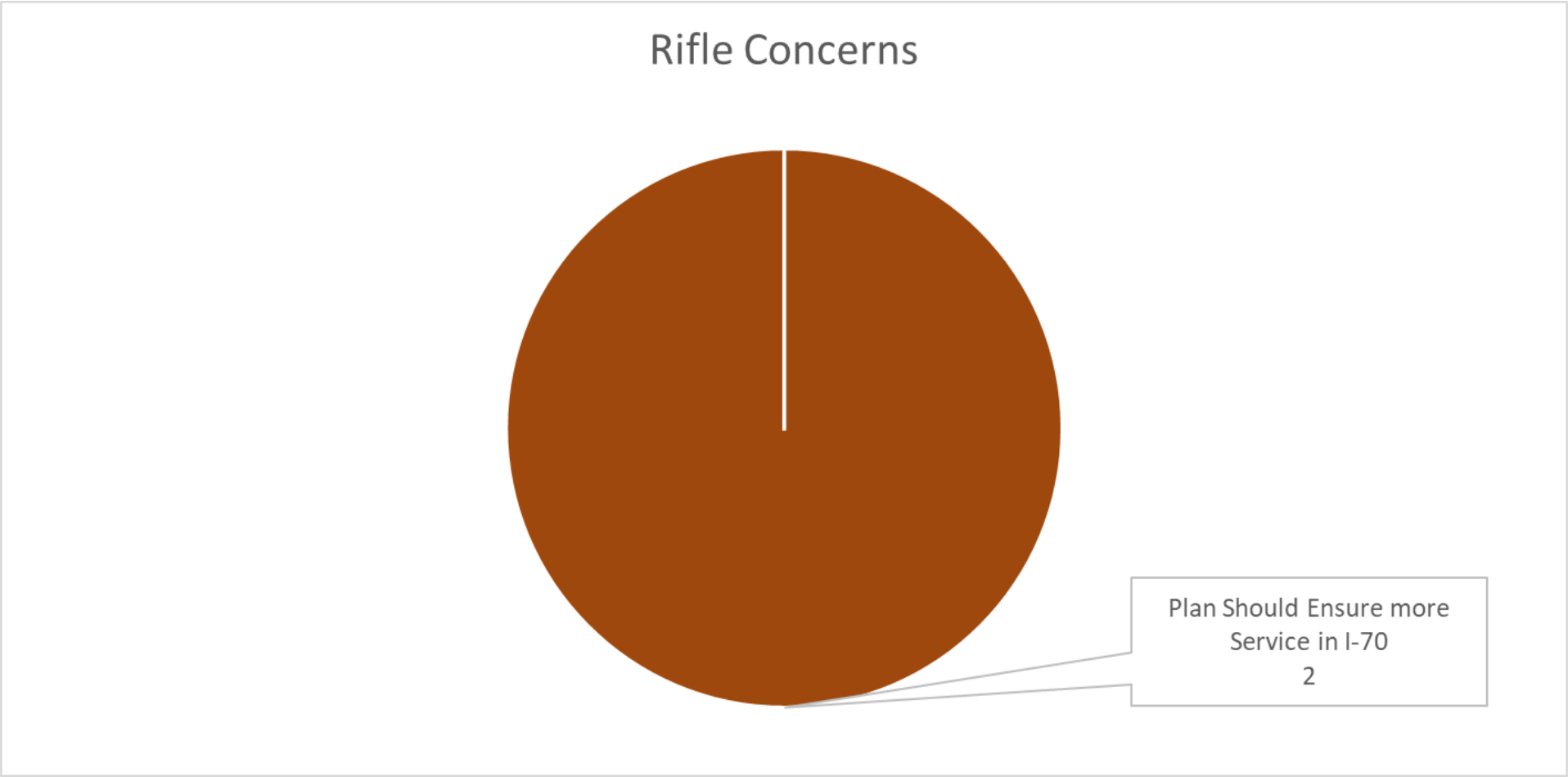
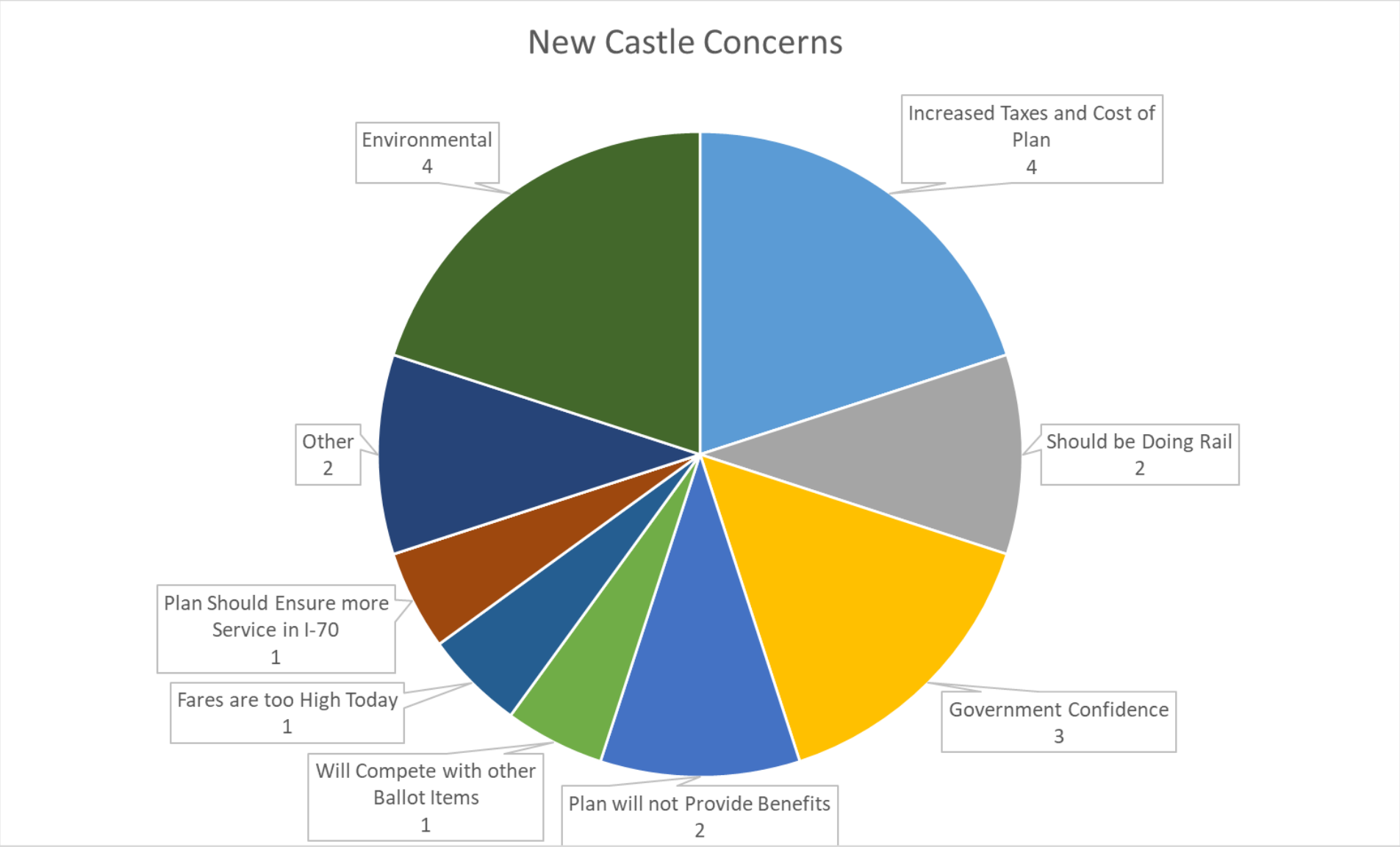
The online survey allowed respondents to provide text commentary regarding their concerns of the proposed ballot initiative. Of the 433 respondents 264 provided commentary of their concerns regardless of their answering yes, no, do not know/ unsure. The following information summarizes the concerns received into 12 categories of:

- Increased taxes and cost of plan
- Property tax is the wrong solution
- Should be doing rail
- Government confidence
- Proposed plan will not provide benefits
- Will compete with other ballot items
- Fares are too high
- Plan should ensure more service on I-70 corridor
- Upper Valley should pay to solve problem
- No Concern
- Other
- Environmental

Full comments have also been provided by zip code, which also indicates how each comment responded to supporting the ballot initiative.


