RFTA Board Meeting

April 12, 2018

PARSONS

RFTA

Past Updates to You

- ITSP Stage I – performed stakeholder outreach and developed project goals (Mar - Jul 2016)
- ITSP Stage II – analyzed future land use and ridership needs using Air Sage data (Aug 2016 - Feb 2017)
- UVMS (Upper Valley Mobility Study) – developed LRT and BRT alternatives along modified direct alignment (Sept 2016 – June 2017)
- ITSP Stage III – Analyze Options kick off & funding discussion (May 2017-present)

Today's Update to You

April 2018:

- Financial Model Update (ITSP Stage IV)
- Review of public meetings/work sessions information
- Recap of public meetings/work sessions to date
- 30-year improvement schedule
- Priority list discussion
- Mill levy straw poll

Financial Model Update (ITSP Stage IV)

- Draft model provided to RFTA
- RFTA and PFM reviewing and finalizing model inputs, assumptions and functionality
- Form, credit and structure of future bonds analyzed – should bond funding be necessary
- Next step is performing analyses of refined capital project delivery schedule(s) and mill levy rates to provide preliminary indications of financial feasibility, bonding needs, etc.

Review of public meetings/work sessions information

Who is RFTA?

- 2nd Largest Transit system in Colorado, and largest rural transit system in the nation
- Operates first rural Bus Rapid Transit (BRT) System in the USA, VelociRFTA
- Includes public bike share program (WE-cycle) and RFTA Rio Grande Trail.
- At AM peak, RFTA moves 35%-38% of all commuters into Aspen.
- Non-driving mode share (walking, biking, transit) for the region is approximately 30%, roughly double the national average
- Over 5 million riders annually

Destination 2040 will

- Reduce congestion
- Provide multimodal travel options that work for any lifestyle
- Expand and improve transit service
- Provide modern, quieter, cleaner buses that are better for the environment

Active Stakeholders

- Snowmass Village
- Basalt
- Pitkin County
- Aspen
- Glenwood Springs
- Carbondale
- New Castle
- Silt
- Garfield County
- Eagle County
- Rifle
- Parachute
- Aspen Valley Hospital
- RE 2 School District
- RE 1 School District
- Valley View Hospital
- Grand River Medical Center
- Aspen Ski Company
- ECO Transit
- CDOT Division of Transit & Rail
- CDOT Region 3
- Rifle Economic Development Corporation
- Mid Valley Planning Commission

Stakeholder Outreach Timeline

DEFINE THE VISION - STAGE 1 MARCH 2016 - AUGUST 2016	DETERMINE FUTURE NEEDS - STAGE 2 AUGUST 2016 - MARCH 2017	ANALYZE OPTIONS - STAGE 3 MARCH 2017 - PRESENT	ESTABLISH FINANCIAL PLAN - STAGE 4 JANUARY 2018 - AUGUST 2018
April 2016 : 12 City and County staff meetings	October-November 2016: 4 Small Group Meetings	October 2017-March 2018: 4 Small Group Meetings	April 2018-May 2018: 7 Public Meetings/Elected Official Meetings
April - May 2016 : 5 Business / Employment Center meetings	February-May 2017: 10 City and County Elected Officials Meetings	November 2017-Feb 2018: 10 City and County Elected Officials Meetings	June - July 2018 : RFTA Board to decide whether to add Destination RFTA question to November 2018 ballot
April-May 2016: 3 CDOT and ECO Transit Meetings			
August 2016: 2 bilingual public open houses			
May-June 2016: 8 City and County Elected Officials meetings			

Destination 2040 : Improvements for the Environment

Category	Total Project Cost Estimate		RFTA Contribution Cost Estimate	
	Capital Cost	Annual O&M ($/yr.)	Capital Cost	Annual O&M ($/yr.)
Bus Replacement Subtotal	$89,000,000		$66,750,000	
Pedestrian Crossings Subtotal	$63,870,000		$9,988,000	
TDM and Other Improvements Subtotal	$4,026,000	$556,800	$4,026,000	$556,800
Trails Subtotal	$31,973,000		$18,973,000	

Destination 2040 : Improvements for Reducing Congestion and Improving Mobility

Category	Total Project Cost Estimate		RFTA Contribution Cost Estimate	
	Capital Cost	Annual O&M ($/yr.)	Capital Cost	Annual O&M ($/yr.)
Bus Expansion Subtotal	$8,900,000		$8,900,000	
Parking and PNR Improvements Subtotal	$37,022,000	$15,800	$24,662,000	$15,800
Regional Service Improvement Subtotal		$3,640,000		$3,640,000

