RFTA Planning Department Monthly Update
November 12, 2020

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

RFTA Mission
Connecting our region with transit and trails.

RFTA Values
Safe, Accountable, Affordable, Convenient, Dependable, Efficient, Sustainable

RFTA Strategic Outcomes
Safe Customers, Workforce and General Public; Accessibility and Mobility; Sustainable Workforce; Financial Sustainability; Satisfied Customers; Environmental Sustainability; High Performing Organization

Elected Officials Transportation Committee
The EOTC adopted the 2021 staff-recommended Budget and Work Plan Unanimously

2021 Budget
The 2021 budget proposed replacement of the "Lockboxes" with "Unobligated EOTC Fund Balance," representing funds not otherwise obligated to current year operations or to current and future year projects. Based on the current projections, EOTC revenue is expected to be $1,727,704 in 2021, a decrease by 9.4% from 2020 estimates. Officials approved the following budget priorities for 2021:

2021 Budget Item	Expenditure	Status
We-Cycle Operational Support	$100,000	One-Year Renewal
X-Games Bus Subsidy	$115,000	One-Year Renewal
Snowmass Mall Transit Center	$6,000,000	2022 Construction, $12 million TPC
BC P&R	$3,493,622	FLAP Grant Match $6.9 million estimated TPC
Integrated Mobility System (IMS) Phase 2	$25,000	Matching funds $65,000 TPC
Upper Valley Transit Enhancement Study	$45,000	Matching Funds $100,000 TPC
Bicycle / Pedestrian Connection to Brush Creek P&R Feasibility Study	$25,000	Matching Funds $75,000 TPC

2021 Work Plan Item	Description
1993 EOTC IGA Update	To reflect changes to the CVTP
Brush Creek Park and Ride FLAP grant improvements	
Town of Snowmass Village Transit Center	2021 Design Process 2022 Construction
Dynamic Message Signage (DMS) on Highway 82	
One-season Food Truck / Farm Stand experiment	Pending Pitkin County Planning Commission approval in November 2020
IMS Phase 2 and Upper Valley Transit Enhancement Studies	Anticipated to provide operational and infrastructure guidance to the EOTC for the next 1-5 years
Bicycle / Pedestrian Connection to Brush Creek P&R Feasibility Study	Partnership feasibility study with the City of Aspen Parks and Open Space Department and the Pitkin County Open Space and Trails Department to fund and implement

ASE Vision

Throughout 2019 and early 2020, Pitkin County led a comprehensive community engagement process to help establish a vision for the future of Pitkin County-Aspen Airport. The purpose of the ASE Vision process was to advise the BOCC on how the Pitkin County-Aspen Airport should be modernized to accommodate the community's air service needs and reflect changes in the air service industry, while also remaining true to the character and values of the community. As part of the process, five Airport Advisory Groups were established:

The four Working Groups concluded their work and presented their findings to the Vision Committee in December 2019. The Vision Committee reviewed closely the recommendations of the Working Groups and then conducted considerable additional work of its own to research, digest, thoroughly vet, and formulate its final recommendations.

On March 10, 2020, following several weekly three-hour meetings, the Vision Committee voted 20-1 to approve the *Recommendations to Achieve our Community Goals* that form the heart of the Final Report of the Airport Vision Committee. The Recommendations were presented to the BOCC on April 16, 2020 (video).

On October 29, the Pitkin County BOCC work session was dedicated to detailed review of the 15 recommendations and 71 sub recommendations that suggest paths forward to help meet those goals. The Board directed staff bring back a recap of each recommendation with drafted edits.

On Wednesday, November 4, the BOCC work session was dedicated to the ASE Visioning Process and intended to finalize and articulate the edits that brought about consensus on each of the recommendations.

Key discussion items included:

- Does the Board agree with the ASE Vision Community Values Summary?
- Does the Board agree with the Core Community Goals established by the Vision Committee and Working Groups?
- Does the Board have questions regarding the Key Findings of the Vision Committee?
- Does the Board agree with the Recommendations to Achieve Our Community Goals?
- Does the Board agree with the Airport Layout Plan proposed by the Vision Committee?
- What additional information does the Board need to provide direction?

The 3-hour discussion can be viewed at https://pitkincounty.ompnetwork.org/embed/sessions/157238/11-4-20-special-work-session-ase-visioning-meeting-11-04-2020.

On November 10, the BOCC hosted a livestreamed public comment meeting from 4PM-7PM on Grassroots. Following this meeting, there will be a two-read resolution, which will allow another opportunity for public comment. The date and time of these meetings are yet to be determined and will be based on BOCC direction after the November 10 meeting.

