



Notes

**Regional Transportation Coordinating
Council (RTCC)**

May 1, 2024

9-11:30am

[Zoom Link](#)

Call-in number: 1-719-359-4580

Meeting ID: 932 9799 9984

- Mandi Dicamillo made a motion to approve the February meeting minutes, with a second by Erin Fisher. All were in favor, the motion passed unanimously.
- Jon Stavney mentioned that the RTCC facilitator Meredith Greene might be doing a regional transit gap analysis in the future.
- The group decided to change the time of the August 1st RTCC meeting from 10am-2pm in person in Gypsum for the strategy discussion. Each transit agency should attend and we will get food. Dana will get with Steve to come up with an agenda for the day.
- Durango, RFTA, and folks from the Edwards Metro District Collaboration gave presentations on micro transit projects.
 - Powerpoints are in the notes packet
 - [Edwards Metro District Collaboration presentation](#)
- At 10:46am, Steve Childs made a motion to adjourn the meeting, with a second by Mandi Dicamillo, All were in favor, the motion passed unanimously.
- The next RTCC meeting is August 1st from 10-2 in Gypsum and is in person.

* requires a vote

DURANGO!

ON-DEMAND MICROTRANSIT SERVICE

A service of the City of Durango





Transfer Point *Punto de transferencia*

Route 1 - Trolley *Tranvía*

Route 2 - FLC

Route 3 - WalMart/Three Springs

Route 4 - Hwy 160

FLC-N.City Mkt. Express

MAIN AVENUE TROLLEY

The historic style Trolley is a great way to see Durango. It runs from the Transit Center to the Iron Horse Inn every 20 minutes.

El tranvía de estilo histórico es una gran manera de recorrer Durango. Va desde el centro de tránsito hasta Iron Horse Inn cada 20 minutos.



SERVICE PRIORITIES

ACCESSIBLE

- Appropriate for all ages and mobility experience

EQUITABLE

- Affordable \$2 rides

DATA-ENHANCED

- App-based
- No handling cash
- Collects transit usage data to optimize routes and service

SUSTAINABLE

- Reduces traffic congestion and pollution by grouping passengers

DYNAMIC

- Fully on-demand, using software to plan rides in real time.

COST-EFFECTIVE

- Aggregates passengers traveling in similar areas
- No dispatcher, admin staff, or facility overhead costs
- Flexible service- can operate smaller buses

SAFE

- Curb-to-curb
- Short wait times (max 30 minutes)



Hi, we're DuranGO!!
We make getting around
easy and efficient

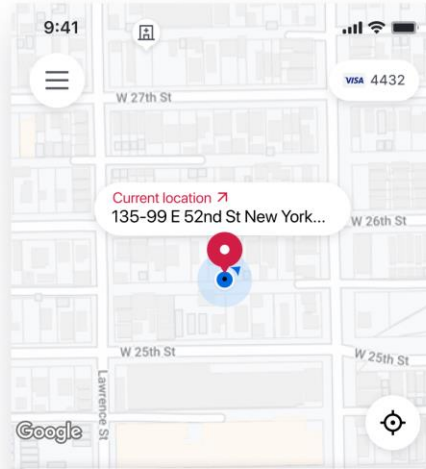


Get Started

Operated by



Powered by



Good morning,

Where would you like to go?

Where to?



1 Passenger

Now



Tap to add your home address



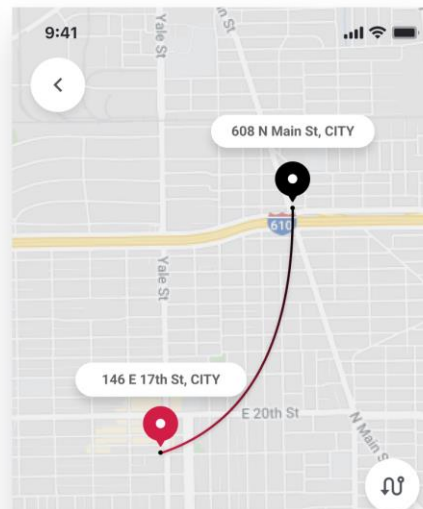
14 N. Fifth Ave. Brooklyn, NY



23E 34 Kennington Lane, New York



Local pawn shop Broadway 33211



4 > 1 > 2

8 min from Bridge Plaza, Brooklyn, NY...

