RFTA Planning Department Monthly Update
April 11th, 2019

RFTA Vision Statement
RFTA pursues excellence and innovation in providing preferred transportation choices that connect and support vibrant communities.

RFTA Planning Department Vision Statement
We will work creatively, cooperatively and comprehensively with our partners in the public, private and nonprofit sectors and other groups to create healthy and vibrant communities.

Current Planning Projects

Destination 2040 Regional Project List Implementation
The Planning Department is engaged in all three D2040 Staff Working Groups: Capital Improvements, Service Enhancements and Bus Procurement. Recent discussion is centered on recent grant awards from the CCCP process (see below), and how the capital awards fit into the current bus and facility work plans.

Maroon Bells Transportation Study
RFTA, City of Aspen, the USFS and other entities have been working with Volpe Transportation Center to address ways to improve the seasonal Maroon Bells Shuttle System and visitor experience. The stakeholder group met on Feb. 11th to discuss public survey results and a draft project study. RFTA has been asked to provide cost estimates for continued direct shuttle service from both Buttermilk and Brush Creek BRT Station to Highlands. Recognizing a slight change in study scope, the USFS will also consider the question of what is a sustainable level of service of the transportation/transit system in order to meet the original goal of protecting the unique Maroon Bells Wilderness Area. A final report is expected in late April. RFTA, The USFS and other stakeholders met on April 9 to verify the date of the Maroon Bells service (tentatively set for June 8-October 6), the weekends that RFTA will operate from Buttermilk, start times, and signage and communication.

Battery Electric Bus (BEB) Pilot Project
The Planning Department continues to meet internally with appropriate Staff for grant management, bus delivery and AMF infrastructure preparation. Facilities staff are meeting with Holy Cross Electric (HCE), New Flyer (electric buses) and ABB (bus chargers) to coordinate AMF electrical infrastructure needs and discuss the most advantageous utility rate structure. Jason White will be attending a transit electrification workshop at CDOT HQ in Denver on April 16th. RFTA intends to suggest to CASTA and CDOT that a Statewide BEB Training Program is established to help all transit agencies embarking on electrification project.

RMI Upper Valley Resiliency Study
Holy Cross Energy (HCE) has contracted with Rocky Mountain Institute RMI) on a project to strengthen the resilience of the electricity system in the Upper Roaring Fork Valley, especially in light of threats created by the Lake Christine Fire in 2018. RMI has been interviewing major

electricity users to identify critical energy loads and current/future plans for backup or auxiliary power during emergency situations or major disruptions. Staff from several RFTA departments met with RMI for an initial meeting, and RMI staff was impressed that RFTA has already installed backup generators for most of the energy loads at the AMF and has access to 16,000 gallons of diesel. Dan B. and Mike H. represented RFTA at a wider energy resilience workshop at the Basalt offices on 4/2. RFTA will continue to provide requested data and information to help strengthen the overall project.

Maroon Creek Road BRT Stop Study

During the closure of the 8th street bus stop in Aspen in the summer of 2018, RFTA created a temporary stop at the Maroon Creek Road Roundabout, or Kiss-n-Ride. Many passengers appreciated the opportunity to take BRT to the MCR Kiss-n-Ride, while thru passengers on BRT viewed it as an additional stop that that increased travel time on a service that is intended to be limited stop. Parsons Transportation Group is now assisting RFTA with developing options for a potentially permanent BRT stop that could provide access to the KNR without compromising BRT travel time. Options include placing a stop along upvalley SH 82, in various locations near or within the roundabout, in conjunction with potential expansion of bus lanes and transit signal priority. Over the last month, RFTA met with CDOT, Pitkin County, and City of Aspen to discuss the roughly seven alternatives developed. This project is not funded and will require a more thorough public process and funding plan if RFTA and the local governments choose to move forward with improvements. Moreover, the City of Aspen has requested consideration of services changes, possibly in lieu of infrastructure changes, such as increasing Castle-Maroon service frequency and potentially adding service between Brush Creek Park and Ride and Castle Creek Road.

