



Southwest Transit Coordinating Council

Regular Meeting Agenda

Friday, July 20, 2018, 9:00 a.m.

Carnegie Building 1188 E 2nd Ave., Durango

- I. Introductions
- II. Consent Agenda:
 - 1. March 2018 Meeting Minutes
- III. Discussion Items
 - 1. Update on the proposed statewide transportation ballot initiative – Sarah Dodson
 - 2. CASTA Training Opportunities in August – Sarah Dodson
 - 3. Wildfire and Transit – Peter Tregillus
 - 4. Transit Infrastructure – Peter Tregillus
 - 5. Review Transit Council Goals – Jessica Laitsch
- IV. Reports
 - 1. Transit Provider Updates
 - a. Regional Ridership Trends
 - b. Roadrunner Stagelines - Bustang Outrider Update
 - 2. Human Service Provider Updates
 - 3. Grant Updates

Video/Phone Conference Info:

<https://www.zoom.us/j/510934526>

1-646-558-8656 (US Toll), Meeting ID: 510 934 526

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Southwest Transit Coordinating Council – Meeting Minutes
16 March 2018
Carnegie Building, 1188 E. 2nd Ave., Durango, CO 81301

In Attendance:

Heather Campbell- Southwest Center for Independence/Southwest Rides
Jason Armstrong- Southwest Rides
Sarah Dodson- Durango Transit
Kent Harris – City of Durango
Matt Nesbitt- Roadrunner Transit
Debbie Condrey- Mountain Express Transit (via telephone)
Kalisha Crossland– San Juan Basin Public Health
Jessica Laitsch- Southwest Colorado Council of Governments
Dylan Lucas – Southwest Colorado Council of Governments

I. Introductions

The meeting was called to order at 9:03 a.m.

II. Consent Agenda

1. November 2017 meeting minutes

No comments.

III. Discussion Items

1. City of Durango Transit update – Sarah Dodson

Sarah reported that Durango Transit received final direction from City Council, the recommended service reductions have been approved. The Three Springs and Mercy routes will be cut and the Fort Lewis loop will run every 30 minutes rather than hourly. The hours of service will be 7:30 am to 9 pm seven days a week and the Opportunity Bus will match those extended hours year round. In addition to these changes, Roadrunner Transit will now accept Durango transit passes on their busses to help alleviate some of the impacts. Sarah added that losing the Highway 160 transit access will impact accessibility to the Tech Center.

2. Transit and Rail Advisory Subcommittee FTA 5311 Funding Distribution update – Sarah Dodson

Sarah explained that CDOT has been working on their policy redistribution for 5311 funds for approximately a year, the intent was to be more fair and equitable in distributing the funding. These changes have resulted in significant reductions to the City of Durango, and the subcommittee is continuing to fine-tune the formula to make the distribution more equitable and reasonable when considering outlying agencies. She added that the transition will be a five year process.

3. Non-emergency Medical Transportation (NEMT) updates – Kalisha Crossland

Kalisha explained that she is involved with a transportation services benefits collaborative which has had useful information about options related to NEMT. She suggested that it may be helpful for agencies to share what type of Medicaid provider they are. There was discussion about the current status of Bayfield Cab.

Kalisha mentioned that she has some Medicaid clients dealing with financial holds at medical offices due to scheduled rides not running as expected. She recognizes that this may be due to issues outside of the agencies' control, however this is an issue to be aware of. Kent mentioned that complaints can be filed

with the Public Utilities Commission Board for no-shows. There was discussion about ways to work with health care providers when rides are delayed. Kalisha mentioned that the health department is the main contact for any issues related to Medicaid clients. There was discussion about how to manage riders that are no longer allowed to use certain providers, including behavior contracts.

IV. Reports

1. Transit Provider Updates

SWCCOG Update

Jessica reported that the SWCCOG is working on a Four Corners Regional Transportation Plan, they are currently identifying key stakeholders and the regional service area. The SWCCOG is also working with another consultant on the possibility of a fixed route bus from Cortez to Durango, including how a service could work, who could run it, and how to make the route sustainable. She mentioned that the CDOT Transit Division will hold a town hall meeting in Durango in April. She added that a group in Denver is looking to submit a ballot question to fund transportation, accordingly CDOT will be developing a list of high priority transit projects, which will be discussed at the next Southwest Transportation Planning Region meeting.

Southwest Rides

Jason reported that Southwest Rides is working to increase marketing to Medicaid recipients, specifically providing education about transportation benefits. He added that they have made some staffing changes including hiring one full time driver.

Kalisha asked about the transportation to the food bank. Jason replied that this was a pilot project and they have identified some changes to improve the service. There was discussion about challenges with helping riders at their final destination.

Roadrunner Transit

Matt reported that there are a number of things happening related to collaboration with Durango as well as the intercity bus route. He mentioned that their new buses will be arriving in April, although there are maintenance issues to be sorted out. They are looking at changes to the Aztec route which may include looking at a route between Farmington and Durango. Otherwise, they are working to keep up with continual changes.