Arrive at 10:09 AM - 20 min

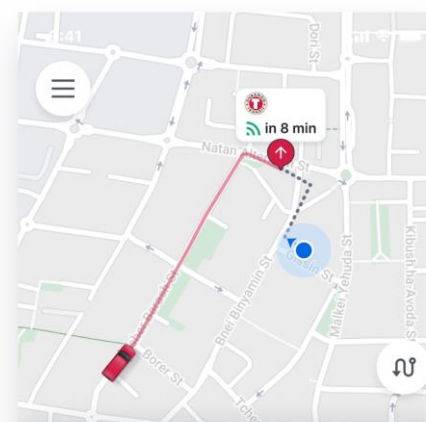
\$7.20 ->

VISA 4432

1

Now

Book ride



Walk to pickup

Bridge Plaza, Brooklyn, NY 11201, USA
4 min (400 meters)



8 min

David H



Vehicle type Toyota Yaris

Vehicle no.180

Plate no. 54035701

Drop off 30 Kent Ave

VISA 4432

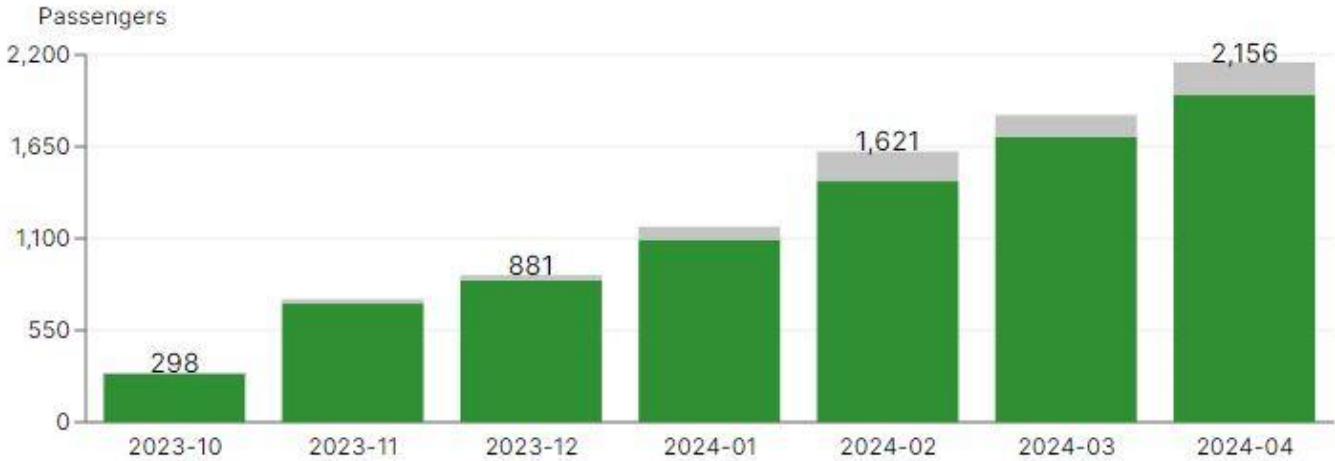
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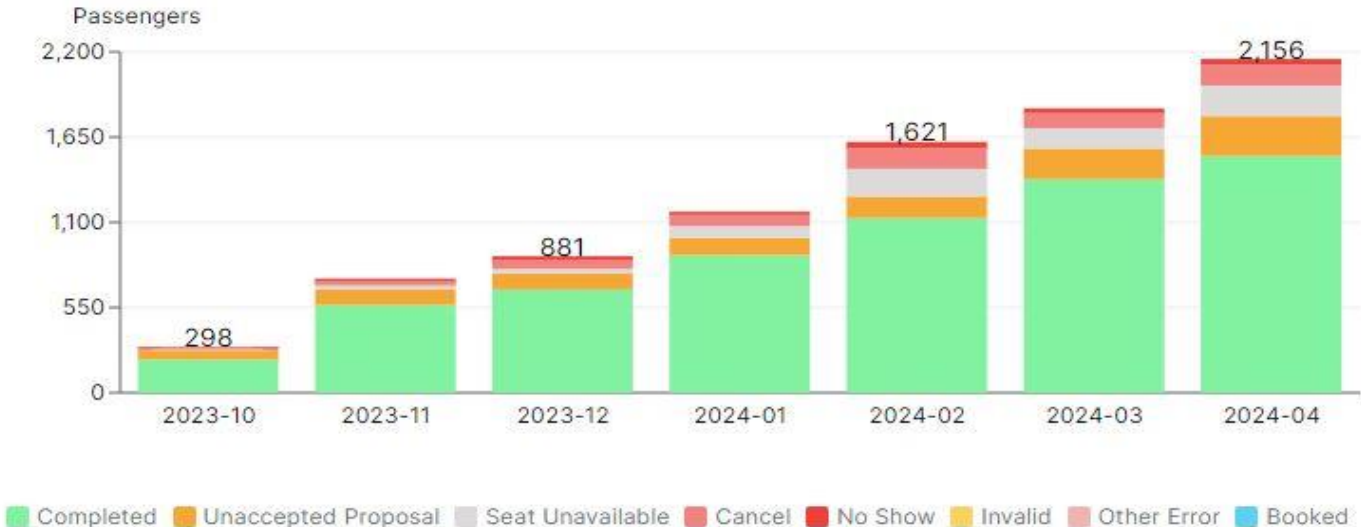
Met Demand

