Regional Bikeshare and First & Last Mile Mobility Study

RFTA Board Meeting

Thursday, March 10, 2022

TOOLE DESIGN

URBANTRANS NORTH AMERICA

RFTA ROARING FORK TRANSPORTATION AUTHORITY

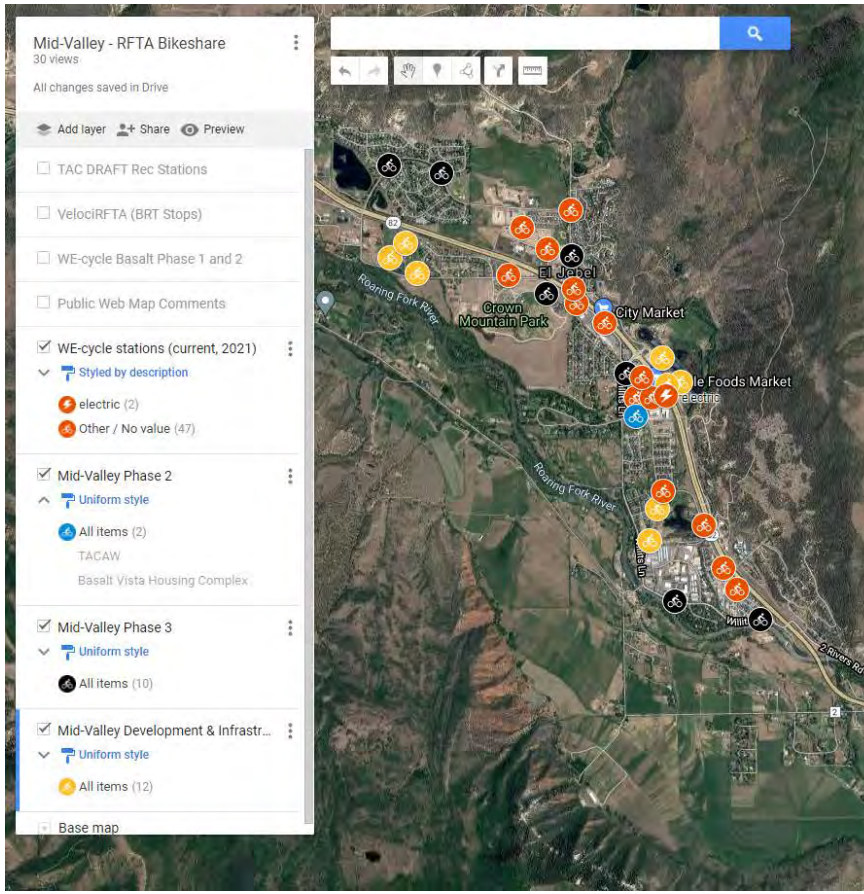
Updates

- Interim Agreement (2022)
  - Framework
  - Financial Plan
- Long-Term (2023 and beyond)
  - Governance Structure
  - Funding Proposal
- Next Steps

