RFTA Planning Department Monthly Update
October 11, 2018

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.

CONTENTS

SUMMARY OF TWO TRANSPORTATION TAX MEASURES ON THE NOVEMBER 2018 BALLOT.... 3

RFTA REPRESENTS AT CASTA CONFERENCE 5

COST/BENEFIT + ENVIRONMENTAL ANALYSIS OF NEW FUEL TECHNOLOGIES 5
2018 LARGE COMMUNITY TRANSIT SYSTEM OF THE YEAR 6

RFTA RECEIVES FTA GRANT FOR 4 BUSES 7

Summary of Two Transportation Tax Measures on the November 2018 Ballot

CDOT has identified approximately $1 billion/year funding shortfall to meet transportation needs around the state. The gas tax, CDOT's primary funding source, has not changed since 1991 and 40% goes to cities/counties for local roads. CDOT receives 36% of vehicle registration fees. In total, average drivers in CO pay $211/year to fund transportation. There are now two Statewide transportation measures on the ballot: Proposition 109 and 110.

PROPOSITION 109 *(formerly Initiative 167 or "Fix Our Damn Roads")* proposes to use existing general funds to increase transportation investment. These funds would be used to allow the state to bond $3.5 billion to pay for state highway projects around the state. The funds may not be used for transit or other projects.

PROPOSITION 110 *(formerly Initiative 153 or "Let's Go Colorado")* proposes to raise the sales tax by 0.62 percent to increase transportation investment. This sales tax increase, which would sunset in 20 years, would raise up to$767 million in the first year and allow the state to bond up to $6 billion to pay for transportation projects around the state. The funds raised would be divided between state highways, cities, counties and a dedicated multi-modal fund.

The following table summarizes the two measures:

PROPOSITION CONSIDERATIONS	PROPOSITION 109 *(formerly Initiative 167)*	PROPOSITION 110 *(formerly Initiative 153)*
What does it do?	Dedicates existing general funds to increase transportation investment.	Raises the sales tax by 0.62 cents to increase transportation investment (sunsets in 20 years).
What does it raise?	One time up to $3.5 billion in bonding authority paid back over 20 years.	Would raise up to $767 million in the first year; allows the state to bond up to $6 billion (over 20 years).
How are the funds allocated?	100% to state highways	45% to state highways 20% to cities 20% to counties 15% to multimodal
How much money is generated? *(Based on estimated projections)*	$3.5 billion for state highways *(net of debt service)*	$7 billion for state highways *(net of debt service)* $8 billion for city/county projects $3 billion for multimodal

Project selection for CDOT funds	Proposition lists the projects, totaling about $5.6 billion. Transportation Commission will narrow the list/project scope to $3.5 billion.	Transportation Commission has adopted a fiscally constrained $7 billion list of projects which would utilize the funds.
Funding implications	Replaces $1.5 billion in existing state funding for CDOT resulting in a $2 billion net increase over current law (SB17-267)	Preserves $1.5 billion in existing state funding for CDOT, resulting in a $7 billion net increase over current law (SB17-267).
Pros	Funds $3.5 billion in highway projects around the state (no transit or local) with no new taxes	Funds $7 billion in highway projects around the state, as well as providing funding for city, county and transit/bicycle/pedestrian needs,
Cons	Existing revenue must be diverted from state budget over twenty years to pay for bonds	Raises taxes for twenty years to pay for bonds and projects.
Transportation Commission Status Report	--Included a list of specific projects drawn from CDOT Development Program --Project costs expected to be around $5.6 billion, so TC must narrow list	--Didn't list specific projects --CDOT worked with planning partners to develop list drawn from Development Program --List approved by TC in July

For ***Proposition 110***, the proposed formula would raise about $768 million per year, 45 percent of which would be used to pay back $5 billion in bonds over the next 20 years for road projects determined by the Colorado Transportation Commission, 20 percent to counties, 20 percent to cities and 15 percent for multimodal projects.

According to the CDOT Division of Transit and Rail, the 15% multimodal fund would generate $105 million per year statewide. This funding is of particular interest to the Roaring Fork region, which has a remarkably high rate of transit, walking, and bicycling, particularly for a rural area. Multimodal funds could be used, potentially, for fleet replacement, construction of park and rides, the LoVa trail, and pedestrian crossings.

However, this $105 million must be allocated Statewide, and the State is considering a combination of bonding for larger projects, and allocations by formula. For example:

- $30 million per year dedicated to approximately $800 million in bonding statewide for large multimodal transportation projects (in excess of $10 million project cost). Funded projects must provide a 50% match. It appears that RFTA Glenwood Springs Maintenance Facility Renovation and Expansion project (cost estimate $30 million) would be a likely candidate for up to 50% funding.