Number of ride requests (passengers) met with a ride proposal.



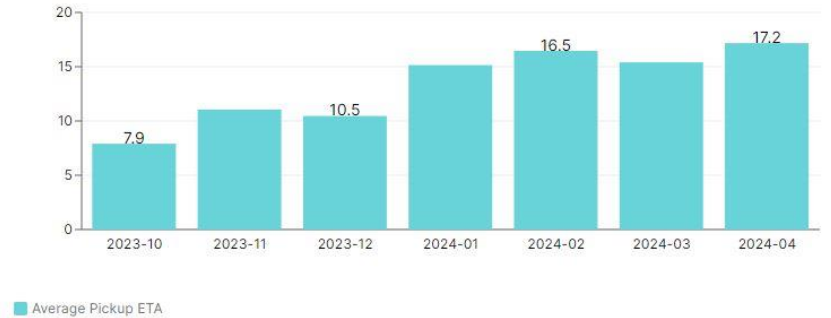
Detailed Ride Requests Status

Breakdown of all ride requests (passengers) by status.



Average Pickup ETA (On Demand Rides Only)

Average pickup ETA among all requests where a ride proposal was displayed.



Met Demand

8,056

Met Demand Rate

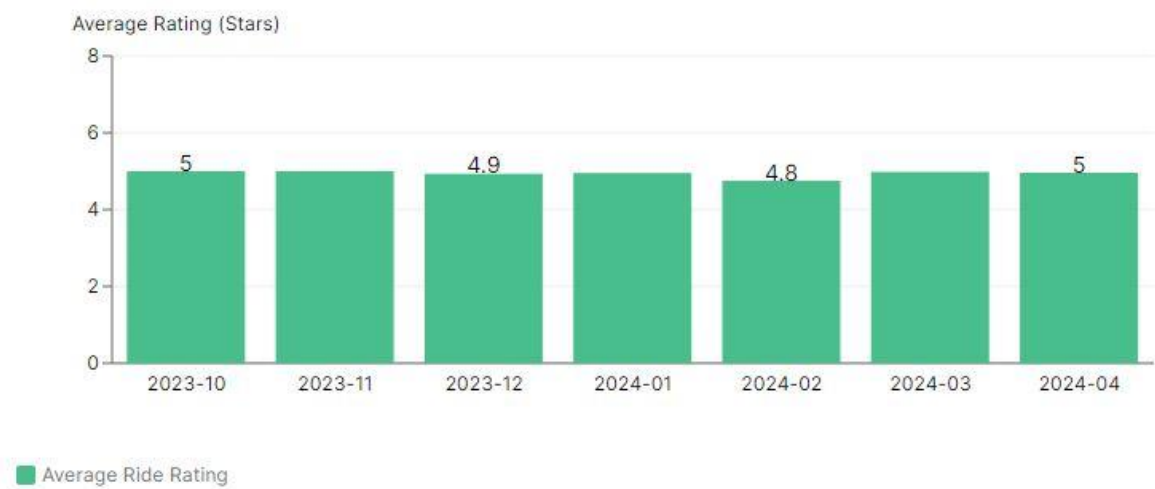
Total ride requests

92.6%

8,703

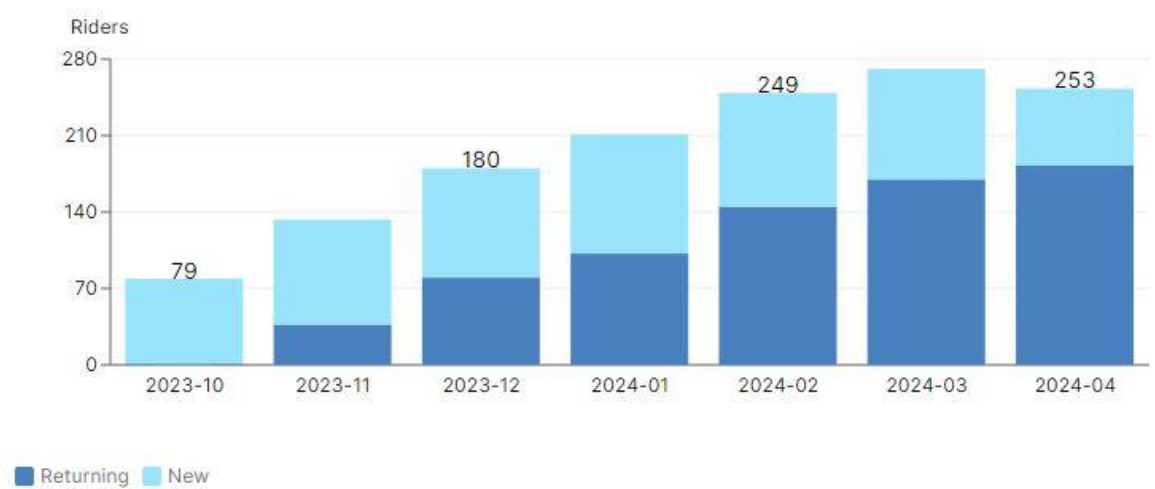
Average Rating

Average ride rating on a scale of 1-5.



Active Riders

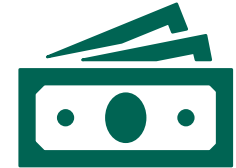
Riders who took a ride in the period selected (broken down by those who took their first ride ever and returning riders).



LESSONS LEARNED



Mobile data connection vs.
onboard modem / wi-fi
connection



Ensuring drivers do not
accept cash as fare payment
for additional passengers



Dispatch staff available as
drivers learn new platform