RFTA and Parsons will have more direction on the study after the April Board meeting.

Brush Creek BRT Station (Intercept Lot) Expansion

Pitkin County received a Federal Lands Access Program (FLAP) grant in 2017 to make a number of improvements, including paving and striping the existing unstriped recycled asphalt spaces behind the existing paved parking, security lighting, permanent bathroom facilities with flush toilets, and additional landscaping. In addition, the City of Aspen is anticipated to move the carpool kiosk from Aspen/Pitkin County Airport property to the Brush Creek Park and Ride. Jacobs consulting group is leading the design process. Other considerations in the design process include:

- Positive delineation of the parking areas to the north and south of the defined expansion area
- Not precluding additional amenities that help promote the use of the lot (vendors, service providers)
- Adjusting overhead lighting to better match current dark sky initiatives
- Incorporating drainage improvements that utilize the existing storm drain system
- Evaluating the existing irrigation system and recommend potential changes
- Potentially designating some proposed parking areas for long term airport parking with designated transit service to the airport

- The potential for public bike share, which may include electric bikes
- Expansion of existing Electric Vehicle Charging Stations and new opportunity charging stations for RFTA electric buses. Holy Cross Energy will help support the expansion of EV charging stations.

Jacobs has completed renderings of the bathrooms and other features. An open house is scheduled for Wednesday, April 10 5:00 to 7:30 p.m. at the Aspen CMC. Design will be completed by Spring 2020, and construction to begin Spring 2021.

Snowmass Village West Village Mall Transit Station Redevelopment
The Town of Snowmass Village has hired a design firm, SEH, to create conceptual designs for redeveloping the West Village Mall Transit Station. On March 20, SEH conducted an internal review of the rough sketches, and presented them to the TOSV Council on April 1. A final concept and cost estimate for a Transit Station, not to exceed an estimated construction cost of $7 million, will be ready by June 2019.

SB 18 Multimodal Options Fund
Senate Bill 18 created $96.75M in dedicated revenue for multimodal funding. Of that, $2.5M is dedicated to the Rail Commission. The remaining $94.25M is spilt between CDOT (15% or $14.13M) and local governments (85% or $80.12M). Recipients shall provide a match equal to the amount of the award. The Transportation Commission may create a formula for exempting the match requirement due to size or other special circumstance.

The legislation states that the multimodal funding should:

- Benefit seniors by making aging in place more feasible
- Benefit residents of rural areas by providing them with flexible public transportation services
- Provide enhanced mobility for persons with disabilities
- Provide safe routes to school for children

The legislation includes a provision that establishes a Multimodal Options Funding Committee (MMOF), with CDOT has established. The MMOF is comprised on the following members:

Jill Locantore, Walk Denver
Pete Piccolo, Bicycle of Colorado
Ann Rajewski, CASTA
Heather Sloop, Northwest Transportation Planning Region (TPR) Rural STAC and Bicycle, Pedestrian and Transit Rep
Amber Blake, Southwest TPR STAC
Todd Coffey, Colorado Dept. of Human Services
David Johnson, RFTA

The MMOF will make recommendations to the TC on Project Selection, Distribution Formula (needs to be based on population, transit ridership), match requirements and other considerations.

McClain Flats Road
RFTA received a request from Aspen resident Carol Dobkin to consider providing transit service along McClain Flats road, connecting the Woody Creek service which terminates at W/J Ranch (and then goes to the Brush Creek PNR); and connecting the Cemetery Lane service, which operates between Rubey Park and Red Butte Drive. Dobkin cited increasing traffic congestion on McClain Flats, during the morning peak travel period, and a potential desire for transit among residents and employees along McClain Flats road. Planning staff will be looking closer at the operational and financial feasibility of either revising current service, or expanding service to fill in the transit gap.

