



Mesa County Regional Transportation Planning Office

Grand Valley Regional Transportation Committee (GVRTC) Minutes

January 24, 2022

Attendees: Kimberly Bullen, Dana Brosig, Kathy Young, Michael Goolsby, Jason Smith, Jay Valentine, Renee Romero, Trent Prall, Mark Rogers, Kathy Hall, Valdon Lewis, Dean Bressler, Rachel Peterson, Greg Caton, Mark Bunnell, Andy Gingerich, Judi Derusha, Sarah Brooks

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: 3:03 p.m.

Moment of Silence: Richard Etcheverry

Rules of Decorum

Changes to the Agenda: None

Representative Reports: Discussion on the effort by State Highway commission reduce the number of rural representatives.

Transportation Commissioner Report: Kathy Hall reported the transportation commission had a couple of busy months. During the December meeting, they approved the Greenhouse Gas rules after having ten statewide public meetings. The Greenhouse Gas rules were mandated by 2021 legislature. During the January meeting, they approved the MMOF formula. Quite a few transportation bills that have been submitted so keep an eye on them. Ask Club 20 for a copy of the redistricting map. Kathy Hall provided the GVRTC board with a copy of the map during the meeting.

Colorado Department of Transportation (CDOT) Region 3 Update: Michael Goolsby stated between COVID and vacancies, they are down about 100 people from 250. Discussion of the 1st and Grand intersection project. Construction have seen and driven 1st & Grand project. Comment from board on great job on intersection.

Approval of Minutes

1. Adopt the minutes from the November 15, 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.

2. Adopting Resolution 2022-001 setting targets by supporting the updated 2018-2022 targets established by the Colorado Department of Transportation for the Safety Performance Measures and authorizing the Chair to sign – Dean Bressler, RTPO

See resolution. Each year CDOT is required to set targets in consultation with the MPO's. This started back in 2018. The MPO can set our own or support CDOT's targets. Each year, GVRTC has adopted CDOT's targets. Staff's recommendation is to support the CDOT's targets. There are not any financial obligations.

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.

Individual Consideration Item(s)

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

3. Maintenance Facility Discussion- Seeking approval by the GVRTC to move forward with the next steps for the design of the fleet maintenance facility- Dana Brosig, RTPO

See attachments. The City of Grand Junction started repairing GVT buses in 2012 as the fleet was converted to CNG. The County Fleet facility is not built to maintain CNG vehicles.

There is funding available at the State and Federal level and the new MMOF funding approved by the Transportation Commission can be used for transit.

There are bus facility grants that are available annually. To be competitive, the facility needs to be designed to at least 30%. Can use ARPA funds for design which is 100% federal. Staff have been in discussion with City of Grand Junction on the logistics as well as with other transit agencies who have construction maintenance facilities.

There would need to an IGA between Grand Junction and Mesa County regarding the facility. Once designed would then go after additional funding for construction.

Equity analysis will be required as part of the federal requirements. Includes looking at demographics and not disproportionately affecting one community over another. An environmental analysis is also required.

Who's going to own the building? This will need to be a discussion with Grand Junction and Mesa County and related to the grants received. The Grand Junction City Council has not yet discussed this as a board.

The existing/dedicated Grand Junction fleet mechanics would move over to the transit facility. Having mechanics being able to work on both City fleet vehicles and GVT will maximize the efficiencies. The new facility won't be any new net employees and the supervision would be by the City and would be City mechanics.

Discussion of cost analysis that was completed. Would build up to what is needed and not jump to five from three mechanics right away.

Public Comment: NONE

Discussion of the need to have a GVRTC member on the selection committee when prior contracts aren't done that way. Recommend the contract come before the GVRTC before going to the BoCC.

Scott McInnis asked for a motion. Greg Mikolai moved that the GVRTC board allow staff to move forward with next steps for the design and environmental for the new maintenance facility with GVRTC board approval of any contracts. Dennis Simpson submitted a request to 2nd the motion. Vote was 4-0 in favor.

4. American Rescue Plan Act- Seeking approval by the GVRTC to use American Rescue Plan (ARP) Act funds for projects that support the current and future transit system – Dana Brosig, RTPO
See attachments. Mesa County was allocated \$875,516 with requires no local match. These funds can be used for capital or operations since no GVT transit employees were furloughed. These funds must be obligated by 2024 and spent by 2029.

What would be the budget for the projects described? Staff has received a cost estimate from last October for the maintenance facility. It's approximately \$3.1-\$3.5 million.

If we approved today, what are the next steps? What monies would be required? Staff would submit the projects in the grant through FTA.

Can you change this to getting proposals and get more information to ensure design costs are reasonable? All contracts will be required to go before the BoCC for approval after being brought before GVRTC for review and approval. Not all items on the list will require a procurement process, such as adding an FTE. These six prioritized items will be funded through the ARPA funding.

If #1 is the true priority (maintenance facility), the rest cannot happen until know what spending on #1 is? Correct. Discussion of the purpose of putting all these proposed projects into one grant instead of six separate grants.

Next steps would be to have a more in depth discussion with City of Grand Junction regarding the maintenance facility.

If the GVRTC does not do what you asked, will we slow you down, yes as we won't be ready for when competitive grants become available. If we are not ready, then will be delayed another year.

Staff can amend the ARPA grant projects but would need FTA approval.

