RFTA Planning Department Monthly Update

May 9th, 2019

RFTA Vision Statement

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

RFTA Planning Department Vision Statement

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

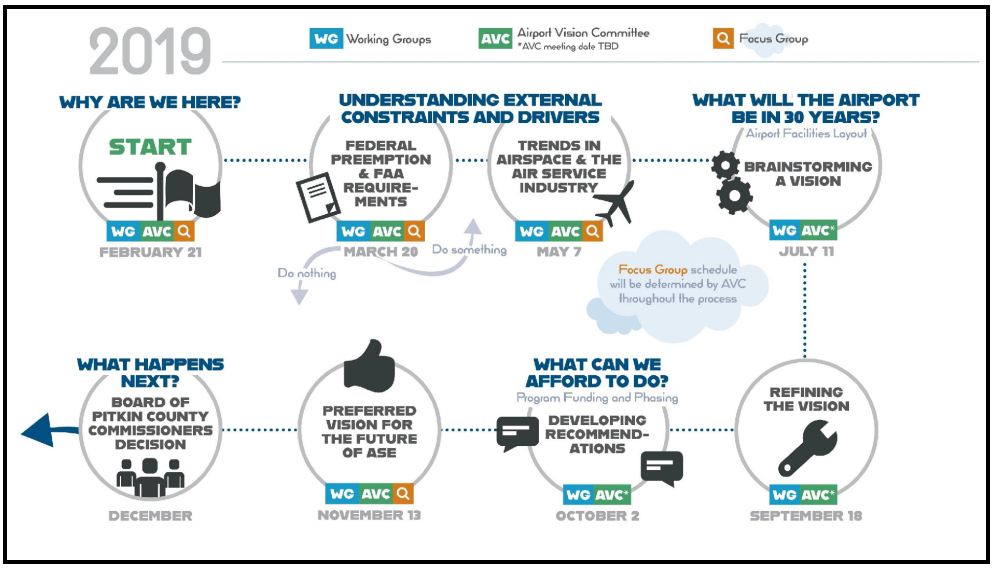
Current Planning Projects

Destination 2040 Regional Project List Implementation

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

Aspen/Pitkin County Airport Visioning

Throughout 2019, Pitkin County will lead a comprehensive community engagement process to help establish a vision for the future of Aspen/Pitkin County Airport. This vision will define airport modernization and improvements for the next 30 years. RFTA is serving on the Technical Committee. The visioning process is outlined below.



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. The depot chargers should arrive sometime in May and the buses should start to arrive this summer. Staff intends to start operating the BEBs in the upper valley in the fall of 2019.

CDOT/CASTA/CTE Battery Electric Bus Workshop

Jason White and Kenny Osier attended a Battery Electric Bus (BEB) Electrification Workshop on April 16th at CDOT HQ in Denver. The workshop was held by CDOT, CASTA and the Center for Transportation & the Environment (CTE) in response to an increased interest in BEBs, as spurred by Governor Polis's first executive order to support a statewide transition to zero emission vehicles. With no bus vendors in the room, CTE dove right in with candid successes/failures with emerging technologies, and provided several case studies from transit agencies across the country. The major takeaways were that RFTA is an early adopter of BEB technology at the national level, and actual performance data from our mountain pilot project will be crucial to share with transit peers and inform future decisions around bus procurement.

NWCCOG 2019 Regional Economic Summit

Jason White attended the Northwest Colorado Council of Government (NWCCOG's) annual economic summit in Silverthorne on May 2nd. This forum is a unique opportunity to stay current with state and regional demographic and economic trends that have bearing on RFTA's employee base and potential passengers. According to the data presented at the summit, despite concentrated growth along the I-25 Corridor, growth across the State has been relatively flat since 2004. The primary reasons are that fewer kids are being born, and all of the people and traffic we observe may actually be part of the booming outdoor tourism economy that accounts for about 63% of the State's revenues; an estimated $63 billion in spending. An example might be an educated millennial that moves to Breckenridge for a winter, gets trained on ski operations, recognizes the high cost of living and decides to go back home with his or her earnings. Another trend shows that although Baby Boomers are the fastest growing age cohort in the State, seniors have more disposable income and time to move as they please, which is referred to as net migration. Under Governor Polis's direction and intra-departmental coordination, the State is poised to make great strides in childcare, health care and vehicle electrification over the next couple of years.