Interim Agreement

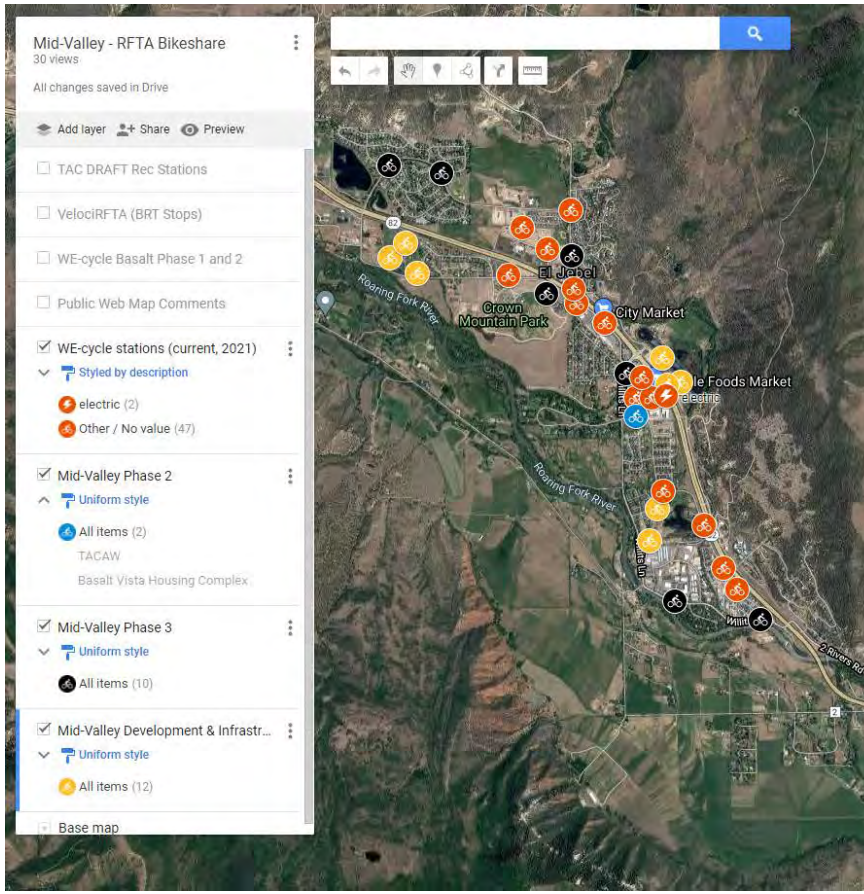
2022 Highlights

- RFTA will enter into an Interim Grant Agreement with WE-cycle
- This is for 2022 only before a long-term MOU
- The scope of services for 2022 will include:
  - System-wide modernization
  - Identified 2022 system expansion
    - Aspen System
    - Mid-Valley System
      - Town of Basalt
      - Eagle County
      - Pitkin County
    - Town of Snowmass Village
  - Planning for Carbondale and Glenwood Springs



2022 WE-cycle Scope of Services

- System-wide modernization
  - Necessary repairs and maintenance for 10-year-old system
  - Required technology upgrades – cellular connectivity + software
  - Increased staffing levels and compensation/benefits
- Aspen System
  - 28% system growth: 5 e-stations + 13 e-bikes, service to Maroon Creek, 6 map panels + balancing trailer
- Mid-Valley System (Town of Basalt, Eagle County, Pitkin County)
  - 8% system growth: 2 e-stations + 13 e-bikes, 24 map panels + e-balancing bike



2022 WE-cycle Scope of Services

- Snowmass Village
  - All system upgrades + 2 map panels
- Carbondale
  - Comprehensive system planning in advance of anticipated 2023 launch
- Glenwood Springs
  - Initial system planning in advance of anticipated 2024 launch