- $63.75 million per year to local projects by formula to the State's 15 MPOs and TPRs (see map below), or an average of $4.25 million per year per MPO/TPR
- $11.25 million per year to statewide projects administered by CDOT, for bicycle, pedestrian, carpool/vanpool/on-demand, and transit
- $6-7 million/year to the Division of Transit and rail for Bustang and Outrider, with some passed through to "Rural Regional" operations.

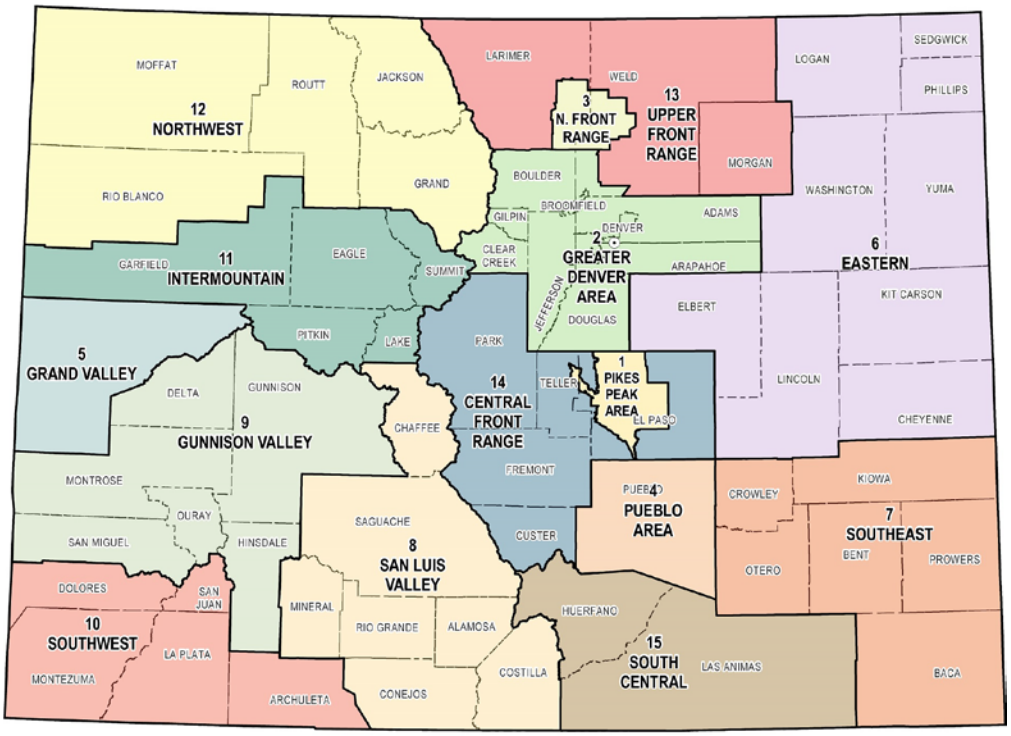


Figure 1: Map of Colorado's 15 Transportation Planning Regions

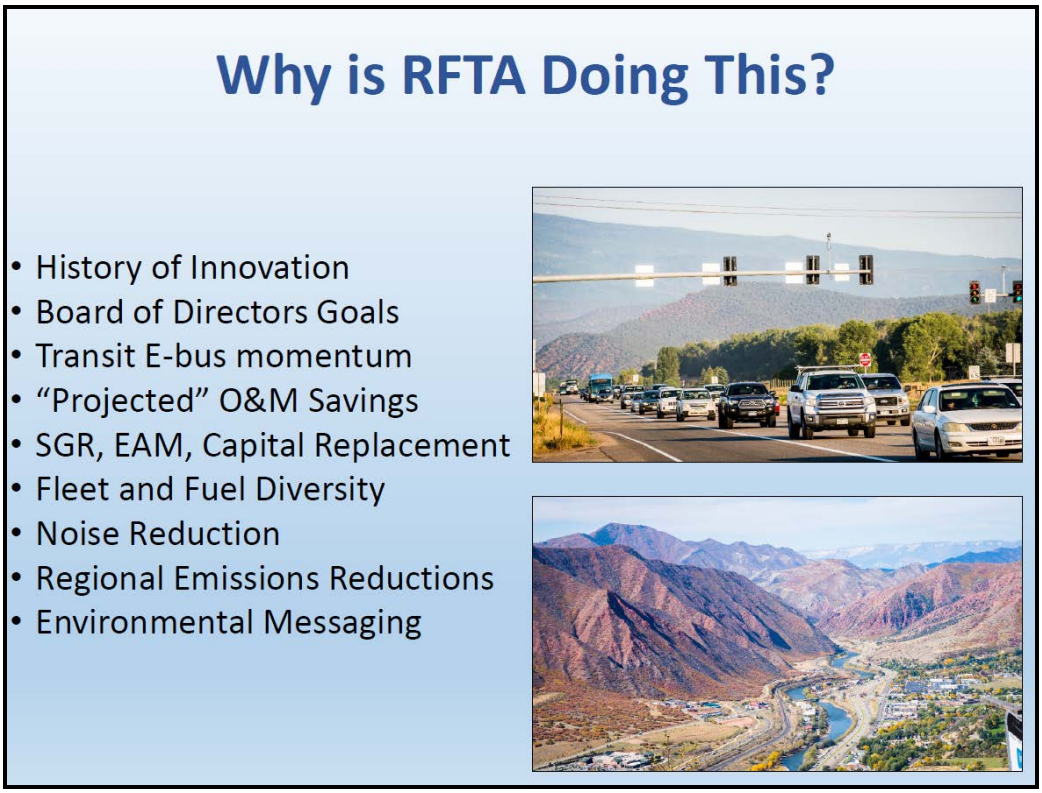
RFTA Represents at CASTA Conference

The annual Colorado Association of State Transit Agencies (CASTA) fall conference teamed up this year with the National Conference on Rural Public & Intercity Bus Transportation (RIBTC) in Breckenridge, September 30-October 3.

Cost/Benefit + Environmental Analysis of New Fuel Technologies

Jason White presented on a panel discussion titled *Cost/Benefit + Environmental Analysis of New Fuel Technologies*. Jason used RFTA and the City of Aspen's Battery Electric Bus (BEB) Pilot Project as a case study for discussion. With approximately 550 electric buses in fare revenue service across the nation, RFTA is not only pacesetting at the State level but also at the national

level. Many Colorado mountain transit agencies are monitoring RFTA's project to analyze potential benefits of electric bus technology. However, these smaller agencies with slimmer budgets continue to struggle with justifying the upfront capital costs for electric buses and battery chargers that are often close to double the cost of a clean diesel bus.



CASTA plans to host a "lessons learned" panel in a few years for all Colorado transit agencies to provide feedback on their BEB projects.

2018 Large Community Transit System of the Year

RFTA was also proud to accept the *2018 Large Community Transit System of the Year* award. Roland Wagner, CDOT Central Program Engineer, submitted the nomination to recognize the partnership during the Grand Avenue Bridge (GAB) project in October 207. Roland wrote:

"The Colorado Department of Transportation (CDOT) formally nominates the Roaring Fork Transportation Authority (RFTA) for the Outstanding Coordination Initiative award for its leadership, partnership, and service to the region during the 2015 – 2018 CDOT Grand Avenue Bridge project in Glenwood Springs, Colorado. Specifically, RFTA deserves recognition for the operation of a highly effective and successful transit mitigation service during the 95-day CO82 traffic bridge closure. The transit mitigation plan was developed over a two-year period in partnership with CDOT, the City of Glenwood Springs, bridge contractors, local law enforcement, emergency services, businesses, and communities throughout the region. Prior to

the closure, exclusive bus lanes and other transit priority measures were created by CDOT, and temporary bus stops, park and ride lots, and bus staging areas were secured and/or constructed by CDOT and RFTA."

RFTA Receives FTA Grant for 4 Buses

In June of this year, Federal Transit Administration announced $366 million in funds available from the Section 5339 (Buses and Bus Facilities Infrastructure Investment Program) to replace, rehabilitate, or construct buses and bus-related facilities. RFTA was able to garner $2.23 million to replace four roughly 12-year-old, 40-ft buses with four larger, 57-passenger coaches. Section 5339 grant funds will pay for about 80% of the cost, estimated to be $2.8 million, or $700,000 per bus. The buses will be dedicated primarily to BRT service.

FTA Acting Administrator K. Jane Williams held a press release in Glenwood Springs on October 2 to announce RFTA's award. Williams is pictured here with RFTA dispatcher Loyda Vasquez. Vasquez discussed RFTA's Intelligent Transportation Systems with Williams, showing how RFTA monitors vehicle location, speed, on-time performance, communications, and other information.

The FTA 5339 grant will replace some of RFTA's Year 2005 and 2006 New Flyer Buses, which have been in service for a minimum of 12 years and 500,000 miles.