Regional Bike Share Plan

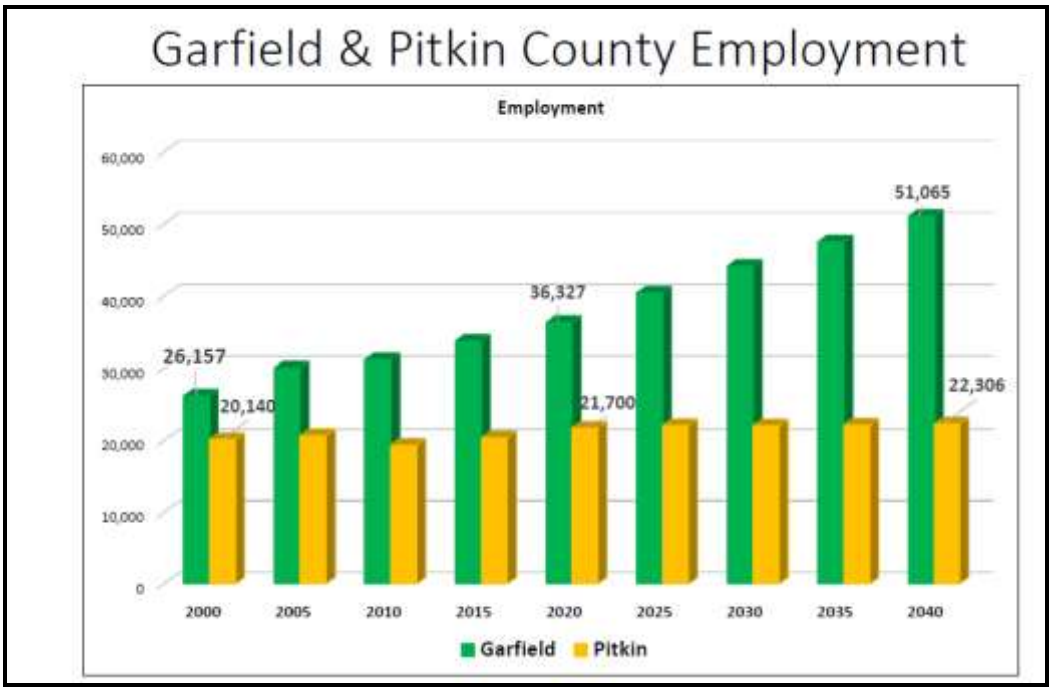
RFTA has issued a revise RFP to develop a regional bike sharing plan. This plan is intended to compass the existing components of the previous scope, which focused primarily on proposed operating structure and allocation of operating funds, and now includes more focus on capital planning. The RFP was issued this month, and will likely begin in December 2020 or January 2021.

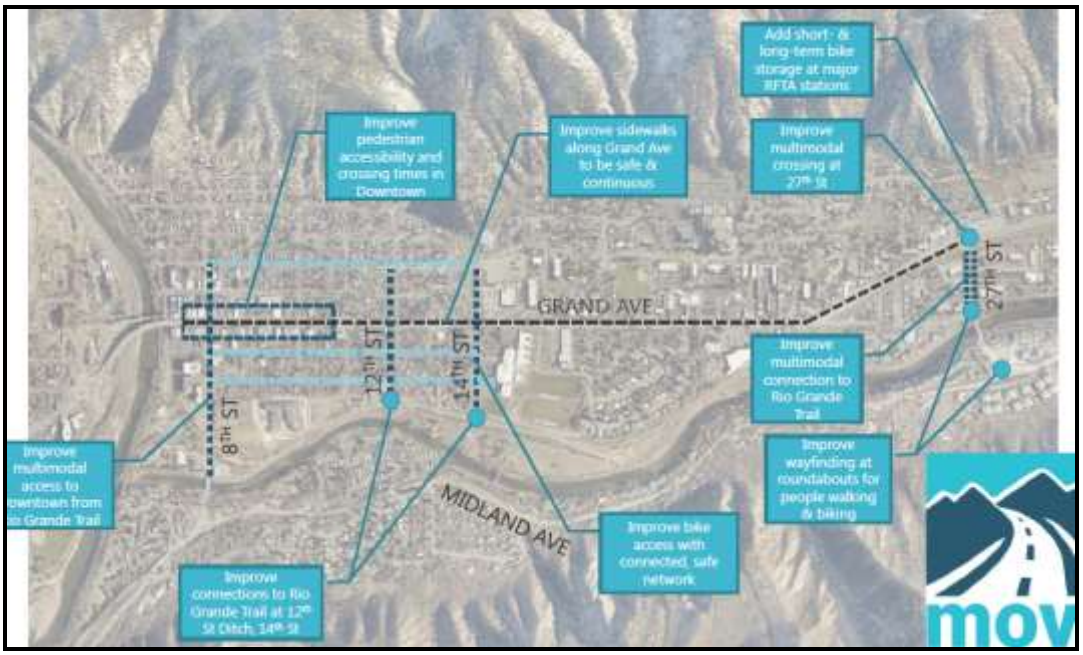
MOVE

Over the last three weeks, the project team has conducted two tours of potential BRT corridors. The first took place on October 23 and focused on the Rio Grande Corridor alignment, and the second on November 3, focused on Grand Avenue.