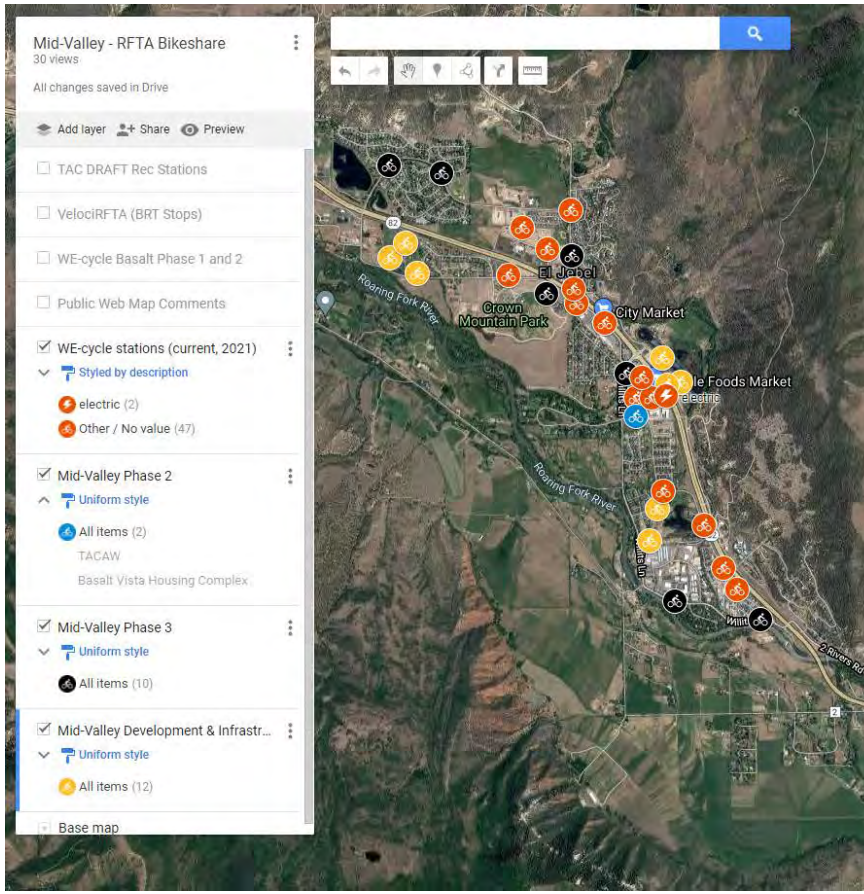


Exhibit 2

2022 RFTA Regional Bike Share Expansion Expenditures

2022 RFTA Bike Share Expansion Capital Budget

1	RFTA Expansion Capital	$	66,480
2	**Subtotal 2022 RFTA Capital Expenditures**	**$**	**66,480**

2022 RFTA Bike Share Administration, Operations, and Planning Budget

3	WE-cycle Administration and Operations	$	626,000
4	WE- cycle Planning for Future Carbondale and Glenwood Springs System Startup	$	102,000
5	**Subtotal 2022 WE-cycle Administration, Operations, and Planning Expenditures**	**$**	**728,000**

6	**Total 2022 RFTA Regional Bike Share Expansion Expenditures**	**$**	**794,480**

2022 WE-cycle Capital Expenditures

- Total Capital: $340,600
  - 2 solar-powered e-stations, 26 e-bikes, 32 map panels
  - New capital funded 80% RFTA with 20% local match
    - **RFTA: $66,480**
    - Aspen: $8,260
    - Town of Basalt: $12,130
    - Eagle County: $1,860
    - Pitkin County: $9,410
    - Town of Snowmass Village: $460
  - City of Aspen secured a CMAQ grant for $180,000 for 5 solar-powered e-stations
  - Capital funding request for Carbondale will be deferred to Summer 2022

2022 WE-cycle Admin, Ops, Planning

- RFTA:
  - Administration and operations: $626,000
  - Planning: $102,000
  - **RFTA Total: $728,000**
    - Inclusive of previously budgeted $190,000
    - This leaves $81,000 unused for D2040 bikeshare O&M of $619,000
- No additional local commitments are required for 2022 administration, operations, and planning beyond already budgeted funds!

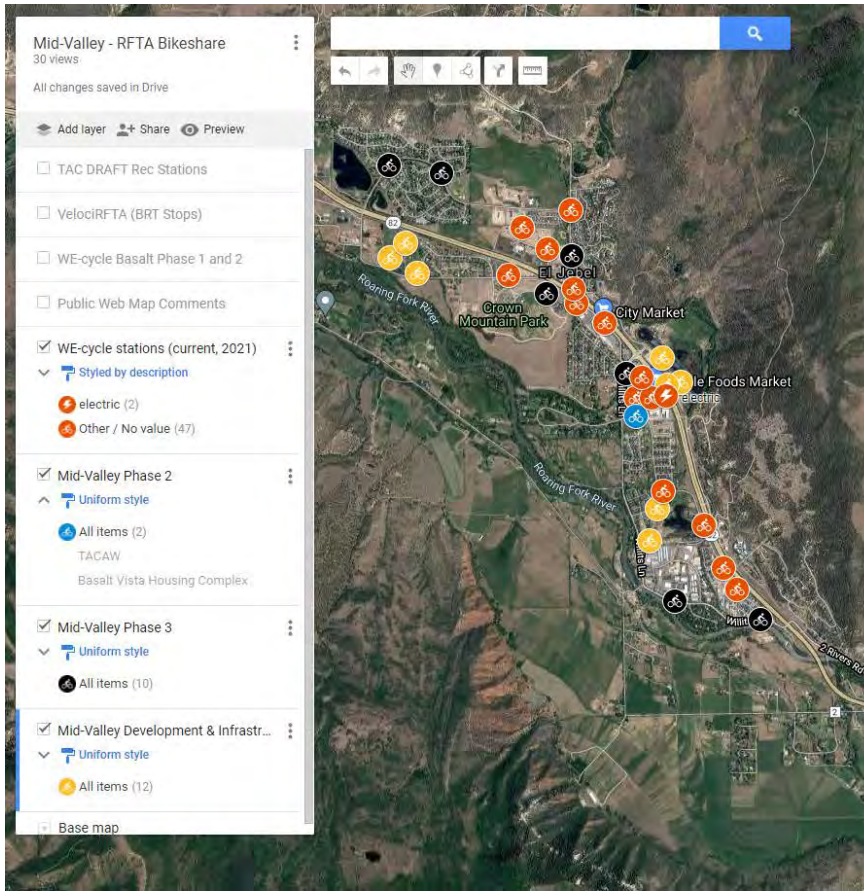
Exhibit 1B: 2022 WE-cycle Bike Share Administration, Operations, and Planning Budget