Archuleta County

Debbie reported that there has not been not much change overall, however ridership has increased due to schedule changes and new buses.

Additional Discussion

Jason asked how often the Regional Council Action Plans are updated and suggested revisiting these. There was discussion about what the role of the Transit Council is meant to be, including the structure, the services to assist local agencies, and the level of support for grant funding opportunities. There was discussion about the possibility of and challenges related to a central dispatch. The consensus was to include the role of the Transit Council as a topic for a later meeting. There was discussion about the changes to have Roadrunner Transit accept passes from the City of Durango and how that would look for riders going between the City and other locations.

The meeting adjourned at 10:16 a.m.

LET'S GO, COLORADO

HOW WE GOT HERE

Colorado's transportation needs have gone unmet for decades. In every corner of our state, we lack the resources to maintain our roads, highways and local bus routes.

Today, Colorado spends just \$69 per person on transportation infrastructure, compared to 25 years ago when we spent almost twice that amount - \$125 per person. Because the state's gas tax isn't tied to inflation, there has been less and less revenue from existing gas taxes to address Colorado's transportation needs.



CDOT has more than \$7 billion in projects with no funding - and that's only part of the issue. Our local communities lack the resources to address congestion, maintain roads and improve safety.

For us to keep up with our state's needs and technological advancements, we need a sustainable, dedicated funding source to address critical transportation construction, improvements, maintenance and operations.

We need a new funding source to fix our roads. A sales tax asks everyone to chip in, including the 80 million out-of-state tourists who use our infrastructure every year, and raises enough revenue to immediately begin to meaningfully address our transportation problems.



46% of Colorado's major roads and highways are in poor or mediocre condition.



Poor transportation infrastructure costs \$6.8 billion annually in repairs, traffic delays and crashes.



Each dollar spent on road improvements results in an average benefit of \$5.20 by reducing delays and fuel consumption and improving safety.

Our failure to invest in infrastructure is costing us real money. Drivers in Colorado spend thousands of dollars a year because of traffic congestion delays, damage to vehicles, accidents and lost gas efficiency (e.g. per driver: \$1,954 in Colorado Springs annually, \$1,396 in Northern Colorado annually, \$1,264 in Grand Junction annually and \$2,162 in Denver annually). Those costs really add up and Coloradans are paying the bill - up to \$6.8 billion annually due to the poor condition of our transportation system.

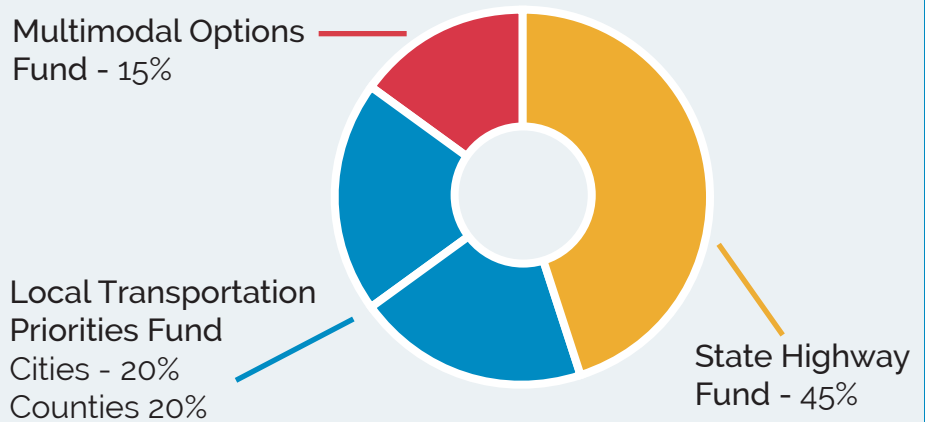
We need a statewide solution that ensures local governments have the resources to meet demands, addresses high-priority projects on I-70, I-25 and other state highways, and promotes multimodal transportation options that reduce congestion and protect our air quality.

OUR PROPOSAL

These proposals increase the sales tax by .35% to 1.0%, which amounts to less than ten cents on a ten-dollar purchase. A fourth proposal includes a .5% percent sales tax increase and requires the state to transfer \$150 million from the general fund each year to state and local transportation projects.

A fifth proposal includes a .35% sales tax increase for local and multimodal projects and bonding for state projects.

DISTRIBUTION OF TRANSPORTATION REVENUE



Funding State Projects

These proposals will address major projects on I-25, I-70 and the state highways that connect our communities throughout Colorado. We see on our commutes that the needs at the state level are serious and immediate. By using bonds, we'll be able to start these projects right away.

Addressing Local Priorities

Local governments will have full flexibility of their share of the funding, allowing our communities to meet their diverse needs throughout the state. This revenue will be split 50/50 between cities and counties. On average, cities will receive 77% more revenue from the state while counties will receive 54% more.