On November 4, the Project Team hosted the third Technical Advisory Committee meeting. The meeting focused on the following:

- Public Outreach #2 Results
- Garfield County Trends and Traffic Forecasts
- Recommended Multimodal Improvements (Bike and Pedestrian)
- Rio Grande Corridor and Grand Avenue Corridor Debrief
- Parking and Curbspace Analysis
- Draft Recommendations/Examples for Integrated Bus Service





The project team is working on scoping and developing photo/video simulation of the Rio Grand Corridor with a busway, a widened, more separated trail, and landscaping improvements.

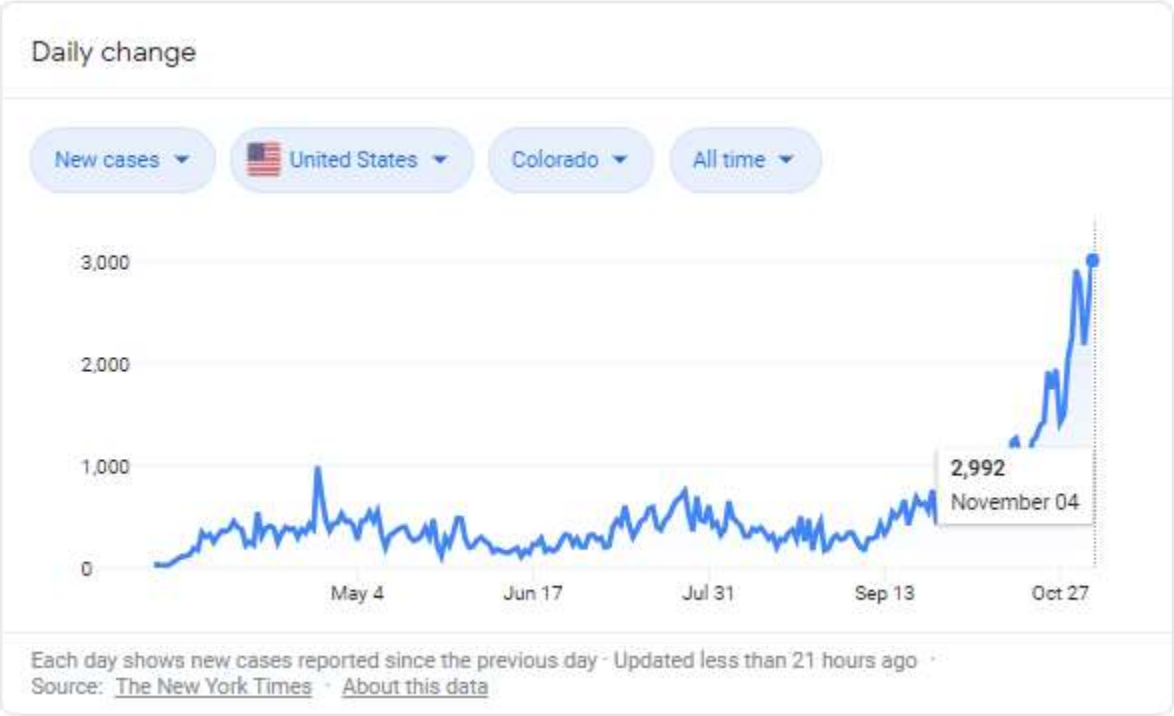
27th Street Pedestrian Crossing

The Garfield County FMLD did not award grant funding for the RFTA/City of Glenwood Springs' proposal for $500,000 for construction of the 27th Street pedestrian crossing. RFTA intends to re-submit for the spring 2021 cycle. RFTA is also submit a grant from proposal to the Department of Local Affairs for the spring 2021 cycle.

COVID-19 Guidance for Public Transportation Providers

As winter approaches, the cases of COVID-19 continue to surge in Colorado (graphic below). RFTA has been working diligently since March to closely follow all health guidelines to continue operating essential public transit services during the pandemic. We have also been updating our website public information on a daily basis to keep riders current with any route changes and social distancing guidelines: https://www.rfta.com/covid-19/.