LoVa Trail
LoVa is planning to request funding from Great Outdoors Colorado (GOCO), the Federal Lands Access Program, and the Garfield County Federal Mineral Lease District (FMLD) to construct the LoVa trail, focusing on the first 12 miles of trail between Glenwood Springs and New Castle. RFTA has offered assistance with grant development.

TOSV Savings account opportunities
Per direction from the EOTC on March 21, Snowmass Village, RFTA, Aspen and Pitkin County will discuss the potential funding opportunities for the TOSV from their Savings Account, on April 18. With the passage of RFTA's ballot measure 7A, the EOTC is no longer funding the TOSV / BRT connecting service. This funding could range from $150,000 to $200,000 annually (depending on predicted revenues and expenditures) for 2020 and 2021. David Pesnichak hopes to have a staff recommendation for the 2020 EOTC budget in October.

Grant Funding Management and Development
The Planning Department is responsible for submitting Federal/State/Local capital and operating grant applications, managing grant contract responsibilities and researching creative funding opportunities for the financial sustainability of RFTA. Most recently, CDOT provided preliminary grant awards for Federal and State funding from the Consolidated Call for Capital Projects (CCCP) grant process. RFTA is poised to receive an estimated $7 million in capital awards for the GMF, AMF, diesel replacements and on-route electric chargers. Please see the grant tables on Page 5.

Revised 4/5/19

Current Open Grants

Project	Grant Source	PO # or Contract	Execution Date	Expiration Date	Grant Amount	Match Amount	Total Project Cost
Buses: Battery Electric Buses (1)	FY17 FTA 5339(c) LoNo	491001730	9/7/2018	12/31/2020	$715,528	$178,882	$894,410
Buses: Battery Electric Buses (2)	FY19 FASTER (SB 228)	491001729	9/7/2018	12/31/2020	$1,404,000	$351,000	$1,755,000
Buses: Battery Electric Buses (3)	FY18 and FY19 FASTER	491001731	9/7/2018	12/31/2020	$2,154,400	$538,600	$2,693,000
Buses: (4) Diesel MCI Replacements	FY18 5339(b) Bus/Facility	491001898	2/21/2019	12/31/2021	$2,231,500	$557,872	$2,789,372
Buses: Battery Electric Buses (2)	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	$1,126,200	$0	$1,126,200
Buses: Diesel Bus Replacements (8 low floors, 2 coaches)	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	$2,492,208	$623,052	$3,115,260
Equipment: Battery Electric Bus 450 kW On-Route Electric Chargers	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	$1,440,000	$360,000	$1,800,000
Facility: AMF Phase 9: Replace 6 Fuel Tanks	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	$2,492,208	$623,052	$3,115,260
Facility: GMF/Regional Transit Center Renovation/Expansion	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	$1,821,805	$455,451	$2,277,256
Operating Systemwide	FTA FY19 5311	491001796	12/7/2018	12/31/2019	$1,115,810	$1,115,810	$2,231,620
Operating Hogback	CDOT FY19 FASTER	491001858	12/28/2018	12/31/2019	$200,000	$200,000	$400,000
					$17,193,659	**$5,003,719**	**$22,197,378**

Preliminary Awards for FTA/CDOT Consolidated Capital Call for Projects (CCCP)

Project	Award $	Match $	Total Project $	Request $	Funding Source
Diesel Replacements 7 low-floors, 2 coaches	$3,991,440	$997,860	$4,989,300	$4,640,000	FTA 5339 Rural
GMF/RTC Renovation/Expansion	$1,581,460	$395,365	$1,976,825	$1,821,805	CDOT FASTER
AMF Renovation/Expansion	$1,000,000	$250,000	$1,250,000	$2,492,208	SB 267
BEB On-Route Chargers	$480,000	$120,000	$600,000	$1,440,000	CDOT FASTER
Totals	**$7,052,900**	**$1,763,225**	**$8,816,125**	**$10,394,013**	