Training passengers on how
to use platform

“I play on the local pool billiards league. One of our long-time players told me last night that DuranGO was a ‘life changer’ for him. He can’t drive (no license or car), but loves to go out and play pool with his friends. He always relied on rides from others but felt bad. He said now he can get out and go socialize without worrying about how he’ll get home.”

“Thank you for the DuranGO! Program! This has been such a great support for more youth to be employed and have transportation after 8 pm. We appreciate the opportunity!”

-Oak Tree Youth Resources Advisory Board

“We’re visiting Durango for the week from Denver and were told about DuranGO! by a local. Such a great idea! We’re going back home tomorrow, but will visit frequently and will incorporate DuranGO! into our plans. Thanks for offering an amazing service!”



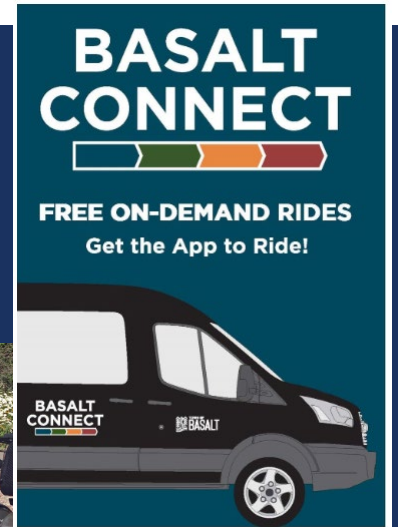
QUESTIONS?

