bus is implemented.

10. GVT Rebranding – Sarah Brooks, RTPO
Started this project in November 2019 to develop a scope. GVT is celebrating 20 years of operations and a fresher look may regenerate interest in GVT. Showed existing GVT and DASH logos. Some people think DASH is separate from GVT. Issued a RFP in March 2020. Contract awarded in May to Ryan Sawyer Marketing. Presented samples of the potential logos.

Representatives would like an explanation of the thought process behind the logos. GVT is the parent organization and DASH shouldn't drive how it looks. Fruita likes sample 3. Cost of the contract was \$5,000. Perception of existing logo was discussed.

Discussion of the Tag Lines. "Bringing people together" and "Connecting the Grand Valley"

How involved does the board want to be? Board should make the final decisions. If we put this out to the public, be cautious. Staff should obtain input from Greg Caton on his experience with rebranding a transit system. How did the reiterations of the logos take place? The board would like a presentation from Ryan Sawyer Marketing.

Unscheduled Business:

The Unscheduled Business portion of the agenda provides the public to speak about issues that were not on the main agenda. Please limit public comment to a maximum of five (5) minutes per speaker (unless otherwise restricted by the Chair). Testimony relating to scheduled agenda items will not be allowed during Unscheduled Business.

None

Meeting Adjourned: 4:55p.m.: Minutes submitted by Kathy Young.