



Mesa County Regional Transportation Planning Office

GVRTC Minutes for November 15, 2021

Attendees: Dana Brosig, Dean Bressler, Andy Gingerich, Sarah Brooks, Trent Prall, Mark Rogers, Todd Hollenbeck, Scott Beilfuss, Daniel Larkin, Scott Mai, Kimberly Bullen, Kathy Hall, Kaity Clark, Greg Caton, Valdon Lewis, Unknown woman

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

Call Meeting to Order: 3:00 p.m.

Changes to the Agenda: None

Representative Reports: None

Transportation Commissioner Report: Kathy Hall commented on the new GVT bus design and logo. There are having their Transportation Commission meetings this week and future meetings will be virtual per Governor Polis' order. Greenhouse Gas rulemaking comment period ends on 11/18. Then the Transportation Commission will vote on rules in December. Reported she has been hearing positive comments on Hwy 6 & 50 construction project.

Colorado Department of Transportation (CDOT) Region 3 Update: None

Approval of Minutes

1. Adopt the minutes from the August 23, 2021 GVRTC Meeting. Scott McInnis asked for a motion. Greg Mikolai so moved and Dennis Simpson 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).

2. Adopting a Resolution of the GVRTC to temporarily adjust the Grand Valley Transit (GVT) service hours per GVRTC Policy 2, Article III, by approving Resolution 2021-012 and authorizing the Chair to sign. – Dana Brosig, RTPO
 - AttachmentService hour cuts were necessary due to driver shortage, similar to what is happening across the nation with other transit agencies. GVT drivers and staff have been working overtime and long hours and

safety is a concern with these long hours. RTPO staff reviewed ridership numbers to see where service cuts would be the least impactful as possible. Decided to reduce Saturday hours as this is lowest ridership day. Only one driver shift is needed. Routes now start 3 hours later and end 2 hours early. Reduced DASH service to once an hour instead of twice an hour. Notified the public via postings on the buses, website, social media, and a newspaper article. This service reduction will continue until additional drivers can be hired and trained. Staff are allowed to implement a temporary change for up to 6 months but a public involvement process will need to be conducted if the service reduction will need to continue past that.

Representative Simpson stated he believed we have not done as much as we should be doing regarding drivers. Are things likely to be the same or worse in 6 months? Wages will increase in January and hope more drivers will apply. Service hour changes were implemented in 11/6/21.

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

3. Adopting a Resolution of the GVRTC to amend the Transportation Improvement Program (TIP) Amendment Policy, by approving Resolution 2021-013 and authorizing the Chair to sign, - Dean Bressler, RTPO
 - AttachmentAgenda reflects policy but it is actually a process. Discussion about the changes and how this update will affect policy amendments and administrative amendments. Examples were discussed. Policy amendments would go to TAC and then to GVRTC for adoption. Public Participation has been simplified and refers to the overall public participation plan for the MPO.

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

4. Adopting the GVT Public Transportation Agency Safety Plan (PTASP) updated performance indicators by approving Resolution #2021-014 and authorizing the Chair to sign– Andy Gingerich, RTPO
 - AttachmentLast year staff knew this update requirement was coming up and plan has been implemented for a year. Have been some safety issues that have been addressed. Revision is an update to the performance targets every year. Other two changes were to clarify a few definitions. Plan was not very clear on what our timeline was the targets. They will be from January to December each year.

Discussion of year to date performance targets and what is actually happening.

Scott McInnis asked for a motion. Greg Mikolai so moved and Dennis Simpson 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.

5. Greenhouse Gas Rule Update- Dana Brosig, RTPO
 - AttachmentDiscussion of the initial comments provided before a revised rule was issued. Providing a second letter reiterating some of our initial comments mainly related to funding. All public comments are due on 11/18/21. Discussion of the requirement for a mitigation action plan for us as an MPO and modeling GHG reduction in the future. For us, we do not have many capacity increasing projects. Original rule did not have many details on mitigation plan requirements. There is a list of what is required to be

included in Mitigation plan and this will need to be part of next regional transportation plan (RTP). A lot of detail will be required and a status report will be required annually to the Transportation Commission in April.

Representative Buck asked if this will require additional staffing? Yes, we usually hire consultants to assist with completion of the RTP. Have been discussing with CDOT staff modelers on the process to calculate GHG. Additional staff may be needed within RTPO and/or the project implementing jurisdiction.

6. 10-year Plan for Transit and Roadway Projects- Dana Brosig, RTPO

- Attachment

The transportation infrastructure bill has passed. Unknown on the specifics just yet. Discretionary grants may be how much of the increase is distributed. Have had discussions during the last two TAC meetings on the projects already in the RTP. TAC said this is the correct list of the projects. Discussed details of the specific projects within TAC meetings. Looking more at years 5-10 projects. Generally leave the projects descriptions vague to have more flexibility.