Destination 2040: Improvements for Transportation and Safety

Category	Total Project Cost Estimate		RFTA Contribution Cost Estimate	
	Capital Cost	Annual O&M ($/yr.)	Capital Cost	Annual O&M ($/yr.)
Facility Expansion Subtotal	$62,013,000		$54,432,100	
Housing and Offices Subtotal	$31,668,000		$31,668,000	

Destination 2040 - *The Future Rides on RFTA!*

Funding Scenarios

Integrated Transportation System 30 year Plan (3 and 5 Mill) Revenue and Project Funding Scenarios For Discussion Purposes

	Input
Service	30%
Capital	70%
	100%

3 Mill	
Total Annual Funding	$10,500,000
Annual Amount for Service	$3,150,000
Annual O&M Need	$3,640,000
O&M Revenue Balance (Additional Revenue Required)	($490,000)
Annual Amount for Capital	$7,350,000

5 Mill	
Total Annual Funding	$17,500,000
Annual Amount for Service	$5,250,000
Annual O&M Need	$3,640,000
O&M Revenue Balance (Additional Revenue Required)	$1,610,000
Annual Amount for Capital	$12,250,000

30 Year Funding Scenario

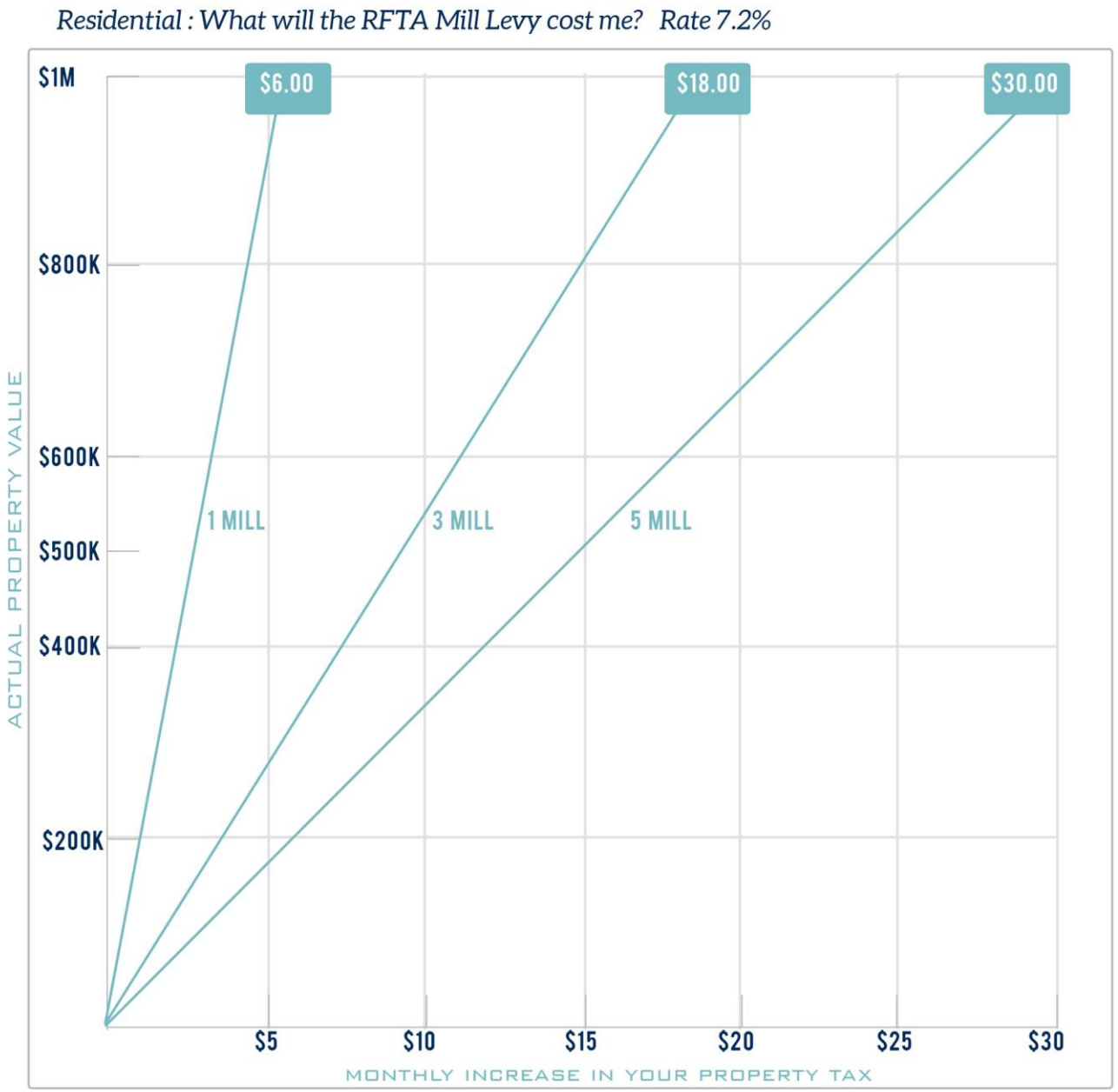
	3 Mill Funding for 30 Years			5 Mill Funding for 30 Years		
	Est. 30 Year Total Revenue	$315,000,000	100%	Est. 30 Year Total Revenue	$525,000,000	100%
	Est. 30 Year Operating Revenue	$94,500,000	30%	Est. 30 Year Operating Revenue	$157,500,000	30%
	Est. 30 Year Operating Revenue Balance	($14,700,000)	-5%	Est. 30 Year Operating Revenue Balance	$48,300,000	9%
Remaining Capital : 70%	Est. 30 Year Capital Revenue	$220,500,000	70%	Est. 30 Year Capital Revenue	$367,500,000	70%