The most current guidance from the CO Dept. of Health & Environment will go into effect on November 9, and RFTA's pandemic response team is working closely with State and regional partners: https://drive.google.com/file/d/1MxmPFNNQraURGlaCP_QcAousFKap1Soi/view.



Coronavirus daily change in Colorado, March 14, 2020 to present. *Source: New York Times.*

Colorado Greenhouse Gas (GHG) Pollution Reduction Roadmap

The State of Colorado continues to be a climate change visionary by setting greenhouse gas (GHG) emission reduction targets and implementing sustainability measures across many sectors. In 2020, the transportation sector has surpassed all other sectors as the largest source of GHG emissions (graphic below).

The Polis Administration has prioritized a just and equitable transition to renewable energy and pollution reduction that diversifies and strengthens our economy, creates good-paying, local jobs, and improves the well-being of our communities. This work is motivated by an imperative to protect the health and safety of all Coloradans, as well as the unprecedented opportunity to drive innovation and harness myriad consumer and economic benefits.

In the 2019 legislative session Colorado passed HB19-1261, the ***Climate Action Plan to Reduce Pollution (Climate Action Plan)***, which included science-based climate targets of reducing statewide GHG pollution 26% by 2025, 50% by 2030, and 90% by 2050 from 2005 levels. To ensure that Colorado is continuing to make progress toward these goals, Governor Polis directed State agencies to develop a comprehensive

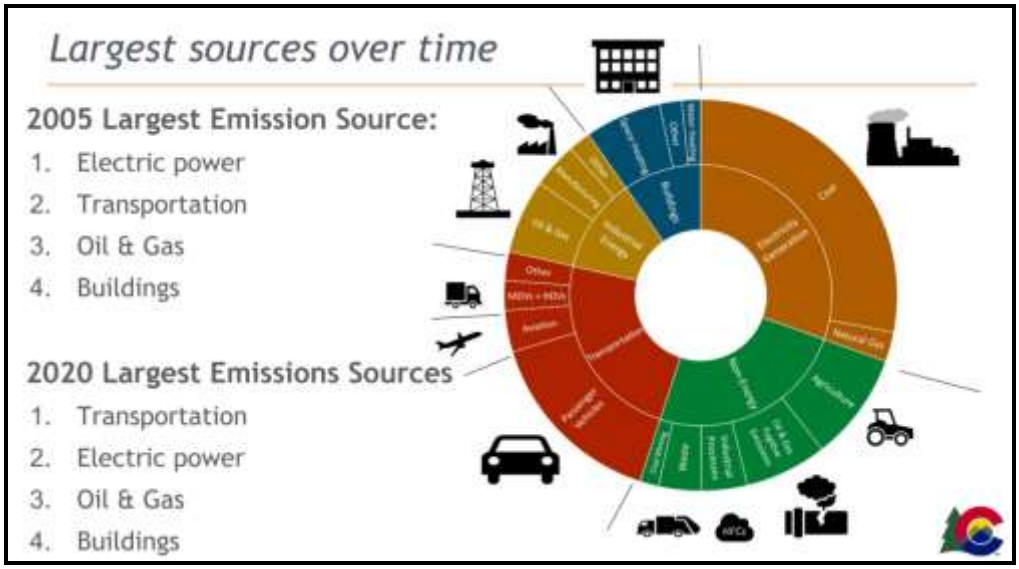
Roadmap that presents options for near-term actions (the next 1 to 2 years) and assesses the potential for additional policies to make progress toward the mid-term goal in 2030 and the 2050 goal.

The goals of the Roadmap are:

1) Assess the sources of the state's greenhouse gas pollution;
2) Identify a series of policy actions and other steps the state can prioritize to further GHG pollution reduction and meet air quality goals by reducing other harmful air pollutants;
3) Cultivate a strong economy; and
4) Develop these solutions with an understanding that climate change affects communities differently and can have a disproportionate social, economic, and health impacts on communities of color and historically disadvantaged communities.

The draft plan is now closed for public comment but more information on this project can be accessed HERE.

As part of this statewide process, the State also intends to create a more specific Hydrogen Roadmap by June 2021. This data will provide good background information as RFTA continues to explore the feasibility of fuel cell electric bus (FCEB) technology, which is an emerging technology in the rural West.



Grants Update

RFTA Staff are currently managing 21 active grants, with 14 executed grant contracts and 7 grant awards pending execution. The estimated total of all grant awards is $56.8 million, with an estimated total local match of $18.7, for an estimated total of all grant-funded project costs of $75.5 million.

Most recently, RFTA has received a second round of federal CARES Act funding to help alleviate budget deficits during the COVID-19 public health emergency.