Keith.Dunning@durangoCO.gov

REGIONAL FIRST & LAST MILE MOBILITY

RTCC MEETING

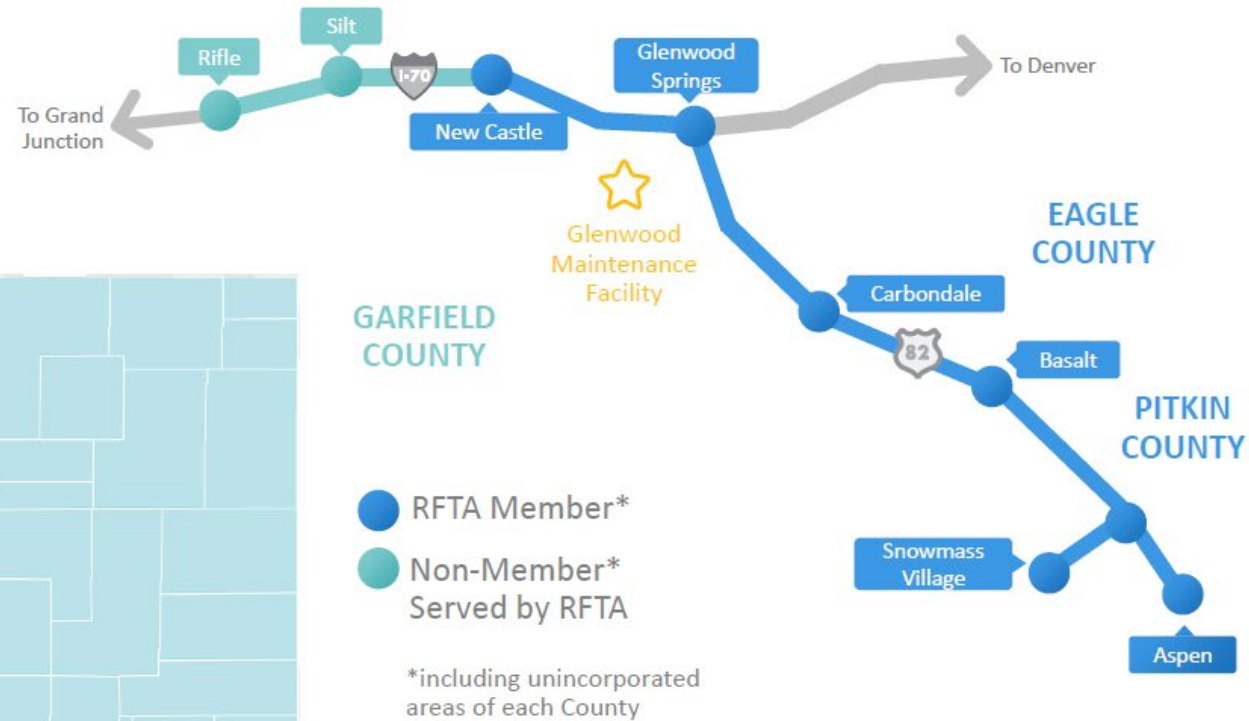
WEDNESDAY MAY 1, 2024



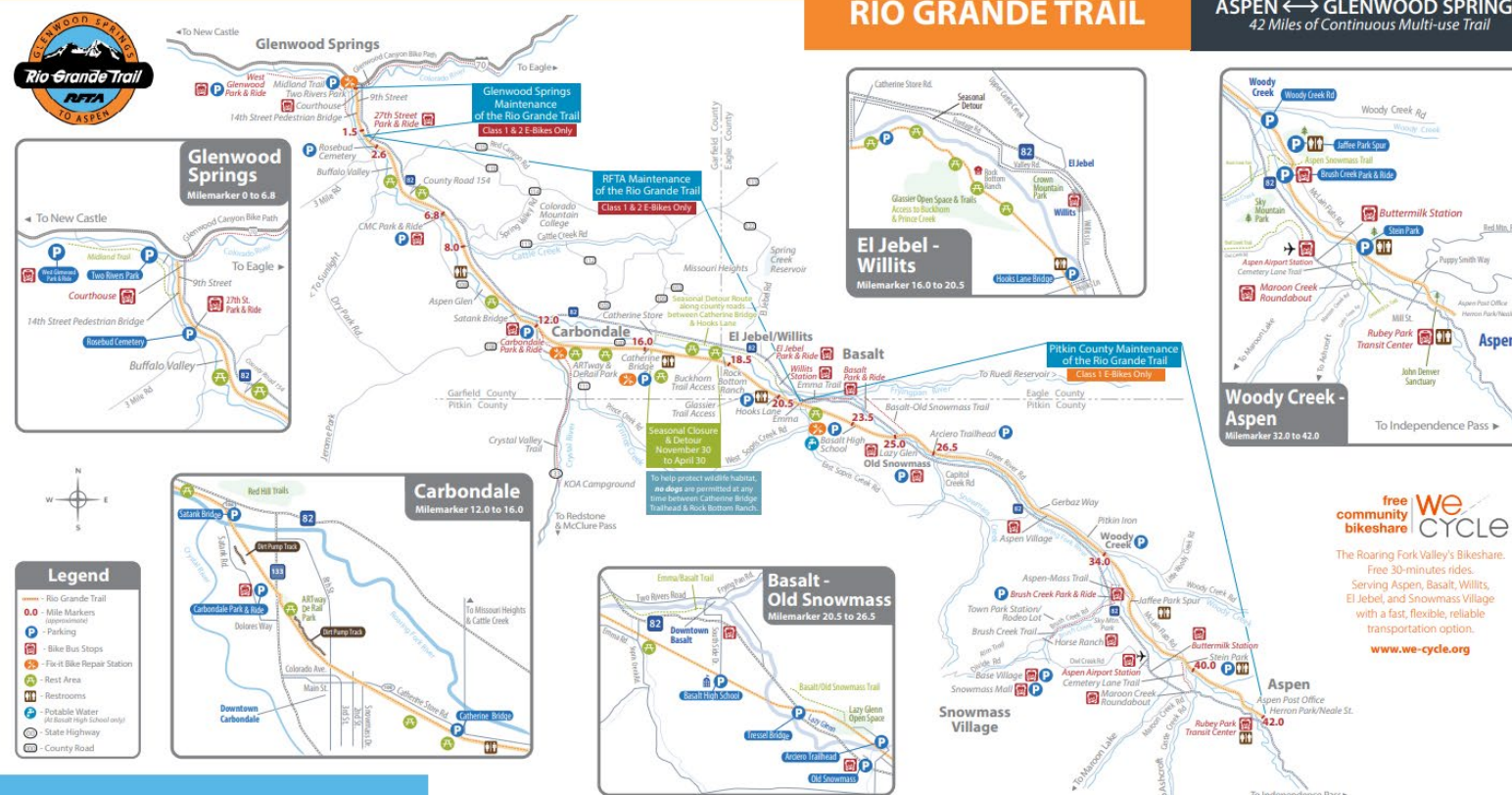
CORE SERVICES: TRANSIT SYSTEM OVERVIEW



CURRENT
RFTA
Service Area



CORE SERVICES: TRAIL SYSTEM OVERVIEW