Rifle Concerns
Plan Should Ensure more Service in I-70
2

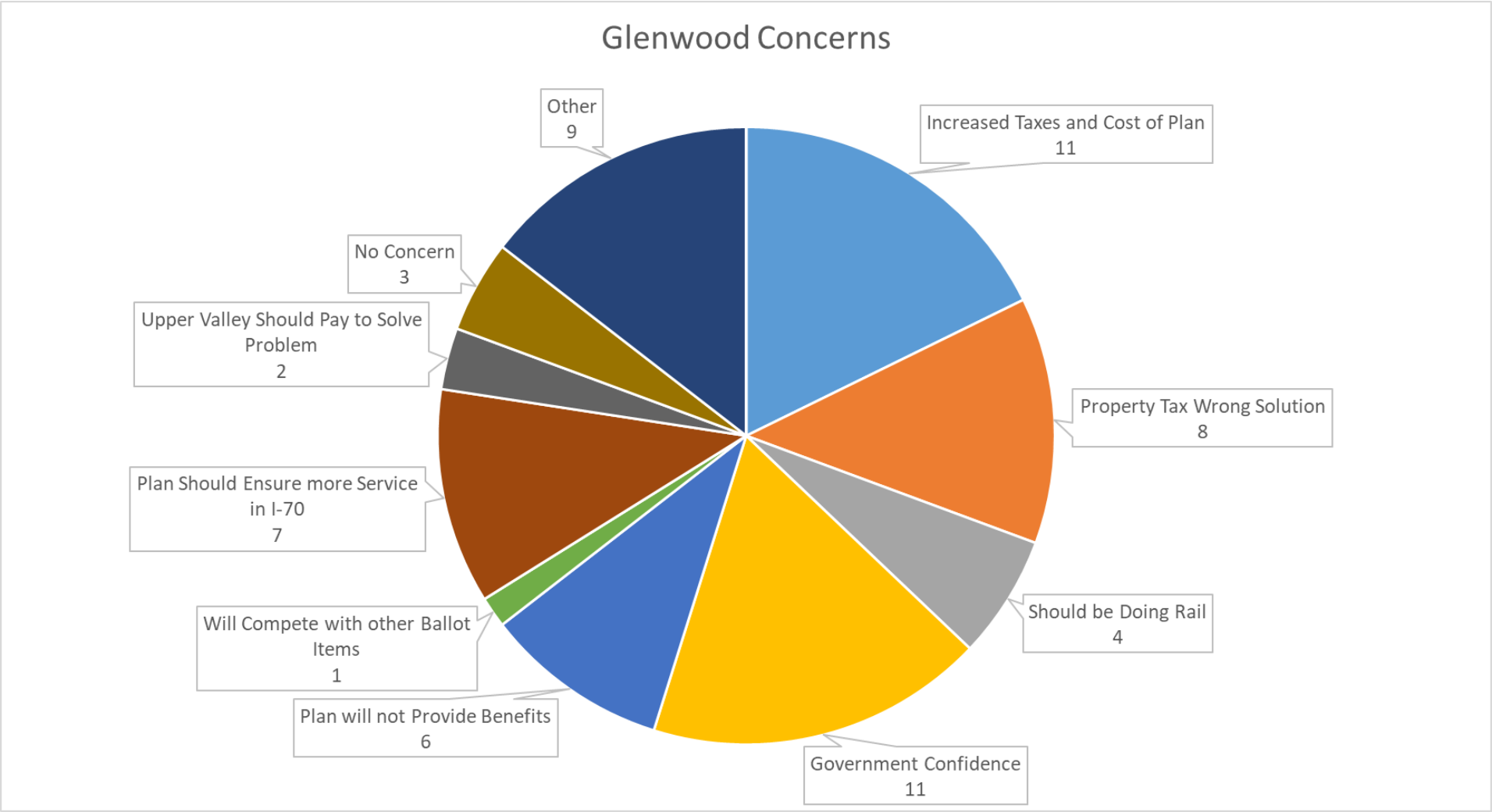
81650
Run more hog back route busses later in the evening for those that commute to and from aspen for work.
(blank)
Don't know/unsure
That the bus doesn’t go to rifle passed 7:30 people are working later and are stuck here because their isn’t a bus pass 8.
(blank)
Yes
(blank)
(blank)
No


New Castle Concerns
Increased Taxes and Cost of Plan
4
Should be Doing Rail
2
Government Confidence
3
Plan will not Provide Benefits
2
Will Compete with other Ballot Items
1
Fares are too High Today
1
Plan Should Ensure more Service in I-70
1
Other
2
Environmental
4

81647
~ that this will compete with the probable voting for mill levy increase for schools/TEACHERS. ~impact on retired homeowners fixed income; and increased rents. ~that other options for paying for this have been considered, such as creating a municipal bond; ~ staggering and prioritizing all of these improvements.
~Aspen's portion of this responsibility. ~Why employee housing is necessary for tax payers to take on that burden; is it necessary in the 1st place if wages were improved. ~how businesses will be effected by more taxes. Small business owners will pay as homeowners and businesses. ~How bicycle sales and rentals could be taxed to help with the trails (after all, ridership has to pay too)
No
Buses suck, need to develop rail transportation.
None, buses are too expensive to ride daily and don't seem to impact traffic much.
No
Cost overruns that would increase the proposed tax
(blank)
Yes
Don't know
Maybe
Yes
I may or may not use what is being proposed
methods proposed to reduce cars on the road. incentives for those that do not drive.
Don't know/unsure
I'm retired and on a fixed income. We that are in this situation don't need anymore expenses in an already costly place to live.
None.
No
LOVA trail funding and increased service to New Castle
(blank)
Yes
not raising the property taxes
slow down
No

Our responses to the entire survey would be different if you would limit the issue to items 1, 2, and 5. It seems to us that 3 and 4, above, have little to do with congestion and more to do with recreation. While we do not oppose items 3 and 4, we believe it is a serious mistake, likely to confuse voters and split your support, to include these with the rest. As listed, we are most likely to vote "No." Further, more needs to be done to assure increased ridership before we can agree to a tax increase. In addition, considering the large proportion of drivers on 82 that are workmen, some creative solution is required to assure that they have access to the tools and materials they need, if they are to rely on mass transportation to get to Aspen.
(blank)
Don't know/unsure
People will be afraid to vote yes because of the increase in their taxes. Everyone is working so hard to be able to afford just the basics. They need to see how they can benefit from this. How even if they don't use public transportation it will still benefit them by making this a better place to live for everyone this making their property values increase
None
Yes
Retired person on fixed income. Seems everyone wants to raise taxes, increase fees, etc. this year. I most likely won't be around in 2040. These taxes are every year for 22 years!! BAD!!
(blank)
No
That the proposed improvements in service to New Castle, especially the LOVA trail, remain high priorities.
(blank)
Yes
The money raised won't have a desired impact: People in my area where I live don't want to change when it comes to transportation and will always try to ride their own cars unless prices of gas go unbearably high or another construction just like the bridge will prevent them from driving.
N/A
No
the money would not be spent on buses
estimation on where the money is going
Yes
We need to realize that while the trail system is fun for some, it is actually used by a very few people for "transportation". With limited resources, we need to put our money where it will do the most good, and improving the trails for 20 commuters a day doesn't meet this criteria. RFTA needs to take the lead in creating a high speed, light rail system, that runs from Glenwood to Aspen. I would then support the tax measure because it would actually contribute to solving the congestion problem, rather than making us feel good about adding 10 more bicycles on the trail system,

or electrifying a few busses. With the light rail, more park and rides and more maintenance for those will be needed.
(blank)
No
Why isn't there any plans to complete the LOVA trail?
Finish the LOVA.
Yes
Will it decrease the cost for riders? The cost of taking the bus is already far too high
How will RFTA expand its services to the hogback and Rifle area to increase accessibility, reduce the amount of time a commuter has to spend on a bus/switching buses, and how will RFTA reduce the already very expensive cost of riding to Aspen
Yes
(blank)
Run the buses later to new castle. At least on the weekends
Don't know/unsure
(blank)
Don't know/unsure
No
Yes


Glenwood Concerns
Other
9
Increased Taxes and Cost of Plan
11
No Concern
3
Upper Valley Should Pay to Solve Problem
2
Property Tax Wrong Solution
8
Plan Should Ensure more Service in I-70
7
Should be Doing Rail
4
Will Compete with other Ballot Items
1
Plan will not Provide Benefits
6
Government Confidence
11

81601
Ability of RFTA to operate in an efficient manner
(blank)
No
Accountability to ensuring the funds raised through taxes are appropriately used and that RFTA meets their goals with the set proposed amoAunt without needing more funds/taxes
Specific time line of how each area for improvement will be addressed, how much money each area require, etc. I would like RFTA to consider adding a Vail and Eagle airport to their future routes
Don't know/unsure
As usual go after people who have and bought house as opposed to a general sales tax so everyone can help pay for it.
Documentation of just how many riders per year versus total number of seats available. I see many buses which have little or no riders. Learn to live within the budget allotted.
No
Bus fair is already expensive. Allocate it better before raising taxes
Allocation of bus fare, payroll of RFTA employees (non drivers)
No
Distribution of current resources. Not worth the extra tax money for distribution of services.
Current spending information for whole company.
No
Down valley residents subsidize up valley businesses whose workers can't afford to live where they work and RFTA services are not provided for all down valley residents.
(blank)
No
Electric buses and bike path improvement are not going to fix the problem. That is not even concern! I am sure of this!
None!
No
Expansion into western garfield co.... parachute. This needs to happen to help provide employees to the resort region.
(blank)
Yes
For retirees on fixed incomes with houses appraised at or near $500K the extra $6.75 per month represents a real bite out of our living expenses. The goal may be laudable but the extra taxes are all too real. I personally would vehemently oppose this additional tax burden.

N/A
No
Get the DAMN buses off the roads! You have the rail right of way, USE IT! My family and I will vote against anything that keeps or adds buses to our roads! LIGHT RAIL only and get the hell of out the trail business. The very expensive expansion of the tail west from Glenwood is a huge expense and should not be funded with PUBLIC TRANSPORTATION MONEY. RFTA/Dan Blankenship are already spending TOO MUCH on trails, UNLESS BIKE MUST START USING THEM AND GET OUT OF TRAFFIC. NO RFTA down town transit. Get the buses out of down town glenwood. get the buses off our roads!
NO RAIL, no increase. Fire Blankenship. Get rates in line with Eagle/ECO trans.
No
I don't use your bus system, nor does anyone I know (even though I work 3 jobs, two in skilled labor and 1 in public service as a part of your target market). These services should fund themselves with fares, not burden the homeowning members of the public. If you want to hit non-users with taxes to continue to fund a non-self sustaining system, tax those who benefit: the riders and the up valley employers/residents that rely on their services. I will only support general fund RFTA projects that expand bike paths and other such general improvements that help mobility, traffic, local recreation, and increase tourist appeal for the towns they are developed in. **To directly address your survey's questioning, I would much rather see greater development up valley to house their workforce and responsibly limited growth in down valley in order to control our traffic issues and preserve the lifestyle and towns that so many of us love.**
How RFTA can self fund or adjust this plan to tax those who benefit/rely on your services rather than burdening so many that do not use your services with the bill.
No
I feel that we have a very good bus system and bike trails currently, which I use. My concern is that most people don't bike, walk, bus, or carpool because they like the control/privacy of being in their own car by themselves. It is really hard to get people to change that habit.
Are the price of bus tickets going to increase in addition to the levy?
Yes
I see too many buses empty wasting gas and tax dollars
None, I will fight for this to be defeated
No
I support pedestrian underpasses/overpasses at 27th St and 23rd St in Glenwood Springs and will gladly pay extra taxes to see that happen (of course, assuming responsible spending). As a resident of that neighborhood, I cross at those intersections to access the bike path. As traffic has increased over the years, especially with addition of the RFTA buses at 27th St, it is becoming increasingly dangerous for pedestrians to cross the highway. Just the other day,

I almost got clipped by a RFTA bus turning north at 27th St while I was standing still on the sidewalk!
(blank)
Yes
I would want to know that the priority is expanded and more affordable services. Electric is ok, but because the organization is currently barely funding its day to day, fancy buses that appease the upper 5% of rich, environmentally conscious citizens should not be considered unless there is demonstrable cost reduction for the program in that investment.
(blank)
Don't know/unsure
Increased parking in Glenwood
(blank)
Yes
Is there enough parking at the bus stops?
What exactly are they?
Yes
It is entirely to protect Aspen's air quality and to funnel slave workers throughout this affluent valley.
(blank)
No
It is too low.
(blank)
Yes
Just the fact that everything is soo expensive and we are taxes enough.
(blank)
Don't know/unsure
Let the people who ride the buses pay for your wants. I live where I would have to walk a 1/2 mile to catch a bus and I find that driving in town for my wants is not a big deal. I want my tax increases to go for inproving Glenwood's crappy streets so your busses can use them to zip all your riders from down valley to up valley where they work at the places the employers should kick in for your wants.
None.....I will vote no.
No