Remaining Capital Improvements	*Total Capital Cost*	*% Funded by RFTA*	*Total RFTA Capital Funding Needed*	*Percentage of Total Need*	*3 Mill Amount*	*% of Total Rev.*	*Percentage of Total Need*	*5 Mill Amount*	*% of Total Rev.*
Trails	$31,973,000	59%	$18,973,000	100%	$18,973,000	16%	100%	$18,973,000	4%
Bus Replacement	$89,000,000	75%	$66,750,000	100%	$66,750,000	21%	100%	$66,750,000	13%
Pedestrian Crossings *	$63,870,000	16%	$9,988,000	100%	$9,988,000	3%	100%	$9,988,000	2%
TDM and Other Improvements **	$20,730,000	100%	$20,730,000	100%	$20,730,000	7%	10%	$20,730,000	4%
Bus Expansion	$8,900,000	100%	$8,900,000	100%	$8,900,000	3%	100%	$8,900,000	2%
Parking and PNR Improvements	$37,022,000	67%	$24,662,000	100%	$24,662,000	8%	100%	$24,662,000	5%
Facility Expansion	$62,013,000	88%	$54,432,100	100%	$54,432,100	17%	100%	$54,432,100	10%
Housing & Offices	$31,668,000	100%	$31,668,000	100%	$31,668,000	10%	100%	$31,668,000	6%
Total	$345,176,000	68%	$236,103,100	100%	$236,103,100	75%	100%	$86,100,100	16%
Capital Revenue Over Expenses	N/A		N/A		($15,603,100)	-5%		$281,399,900	54%

