



Mesa County Regional Transportation Planning Office

GVRTC Minutes for January 6, 2021

Attendees (virtually): Dana Brosig, Kathy Young, Valdon Lewis, Mike Timlin, Jason Smith, Michael Goolsby, Kaitlyn Clark, Tim Valdez, Scott Beilfuss, Trent Prall, Dave Thornton, Julie George, Kathy Hall, Todd Hollenbeck, Mark Rogers, Kathy Hall, Sarah Brooks, Andy Gingerich, Scott Mai, Dean Bressler, Sam Atkins, TJ Burr, Cheryl Gibboney, 4 unknown members of the public, Sean Yeates,

Roll Call: Scott McInnis, Chair – Mesa County, called the meeting to order. Phyllis Norris – City of Grand Junction, Lori Buck – City of Fruita, and Greg Mikolai – Town of Palisade are present.

Call Meeting to Order: 9:00 a.m.

Changes to the Agenda: None

Representative Reports: None

Transportation Commissioner Report:

A special meeting was held on Monday, January 4, 2021 to discuss the \$134 million stimulus funding received by CDOT. The Transportation Commission passed a resolution to move ahead projects that were shovel ready. Two projects in Region 3 that are being considered for this funding are Hwy 50 from Grand Junction to Delta to remove dips in road as well as Phase 5 of the I-70B project.

Colorado Department of Transportation (CDOT) Region 3 Update:

If approved, Region 3 will receive a total of \$20.3 million of the \$134 million in stimulus funding. \$15 million for the Hwy 50 project and \$5 million for the I-70B project. Will now look at Year 3 of the SB267 funds and leverage those funds to deliver other projects in the valley with input from the GVRTC.

Approval of Minutes

1. Adopt the minutes from the October 26, 2020 GVRTC Meeting.
2. Adopt the minutes from the December 31, 2020 GVRTC Meeting.

Scott McInnis asked for a motion. Phyllis Norris so moved and Lori Buck submitted a request to 2nd the motion. Vote was 4-0 in favor.

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).

3. Greyhound/Bustang Stop Relocation to the GVT Downtown Operations Facility- Dana Brosig, RTPO
See PowerPoint presentation.

Phyllis Norris: Has staff talked with the City of Grand Junction on the parking spaces. Staff has discussed this with Trent Prall and Greg Caton and they didn't see any problems. Greyhound did want to move previously, but they didn't work out. Do we want to do the full service or not? It's a lot to take on.

Mike Timlin, Bustang: Ridership is growing, and operating extra buses on it daily and needs more service. Proposing an additional service to Denver from Grand Junction. In July 2021 planning an Outrider expansion from Telluride to GJ. Have an interline agreement with Greyhound. Looking at extending Glenwood Springs route but this is 2 years out.

Tim Valdez, Greyhound: Historically, had 4 scheduled trips a day and pandemic reduced this. Plan is to return to 4 trips a day. 2am and 6am trips would return.

Phyllis Norris: The proposal is to use Transdev staff to run the Greyhound operation. Is it possible to move Greyhound people to our location? The office we have now is not big enough for additional staff. Would need to renovate the front office to add staff.

Greg Mikolai: With the full service for Greyhound, would this be done with existing staff or add personnel? Use existing but would need to discuss with Transdev. ITS upgrade may free up time once it is up and running. May be able to use other office space but not where they could interact with the public.

Lori Buck: In looking at the site plan, the site itself is already small. When looking at parking, this will affect those around the facility. Have you reached out to the surrounding businesses? The two business most affected would be the autobody shop and Enterprise with the removal of on street parking. Would like to see staff reach out to surrounding businesses. How long was this facility planned to be in use?

Todd Hollenbeck: This facility came about after we were requested to move the main transfer station that was at CMU on corner of 12th and Orchard. CMU gave us a short time frame to move, so moved temporarily to on street at 7th Street and South Avenue. This is similar to what we are looking at for Greyhound and Bustang. The current location was coordinated with the City of Grand Junction and was at a minimum a 25 to a 40 year facility. Currently operating 7 routes and have an extra bay. Turning radius was for 40-45 foot bus so there is a space available for another bus within the existing transfer island.

Scott McInnis: When looking at the long-term vision, this presents a good opportunity. Some convenience to our ridership to catch Greyhound and Bustang. Do share concerns of capability of existing facility. Staff should look at expansion as well as additional facilities in the future.

Kathy Hall: I think the questions Lori Buck and Greg Mikolai are good points and things needs considered. From Bustang and CDOT perspectives, this is a great opportunity to start on a mobility hub that includes the railroad for the future of transportation and service to the public. There will be some things to work out and things that need to be negotiated. It has been amazing how well used the western unit is with buses reaching capacity.

Scott McInnis: If we are to get complaints, they would mostly likely center on the reduction of public parking and businesses taking advantage of it. Should reach out to these businesses. What kind of time line are we looking at? Can we temporarily accommodate Greyhound and Bustang?

Dana Brosig: The request is to move the stops at the end of January so that is why we wanted to move quickly. Could move the stop and then add ticketing and packages later. Depends on how long it takes to get the agreements in place and the level of service to be provided.