Let's fact it: RFTA is a service for immigrant and low income workers to feed the needs of Willits, Basalt, and Aspen. In addition, it serves the needs of Snowmass Village and Aspen for ski town transportation. A property tax is blunt instrument for this purpose. Why can't you figure out a way to have the true beneficiaries of RFTA pay?
Show the benefits on a map.
Yes
More education needed on how to take the buses, discounts for seniors, so that folks will be willing to pay into the mil levy **Thank you for maintaining the Rio Grand trail. I am a year round bike commuter and use the trail everyday. In winter, it is plowed in the morning and melted within an hour or two. I appreciate all the work you do to make alternative transportation available. My only complaint: paying $2/each way to put my bike on the bus. Why? Denver/Boulder don't charge and racks are much easier to use.**
(blank)
Yes
My main concern is having buses run more frequently.
How much money is going to which project?
Yes
Need to expand service beyond Rifle.
(blank)
Yes
No concerns. RFTA has always done a good job spending funds appropriately.
(blank)
Yes
None
(blank)
Yes
Promote the sexy= trails.
Talk about the trails.
Yes
Property taxes never end. wrong people bearing the tax (renters)
(blank)
No
Purchase new buses

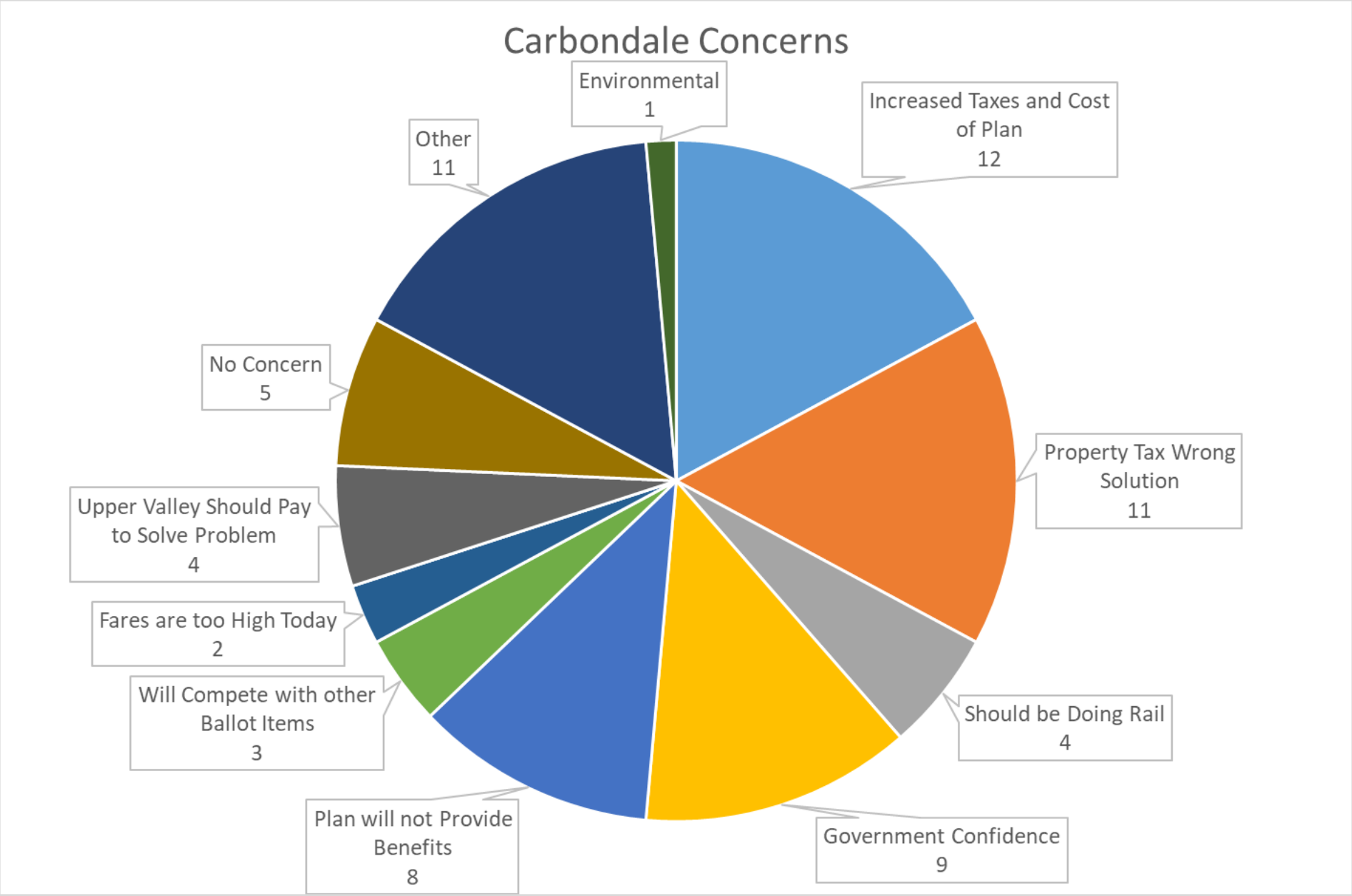
Full info
Yes
Q3. Comment: I think it should be a priority for social and environmental equity. **Q6. Comment: Would support this IF it includes more service along the Hogback- if not then I would not support.** **There are not enough improvements along the Hogback Route. So much of the traffic generated along Hwy. 82 come from I-70 commuters up valley. The corridor must be thought of comprehensively and New Castle, Silt and especially Rifle are important regional influences.**
I would like to see more detail about what the improvements actually are. Not just 'improve service' noted on a plan. What are the improved services?
Yes
Rafta is a money pit. The resources are not managed well, I would love to see a efficient public transit but don't know that it is possible. Most if not all of the rafta use is to support the aspen ecosystem thus Aspen should fund it. Rafta also seldom uses local suppliers and buys supplies and resources from outside the tax base, thus asking the tax base to support them but in turn do not support the tax base.
Make some major cuts, do more research so empty buses are not running up and down the valley between 9 and 3, ask the billionaires in aspen to support the transit to enable the work force to service them before asking folks struggling to live in lower valley to support the billionaires.
No
RFTA must learn to live within its means and stop trying to go after our property taxes!!!!
I'd like information on how RFTA can be stopped from increasing our taxes!!
No
RFTA needs to live within its means and stop trying to raise our taxes!!!!!!!!1
I have enough information now to know RFTA needs to stop going after more of our money--live with what you've got--we have to!
No
Rfta needs to tighten their belts before asking for more tax money...empty busses....offer early retirement...crosstrain employees...etc.
(blank)
No
RFTA should invest instead in high-speed rail transit. **RFTA should not contribute to the proposed Glenwood Springs "south bridge" project; it would be excessively expensive and disruptive to route neighborhoods, and it would encourage more car driving/reduce incentive to use transit.**

(blank)
No
Ridership, how do you plan to get people out of their vehicles? And consider better and more bike rack equipped busses.
Detailed and outlined timeline for completion of said projects.
Yes
sever tax measures seem to be coming for the November ballot from different groups, **i ride the bus but am not sure enough, people currently ride the bus to affect traffic congestion, will more people ride mores buss? who really knows**
(blank)
Yes
Since we are retired and live on a fixed income, I am concerned that my property tax seems the only alternative to fixing so many problems in this valley. Rapid transit should have been the answer years ago.
(blank)
Yes
Sounds good.
(blank)
Yes
Spend the money wisely and efficiently.
Include the South Canyon LOVA Trail as an authorized project so RFTA can participate if needed (construction and maintenance).
Yes
Stop taking money from people that dont support you. You have no right to my money just because I buy a car to stay out of your buses but you take it anyway. That makes people look at you like a mob. They bully of the valley.
How many traffic convictions does each bus driver have?
No
taxation here, there, everywhere! We are not rich people living here, we are working class.
(blank)
No
That it will actually translate into on the ground improvements and bus service increases
Specific project proposals. Such as which trails will be improved (i.e. trail overpass/underpasses for crossing major road intersections or what lines will be expanded)

Yes
That my property taxes just keep going up with no end in site I'm tired of funding the up valley problems of not enough housing and services Build some housing on all that non-taxed open space you have acquired If you don't have the resources stop the growth and expansion until you do Its not a Roaring Fork Valley problem its a Aspen, Pitkin County problem show some improvement on your end and maybe the rest of us will see need to pay.
A complete break down of where the money will be spent
No
That routes be added to growing areas of the population instead of just adding more buses to the same routes. Places like the 4 Mile corridor to Sunlight in Glenwood Springs could help provide service to several people who bike in to town on 4 Mile which doesn’t have a bike path and is becoming more dangerous with the increase in traffic. It would be nice to take a RFTA bus to Sunlight rather than deal with that fiasco of a parking lot.
Proposed routes to be added, plans for more bike paths, especially in Glenwood Springs.
Yes
That the money be spent on down valley improvements. Most of the congestion is workers from Glenwood to parachute because there is not good enough transportation often or late enough in the day.
How will the money actually be spent. Maybe make some local routes that serve each town, like other small communities have
Don't know/unsure
The best use of tax dollars ....
Exactly how much is proposed & how it will be used...
No
The current bus system we have in place isn't exactly reliable. Busses are often late, causing them to be an inconvenient way to get transportation day to day. I am worried that if we do increase this tax it will be a waste of money and we won't see some of the improvements that we need.
Will we be adding more bus lanes? Will hours for the Ride Glenwood go later in the day?
Don't know/unsure
The financial burden in falling on the wrong sector. There was a letter to the editor recently that had merit. The writer proposed the idea that employers contribute based on generated employee miles driven on highway 82.
(blank)
No
This valley needs at train. Simple as that. Busses just aren’t good enough
(blank)

Don't know/unsure
Too high, esp. for the commercial. These fees get passed down to us the consumer in rents and higher priced goods, etc. The valley is already too expensive for most and 2 - 3 jobs are needed to stay here.
>.<
No
Too many people don't understand or use public transportation because of bias against it and ease of using cars so that they will automatically vote "no".
Expanded effort to educate public to degradation of environment and their quality of life caused by exponential growth of cars and educating public to convenience, close supervision by RFTA of safety, cleanliness and comfort of buses, and advantages of using public transportation.
Yes
Too many property tax increases in last few years, mainly RE1. My property tax went up 7.7% last time. My salary increase was only 2%. If you need money then charge your riders more!!! **Besides, the Fire District will be requesting a property tax increase as well. They are a priority over RFTA! I will vote no and will be encouraging others to vote no as well.**
What are your plans to increase bus fares? Make the users of your service cover the costs, not property tax payers!
No
Under use all ready
(blank)
No
We are already taxed enough - why don't you consider raising your rates
None
No
we are taxed to death now
No more taxes
No
We must include Parachute/ Battlement Mesa on routes. So many workers live there as it is somewhat affordable housing.
Make routes public.
Yes
What are the estimated costs of the various improvements or elements that are proposed to be funded by the property tax?
See answer to question above.