- Part of RFTA since Founding as Railroad Holding Authority (Rio Grande Railroad – Rail Banked)
- Maintains 42 miles of trails from Glenwood Springs to Aspen

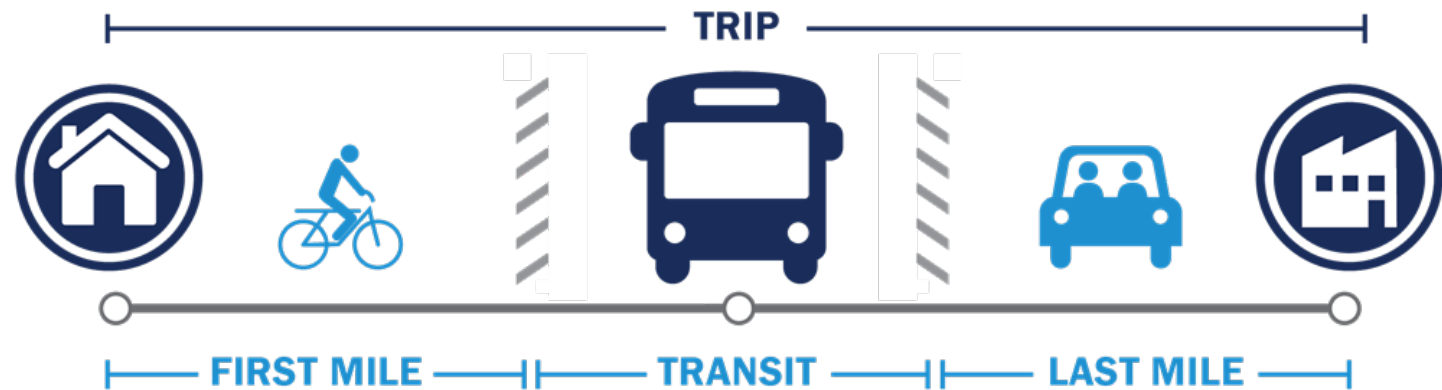


www.RioGrandeTrail.com

FIRST LAST MILE MOBILITY



- Circulator Services
- Bikeshare
- Micro Transit
- FLMM Seed Funding
- Long Term Engagement