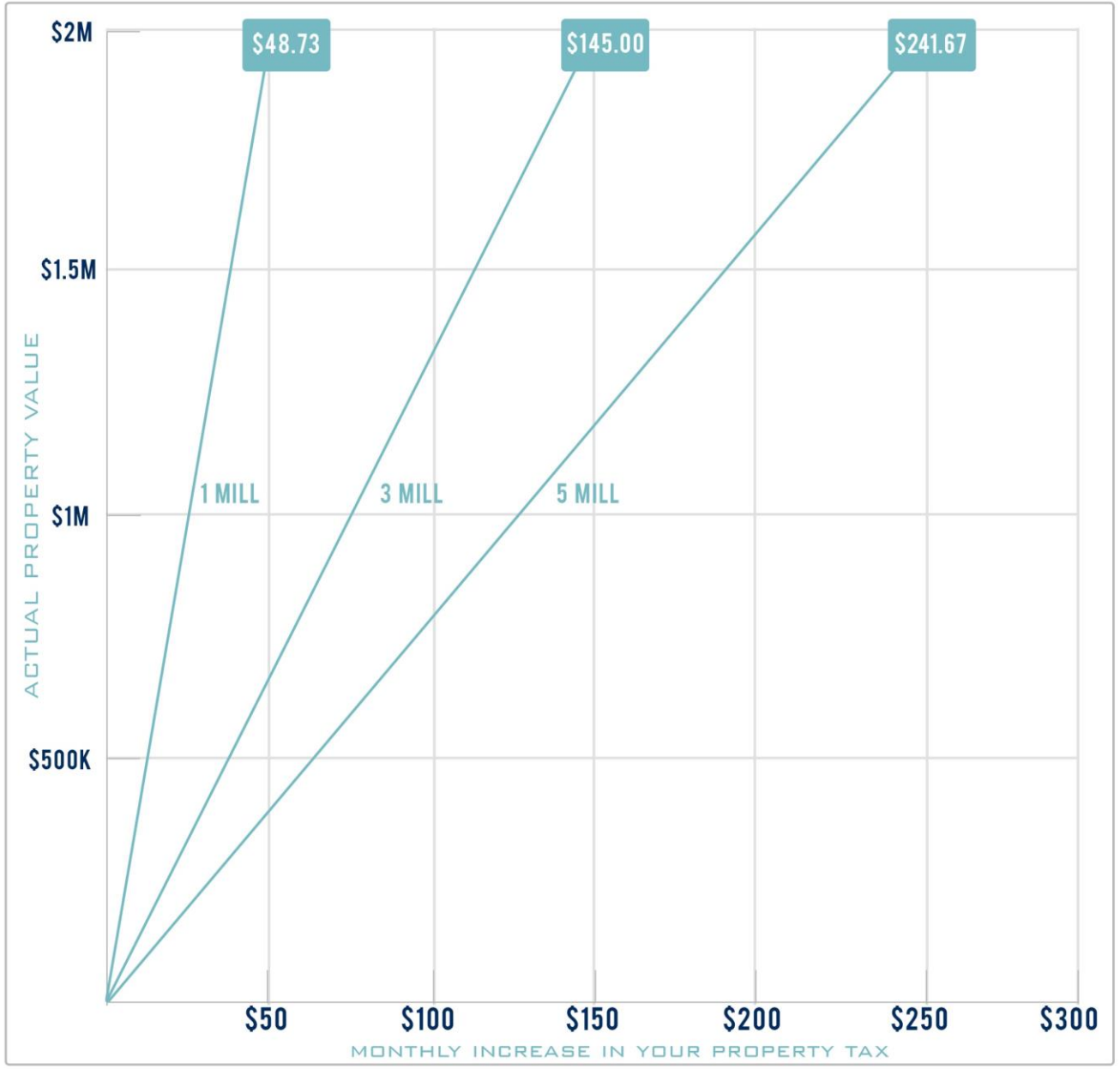
Potential Additional Destination 2040 Projects

Category	*Capital Cost*	*Annual O&M ($/yr.)*	*Capital Cost*	*Annual O&M ($/yr.)*
Local Service Improvements Subtotal	**$2,451,000**	**$3,207,000**	**$1,225,500**	**$1,603,500**
Other Regional Service Improvements Subtotal	**$29,105,000**	**$1,607,700**	**$29,105,000**	**$1,607,700**
Other Trails Options Subtotal	**$28,010,000**		**$14,005,000**	

What does a Residential Mill Levy Look Like?



What does a Commercial Mill Levy Look Like?



