



Mesa County Regional Transportation Planning Office

GVRTC Minutes for March 28, 2022

Attendees: Trent Prall, Rachel Peterson, Dana Brosig, Kathy Young, Kaity Clark, Valdon Lewis, Renee Romero, Mike Goolsby, Jason Smith, Kathy Hall, Greg Caton, Judi Derusha, Andy Gingerich, Janet Hawkinson, Mark Rogers, Matt Lemon, Sarah Brooks,

Roll Call: Greg Mikolai – Town of Palisade, acting chair, called the meeting to order. Scott McInnis, Chair – Mesa County arrived at 3:12pm, Kimberly Bullen sitting in for 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: Yes, adding item Clean Transit Enterprise Fund under Briefing items.

Representative Reports: None

Transportation Commissioner Report: Kathy Hall reminded everyone they are mandated by legislature to implement the rule making. Mike Goolsby will be retiring at the end of April.

Colorado Department of Transportation (CDOT) Region 3 Update: Mike Goolsby stated he be happy to answer any questions for the construction projects going on in the valley.

Approval of Minutes

1. Adopt the minutes from the January 24, 2022 GVRTC Meeting.
Greg Mikolai asked for a motion. Dennis Simpson so moved and Kimberly Bullen submitted a request to 2nd the motion. Vote was 3-0 in favor. Scott McInnis had not yet arrived at the 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.

2. GVRTC Policy and Procedure Manual Update- Updating language in the GVT Notice of Rights in response to the FTA review of the Grand Valley Transit 2022-2024 Title VI Program.

- Attachment

Greg Mikolai asked for a motion. Kimberly Bullen so moved and Dennis Simpson submitted a request to 2nd the motion. Vote was 3-0 in favor. Scott McInnis had not yet arrived at the meeting.

Individual Consideration Item(s)

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

3. Mobility Lane Study and Mobility Hub Update- Kaitlyn Clark, CDOT
See presentation slides. Discussion of the three primary projects CDOT is working on.

I70B Corridor. Wrapping up construction of Phase 5. Started design of Phase 6 and beyond. The plan is to be at 30% design for entire corridor to be ready for future funding.

Mobility Hub-have a core team of Mark Rogers, Dana Brosig and Rachel Peterson. Held a workshop with local stakeholders. Working on deciding on a final location. Working towards the RAISE grant application and need to solidify the location. Grant will be awarded in the August 2022 timeframe.

Mobility Lane Study-decided to push pause until a mobility hub location is determined. The I-70 third lane would be impacted based on final location of mobility hub.

Discussion of next steps for all three projects. Staff are looking at the property owned by Mesa County at the Southwest corner of 1st and Main street. At the preliminary stages and looking at the possibility of vacating Spruce Street if it's determined 1st & Main Street should be the location for the mobility hub.

Discussion of the mobility lane or the outside lane, what options were discussed at the meeting? Initially proposing a transit lane but GVT pushed back on this so taking a step back and CDOT will be re-evaluating options. GVT was not involved in proposing the transit lane. CDOT taking a step back and looking at integrating bus circulation on the proposed lot. Discussion of concerns that CDOT was not involving GVRTC in Mobility Hub discussion. CDOT Region 3 staff was also not involved in all the discussions. Now taking a step back to include all parties.

PUBLIC COMMENT: None

4. Adopting the 2022-2025 Transportation Improvement Program (TIP) Amendment #1 by approving Resolution 2022-002, an Agreement between the Colorado Department of Transportation (CDOT) and the Grand Valley Metropolitan Planning Organization (GVMPO) and authorizing the Chair to sign. – Rachel Peterson, RTPO
 - Attachment

See presentation slides and page 50 of binder. This amendment includes five changes or additions.

1. I-70 Salt Wash scour
2. US6B North Avenue
3. Mobility Hub
4. Mobility Management grant
5. ARPA grant projects for GVT

PUBLIC COMMENT: NONE

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

5. Multimodal Transportation and Mitigation Options Fund (MMOF)- Seeking approval to use FY22 and FY23 MMOF funds for Grand Valley Transit by approving Resolution 2022-003 and authorizing the Chair to sign - Dana Brosig, RTPO
 - Attachment

The previous MMOF was a one-time appropriations. It is now back with ongoing funding. See presentation slides. The MPO/TPR determines how the funds are to be allocated. Discussion of previous MMOF projects. Discussion of goals of new MMOF funding and eligible project types. We know how much funding for 2022 & 2023 but after that, it is estimated. \$4.6 million available now. Discussion of transit funding available

currently. Requesting using the MMOF of \$4.6 million towards maintenance facility for GVT. Cost estimates last December was \$3.5 million.

