RFTA Planning Department Monthly Update
March 14th, 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.

We-Cycle
At the request of the Carbondale Board of Trustees, RFTA, WE-cycle and a senior citizens advocacy group met for a Carbondale Mobility Work Session on Tuesday Feb. 19th at Carbondale Town Hall. RFTA and WE-cycle staff provided a joint memo in advance of the meeting to provide background on previous discussions about local transit and multimodal options, as well as to present some new and creative multimodal ideas, such as bike transit, to meet the Town's goals. RFTA has been asked to provide additional ridership data, and WE-cycle has been asked to provide demographic data and refined cost estimates. The BOT expects to make decisions about next steps in April/May.

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.

City of Rifle Park-n-Ride Relocation
The existing Rifle/CDOT park-n-ride facility at the intersection of SH 13 and Railroad Ave. is maxed out most days with rideshare vehicles and RFTA commuters. As part of the continued implementation of the Rifle Downtown Strategic Plan, CDOT has asked the City to decide the ideal location for a future park-n-ride facility before discussing land swap details. A relocated park-n-ride facility will benefit both CDOT and the City by providing more public transit parking and freeing up prime commercial parcels that could be redeveloped at the downtown gateway. RFTA and the City will work together to inform passengers about any temporary park-n-ride construction or traffic detours as the conversation continues. The Park n Ride closure is scheduled for May 11th through July.

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. In parallel, Planning staff are meeting with HCE and Rocky Mountain Institute (RMI) on an upper valley resiliency study in response to the 2018 Lake Christine Fire. A better understanding of existing and future electrical usage will inform a future decision to purchase offsite renewable energy to help offset increased demand.

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.

Brush Creek BRT Station (Intercept Lot) Expansion
Pitkin County received a Federal Lands Access Program (FLAP) grant in 2017 to construct an additional 200 paved parking spaces, a restroom (supported by a new well and septic system) and a public information kiosk. Jacobs consulting group are spearheading 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.

Design is scheduled to 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 21, SEH will conduct an internal review of the rough sketches. In April, SEH plans a presentation of three preliminary design concepts with the Snowmass Town Council and a public open house. These meetings will provide direction for the development of the final three concept plans. 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.

Regional Clean Energy Corridor
As the RFTA representative for the Garfield Clean Energy (GCE) Board, Jason White participated in the *Regional Clean Energy Corridor Solar Planning Workshop* in Glenwood Springs on Thursday Feb. 21st. The intent of the workshop was to verify previous discussions and identify actionable projects that will shape a regional approach to clean energy development throughout the region. CLEER secured in-kind planning assistance from the National Renewable Energy Laboratory (NREL) to facilitate the discussion with more than 60 stakeholders from utilities, elected officials, clean energy groups, academia etc. The next step is for NREL and CLEER to collate all of the input, thoughts and ideas and provide a comprehensive summary by mid-March. The summary will provide a roadmap for individual jurisdictions and organizations to being to design and implement solar projects that will meet financial and environmental sustainability goals.

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, the Planning Department submitted five applications for the FY19 Consolidated Call for Capital Projects (CCCP), which pools FTA and CDOT transportation funding into one annual request process. We expect to see grant awards in mid to late March.

Please see next page for a table of current grant activity.

Revised 3/5/19

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**