Yes
Why not raise the cost of riding the bus?
(blank)
No
You are asking people who own home to support renters who cannot afford to live within the communities in which they work. And most of those people will continue to drive personal vehicles. You need to get the businesses to cover these costs for replacing your fleets, not homeowners who do not use your services.
(blank)
No
(blank)
(blank)
Don't know/unsure
No
Yes
81602
That with the above numbered list I have no idea what the projects under consideration are or which is prioritized over the other. Sounds like everyone wants a piece of the pie and I wouldn't vote Yes on money to buy buses.
(blank)
Don't know/unsure
(blank)
(blank)
Yes


Carbondale Concerns
Environmental
1
Increased Taxes and Cost of Plan
12
Other
11
No Concern
5
Property Tax Wrong Solution
11
Upper Valley Should Pay to Solve Problem
4
Fares are too High Today
2
Will Compete with other Ballot Items
3
Should be Doing Rail
4
Plan will not Provide Benefits
8
Government Confidence
9

81623
Add more to the high cost of living in the area
(blank)
Yes
Better training for the drivers
Better training for the drivers
Yes
Bikes need to be allowed on buses after dark. Many users need to ride a bike after being dropped off and don't have the luxury of riding during the day. **The Carbondale circulator and BRT needs to be timed better with the feeder system (BRT for the circulator and BRT for the Bustang coming in late at night to Glenwood.) No rider should sit for 30 - 45 minutes waiting for those planned connections to the BRT and circulator.**
(blank)
Yes
Buses are not gonna help with the traffic issues and is a bit of a waist. a light rail would benefit the best, but also redesigning the roads so that its not a two lane into aspen will help with congestion now. Tourist, Construction workers, and Local workers will always drive into work/town its a pipe dream to think they wont.
its already cheaper to drive in than to ride the bus to and from work, how would a tax hike make it more affordable.
No
Charge money for the Aspen to snowmass buses. At $1.00 per rider you would not need ask for money from the tax payers. **Also run the snowmass service year round.**
(blank)
No
Cost
(blank)
No
Destination 2040 funding doesn't include anything for car parking. Too many of us live far from the routes. Also, until workers don't need tools/vehicles, they won't take buses, no matter how frequent or how environmentally friendly. Bike trails don't carry nearly enough people to make a dent in traffic.
(blank)
No

Electric buses cost a considerable amount more than conventional diesel fuel vehicle and do not seem to be able to function effectively on long haul service in the Roaring Fork and COlorado river corridors.
How will local communities fund local feeder services?
Yes
Energy-efficient top priority, electric busses,bike lanes, etc.
How will future projects be or meet energy efficiency standards?
Yes
Enough bells and whistles already. Projecting and taxing 40 years into the future... really? How Aspen!
When a realistic common sense administration will take over at RFTA?
No
Everybody and their mother keeps asking for more taxes. Enough is enough. Eventually, you and the other agencies are going to tax the very people who need bus service out of the valley. I will vote 'No' on this issue.
None.
No
Everybody needs to pay for this, put it on a gas tax not homeowners
Run the buses more efficient, they run empty most of the time
No
FAST/FREQUENT/EASY
(blank)
Yes
Find a more creative way to fund this service. Perhaps charge users more. Consider having visitors pay since they are most responsible for creating the congestion.
(blank)
No
funding for the transit system should come from the entities and people who benefit from it. i ride the bus to attend events and activities. charge me a higher fare and tax the sales of the ticket, dinner, and/or drinks that i buy when i travel up-valley. tax the revenue of the businesses who benefit from the profit generated by my attendance/purchases to subsidize public transportation. by riding the bus, i alleviate traffic/parking congestion in aspen, why not tax those residents who benefit more from public transportation use?

- alternatives, other than property tax increases, that rfta has considered to increase funding. - plans to extend transit to the higher value property that you plan to tax to provide services to the taxpayers who will foot the bill (i.e. there is no c'dale circulator that comes near my home which makes utilization of public transit cumbersome. for example, overnight parking at the park'n'ride is not allowed, but can't feasibly drag my luggage 1.5 miles to the bus stop to take rfta to the airport)
No
Good studies to justify new routes
None.
Yes
I am concerned that we will continue expansion in bus transit without looking at the problem more wholisticly. Continued investment in existing models will not alter the long term behaviors of local commuters or traffic creators. **The tax unfairly targets property owners, and not the biggest abusers of roadways, construction companies in the up valley. I recommend an intensive progressive tax on any construction project requiring heavy trucks and or supply shipments. These are the BIGGEST contributors to upvalley congestion.**
A better project presentation that shares how RFTA will manage the desires of those who do not currently use transit to become public transit adopters.
Yes
I am happy to hear proposed increased bus service through the valley because the population is growing in the valley. I worry about the potential increase in traffic lights along 82 due to growth in subdivisions, slowing the commute. I think that the employers or chamber of commerce need to incentivize bus passes because I think people will still drive unless the cost of gas dramatically increases or the bus passes cost decreases. At this point if you drive with 2 or 3 in your car it is still cheaper than the bus. **Secure bike racks on the bus that do not cost extra to use would be a huge advantage as well.**
(blank)
Don't know/unsure
I am tired of RFTA operating at a loss and continually asking for more money. The bloat of the agency is ridiculous, wasting money at its finest.
(blank)
No
I don't know what all hte projects are, but I would like a "stop" put in at the Dakotas or in between Dakotas and Cerise Ranch for mutual benefit which will reduce parking need in El Jebel which is already problematic
proposed work plan (I realize this is "in progress" and it will be. but I haven't seen it yet Thank you RFTA for great service already and for forward thinking. you all are great.

Yes
I don't think a mill levy of that size will pass
Any hope of some level of service for the crystal river valley?
Yes
I would vote for more. RFTA needs to show confidence during the campaign.
A x percentage fare decrease would benefit a lot more folks than some of the projects in the brochure.
Yes
Increased mill leavy means my taxes go up.
(blank)
No
It does not get people out of their cars
How Will they get people Yo ride bus
No
It fails to address car sharing as the obvious solution. Resolving fears about hitchhiking and making it safe with prepared pulloff areas that are well lit, and supplying locals with easy to read, destination-specific IDs to be shown to approaching cars is the obvious solution that does not require a mill levy. Cars also need license plates that show local ownership and likely commute destination. **Second problem is that buses do not reach near to many homes. Last mile transit solutions like hitchhiking must be sought.**
Will any of it be used to pay interest and enrich bankers? If so, I wouldn't vote for it.
No
Let the people who use the labor that the buses transport to Aspen pay for the buses.
What improvements will be made to the entrance to Aspen?
No
Light rail should be seriously considered. More parking at BRT stations. Make RFTA work with bikes (it's really pathetic now); bike commuters like to supplement with mass transit. Bike racks on all buses year-round. Don't charge extra for bikes. Bike lockers at stations. Complete a paved bike along 82 between Intercept lot and ABC--this is a huge gap. Consider plowing bike paths in the winter. Learn from RTD!! Finally,it's only part of the solution We need to curb growth.
timelines
Yes
Likelihood of a sea change in transportation with the arrival of autonomous vehicles. Not sure that this coming shift is being properly considered.

(blank)
Don't know/unsure
Many other taxing entities will likely ask for an increase in mill levy. If so, we will need to prioritize our vote. Where will my wife and I get the most value? What organization is best run/lean operating cost. All taxes almost always go up!
Is this a "permanent tax"? Or will it sunset in 5 or fewer years? How is it budgeted? i.e, do we know where the money will be used? by whom? for what? Who prioritizes? Honestly, our household gets little benefit from bus availability. As best I can tell, we only get value from the bike trail creation, upkeep, and maintenance. Therefore RFTA has a low to medium priority for us.
Don't know/unsure
More parking in EL Jebel closer to the bus not 1 block away **Build a 2 or 3 story parking structure !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!**
(blank)
No
More taxes
Are they expanding service and to where.I think they should have a connection with Eco Eagle county
No
My home is mine and not, I repeat NOT your bank.
How is Pitkin County and Aspen going to pay for what you want to do, because they are the ones that has created the so called traffic problems.
No
My main concern is that proposed new residential projects should pay a proportionally higher tax since these new projects will be straining the existing transportation options beyond their present capacity.
(blank)
Yes
My main concern is that you will spend the money on unnecessary improvements. The bus stops do not need improvement. Focus on the buses. Make the bus as comfortable, uncrowded, and fast as possible and make them come as often as possible. This will get more people riding the bus.
I want to know about each and every project and be able to vote on the priority of them.
Don't know/unsure
My main concern is that, because it is a property tax and only those who own property will pay the tax, that homeowners and business owners will vote against it. What about a sales tax instead? Wouldn't that ensure that everyone is contributing?
(blank)

Yes
Neglect of SH 133 to Redstone. Shuttle Van - GREAT IDEA
South Bridge HWY 82 connection - BAD IDEA
No
No concern
None
Don't know/unsure
None
None
Yes
Not certain
Yes
Not concerned at all. If people want improvements and whatnot, they'll pass it. If not, they won't. **And things will stay the same...either way.**
(blank)
Yes
Other property tax increases that may be on the ballot.
How much would fares increase/decrease based on approval of this measure?
Yes
Paying $80.95 for a bus ride to and from aspen last year, a little pricee I think
(blank)
No
People who ride the bus should pay more of their fair share. To ask those of us who don't use it to subsidize it is basically asking us to provide a subsidy for valley businesses who's employees use it. Ridiculous. **Your question "committing more resources to transit and mobility in order to mitigate traffic congestion and to protect our property values and mountain way of life" assumes that taking my money away from me will somehow help my mountain way of life." Stupid question. Sure, we own a house. What that actually means is we have to watch every penny, while you guys assumed because we own property we somehow have extra money.**
None, we rarely vote for tax increases.
No
RAFTA SHOULD COLLECT MORE FUNS FROM ASPEN SNOWMASS NOT FROM PEOPLE ON SOCIAL SECURITY