Supporting Multimodal

Multimodal funding will support transportation options that decrease traffic congestion and protect our air quality, including bus service, large scale bike lanes and paths, and improvements for pedestrians.

Version	First Year Total Revenue	Average Year Total Revenue	Total 20 Year New Revenue	State Bond Principal
.5%	\$618, million	\$874 million	\$17.5 billion	\$5 billion
.62%	\$767 million	\$1.1 billion	\$21.7 billion	\$6 billion
1%	\$1.2 billion	\$1.75 billion	\$35 billion	\$9.5 billion
.5% + GF Transfer	\$768 million	\$1 billion	\$20.5 billion	\$5 billion
.35% + GF Transfer	\$433 million	\$612 million	\$12.2 billion	\$3.72 billion

Southwest Transit Council - 2016

Vision and Purpose

Southwest Transit Vision: The Southwest Transit Council will provide coordination and support for transportation services that encourage transit travel among the region's residents, employees, and visitors.

Transit Council Purpose: To collaborate between social services, employers, educators, medical providers and transit to get regional support for present and future issues by recognizing grant opportunities and identifying needs of the region.

The group talked about this question: What is the purpose of this Council?

Answers:

- It's not just about accessing money. We coordinate between and hook up and link systems and services to become more efficient and avoid duplicating effort.
- Collaboration.
- Working to identify and then meet or address needs.
- Ongoing reporting of needs as they vary across each area.
- Linking our transportation systems together where possible (acknowledged that in our rural/vast area, this is very challenging).

Long-term Goals

1. Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile.
2. Identify and explore funding opportunities to preserve existing transportation services, expand the transportation network, and share funding information with all transportation providers.
3. Consider regional bus service to boost commerce, tourism, and economic development.
4. Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations.
5. Support existing and future transportation services with informational programs, outreach, and incentives.

Goals for 2016

In support of goal #2 “Identify and explore funding opportunities to preserve existing transportation services, expand the transportation network, and share funding information with all transportation providers”:

#1 Seek and understand funding opportunities, and bring to the Council.

Strategies and actions:

- Utilize meetings and email to share grant and other funding opportunities.
- Share funding resources between members and also from the SWCCOG staff to the members.

In support of goal #4 “Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations”:

#2 Increase access to employment, education, and medical opportunities (specifically for/with an emphasis toward)

Strategies and Actions:

- Determine opportunities for any project between transit systems
- Advocacy
- Increase resources for marketing our systems to users
- Link the Council to the TPR (see #5)
- Play a communication role about funding opportunities related to achieving this goal

Note: The group acknowledged the difficulty in opening up new transit with shrinking dollars to cover existing systems. However, that said, this remains a goal. The group agreed that reviewing the needs expressed by human service providers is an important step and that where possible, those needs could be considered by each individual member.

#3 Better engage human service agencies.

Strategies and Actions

- Revisit the list of human service needs each year.
- Add additional counties’ needs to the current list.

- Use the “take the table” to them concept in understanding what their needs are (i.e., go to their meetings). Also, use the following tools for seeking human service needs: surveys, 1:1 conversations, building relationships and meetings.

In support of all long-term goals through the creation of a more effective and efficient Transit Council:

#4 Be a center point and forum for: a) sharing knowledge and resources; b) collaborating; c) reporting on needs and problem solving around those needs; and d) bringing trainings to the region that will help each member better perform their functions and duties.

Strategies and Actions

- The SWTC will, through the help of SWCCOG staff, bring in 1-2 trainings in 2016. A priority is Medicaid billing.
- Everyone will report at each meeting what they are doing, needs, etc. Increase the concept of the Council being a forum.
- The members will share information that comes to them over email or in other ways.
- When possible, each member will share technical expertise with other members.

#5 When asked, the SWCCOG will be a voice at the policy level for transit, working with the TC members. (does this fall under goal #6?)

Strategies and Actions

- SWCCOG staff will summarize the TC meeting minutes and share with the TPR and visa-versa.
- The SWCCOG staff, when asked, will give the Council a voice in policy matters and will bring any opportunities to the TC members for consideration.

#6 Structure

- The group will meet quarterly and use email as necessary in-between meetings.
- The TC will elect a chair and vice-chair
- Create operating agreements (bylaws)

Roles:

Transit Council - content experts, sets the mission, vision, purpose and goals

SWCCOG staff - facilitators, day to day, project based, “linkers,” provide clerical and financial assistance and oversight, explore ways to build capacity

CDOT - serve in advisory capacity

Measures of Success:

The group discussed this question: The Transit Council will be successful if...

The answers:

- Goals are set and met.
- We leave the meeting with information, collaboration, training and other items that help members do their jobs and apply the knowledge and resources to each particular area, agency and community.
- Space is provided to have a conversation about regional transit.
- If it serves as a resource and knowledge center.
- We are able to say we are on a regional transit council for grant purposes.