

## **ATFAB Minutes 1.26.16**

6:30pm - 7:30pm

### **Attendance:**

*Chair* - Hanna Johnson

*Agricultural Sciences* - N/A

*Business* - absent

*Engineering* - Michael Quinn

*Health/Human Sciences* - absent

*Liberal Arts* - Emily Taylor

*Natural Resources* - absent

*Natural Sciences* - Adam Wilson

*CVMBBS* - Zachary Vaishampayan

*Undeclared* - Kalyn B

*Graduate* - Kevin Waida

*At Large #1* - absent

*At Large #2* - Rudy Chavez

### **Contracting with Transfort**

#### **Transit Services Provided to CSU**

##### **Timothy Wilder**

#### Transit Service Highlights

- 22 routes, 11 to CSU campus
- High frequency CSU routes
- 3 transit centers
- real-time bus arrival info
- website, app, sms texting, phone, IVR, trip planner
- dial-a-ride paratransit

#### 2016 Transfort Budget

- \$15,925,689
- City Funding largest contributor
- Federal second largest contributor
- ASCSU \$902,405 fourth largest contributor

\*City Council funded 50% of Sunday service

- City funding fairly capped
- CSU growth
- 74% increase of ridership of system over last 3 years
  - max and realignment
  - CSU ridership boomed; especially students

-1.4 million trips

-60% CSU on weekdays

-50% CSU on weekends

Historic Relationship with CSU

-Agreement w/ ASCSU since 1970s

-Agreement with CSU admin in 2014

Student oriented services

-around the horn

-route 31

-ride for free w/ ramcard full & parttime students

-route 33

-gold route late night service

Current Contract

-\$1.5 million total

-\$976 from students

-3 year

-based on ridership and regional economy

-3% bump

Ridership:

2003

-500,000 trips

2013

1 million trips

2016

2 million trips

Other Benefits to CSU not included in contract:

-CSU Transit Center

-Access to entire system incl. MAX FLEX

-Dial-A-Ride paratransit

-Trailer buses on Elizabeth

-sometimes on Prospect too

-picks up extra people

-Lower cost for transit routes

- Bus stop improvements by City
  - many along campus routes
  - west elizabeth
  - working to make stops Americans with Disabilities accessible
- Transit planning and support
  - helping with grants that CSU applies for

\*we want to have great relationship

49% CSU Students

8% CSU Faculty/Staff

43% Non-CSU

Aaron Fodge: When you look at boardings, you see an emphasis in Elizabeth, but students are riding all over the system. There's not a route that's not being used by students.

Max: 60% on weekdays, 50% on weekends of 1.4 million trips

Per Trip Subsidies by Entity:

\$2.01 net expense per passenger

\$1.25 passengers-single ride fare

\$0.46 ASCSU per student trip

\$1.60 CSU per faculty/staff trip

\$5.01 city per non-CSU trip

\*students are getting a great deal

\*if we have more riders of students, this number goes down

\*Tony Frank asked for these numbers last week

2016 MAX-HORN On Board Survey

-Sept 22- 25

-Confidence level 95% +/- 5% margin of error

-Survey instrument on board

What's the most common reason you don't ride the bus?

-I have other transportation options- more than 50% for all areas

Less than 20%:

-Bus does not go to or near my destination

-Requires too many transfers to get to my destination

Less than 10%:

- Busses take too long to get to where I am going
- Bus doesn't arrive frequently enough
- I have family responsibilities (childcare/ eldercare)
- I am not comfortable riding the bus
- I do not like to ride the bus
- Other

Transfort New Service Priorities:

- Sunday Service: Fully fund
- West Elizabeth: Implement Plan
- Increase Frequencies on Grid Network
  - want it to be at 15 minutes
  - high frequencies at West Elizabeth
- FLEX to Boulder: Long Term Funding
- Regional Service Integration
  - demand from other communities
  - Loveland

Adam: Do you have information about the Flex service?

- Doesn't run as many trips
- Aaron: don't hold me to it, but our participation on those routes doubled or tripled

Emily: Are there any routes that don't meet "healthy" numbers?

-Twice a year we go through a route change process, we look at where there may be problems with it. Looking at passengers/hour. The threshold is about 20 per hours. Residential can be 15. CSU route should be at 25. Max should be even higher. We look at that metric. We look at on-time performance. Where is it falling behind? We take all these factors into account- A. is it a new route? B if after 2 years, we look at a number of options: marketing, route alignment, maybe its losing time (is there construction?). C. we look at eliminating the route so we can have better routes elsewhere.

2 primary routes : route 12 (horsetooth) suffering prior to August

Gold Route not performing well.

- took up large marketing campaign
- still isn't doing well. I suspect Uber is a big factor (convenience) we have to remarket it every year for students
- Ramride may affect it, too
- ASCSU

-operates from 10:30-2AM Sat & Sun

Rudy: How can we educate our student body to communicate with our drivers?

-everyone has their own method. Wave them off and they'll know.

-they can hold for a couple minutes. We don't wanna get too much in a holding pattern

-we have a travel training program

-talk to driver; policy is 5 minute wait

Michael: Is the Gold route totally free for students?

-\$1

Emily: How often does it run?

-15 minutes

-If you have any ideas, please let us know on how to get the word out.

2015-2016 citizen priorities for transit service enhancement:

1 provide Sunday service- 25%

2 More frequent service- 17%

3 More FLEX service- 13%

4 Schedule changes-various

5 Provide service on Timberline

6 Stop changes-various

7 New route other than Timberline

Gold Route requested by ASCSU at some time,

-students may not want to pay \$1; may not have a dollar on them

-maybe work closer with Ram Ride (every 15 minutes)

-ramride only picks up on one place near old town

Sunday Service:

-Max Plus 4 Routes

-2, 8, 14, 16

-8AM-7PM

-30 min-60min freq

-5 FTE

-58 add'l days in 2018: 52 Sundays and 6 holidays

Max: very high,  
Route 2: a few  
Not significant for all other routes