Public Comment: None

Scott McInnis asked for a motion. Greg Mikolai moved to approve the ARP funding based on the prioritized projects as presented. 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.

5. GVT Fleet Maintenance Update – Jay Valentine, City of Grand Junction
See attachments. Tracked available it of the GVT fleet starting in 2019 and was at 98% chance that GVT fleet was available. As buses aged, the availability deteriorates. 2021 77% was available for use. Aside from age, there is still the ongoing supply chain issues and microchip shortage. Continues to be long delays and available of these parts from weeks to months. Trying to source parts the best we can.

Discussion of maintenance hours. Have increased in 2021. Discussion of Maintenance Repair Unit (MRU) calculations. A bus takes about 12 units. There are currently three dedicated GVT mechanics but have utilized other City mechanics to work on buses. The MRU calculation reflects the need for 5.1 mechanics.

Schedule vs non-scheduled maintenance-truly a function of fleet availability. Many times scheduled PM's are missed in order to keep the routes in operation. Have found several units that are showing early signs of engine failure. Repair orders have increased.

Regarding preventative maintenance (PM's) being completed on time. The goal is 90% on time. The first two quarters did well, however the fourth quarter was at 80% on time. Continue to schedule PM's 7-12 days in advance by trying to predict when PM's will need to be done. Also working on staggering 1-2 buses scheduled each day.

Discussion of the number of buses out due to accidents that were not the fault of the GVT driver.

Discussion of three cutaways that still have not have been delivered due to fire suppression system not being installed and now cannot get the parts.

6. RTPO Year in Review- Andrew Gingerich, RTPO
Activities of the MPO over the past year discussed including development review, recent grants and programs, and planning efforts underway. Activities of GVT over the past year discussed. Like the rest of the country, the pandemic has significantly affected GVT ridership. Looking ahead, GVT staff want to focus on understanding existing ridership in order to better serve the community under current conditions. There will be future opportunities coming for transit, but we also need to address current challenges if we are to make improvements to transit service.

7. Mobility Hub Update- Dana Brosig, RTPO
See attachment. There is another workshop coming up and the board will be receiving an invitation. Staff is taking a step back and getting the different players together. CDOT is leading this effort. 2/17 is the workshop at Convention Center.

Staff applied for a grant and it was denied. What's the purpose of this workshop? The RAISE grant is opening up again. The first grant application going for construction funds and was rushed. Now taking a step back and doing the planning process in more detail.

Any further discussion on whose going to own it? No decision made, but working with Julie George from CDOT and letting everyone know there is interest in GVT being integrated into the hub. Meaning moving the transfer center to the mobility hub location.

8. GVT Operations Report for December 2021 – Valdon Lewis, GVT
See attachment. Regarding safety year to date, Transdev did pretty well. Finished with 0.93 preventable crashes per 100,000 miles, for Fixed Route. This is an improvement over 2020. Passenger injuries when down 0.37 per 100,000 miles. Most come from hard braking when a bus is cut off for example. Transdev is now using a technology called Mobileye, which was installed in December. It has sensors when have people to the side of you or a vehicle too close to the front of you. Gives the driver an audible alert. Tells driver when leaving the lane.

Extremely grateful for the additional driver wage funding provided for 2022. Have not seen an increase in applications. Down 6 drivers still and just had another driver retire at beginning of January. Regarding the utility staff, were supposed to be adding a supervisor position for

2022 and not seeing people applying for that position even with offering hiring bonuses. This is a similar struggle locations are having across the country mostly because of wages.

As we go into Union discussion for 2023 will be looking at additional wage increases. Worried about covering service and discussed strategies for interline routes and this is something staff are planning for.

GVRTC Board would like staff to look at what other communities are doing for wages comparing 2021 with 2022. We are aware we are a ways behind on what paying drivers. Compare to the City and County for similar kind of work.

GVRTC Board are seeing a lot of empty buses in the later evenings. When do we decide is not efficient to continue service during those hours? Should we be promoting usage when have one rider at 9 at night? Much of our ridership, they are connecting with other routes to get to final destination. 50% of riders are transferring to another bus. Staff looks at peak vs non-peak hours but need full coverage for the system to function. Staff is looking at efficiencies and that is how it was determined to reduce Saturday service. This decision was based on what reductions would have the least impact on riders. If you look at average Saturday ridership since the Saturday service reduction went into effect it is pretty similar year to last year, meaning the reduction hasn't had much impact on ridership. It is possible that we could increase frequencies during peak time on a weekday when we have drivers again and keep the Saturday service as it is now. We will need to decide soon if we want to make the current Saturday service cuts permanent.

City of Grand Junction believes public transport if very important thing to us and we are looking at how to get more people on the buses. Cutting service because it does not have ridership right now, does not go along with our comprehensive plan.

9. Recognition of Dean Bressler/Introduction of Rachel Peterson- Dana Brosig, RTPO
It has been a great pleasure to work with Dean. He has been with Mesa County for 7 ½ years. This is a loss to the transportation industry.

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.

Judi DeRusha-president and business agent for ATU. Wanted to thank the GVRTC, Transdev, and Valdon Lewis for receiving an unscheduled raise increase. Further emphasize the needs for continued raises. Numbers indicate \$17 million coming to the grand valley through the infrastructure bill. UV lights sanitations systems and retrofit barriers protecting drivers from airborne pathogens and assaults should be considered.

Meeting Adjourned: 5:09p.m.: Minutes submitted by Kathy Young.