Dennis Simpson asked if we have limits on the ARPA funding. No, there are not any limits but there are requirements such as Buy America and Davis Bacon wages. If we wanted to, could we use this for driver shortages and bus shortage? Yes, we could use for operations or bus replacement. We need five mechanics and only have three currently. Unable to expand due to space limitations of the maintenance facility. There is a need to address the maintenance facility issue.

Greg Mikolai commented on needing to be very cautious for operational consideration because if grant money goes away, then operations goes away. Dennis Simpson concurred but this could be for a two-year period for drivers and lay them off after two years. Discussion of concern what happens when grant is over and still have drivers. Will need to find funds to continue operations. If succeed in increased ridership, revenue will go up but keep in mind transit is heavily subsidized.

Strategy is to have both maintenance facility and bus replacements/expansion in the grant contract so have flexibility in case the maintenance facility costs are different.

Utilizing all the MMOF funds for transit was presented to TAC and the previous selection committee. No objections.

PUBLIC COMMENT: Judi Derusha-president of ATU, not really up on your funding, but it was my understanding that GVT helped fund the Mesa County maintenance facility. If that is the case, and that facility is no longer able to service vehicles, can those funds be used to fund this new facility?

Response by Dana Brosig: The Whitewater facility does still have a federal share, so Mesa County will have to pay back that federal share. We hope to use these funds to go toward the new facility. Still looking for clarification from FTA as rules changes with IIJA.

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

6. Mask Requirement on Grand Valley Transit after the expiration of TSA Directive requiring masks on public transportation – Andy Gingerich, RTPO
 - Attachment

The mask requirement was set to expire on 3/18/22 and it was extended until 4/18/22. In the past, GVRTC put into place the mask requirement before federal or state requirement at the peak of the pandemic. Staff is requesting the GVRTC to have GVT follow the federal requirements and CDC requirements. Staff's understanding CDC will come out with a recommendation and the TSA enacts them.

PUBLIC COMMENT: NONE

Greg Mikolai asked for a motion. Dennis Simpson moved to follow the CDC and TSA requirements from this point forward. Scott McInnis submitted a request to 2nd the motion. Vote was 4-0 in favor.

7. Reduction of Service- Approval to start the process to make reduced Saturday and DASH service permanent as well as a plan to eliminate dial-a-ride and paratransit service to the Redlands- Andrew Gingerich, RTPO
 - Attachment

See presentation slides. In November 2021, service was reduced due to driver shortages. Our policy allows a temporary service change up to 6 months and after that must go through public participation process to make it a permanent change. The 6 months is up on 5/1/22.

Staff would also like to provide public participation for ending the legacy Redlands dial-a-ride (DAR) service which stopped accepting new clients in 2019.

Discussion of what happened when we did reduce Saturday service because of driver shortages. Ridership was very minimally impacted. Plan is to continue DASH service and reinstitute the service once able too.

DAR services implemented in 2008 after fixed route service was discontinued due to lack of ridership. In 2019 stopped accepting new clients. Paratransit service was also available as part of the DAR service but stopped accepting new clients. One active DAR and 6 active paratransit riders. Why are we accommodating this one person? Why phase it out and not just end the service for this one person when have a driver shortage? Why can't we stop it today? This person is not disabled. Cannot do this, as our policy is to provide public outreach before ending service or reducing service.

Discussion of continuing to receive applications but no longer permitting them.

Do we have any other DAR service? This is the only one. Paratransit service is $\frac{3}{4}$ mile of fixed route and Redlands is not within $\frac{3}{4}$ mile of fixed route any longer. A phase out process for the paratransit clients makes sense but not for the DAR person.

DAR rider should be cut off and paratransit service is evaluated and ensure we are not preventing paratransit clients from have transportation options.

This will be presented to Local Coordinating Council (LCC) and taken out for public comment. Recommendation for wording is to eliminate the service.

Initiate the public process, with proposal eliminate DAR and have a plan in place for phase out of paratransit.