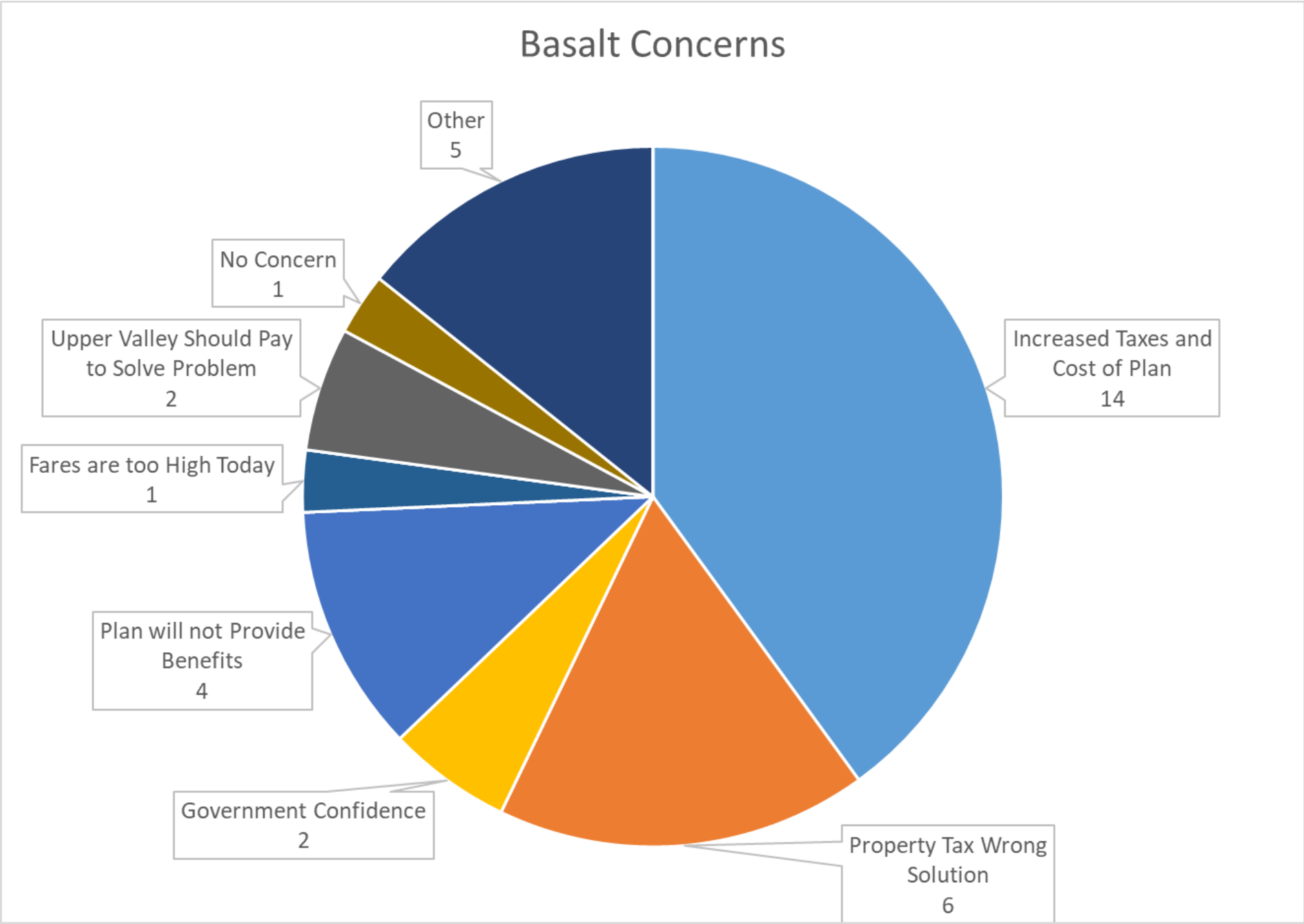
I WOULD NEVER VOTE FOR INCREASE
No
Reduce your administration costs and waste on surveys and we won't need a mill levy increase!
better manage the money they receive now!
No
RFTA already gets sales tax and development fees to manage budget and growth. Service is fee based. Residents and riders do not need to get dipped on a fourth time by RFTA with property tax.
It's a bad year for RFTA to ask for money, especially property tax. Fire fighters will get their mil increase, but in general, there is a lot of spite with in Carbondale about RFTA's influence in the valley and fees. The town can't fix their circulation issues because RFTA won't allow crossings of the Rio Grande and RFTA already has their hands in everyone's pocket through sales tax and developer fees. Service is great, although many busses are less than half full. Maintain what we have and figure out how to do it without asking for more tax.
No
RFTA has failed to show it can handle increased capital infrastructure, they don't need more money to take care of their new bus stops, they just need to reallocate existing funds
(blank)
No
RFTA needs to move away from Buses as a solution.. let's go back to looking at a train option . Get the congestion off the roads!! Starting with Mass Transit.. set the example for change.
(blank)
No
RFTA still has limited service on weekends and during off seasons that impact LOCALS WORKING YEAR ROUND THAT HAVE QORK SCHEDULES THAT NEVER CHANGE. most people using RFTA are service industry working people. I do not trust that an expanded budget will improve more service and in the appropriate and much needed ways for the people who need RFTA. I mean the app works every once in 6 months...
(blank)
Don't know/unsure
RFTA's fares need to be cheaper. It's way too expensive to ride the bus, especially with kids. I want to see any tax increase come with a commitment to lower fares.
RFTA's fares need to be cheaper. It's way too expensive to ride the bus, especially with kids. I want to see any tax increase come with a commitment to lower fares.
Don't know/unsure
Rio Grand Trail is not a transit facility. I am sure that it is mainly a recreation trail. RAFTA should not put ant money into it.

Too soon for electric buses that run off of batteries. Battery technology for such use is not here yet. Diesel or natural gas + battery hybrid? Maybe.
Why doesn't RAFTA raise the fare for riding the bus? The user should pay the cost. Higher fares would still be cheaper than driving a car and having to park it somewhere. Worker bees too poor? Employers should pay more, or pay a bus allowance, or provide a bus pass to employees. Sell discounted picture, bar coded, ID bus passes through employers (like a credit card) - ever think of that? Use bar code scanners on buses to monitor use and control cheaters. Old technology! Or accept credit cards. Charge by the month. Use credit card type technology. Lots of people have this on their fancy phones.
No
Slavery - through forced to pay property taxes, or you loose your home.
(blank)
No
Taxes and government are a growing cancer. Never stops.
Where all the money is going now. What is the actual cost per rider and what is RFTA doing in the bike path business.
No
That the tax be used to enact programs to enable people to use bikes without issue. The cost to bring bikes up and down the valley for transport after riding the bus is prohibitive. Also, the current bike racks are either in disrepair or do not adequately transport mountain bikes.
(blank)
Yes
The lace at which all the changes will be taking place.
RFTA’s customer service is ok at this moment. There should be more bilingual bus drivers, which would benefit the majority of passengers. The valley has a high Hispanic population, so that change would be great. Also would allow RFTA to in the future collect data from that population which is not account for yet. Also it would be great if surveys could have the option of being English and Spanish to collect more data.
Yes
The majority of RFTA riders do not own property. After attempting to drop off a hard copy of this questionnaire at 1340 Main and seeing no one there, I have to conclude that the RFTA administration is bloated.
(blank)
Don't know/unsure
The overall concept of improving bus service and moving towards electric buses is an excellent one. I disagree with funding it through primarily an increase in property taxes. It should be funded by primarily an increase in bus ticket prices and other types of revenue. Main ones I would target, are increases in marijuana, alcohol and cigarette sales taxes.
(blank)

No
The problem is not transportation. It is overdevelopment and a centricity devoted tonAspen. The region should not support Aspen. We are less economically dependent on that city but visitors and second homeowners are subsidized by the rest of the valley residents.
Origin and destination tables showing non Aspen related trips that would benefit from this tax. I would vote for it to help my neighbors but not to support Aspen.
No
The proposed use of the tax money is not going to increase usership. People are still not giving up their cars so how are you going to do this?
How are you going to use this money to get people to stop using their cars? Electric buses and improvements to a bike path will not do this.
No
there are other ways to generate income, ie: cut expenses by not running brt buses nearly empty outside of regular commuter times
(blank)
No
These tax dollars compete with dollars for education (e.g., western Garfield schools are now open only four days per week), and affordable housing (businesses are struggling to stay open because employees can't afford to live here). Garfield County is the second most prosperous county in Colorado yet these problems persist year after year. The County coffers held 1.35 million dollars three years ago and now it's down to 1.0 million with no explanation for associated improvements. Throwing more tax money without accountability or adequate representation of the diverse needs is not the answer, and in my opinion RFTA already does a fine job. Maybe we don't have electric buses but I think education and housing are much bigger priorities for a tax increase.
No info is necessary
No
They keep asking for more!! Just like RTD in Denver
(blank)
No
This is a long wish list, I am concerned that the budget will not meet the needs.
I would like to know more about the land purchases necessary to complete the projects listed. To include more parking in El Jebel and Carbondale along with the new bridge in Glenwood Springs. Are these pipe dreams or what is the path to reality?
Yes
Too high of a mill levy other funding sources should be considered
sunset provision

No
Too high of a tax price tag will scare off the electorate
I'd like to see any plans and property that are being affected
Don't know/unsure
Too many potential property tax measures. It will never, ever end for property owners. We are not all billionaires.
None
No
We Want Carbondale Commuter to p/u at Crystal Meadows Sr Housing
Expand Carbondale Commuter Service to Help. Local Seniors
Don't know/unsure
Whether expenditures would be cost-effective, logical, and of noticeable benefit to me as a user of roads and trails -- devoid of silly enviro-nuttiness such as closing trails in winter in response to biased and irrational claims of disturbance of wildlife by non-motorized public use.
A breakdown of estimated costs of proposed major expenditures.
Don't know/unsure
You should ask Ski for the $9.5 million dollars since they are the cause of the traffic instead of taxing homeowners and increasing the cost of living in this valley.
None.
No
(blank)
More better information on fares, prices, and where/how to purchase. Also bus schedules that are easier to access and read on website and mobile apps. More late night downvalkey buses during holidays and concerts and festivals please!
Don't know/unsure
Publish data on how many cars are removed from commuter traffic now and projected in the future and the potential impact on traffic if the bus wasn't there (how much more time lost in commuting).
Yes
RFTA is contributing to the congestion and traffic woes throughout the valley. It is absurd to think that continuing on this path all will be resolved and having buses on the road every 15 minutes (often quite empty) is the most wasteful way to run a show. Why not explore fast rail service such as is found in Switzerland & other resorts in Europe? I love having public transportation available, but this is not a way to maintain a fast & safe environment. Of course this solution may not be as profitable to the manufacturers of the buses that currently run the show & one should not bite the hand that feeds others.
No