RMI/HCE Energy Resilience Initiative

Holy Cross Energy (HCE) has contracted with Rocky Mountain Institute (RMI) on a project to strengthen the resilience of the electricity system in the Upper Roaring Fork Valley, especially in light of threats created by the Lake Christine Fire in 2018. RMI has been interviewing major electricity users to identify critical energy loads and current/future plans for backup or auxiliary power during emergency situations or major disruptions. RFTA's largest electricity load in the upper valley is the RFTA Aspen Maintenance Facility (AMF) on Service Center Rd. Following the April workshop at the RMI Basalt offices, each of the proposed resilience strategies will be explored through volunteer working groups throughout May and June. RFTA staff will continue to participate in these groups as spring schedules allow.

Brush Creek BRT Station (Intercept Lot) Expansion

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

- Positive delineation of the parking areas to the north and south of the defined expansion area
- Not precluding additional amenities that help promote the use of the lot (vendors, service providers)
- Adjusting overhead lighting to better match current dark sky initiatives
- Incorporating drainage improvements that utilize the existing storm drain system
- Evaluating the existing irrigation system and recommend potential changes
- Potentially designating some proposed parking areas for long term airport parking with designated transit service to the airport
- The potential for public bike share, which may include electric bikes
- Expansion of existing Electric Vehicle Charging Stations and new opportunity charging stations for RFTA electric buses. Holy Cross Energy will help support the expansion of EV charging stations.

Jacobs continues to meet with smaller stakeholder groups to discuss electrical details etc. There will be a "big picture concept" meeting on May 14th and a presentation at the June 20th EOTC meeting. Design is anticipated to be completed by spring 2020, and construction will begin in spring 2021.

Snowmass Village West Village Mall Transit Station Redevelopment

The Town of Snowmass Village has hired a design firm, SEH, to create conceptual designs for redeveloping the West Village Mall Transit Station. On March 20, SEH conducted an internal review of the rough sketches, and presented them to the TOSV Council on April 1. SEH met with staff on Monday, May 6. The last changes to the conceptual plans will be developed for presentations to the Town Council and the Planning Commission by Late May. It is anticipated that the preferred alternative will be selected by mid-June.

SB 18 Multimodal Options Fund

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

The legislation states that the multimodal funding should:

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

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

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

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

Grant Funding Management and Development

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

Revised 5/3/19

Active Grants

Project	Grant Source	COTRAMS App	PO # or Contract	Execution Date	Expiration Date	Grant Amount	Match Amount	Total Project Cost
2019								
Buses: Battery Electric Buses (1)	FY17 FTA 5339(c) LoNo	033275	491001730	9/7/2018	12/31/2020	$715,528	$178,882	$894,410
Buses: Battery Electric Buses (2)	FY19 FASTER (SB 228)	030433	491001729	9/7/2018	12/31/2020	$1,404,000	$351,000	$1,755,000
Buses: Battery Electric Buses (3)	FY18 and FY19 FASTER	030433	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	036025	491001898	2/21/2019	12/31/2021	$2,231,500	$557,872	$2,789,372
Buses: 9 Diesels (7 low floors, 2 coaches)	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	Pending	$3,991,440	$997,860	$4,989,300
Equipment: BEB 450 kW (1) On-Route Charger	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	Pending	$480,000	$120,000	$600,000
Facility: AMF Phase 9: Replace 6 Fuel Tanks	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	Pending	$1,000,000	$250,000	$1,250,000
Facility: GMF/Regional Transit Center Renovation/Expansion	FY19 CCCP (FTA/CDOT)	Pending	Pending	Pending	Pending	$1,581,460	$395,365	$1,976,825
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	033409	491001858	12/28/2018	12/31/2019	$200,000	$200,000	$400,000
						$14,874,138	**$4,705,389**	**$19,579,527**