Also have to look at transit projects. CNG fueling project has already been completed by City of Grand Junction. A lot has changed since the transit list was originally decided upon due to COVID funding, GHG rulemaking, etc. Staff is looking at service expansion and fleet maintenance projects. Discussion of MMOF being an ongoing funding source which can be a match for Federal funds in the future. Have had discussions with the City of Grand Junction about a new fleet maintenance facility. Have received estimate from FCI, similar to facility at Whitewater. Facility would be located at City yard. Possibility to partner with Bustang and CDOT to provide maintenance for their over the road coaches.

Representative McInnis asked about the need for grant writers and if that would be in house or consultants. It is expensive to hire consultants. We typically write grants in house. It will depend on how the grants come out, work load and staff knowledge and expertise.

What is the status of the mobility center? Per the application documents, they are supposed to announce the awards by 11/22/21. There is an option for them to award less than requested. Does the state allocate the funding to us to build it? CDOT applied for the funding so they will be constructing it. The operations is still open on who that will be. Wants to ensure design is not all decided by CDOT. Can we vacate or minimize our buses at the current location downtown and move it to the mobility hub? Capacity constraints at mobility hub site to add/move GVT. Concern with having two hubs so close to each other. GVT will still have stops at the new mobility hub location. The new mobility center would be regional. Hope not building this for just Bustang and Greyhound.

Concern if someone is out there designing/planning this already. Chatter may be coming from the article in the newspaper. Part of the grant application did include a location. City of Grand Junction is providing some of the match. There is flexibility with implementation including design and the location.

Kaity Clark stated there has been a high level planning effort for the downtown area and CDOT is still very open and receptive on the mobility hub. Who is going to manage and maintain it and this entity needs to be highly involved in the design. Mark Rogers stated that CDOT did complete a feasibility study in June, which found that there is need and a desire for a mobility hub in this community. That is all CDOT has done. There are still a lot of unknowns such as who is going to operate it. If CDOT will operate, then it will be designed for that.

Need to ensure GVRTC is in the loop. All the players need to be part of the design charrette if grant is awarded.

Representative Mikolai stated that we have not actually said as a governing body to move forward and building the mobility center. Representative McInnis stated that CDOT brought it up and we agreed that a mobility hub would be beneficial.

7. North Avenue Enhanced Transit Corridor Study- Dana Brosig, RTP0

- Attachment

There will be an open house on Tuesday night (11/16/21). Staff will be conducting a walk audit on Wednesday 11/17/21 with the consultant. There will be focus groups with Human Services organizations, Latino business, students, active transportation users, etc. There is a project website, and an online survey that is ongoing.

Discussion of what happened in Denver such as Larimer Street when the streets were narrowed and to be cautions with this as could cause congestion of traffic so people will get onto transit. The design is for calming when narrowing the streets to slow traffic not to reduce traffic volume. Hopes this is not a possibility on North Avenue. CDOT is also resurfacing North Avenue next summer along with improved medians and access control. This project study is to provide other modes of transportation options.

8. GVT Operations Report for September 2021 – Valdon Lewis, Transdev/GVT

- Attachment

Fixed Route ridership is down 45% from 2019 pre-COVID numbers. Paratransit is down 22% from 2019. Revenue is up due to student pass programs through DHS.

Discussion of the service hour reduction and how this will impact ridership but it was necessary due to the challenges of being short drivers. Still seven drivers short. Two long-term drivers retired in November. If filled the 7 driver positions, this would put GVT back to a full schedule. How are you able to maintain drivers? Some have left for higher paying jobs. Try to play up the positives of the job. How is GVT's back shop, dispatchers, road supervisors? Filled an open road supervisor position last week. Recruiting for a new utility person to start in January. In January, the wage increase affects all hourly employees.

Unscheduled Business:

The Unscheduled Business portion of the agenda provides an opportunity for 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. The purpose of the Unscheduled Business portion is for the Grand Valley Regional Transportation Committee to listen to the public. The Committee Members do not generally engage in debate or make comments during the Unscheduled Business portion.

Scott Beilfuss-asked about the safety plan, the reporting process for safety concerns and that there was no response to the driver's safety concerns related to COVID. He did an internet search for bus driver positions and found one agency paying \$22 an hour and another paying \$23. Could not find an hourly rate for Transdev. The drivers need to bring home a livable wage. He believe it's wrong that bids go to areas that pay substandard wages. As well as grants.

Representative McInnis stated he has a strong issue with the comment about not taking driver concerns regarding safety. We care about the drivers and their safety.

Dana Brosig stated the City of Grand Junction is no longer allowing outside agencies to utilize their facility so the December 13, 2021 GVRTC meeting will need to be remote if the meeting is held.

Meeting Adjourned: 4:28p.m.: Minutes submitted by Kathy Young.