Scott McInnis: Does the board have ideas for the short term which the short time frame. Is Bustang on the same time crunch? Yes. Can we allow on a temporary basis?

Lori Buck: Knowing that this is potentially a year contract, I have no problem proceeding but reach out to the businesses and look at how this facility will need to change in the future.

Scott McInnis: Would like more than a 30 day termination, maybe 6 months, from Greyhound.

Todd Hollenbeck: When Bustang started, they utilized the same bus stop at the time so we've done this temporarily in the past. During this, we learned it's better to let business know sooner rather than later. We did, at one time, look at this facility for Greyhound and completed a preliminary design to accommodate this move.

Tim Valdez: If the contract terms are a concern, we do operate on a 30 day notice but we can expand on that with municipalities. We like to remain in one place and have stability for passengers. If we were to begin a relationship and not go to a full service agency, we may have to look at other locations.

Phyllis Norris: Originally, the GVT facility off 24 ½ Road, Greyhound was going to move out there. There is more room out there at that facility. We own more property that is not being utilized. This facility is really tight. Would it be better to look doing something at 24 ½ Road facility? There should be grants to make a mobility hub but this takes time to plan. Greyhound needs to have a kiosk. Consider where we have space already and build a more long-term facility. Start with a kiosk and do it downtown.

Scott McInnis: You don't object to starting 2/1 to use facility as outlined by Dana Brosig. Phyllis supports this.

Todd Hollenbeck: 24 ½ Road facility was the original site to coordinate with Greyhound. The facility may work on 24 ½ Road. Would need to be evaluated and go through a public process due to the outcry the last time Greyhound was considering moving to the 24 ½ Road facility.

Mike Goosby: Work with the City and GVRTC to come up with a solution to tie all this together. There is a lot of appetite from CDOT headquarters and to leverage funds for a mobility hub for a long-term solution.

Scott McInnis: Look at setting up a task force to take CDOT up on this.

Greg Mikolai: In terms of the contract negotiations, is having an agreement by 2/1 too tight? Work on the contract now but difficult to have it completed by end of January. Agree for a handshake agreement with a kiosk for now and a contractual agreement for the full service. Is \$50,000 enough?

Scott McInnis: Vision is to do a handshake temporary agreement and move forward with a long-term agreement within the next month or two. Start looking at other accommodation such at 24 ½ Road.

Greg Mikolai: Even with a kiosk option, will this require a contract amendment with Transdev? Need to see if can get a kiosk that quickly? Does require staffing at some level. Maybe start with an Estop with an online ticketing only and then work towards a full service agreement. If only an Estop, then will not require a contract amendment with Transdev.

Dana Brosig: A kiosk would require staff to do some work and would require a contract amendment. Could work towards getting a contract amendment done as quickly as possible but it would likely take more time than the timeline allows.

Scott McInnis: What is Bustang going to need for a temporary use agreement? Not requiring us to sell tickets. Accept cash on the bus and sell E-tickets.

Tim Valdez: In the motion, please include signage as well with temporary use agreement.

Scott McInnis asked for a motion. Greg Mikolai moved to instruct staff to enter into negotiations with Greyhound for a long-term agreement and to develop a temporary use agreement with service provided at the transfer facility on South Avenue.

Discussion about the need to work with City of Grand Junction regarding placement of signage. Trent Prall has been working closely with staff and thinks this is a great opportunity.

Lori 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.

4. GVT Operations Report for October and November 2020 – Valdon Lewis, Transdev/GVT
 - Attachments

Ridership is stable but still seeing significant decrease overall. On time performance is up now that bugs in software are worked out. Discussion of safety meetings. Had one accident in October and none in November. Had a few case of COVID within the group and were able to prevent an outbreak.

12/31/20 Crash: Route 9 was stopped at Walmart on North Avenue and proceeding to pull out and another vehicle heading westbound hit the bus by the driver and caused extensive damage to bus 112, which is only a few years old. Transported the bus driver and one passenger as well as driver of other vehicle. One other passenger on the bus and he sustained no injuries. The driver of the other vehicle was intoxicated and has been charged accordingly. Other driver did cross the median a block before hit the bus. No life threatening injuries. Driver back to work on light duty.

This bus is insured by Transdev and working with that team to determine that process. Need to ensure other party pays for the damage. Local body shop most likely will not be able to repair so will need to be sent out for repair.

Unscheduled Business:

The Unscheduled Business portion of the agenda provides the public an opportunity 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.

Scott Beilfuss: He has been working with the local union. He has used Greyhound a lot and was the only way to get around the western slope. Great economic boost. Hope Greyhound doesn't move out to 24 1/2 Road in order to help small businesses downtown. Talked about the average wage of GVT drivers as compared to Bustang, Greyhound, etc. Talked about the CARES Act funds and that the board takes into consideration that some of this goes to the GVT bus drivers. Hope they consider welfare of drivers when considering negotiations.

Meeting Adjourned: 10:31 a.m.: Minutes submitted by Kathy Young.