FIRST LAST MILE MOBILITY



- Circulator Services
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- Fixed route Circulator Service in Carbondale
- Connects within Town and to Carbondale P&R
- Part of BRT extension
- Free Service provided by RFTA



FIRST LAST MILE MOBILITY



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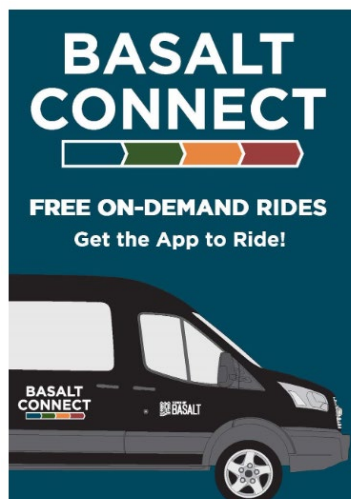


- Partially funded by 2018 Property Tax
 - Destination 2040
- 2021/2022 – RFTA conducted Regional Bikeshare and First Last Mile Plan
- Partnered with WE-cycle
- Expansions:
 - 2023 Carbondale (Launch) / Aspen / Basalt / Eagle County
 - 2024 Pitkin County
 - 2025 Snowmass Village
 - 2026 Glenwood Springs (Launch)
- Operate through an MOU with member jurisdictions, and SOA with WE-cycle through 2028
- Cost of Services shared between jurisdictions, WE-cycle, and RFTA
- Provides Free Bikeshare Rides up to 30 Mins with standard and E-bikes

FIRST LAST MILE MOBILITY



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- Aspen:
 - Contracted by City of Aspen
 - Free On-Demand Service within City
- Basalt:
 - Free In Town Service started in 2022 as 3 year pilot
 - Contracted by Town of Basalt
 - Town of Basalt covers 50% of cost
 - RFTA covers 50% of cost through FLMM Grant Program
- Carbondale:
 - Launching Free In Town Service in 2024 as pilot
 - Contracted by Town of Carbondale
 - Town of Carbondale covers 50% of cost
 - RFTA covers 50% of cost through FLMM Grant Program
- Snowmass:
 - Provided by Town of Snowmass Village
 - Free On-Demand Service within Town
 - Launching Service in 2024
 - Using existing Village Shuttles and drivers with On-Demand App

FIRST LAST MILE MOBILITY



- Circulator Services
- Bikeshare
- Micro Transit
- FLMM Seed Funding
- Long Term Engagement

- FLMM Grant Program from 2021/2022 Bikeshare and First Last Mile Study
- General Program Overview:
 - Seed Funding: Up to 3 years of funding for operations
 - Funds must be used for FLMM Operations or Infrastructure
 - Only RFTA member jurisdictions can apply
 - Funded through 10% of a given budget year surplus
 - Balance of \$5M to \$7M
- Has funded:
 - Bikeshare capital improvements
 - Trails
 - Complete Streets
 - Micro-transit Operations

FIRST LAST MILE MOBILITY



- Circulator Services
- Bikeshare
- Micro Transit
- FLMM Seed Funding
- Long Term Engagement

- Lessons learned - Bikeshare and FLMM Grant program
 - Micro-transit expanding quickly and can take more than 3 years to establish and identify local funds (enough local funds may not be available)
 - RFTA may want to stay engaged in FLMM operations over 3 years to ensure viability and longevity
 - Regional Coordination important (e.g. customer interface and branding)
- RFTA evaluating long term engagement strategy for FLMM operations funding
- One option under consideration: **Master / Sub Contract Framework**
 - RFTA establishes Master Contract with vendor
 - Member jurisdictions contract with vendor through Master Contract
 - Benefits:
 - Regional Coordination
 - Can lower cost
 - Lowers barrier to entry for member jurisdictions
 - Gives jurisdictions agency whether to participate or not
 - Can tailor cost sharing to program
 - Allows RFTA to spread human and financial resources out over more programs
 - Reduces administrative burden on RFTA and local jurisdictions

THANK YOU