The bus times are always incorrect online and at the stations, it’s annoying.
Yes
The Carbondale circulator needs to go towards the part of town near Roaring Fork Highschool, not just downtown
Don't know/unsure
What’s in it for me, commuting between el jebel and aspen?
Don't know/unsure
(blank)
Don't know/unsure
No
Yes
81623-9406
We never use the bus. Buses do not serve Redstone. We do not want our rates raised.
None
No


Basalt Concerns
Other
5
No Concern
1
Upper Valley Should Pay to Solve Problem
2
Fares are too High Today
1
Plan will not Provide Benefits
4
Government Confidence
2
Property Tax Wrong Solution
6
Increased Taxes and Cost of Plan
14

81621
Accountability
Quit using property values and mountain lifestyle as a means to your ends
No
Cost by rider fees & developers responsible for the additional traffic they create, better car pooling of workers driving up valler
Participation of developers. Larger Park & ride facilities. Employers helping with transportation costs of workers.
No
cost to me on a per month basis
(blank)
No
Costs getting out of control. The questions above are also very biased in their phrasing.
Shorter term detailed plans. What would be done in the next 1, 3 and5 years. 2040 way too abstract.
No
Everyone wants to tax. A little here, a little there... all the agencies, governments, districts, all of them in this valley want "just a little increase". RFTA cannot look at their taxes in a bubble, consider it along with all the other taxes we've been asked to approve lately... it adds up.
(blank)
No
Focusing on projects that will not improve situation. Lack of higher level thinking about changes to transportation patterns.
Details on the projects that are the focus. Whether light rail option would have any studies done.
Don't know/unsure
How many years will the levy be in place?...looks like 22 years.
Confirm no. of yrs for levy.
Yes
I have used the bus system 5 times in 25 years. Outside sales rep - I need a car. System would not work with calls I need to make. Just maintain what we have with dollars you have. I will work to negate this.
No need for information.
No

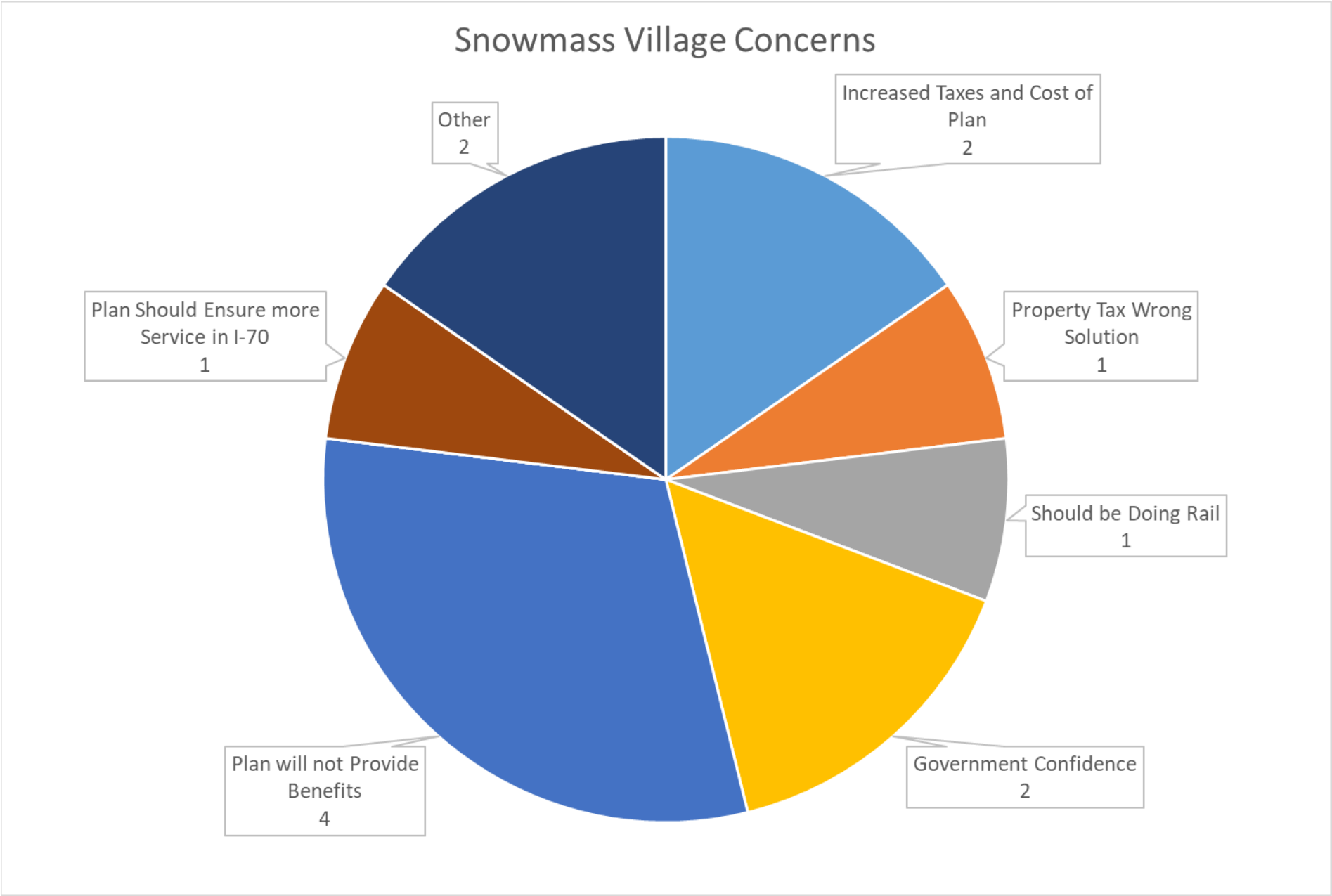
I really believe that Aspen, its businesses and 2nd homeowners need to provide housing for its employees. In the past when you have people working on your ranch or property you also housed them on your property. It is not fair to expect people to commute as far away as they do, for the meager wages they are paid.
I think RFTA should spend the money on having businesses and 2nd homeowners pay for the transportation they need in order to have employees.
No
I think the beneficiaries of RFTA are in Pitkin County and they should pay for it
None I oppose it
No
I use Highway 82 frequently, and I feel like even though it's a great idea to get more people to use public transit to be more environmentally responsible and whatnot, I don't see how doing more for the already above and beyond RFTA service would cut down on traffic. While this isn't the case for certain people, a lot of people who commute up and down Highway 82 to get to wherever they need to go require a personal vehicle to do things that they couldn't do if they were dependent on public transit. I know RFTA has done a lot in the past few years to improve their buses, stops, and service/scheduling, and I know that a lot of that was done without a tax increase. So, if RFTA were to work some things out amongst itself (like selling older, out of service buses, for example), I feel like the tax increase wouldn't be necessary. It's already next to impossible for people to live in this valley as it is, and a lot of other departments of the government are trying to get tax increases for funding as well, so there's only so much you can really ask the hard working people of this valley to pay for.
(blank)
No
I'm not 100% sure who should get taxed for this. Property owners shouldn't be the only ones.
A little more clarification on who would be impacted and how and what exactly will be done.
Don't know/unsure
If development continues in Basalt/El Jebel area better to be prepared
Some specifics about projects - how money will be allocated - contracts>
Yes
I'm taxed to death
(blank)
No
Increase in taxes, we don't get paid enough to afford to live here even though we have good jobs?
Help with affordable housing.
Yes
Increased taxes

A tunnel is needed at highway 82 and original road for pedestrians.
Don't know/unsure
More construction zones (AKA 8th Street/bridge mess)
(blank)
Yes
My taxes are already too high and going higher every year with many other organizations also requesting mill levy increases or additions now or in near future. Not only is amount increasing but percentage. This has to stop are it will become untenable to afford housing in this valley unless you live in tax funded employee housing which also further raises taxes. NO MORE TAX INCREASES. Realign the funds that are already available and get rid of the administrative overhead.
None
No
No new taxes RFTA receives enough money
(blank)
No
None. I have been taking buses in the RF valley since 1981, before RFTA was formed. Yay bus system!
None
Yes
Not all the people in the Valley can afford to have cars, most of the workers who live down valley use busses to get to work. I believe it is important to invest in more sutainable and in a better public transportation, but it should not increase in astronomical ways the cost for the users. I good idea also would be more options of seasonal passes, month passes, the economy of thw Valley is moved by it turista money - the ones that use the busses every once in a while the prices should be fairly increased.
(blank)
Yes
Property taxes are to high!
Link both “ends” of Basalt for free!
No
Puts the burden squarely on home owners and not the entire community.
My top issue is fixing the bottleneck from the Aspen airport to main Street. It's insane that's it's as bad as it is and the town shows little concern towards fixing it. Needs to be 4 lanes all the way through and the bridge needs to be replaced, not just the sidewalk.
Don't know/unsure
RAFTa is already expensive to ride.