Funding Source	Existing	Modernization	Expansion	Total
City of Aspen	$ 151,000	$ -	$ -	$ 151,000
Pitkin County	$ -	$ -	$ -	$ -
Town of Basalt	$ 30,000	$ -	$ -	$ 30,000
Eagle County	$ 45,000	$ -	$ -	$ 45,000
Town of Snowmass Village	$ -	$ -	$ -	$ -
EOTC	$ 100,000	$ -	$ -	$ 100,000
Local Operating Subtotal	**$ 326,000**	**$ -**	**$ -**	**$ 326,000**
WE-cycle Sponsorships	**$ 186,000**	**$ -**	**$ -**	**$ 186,000**
RFTA Operating	$ 190,000	$ 356,000	$ 80,000	$ 626,000
RFTA Planning	$ -	$ -	$ 102,000	$ 102,000
RFTA Subtotal	$ 190,000	$ 356,000	$ 182,000	$ 728,000
Total Operating Rev./Exps.	**$ 702,000**	**$ 356,000**	**$ 182,000**	**$ 1,240,000**

Long-Term Regional Bikeshare Expansion Plan

System Plan

- “Destination 2040 Implementation + Enhanced Upper Valley Service”
- “Post Destination 2040”



Governance

- Multi-agency MOU
  - RFTA and participating jurisdictions
- Service Operating Agreement
  - RFTA and WE-cycle

Source: WE-cycle

Governance

- Multi-agency MOU
  - Establish WE-cycle as the common regional bikeshare operator
  - Outline financial responsibilities of each party
  - RFTA to collect, manage, and disburse funds
  - Outline local jurisdiction responsibilities for planning and permitting
  - Outline process and schedule for planning and budgeting
  - RFTA to own equipment and establish reimbursement terms if program closes
  - MOU renewed annually

Source: WE-cycle

Governance

- Service Operating Agreement
  - Establish a unit cost so system costs are predictable
  - Establish budget and service levels for upcoming year
  - Budget projections for future years
  - Responsibilities for planning and budgeting
  - Document WE-cycle's funding responsibility
  - Outline how funds will be disbursed
  - Identify reporting requirements

Source: WE-cycle

Long-Term Capital Funding Concept

- Capital
  - New capital
    - Bikes and stations
  - Capital replacement
    - Large components, bikes, stations
  - Start-up equipment
    - Balancing vehicles, tools, shop, etc.

Long-Term O&M Funding Concept

- Operations and Maintenance
  - Regional trunkline
    - Overall administration, year-round staff, continuation of fare-free service, insurance, system-wide expenses such as software, website, messaging, communications.
  - Local operations
    - Service requirements for a certain number of bikes, stations, and staffing hours for a particular system, shop/office, station connectivity, system maintenance and parts.
  - System planning
    - Station siting and planning, community engagement, communications, launch coordination.

Long-Term Funding Distribution Concept

	D2040 Implementation + Enhanced Upper Valley	
	RFTA	**Local**
Capital		
New Capital	80%	20%
Capital Replacement	80%	20%
Start-up Equipment	100%	0%
Operations & Maintenance		
Regional Trunkline	100%	0%
Local Operations*	0%	100%
System Planning	100%	0%

Of Note

- Beyond Destination D2040 jurisdictions can apply for FLMM Fund
  - Currently 50% RFTA and 50% local match
- All funding subject to RFTA Board approval, resources available, and annual appropriations

Next Steps

- Continue to work with RFTA and WE-cycle to develop long-term framework and funding plan
- March - TAC meeting to review long-term framework
- Bring recommendations to the RFTA Board at a future meeting