

C1- Service Increase, 30-minute Valley Service, \$

Project Description:

The optimization alternatives are, in part, the result of extensive passenger and community comments regarding the need for enhanced and consistent transit services, particularly when RFTA transitions from its peak season to off-season service plans. In addition, in the event of a severe economic downturn, or to shrink RFTA services to fit current revenue forecasts and be financially sustainable long-term, RFTA has developed operating plans and costs for the following alternatives, summarized in terms of impacts to operating hours and miles, costs:

1. Economic Decline Scenario: This alternative outlines potential changes in service that RFTA could implement to reduce costs
2. Operate the regular valley Local bus schedule more consistently year-round: Currently, even during peak seasons, the Valley bus reduces its frequency between Glenwood Springs and El Jebel from 30 minutes to 60 minutes, starting at 8:15 pm. The changes proposed herein would maintain the frequency to 30 minutes after 8:15 pm, thereby having Valley service at 30-minute headways all day, from Aspen to Glenwood Springs. This continuous, 30-minute schedule would be in effect Monday-Friday during Spring, Fall and Fall Shoulder; and daily during Summer and Winter peak seasons.

Project Cost Estimate:

Service Alternative	Hours	Miles	Estimated Cost	General Fund Impact	Bus Ops FTE	Mech FTE	Fleet
A3A: Service Decline	(15,176)	(336,433)	(\$2,272,000)	(\$2,701,000)	(13.8)	(6.7)	(13.5)
A3C: 30-minute VAL service -- GWS to EL Jebel past 8:15 p.m.* --Daily, Year-round	3,589	99,400	\$916,000	\$624,000	3.2	1.7	3.3

*30-minute service VAL service exists El Jebel to Aspen; this addition would create continuous, 30-minute VAL service GWS to Aspen. Highlighted cost is the cost included in the Phased Implementation plan.

Special Considerations:

None