PUBLIC COMMENT: Judi Derusha-ATU president, I don't really have a clear understanding of funding the process, but some of our federal funds are to provide paratransit service. If we are not allowing new riders in an already established area, and trying to phase out existing riders, does this jeopardize federal funding?

If outside $\frac{3}{4}$ miles buffer, we are not required to provide the service.

Judi Derusha stated this is already an established service area.

This DAR area is based on what used to be $\frac{3}{4}$ mile of a fixed route service. This could be eliminated at any point since it's not a true paratransit service. Judi DeRusha is concerned with stopping service to these paratransit clients where this may be there only form of transportation.

Move to implementation of public participation process and eliminate Redlands DAR and phase out the Redlands paratransit service.

Greg Mikolai asked for a motion. Dennis Simpson moved for implementation of public participation process and eliminate Redlands DAR and phase out the Redlands paratransit service. Scott McInnis 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.

8. GVT Operations Report for February 2022 – Valdon Lewis, Transdev/GVT

See attachment. Ridership has seen small incremental increases. Still down 43% on fixed route. Paratransit is growing. Paratransit down 18% compared to 2019, pre-covid. Students are really using the stickers. Still struggling with recruiting and down 8 drivers. Added one in last 30 days. One just finishing up training and will start driving tomorrow. Number of folks in class. 4 started last week, only one finished the week. Have hired one utility worker. Filled morning road supervisor position with previous driver who has left for more money.

Transdev is most likely going to be asking for additional funding for increasing driver wages. Board would like the data in front of them before discussing at the meeting. This would be part of the normal extension process from the County. We are going to need to do something this year as the extension does not take effect until Jan 2023. The request will affect 2022. Board gets there are some difficulties out there. Transdev needs to pick up some of the cost burden.

Scott McInnis asked why the ridership on Airport and College Connector routes are dropping from 2021 to 2022? Bustang has started stopping at the Airport. Reduction of DASH service affects Route 1. Staff will look at it. Tell your team they should be commended on their safety record.

9. Clean Transit Enterprise Fund and Rule Making – Dana Brosig, RTPO

See presentation slides. SB260 was passed and took effect in Colorado on June 17, 2021. The legislation created new sources of dedicated funding and new state enterprises intended to preserve, improve, and expand existing transportation infrastructure, develop the modernized infrastructure needed to support the widespread adoption of electric motor vehicles, and mitigate environmental and health impacts of transportation system use.

These funds will be collected from Mesa County residents but GVT will not be eligible for the funding under the current proposal. Staff is putting together comments related to CNG and options for expansion buses and not just replacement. Comments are due 4/7/22.

If we did meet all their rules, how much could we receive? It is competitive but currently are not eligible.

10. GVT Fleet Update- Andy Gingerich, RTPO

See presentation slides. Discussion of PM's and parts issues as well as looking at leasing vehicles. Congressionally Directed Spending awarded \$1.223 for 4 buses. FTA applied for 7 buses but not awarded any buses. CDOT grant is still pending.

Have on order 2 lowfloor buses and 3 expansions buses which should be here later this year. Discussion of the delay of the three cutaways previously ordered.

11. GVT Marketing Update- Sarah Brooks, RTPO

See presentation slides.

GVRTC members asked what are the deliverables for the pictures and Spanish advertising? Are we just throwing money out there? There is not a way to track Spanish ridership other than asking drivers. If we are spending money on advertising and we aren't getting stats we need to reevaluate how we are spending advertising funds.

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.

Judy Derusha-ATU president, reiterate and confirm that Valdon's comments need to consider for higher wages for our drivers and utility workers again. I've been doing classroom training and I hear a lot of comments they come to us so they can get their CDL and find a better paying job elsewhere. When we have 50% of trainees drop out within a 2 week period, that's not very conducive to contributing to our driver base. Valdon and management team have been putting in a lot of time driving and not doing their other jobs. We do not provide comparable wages to other CDL drivers in the valley. Regarding the funding coming from the infrastructure bill, again requesting putting in UV sanitation systems in our buses to clean filters and provide protecting barriers to help prevent airborne pathogens and driver assaults. These are growing. It's best to protect our drivers before it happens.

Meeting Adjourned: 5:05pm. Minutes submitted by Kathy Young.