(blank)
No
RFTA operating and capital funding should come from riders and taxes on businesses that directly benefit from RFTA (i.e. providing transportation to their employees). I don't believe it's fair or economically sensible for homeowners to subsidize public transportation because the benefits are more indirect to us unless we ride RFTA or commute into Aspen. The direct beneficiaries (businesses and riders) should pay those costs directly and pass them on to both locals and visitors indirectly. If that is not enough to raise revenue and capital for RFTA then an lodging tax and/or a congestion tax within Aspen could be useful as well.
(blank)
No
So far I have not seen information relating to projected costs, or budgets, for Destination 2040 nor other funding possibilities for same. I am not in favor of adding to property taxes until I know all details and other available funding options.
Other funding options (sales tax, grants, contributions from other government entities, etc.). Specifics relating to proposed upgrades and improvements and associated costs.
No
TAX TAX,TAX US INTO THE POOR HOUSE ! **How about raising rates, instead of forcing whats left of the middle class to continually subsidize Aspen businesses?** **How about trying to make do with what you have, like most of the people in this valley do ?**
I count 32 projects on your wish list. are all of them PRIORITIES ? GET A GRIP !!! "to protect our property values and mountain way of life" Political double speak much ?
No
That continuing development in the lower and mid valley will outpace RFTA's ability to adjust. I fear our congestion problems will never be resolved.
How and where RFTA intends to address new development off of the Highway 82 corridor. I can do many of my local trips on buses, but the trips involving destinations off the main corridor can be tricky.
Yes
That the expenditure is shown as a wise expenditure of public funds in a manner that is defensible against (most) pushback that could be used by opponents to oppose the initiative. That there's some cost-benefit analysis that weighs the costs of diminished air quality, lost time & productivity, etc. That there's a direct component of the initiative that further addresses the issue of reducing construction traffic
I'm good with info I've seen

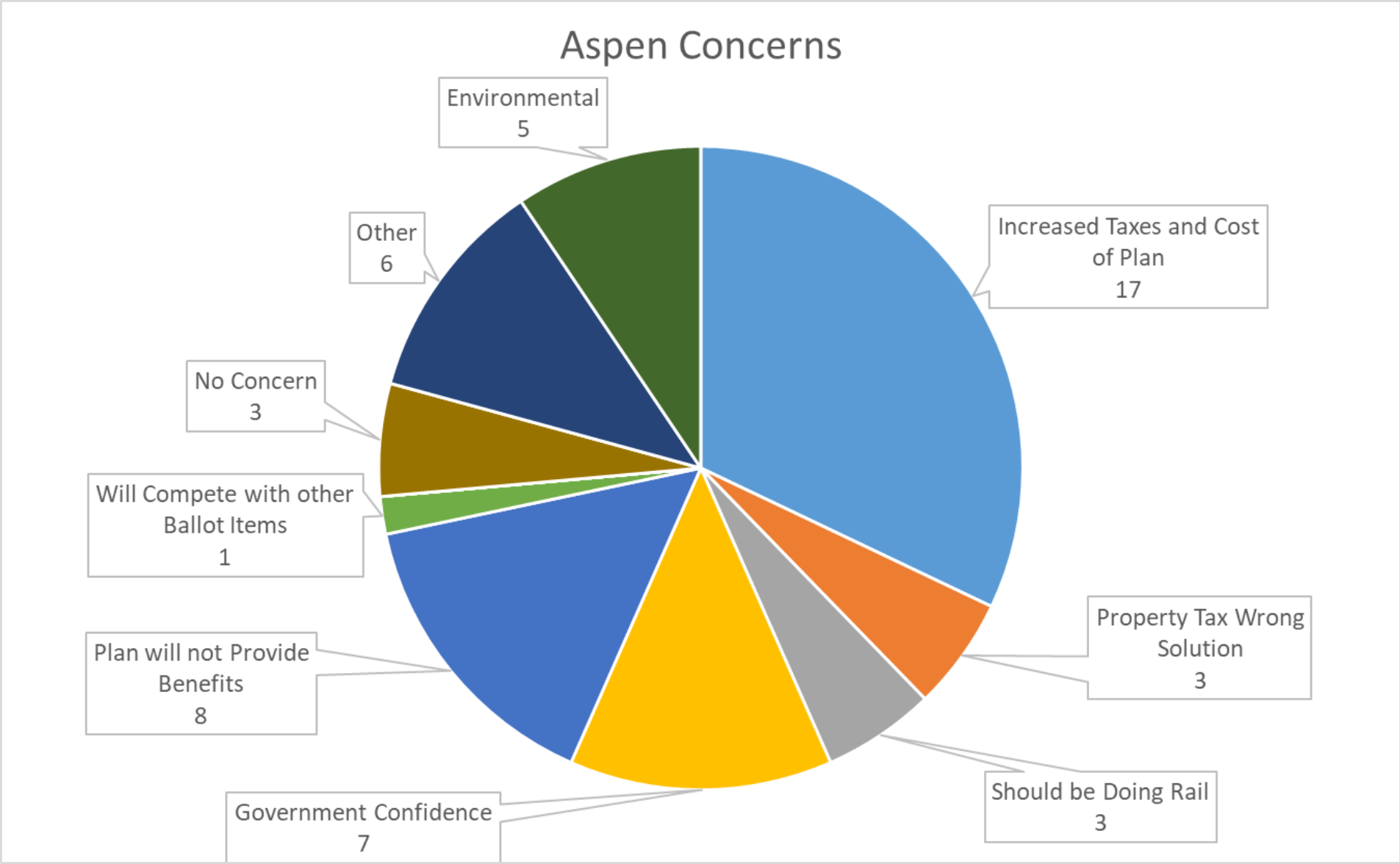
Yes
The project not getting done
(blank)
Don't know/unsure
The single-focused solution for increasing “resources.” The lack of regional collaboration in the valley when addressing complex, interlocking challenges. Traffic congestion is created because people are pushed further down Valley to find affordable housing. Increasing taxes makes housing even less affordable. Raising taxes should not be the go-to solution for funding community programs and services. What do your studies say about direct cost to users and dependents, e.g. employers? Could each rider not afford $10/month more in fares? Could upvalley employers not work with RFTA to provide more mobility benefits to employees? As one of the several and largest regional service providers, RFTA should be more proactive in bringing community decision-makers together for real collaboration and problem solving.
See questions above. How are you working with community leaders, if at all, to address the broader challenges of a growing regional area? What help are you getting from elected officials? What other sources of funding are you looking at for Destination 2040? How are up-Valley employers, municipalities, SkiCo, the Aspen Chamber Resort Association helping to fund this effort? Thank you.
No
There are fixes to be made without more taxes, bus lanes could also include high occupancy autos
(blank)
No
There is too much taxes now. Every bond issue is the same, it is only a little more tax on your home. All the bond issues add up to a lot of money for people on a fix income. Why don't you charge .0025% on a $100.00 coupon book? It is only 25 cent, this way the people that ride the buses would pay. Now about 50% that ride the bus don't own houses so the don't have to pay.
I think you should figurer out a way everybody pays instead of tax payers.
No
This tax will be passed on to all rental units in the valley - your mill levy assessment samples do not make it clear to non-property owners that they will be paying for this!! Landlords cannot absorb tax rate increases. Very easy to get non -property owners to vote yes, they think it is free to them! Will you also be raising the cost to ride the RTD bus? , I certainly hope so!! The bus system will not solve the traffic problems, it is social/economic issue - I am not comfortable riding the bus - people are inconsiderate and rude. Your drivers do a good job. I ride trains in large cities around the world and am not as intimidated as I am on a bus in this valley.

Why are Federal grants not enough to keep this system running? What has RFTA done to make the Transportation Secretary aware of your needs? Does the public need to lobby Washington, D.C.? Someone needs to make a grass roots effort happen to use our Federal tax dollars to continue this RFTA system. You need to make sure that in the future that all counties contribute their fair share of costs for this bus system. Why do you use the $500,00 "market" value as an example of the cost for this mill levy? It seems to be very low and tends to make voters think this tax is lower than it actually will be to a property owner. What are the statistics on number of people riding bus who are property owners?
No
Will the town of aspen require developers to build affordable housing and parking?
Since, at present the bulk of traffic is getting into and out of Aspen to support the needs of part time home owners and large developers, is there a way to levy a higher tax on that community. I think the entire region should pay but it is in many ways that community that needs the workers and does not experience the traffic.
Yes
(blank)
I know the project is called Destination 2040, but does that mean the projects won’t be complicated until 2040? What will be available when?
Don't know/unsure
Keep the Rio Grande Trail surface maintained and expand whenever possible.
Yes
(blank)
Don't know/unsure
Yes


Snowmass Village Concerns
Increased Taxes and Cost of Plan
2
Property Tax Wrong Solution
1
Should be Doing Rail
1
Government Confidence
2
Plan will not Provide Benefits
4
Plan Should Ensure more Service in I-70
1
Other
2

81615
$ amount
(blank)
Don't know/unsure
Concern that people will Erroneously think that Up valley is paying an unfair heavy proportion of improvement. Also concern Rifle area is underrepresented.
I'd like to see (promotion of) levy as a way to address Aspen labor/work force needs who live down valley.
Yes
Cost overruns and/or the project does not meet expectations.
Information on multi-modal options, whether they'll be seasonal or year round. The ability to bike round trip from Snowmass Village to the Aspen School Campus year round without using roads. IE, an e-bike with studded tires.
Yes
I rather see money go to 2 lanes into aspen and 2 lanes out and more parking structures in town. My life style doesn't work with using buses
I find I it very interesting that an article I read in the times that stated that RAFT had a record ridership in 2017 then in the same article stated they need more tax money. Think about it. You have a record year but need more money. Maybe it's time to raise your rates for those that use your buses and run your business like all other businesses.
No
Misunderstanding of what the tax increase privides. Disinterest in providing a service that alleviates congestion and provides stewardship of our lands, resources and responsible transit by those that may not empathize or see the personal impact to them as they are second home owners or so wealthy they can't see the rationale.
How would we as reaidents see the positive impacts, enforce or encourage the use of alternative transportation, enable smooth transition or flow between buses, not create resentment by essentially "blocking" the use of an entire lane.
Yes
Rfta does not come on owl creek. Not helpful to us. **Rfta does not start running until after I need to be at work. Useless.**
(blank)
No
Should use a sales tax so as to distribute the burden more fairly among residents and visitors who benefit from transportation as much as residents.
Relative distribution of costs of projects among local jurisdictions.
No

That our tax dollars are used properly and efficiently and in a timely manner. I'm concerned that a lot of money is going to a law suit because RFTA was not thoughtful in the construction process in Glenwood - building a wall and blocking a business storefront. I also want to see that RFTA runs the Maroon Bells busses DAILY throughout September to alleviate so much Fall traffic/congestion.
(blank)
Yes
That regardless of how much additional spending is spent on bus service, people still want to drive as it is easier and more convienent.
(blank)
Don't know/unsure
This measure would not be necessary if Aspen would make a commitment to address their entrance to Aspen problem. Asking voters throughout the entire valley for money to address a problem that Aspen should be doing on their own is wrong!!
When will Aspen do the right thing and build a straight shot into their town that eliminates the traffic problems there and doesn't put the financial burden on the entire valley?
No
too costly, we have too many millage increases so our taxes have increased dramatically, question the need for this millage
(blank)
No
Will you provide designated rest areas for buses not in use? I see up to 3 buses idling in a bus stop next to my house for sometimes up to 1 hour!!!
Put a tram in and get rid of all buses!!!
No
You need to build light-rail. DON'T WASTE MY MONEY on some green initiative that is over-cost i.e. electric buses.
How does this really benefit me if I don't use their services as a Snowmass Village resident?
No
(blank)
Buses to Missouri heights
Yes
(blank)
Yes