Destination 2040 - *The Future Rides on RFTA!*

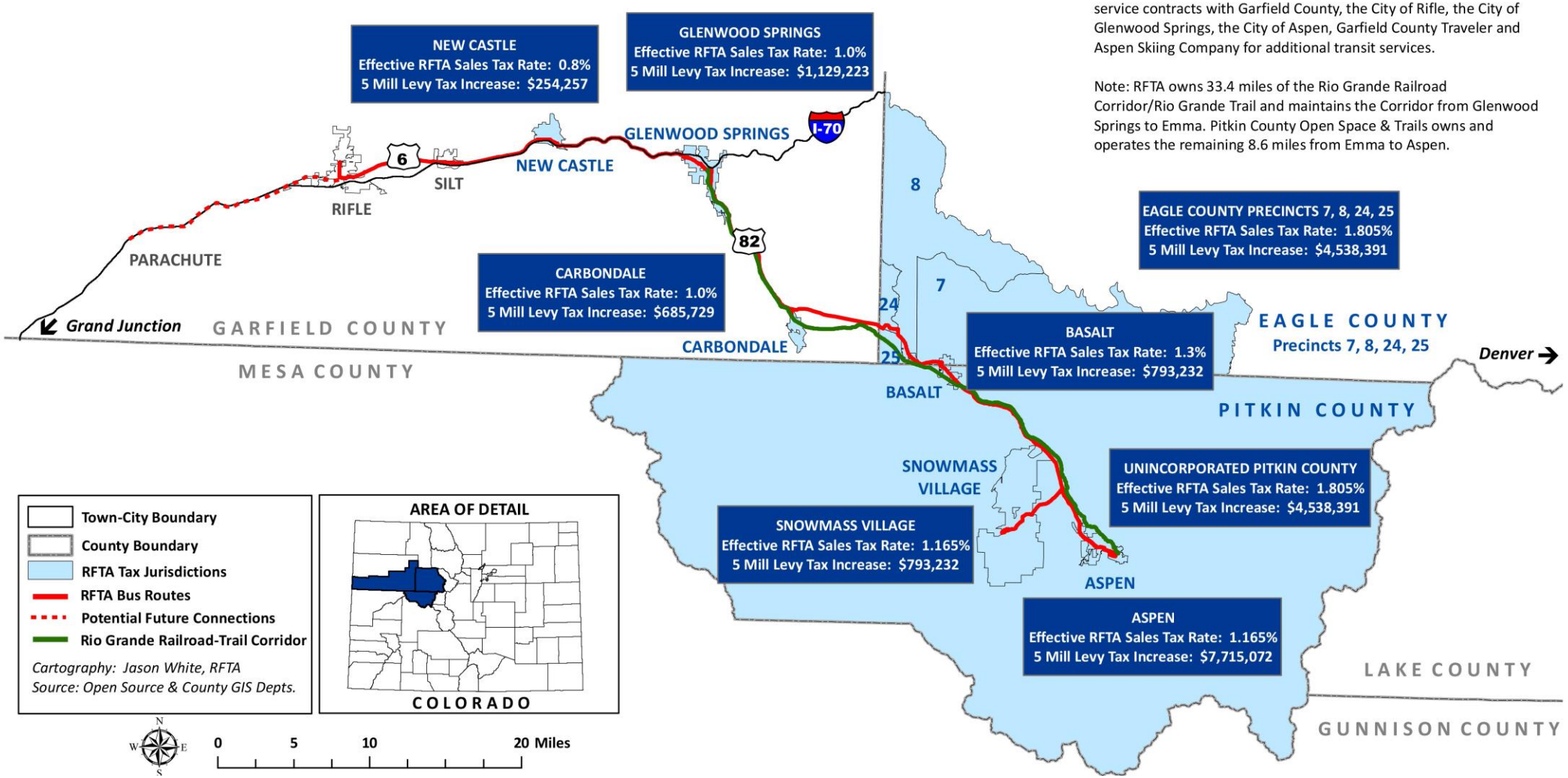
Proposed Mill Levy for Congestion Relief and Regional Mobility

Impact to Residential and Commercial Property Taxes by RFTA Member Communities

Note: The eight current members of RFTA are City of Aspen, Town of Snowmass Village, Town of Basalt, Town of Carbondale, City of Glenwood Springs, Town of New Castle, incorporated and unincorporated Pitkin County and only the precincts 7, 8, 24 and 25 in the Roaring Fork Valley section of Eagle County.

Note: Bus Rapid Transit (BRT), regional and local buses operate between Aspen and Rifle (70 miles). RFTA maintains annual service contracts with Garfield County, the City of Rifle, the City of Glenwood Springs, the City of Aspen, Garfield County Traveler and Aspen Skiing Company for additional transit services.

Note: RFTA owns 33.4 miles of the Rio Grande Railroad Corridor/Rio Grande Trail and maintains the Corridor from Glenwood Springs to Emma. Pitkin County Open Space & Trails owns and operates the remaining 8.6 miles from Emma to Aspen.



Recap of public meetings/work sessions to date

Aspen City Council April 2, 2018

- Need the voters to understand what the projects are that they are voting for
- Show how the projects will improve the RFTA experience and the improvements that non-RFTA riders will experience (reduced congestion, electric buses will reduce noise, improved environment, etc.)
- Property tax increase is harder to get approved compared to sales tax increase
- Without RFTA this community will not survive. RFTA will keep the community working.
- Support for moving forward

