



Colorado State University
Alternative Transportation Fee Advisory
Board 2018-2019

September 17, 2018

Lory Student Center 226-228

Approved

Recorded by: Wendell Stainsby

I. Call to Order

II. Attendance

Name	Title	Affiliation	Present?
Hanna Johnson	Chair	Chair	Y
Zach Vaishampayan	Representative	ASCSU At Large	Y
Andrea Fairfield	Representative	ASCSU At Large	Y
Gina McCrackin	Associate		Y
Isabella Pulido	Representative	Ag Sciences	Y
Patricia Vail	Associate		
Noah Fishman	Representative	Business	Y
Max Drummond	Representative	CVMBS	Y
Jordan Schlitzer	Representative	Engineering	Y
Wendell Stainsby	Representative	Graduate	Y
Dillon Meehleis	Representative	HHS	Y
Miguel Ojeda	Associate		Y
Josh Lindell	Representative	Liberal Arts	Y
Adam Wilson	Representative	Natural Sciences	Y
Kalyn O'Byrne	Representative	Undeclared	Y
Dominique Ashe	Representative	Warner	Y

III. Transfort

Timothy Wilder, with Jeridiah Burianek speaking on Transfort updates

1. Ridership continues to increase for CSU, and all services that they provide.

Max began mid-2014. CSU 2015 (2.2M) to 4.4M in 2017, 1M CSU increase to 1.5M in 2017.

Route 32 West Elizabeth , need better turnaround, has good ridership after 7pm since it has been extended to 10:30pm.

Sunday ridership, 2 and 3 are main routes (200-300 each per sunday), about 2,000 per day total on all sunday routes. initial projections for all sunday routes was originally 1,200 riders per sunday.

Route 31 has very good ridership. Transfort is bucking the trend against many transit service providers seeing declining ridership.

35% CSU riders on Sunday, 50% of riders are CSU students on Saturday, ~60% on weekdays

Elizabeth trailer having success, decreasing 1,500 missed trips, mostly between 7am and 10am in the morning on weekdays.

New bus: \$800K; meeting capacity

More busses on West Elizabeth 2 years out

-new services or more buses would require additional funding.

Flex Regional Service: FC, Loveland, Berthoud, Longmont, and Boulder, 6 days/wk to Longmont, 5 days/wk to Boulder. Very successful service, funded through various regional partnerships (municipalities), funding gap is approaching and growing. Transfort is working to reduce that funding gap. Have wifi on bus.

CU-Boulder is providing some funds in 2019. Transfort is looking to bring on CSU for that service. 4% of ridership is CSU-related (estimate). That would be \$62,000 of the total funding that would be asked for CSU (recurring operating costs), Transfort is covering any initial capital costs.

They'd like to see this rolled into the regular contract. "pilot"-type study potentially. They send data monthly.

IV. Greeley Transit - Poudre Express Regional Route by Will Jones- Deputy Public Works

- ridership in Greeley up around 17%.
- They use a grid system to bisect around city. 20min, 30min, and hourly routes.
- 2018 projected ridership = 825,000

- 2009 there was a regional route from Greeley to Loveland...had low riderships
- 2015 - North Front Range Metro Planning Org - Regional Transit Element (RTE)
 - setting up funding from federal and state grants.
- 2017 begin working out regional route
 - 525 UNC students live in FC
 - 200 CSU students in windsor, 200+ CSU students in Greeley

- Roughly 3,000 people making commutes between Greeley, Windsor, and Fort Collins
- convenience (1), timeliness (2)
- 225 students responded in survey that they would take route to CSU
- North Front Range population expected to double by 2040.

- FCU, have a stop at Harmony Transit center, up I-25, Mulberry to CSU transit center

- initial proposal weekday, 67 minute travel time between CSU and UNC on average versus a 51 minute driving time.
- 7 routes each way per day (estimated)

- Transfort has approved their participation in this regional route.

- They are short about \$15,000 for bus capital, have not figured out ridership relationship with CSU students riding for free.

-Travel path is not the fastest through Windsor, if you were driving you would take a different route. (question asked by Dominique). There will be a express bus lane on I-25 soon.

-UNC is also having conversations with Greeley transit

-inflation each year a factor...3%?

-could go into part of a CSU's ATFAB-led Transfort contract, and Transfort would then pay Greeley Transit.

-FC onboard, Windsor likely. UNC to be determined

-Need approximately \$525,000 annually.

-CNG vehicles, looking into battery-powered buses but still not there yet.

-charging infrastructure is expensive, but getting closer

-Light rail between the cities is not currently within talks, Greeley is looking to get funding for a study from NFRMPO.

-can you retrofit older buses? - Gina. Eventually you have to replace and get a newer, more efficient bus. Reliability is a major factor.

V. Bylaws

VI. Elections

VII. Post Meeting Action Items

Action:	Assigned To:	Deadline:
Sunday Service Info Send Out	Hanna Johnson	

VIII. Motions Made

▪ Motion 1-

- **Motion 2-**
- **Etc.**