Aspen Concerns
Environmental
5
Other
6
No Concern
3
Will Compete with other Ballot Items
1
Plan will not Provide Benefits
8
Government Confidence
7
Should be Doing Rail
3
Property Tax Wrong Solution
3
Increased Taxes and Cost of Plan
17

81611
1 increased taxes **2 accountability for how money is used**
Looks like Garfield and Eagle have the most growth and need to pay a bigger share
Don't know/unsure
another burden on taxpayers backs
cut wasteful expenses, like running empty buses during off peak hours, internet etc.
No
As a senior and a property owner... my taxes are too high for services rendered. **Transportation should be provided for seniors.. beyond the " downtowner"** **I have been a resident for 59 yrs. and taxes are driving me away.** **You are driving the seniors away..**
(blank)
No
As a very low incone person the tax/month cost/ the fed. goverment hasn't given with the cost of living increase in 5 years
Anything, as much as possible
Don't know/unsure
Buses "on the road" is a major problem, huge polluter, and significant safety issue and risk as cars get smaller and smaller. Only obvious LONG TERM solution is light rail Glenwood Springs into Aspen! The advantages are obvious, less pollution, ability to move significantly more people easier, and the ability to "stack closer" trains for events LIKE X GAMES. then in the future expansion to rifle...get the buses off the roads for the public safety!
Hard outline and PLANS for light rail. Stop making more paths! Concentrate on MASS public transportation.
No
Cost
(blank)
Yes
Cost too high.
(blank)
No

dinosaur eggs, more dinosaur eggs.
Why did RFTA find it necessary to install a bunch of useless dinosaur eggs.
No
do it!!
(blank)
Yes
Electric busses aren't proven technology. Stick with diesel busses to keep costs down. With the newest tier in diesel emission standards, you can easily breathe the exhaust. Not that'd you want to.
(blank)
Yes
Even if there is more money available for improvements, what is the probability more people will be taking public transportation overall to mitigate traffic issues?
How will the money be used to improve upon RFTA's service?
No
Failure to deal with the Entrance to Aspen.
(blank)
No
Gallagher impacts
How were the projects chosen and the consequences of not doing them. Also how were they prioritized.
Yes
hardship (tax) on low income people, me included- but transport is important
(blank)
Yes
I do not use a bus in my business. Just want to make sure we are not headed to eliminate the car in Aspen.
(blank)
Yes
I dont think the current system is deficient. You need to look into alight rail system. The train usedto come all the way into aspen... why not a light rail? No need yo add more vehicles to the high way... youneed to probide an alternative: train
No more buses... be more forward thinking
No
I feel business should pay the cost of getting their employees to work, not homeowners
(blank)

No
I think all of the above is very important, plus educating the public in order to change our culture... so people become more inclined to choose using the bus over driving because it is better in so many ways. I like the green leaf/footprint posters rfta has used to communicate that riding the bus is the best option for the environment. We need the cultural shift, so people re-think their transportation and their daily life schedules to incorporate using the bus and driving a lot less. Thanks for all you do at rfta!
The 2040 brochure I just got in the mail is an excellent synopsis of the info on the 2040 planning effort. I think more public outreach is very important so that voters are prepared for the election and so they will vote yes for the mill-levy increase needed to achieve the needed improvements to rfta's system.
Yes
I think the priorities are skewed. Instead of rental bicycles and more concrete eggs, this money should be used to lower the cost of RFTA for its riders. It costs more to take the bus if you live past basalt and work in aspen than it does to drive and park. I am all for a tax increase but it should go towards lowering the costs of ridership.
Lower costs for people to use the system.
No
I would support it at a slightly lower rate. I'm also not convinced that these issues totally resolve the real problem. Why don't Aspen school kids ride busses in greater mass? My sense is that the strategy of de-insentivinsing cars is less compelling that making a better than car option available. I advocate for a train in the median of highway 82 from Glenwood to Aspen. It could be faster than cars and therefor more appealing than cars. Busses travel at the same speed as a car and so people would just assume have their car close to their work if the timing would be the same.
Is there a lower teir option? Show me some actual data that improves the efficacy of time and energy to move people.
No
intelligent use of new money
(blank)
Yes
Isn't the program already well-funded? And how many more buses will you add? I think they come pretty often now.
(blank)
No
It will not be voted as it is to expensive.
New bus stops and buildings... but buses are old. Replace buses 1st seems a smarter project.
Yes
It's not going far enough
(blank)
Yes

More bike share!
(blank)
Yes
More taxes
Why the hell RFTA needs more money??? Maybe you should not spend our hard earned tax dollars on $10,000 dinosaur eggs that serve zero purpose then you would have money for “improvements”
No
My main concern is that any new ventures (construction, new purchases) are all done with respect to and consideration of preserving our pristine environment. Environmentally friendly options are a major priority.
Timeframes and expected outcomes.
Yes
My main concern is that our property taxes will go up again and I don't feel that the people down valley are paying their fair share and they use the buses more than we do. Raise their property taxes as well and charge more for the buses which travel up and down the valley to the people who use them the most.
(blank)
No
Non
Reduce the amount of cars in the highway
Yes
Paying property taxes with $98 per month social security - charging seniors to ride
Will Aspen Village park & ride lot be expanded. Its too small.
Yes
Reducing impacts on the environment with decreased use of fossil fuels is my biggest concern. I rarely take the bus but when I want to I want it be to easy and cheap. I plan to take it more often in the future.
Just knowing that electric busses, emphasizing efficient and clean public transportation and keeping the awesome Rio Grande trail up is in the plan had my support.
Yes
Seems like a lot of money per month...
(blank)
Don't know/unsure
Service is good now. Very light ridership. Too much money added to our taxes. Is Aspen City government your model?
(blank)

No
Tax is too high - do a little bit less of all improvements
(blank)
No
taxes too high already!! **service not justified for cost!!**
any and all...
No
That it won't pass.
A better explanation of the systemwide benefits, not just Glenwood gets this, Aspen gets that. You need to make it clear that getting more people on the bus in Glenwood IS a benefit to Aspen.
Yes
That right now the prices of property in aspen are really high compare to other cities, like big cities and of course I am totally agree about improving the transportation system but just to have the money from more taxes and taxes that will kill tax payers
Don't know
No
That there is limited service to our home in W/J. It's almost impossible to take bus to work Bc of limited times it runs and non in off season
Getting w/j bus to run
Don't know/unsure
That we spend the money but it doesn't actually end up being needed.
What would it look like? Sketches, specific project example. What type of new technology will be implemented? Or how will current technology be improved?
Yes
The bottleneck of traffic which exists in Aspen at the beginning and ending of workdays needs immediate attention.
N/A
Yes
The money is going to be wasted by RFTA
How is Pitkin county going to limit the number of rental cars and construction vehicles in the area?
No
The proposed projects aren't particularly innovative. We need creative solutions to the "last mile" problem, like dockless electric bikes and scooters.

Electric busses seem like a waste of money to me. I would rather you plow this money into non-bus transit solutions that truly put our community on the cutting edge of public transit.
Yes
The way the tax dollars are spent is a concern for me. For example, the purchase of the large eggs at the bus stops was a terrible use of our money.
(blank)
No
This town is ridiculous. Electric buses would be great!
(blank)
Yes
Voters may not feel that more money produces better & faster commute times. Why not share expected metrics of what is targeted to be better ie travel times renderings of improved bus stops., expanded bike share. Too much feel good text not enough specifics for RFTA to be held accountable for
Can't fill in last 2 questions 40 year resident in 81611
Yes
We need it, those buses and routes are important for people living in the valley and people visiting our Valley! If we can only work on more affordable housing too..
(blank)
Yes
Will the changes really make a difference in getting people out of their cars? What will happen to fares in the coming years? I think fares are already quite high and saving money is not a relevant incentive for riding the bus if there are more than two people in a car.
What is the current mill levy? Financial burden?
Yes
(blank)
Better accommodation of bikes on buses and a new bike path from intercept lot to airport business center
Yes
I would like to see a detailed plan for allowing riders to transport bicycles and strollers to their destination. Currently there is very little space if any for the larger strollers common in a snow-dominant climate, no way to transport bikes with stroller-trailers, and limited ability to transport bicycles. A plan that allows people to circulate once they have reached their destination is really important for creating a program that can realistically replace cars and reduce congestion.
Yes

It would be helpful for a new bus line to be created that stops at popular hiking trails, other than just the Maroon Bells. One popular destination that could be on the line is Hanging Lake in Glenwood Springs. Hiking trails are often out of the way of bus lines and the more popular ones (ex. Hanging Lake) are often very congested with traffic.
Yes
There needs to be teams busses are shit
Yes
With low income and working members of the community in mind, I would want to know if it will help keep RFTA services affordable or even more affordable? Another one of my priorities is in becoming more environmentally friendly.
Yes
(blank)
Don't know/unsure
No
Yes
81612
I have no concerns, we need more/better public transportation.
None
Yes
Might negatively impact vote for County's Healthy Community Fund.
(blank)
Yes
Move from petroleum fuel to less toxic fuel
(blank)
Yes
RFTA apparently had the best year ever, yet it still can't support itself??? Quit asking for subsidies and run it as a real business! Start being accountable for costs.
If proposed projects aren't affordable then re-evaluate & create plans that are.
No
Sound from HWY 82. Buses are so loud and the traffic in the morning can be heard in my bedroom.
Wall built along 82 for Sound Mitigation in Willits.
Yes

The tax will be much higher for commercial property, breaking the cost into 'per month' is deceptive, come out and admit it's $80. a year...nobody pays their property tax 'by the month'. Many seniors are home rich and cash poor. Almost no one owns a home worth less than $500,000 unless they are in affordable housing.
How much of a tax increase is needed just to maintain current services/equipment; and how much of this proposal is for new services?
Don't know/unsure
Unfair burden of Aspen Taxpayers vs those regions most served by maintaining or expanding downvalley bus service
Would support a BOND measure for purchase of more electric buses
No
(blank)
Do more employee housing and we need less transportation
No
(blank)
Yes