Pitkin County Board of County Commissioners April 3, 2018

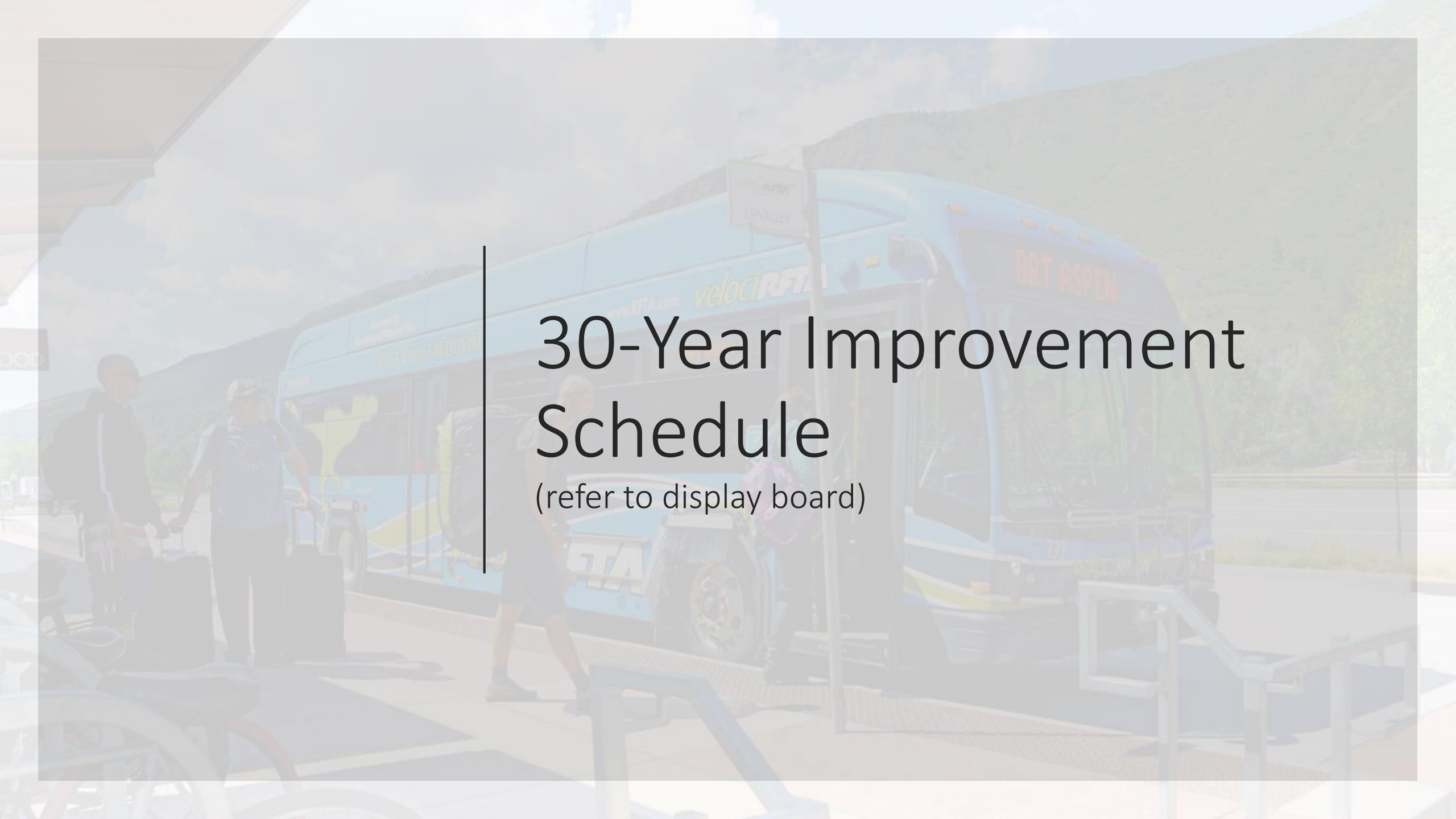
- Voters should also understand the annual property tax impacts
- The benefits (riding the trails, driving in less congestion, cleaner quieter buses, parking benefits) should be publicized more
- These benefits are social benefits that make our society run well
- Federal and State funding is not stable, the annual cost and region wide vote needs to be clear
- Support to move forward

Glenwood Springs City Council April 5, 2018

- TBD

Remaining Meetings

- April 16th Town of Snowmass Village Council Work Session and Open House
- April 25th Carbondale Open House
- April 26th Basalt Open House
- May 1st New Castle Open House
- May 8th Basalt Council Update
- Glenwood Springs Open House TBD



30-Year Improvement Schedule

(refer to display board)

Priority List Discussion

(refer to handout)

Mill Levy Straw Poll

QUESTIONS / DISCUSSION