RFTA Planning Department Monthly Update
February 11th, 2021

Regional Bike Share/First and Last Mile Mobility (FLMM) Plan

In January 2021, RFTA, We-Cycle and several jurisdictions reviewed responsible and responsive proposals from consultant teams to conduct a regional bike share/FLMM study to guide the growth of bike share (and potentially of other first and last mile strategies) within existing areas that have bike sharing and to Carbondale and Glenwood and potentially New Castle. The study is intended to address the following:

1) **Goal and Objectives:** Regional and jurisdictional goals and objectives for bike share planning, financing and operating.

2) **Policy Refinement:** What planning and policy-making needs to occur to ensure optimal investment of Destination 2040 capital and operating funds. Examples include :
    a. Regulatory: Creating the right regulations, where needed, for safe and effective operations, at the regional and municipal level. Rider data management and protection, who owns, controls, and ensures compliance?
    b. Operational: What is the optimal, most appropriate and sustainable operating model for regional bike sharing? Who owns and maintains the assets? Who operates the system: RFTA, local governments, private for/non-profit organizations or some combination? How is it funded? Should the system be regional (centralized) or community-based (decentralized)?
    c. Planning and Financing: How should resources be developed and allocated for bike share; how should O&M, capital improvements and service expansions be planned and programmed in communities throughout the region?

d. Governance: With the aspiration of a regional model and seamless integration between each community's bike share service, how will jurisdictions, WE-cycle, and RFTA make decisions in a transparent and equitable manner?

3) Capital Planning: Station location, sizing, number and type of bikes and e-bikes and other relevant capital items, for each community, and shared by the region, short-term and long-term.

In addition to addressing these issues regarding bike sharing, it is likely that the project team, RFTA and the member jurisdictions will expand the scope to cover other FLMM strategies.

The evaluators unanimously selected a consultant team. A notice to proceed will be issued this month, and the project will likely require about six months to complete.

Multimodal Options for a Vibrant Economy (MOVE) Study

The MOVE project is coming to conclusion. At the request of the City Council, the project team will meet with the Council over a series of work sessions, reviewing the project components and requesting approval. The components include:

- Parking
- Intersection Analysis
- Transit Center Location
- BRT Extension Alignment Options
- Regional Transit Improvements
- Local transit improvements
- Bicycle and Pedestrian Improvements

Presentation and updates will also be provided to the RFTA Board.

27th Street Pedestrian Crossing(s)

RFTA has garnered about $7.4 million in funding for the 27th Street crossing, from Destination 2040 funds, City of Glenwood Springs, CDOT RPP, TAP and MMOF grants. Approximately $2 million remaining is needed for design and construction. On January 7, RFTA proposed a possible deferment of some annual operating costs that were dedicated to Glenwood Springs in the Destination 2040 Plan. These funds are:

- Extension of BRT to downtown Glenwood - $298,000
- Rerouting of RFTA local busses to HWY 6&24 - $395,000

The City Council approved RFTA staff taking this matter to the RFTA Board, and the RFTA board approved applying these deferred operating costs at the January 2021 meeting.

Battery Electric Bus (BEB) Leadership Group

RFTA's eight New Flyer battery electric buses have been in operation for well over a year now. Recognizing that RFTA is the largest rural transit agency in the nation, and electric buses are an emerging technology, all eyes and ears are on RFTA for a successful project.

The purpose of the Battery Electric Bus (BEB) Leadership Group is to give RFTA and City of Aspen staff across several departments an opportunity to discuss what is working and what it not. The group will use current qualitative and quantitative performance data and observations. Some of the project criteria include: staff culture, public perception, operational needs, Holy Cross time of use charging tariff, smart charging software and greenhouse gas reduction goals.

The information gathered during 2021 will better inform future decisions about fleet replacement and capital projects, as well as assist all stakeholders in furthering their local greenhouse gas (GHG) emission reduction goals. Please reach out to Jason White, jwhite@rfta.com, with additional questions or feedback.

Grants Update

RFTA Staff are currently managing 21 active grants, with 11 executed grant contracts and 6 grant awards pending contract execution. The estimated total of all grant awards (FTA and/or CDOT) is **$44.8 million**, with an estimated total local match of **$24.5 million**, for an estimated total grant-funded project costs of **$69.2 million**.

In March, RFTA will very likely receive a third round of federal stimulus funding, via the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 | FTA (dot.gov)