RFTA Planning Department Monthly Update
October 12th, 2017

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.

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TIGER IX Grant for Regional Transit Center

With the great success of *Veloci*RFTA BRT, over 5 million system-wide riders in 2016 and crucial transit mitigation for the Grand Avenue Bridge project, ridership is booming and the Authority is struggling to maintain facilities and buses in a state of good repair to meet current and future transit demand. In short, the RFTA organization is experiencing growing pains. This is not a problem, but more of a challenge.

In response, RFTA Facilities and Planning staff are applying for FY17 TIGER IX grant funding to renovate and expand the Glenwood Springs Maintenance Facility (GMF). RFTA currently operates 44 buses at 120% design capacity at the existing GMF facility, which was designed and constructed in 2001 as a satellite facility to store, maintain and fuel 34 buses. All of the buses are stored outside, year-round at 5,764' in elevation in harsh mountain conditions. Most buses need to be idled 2-3 hours each night to warm up the operating systems and provide a comfortable passenger climate. Buses are also deadhead daily, sometimes up to 90 miles, to stage and store buses where there is more capacity.

This project transcends a traditional grant application for a facility renovation/expansion project to create a Regional Transit Center (RTC). The RTC project will provide many internal efficiencies for the RFTA organization, as well as set a solid foundation for a truly regional transit hub that will provide local, regional and CDOT Bustang connections and operations. The GMF/RTC location is a strategic nexus point, providing connectivity between RFTA's service region and a potential 240-mile I-70 travel corridor, from Grand Junction to Denver.

RTC components include:

- Interior bus parking for 60 buses
- Interior inspection zones
- Interior parking for staff and public vehicles
- New administration building to support operations, facilities and administration
- Fleet maintenance buildings renovation/expansion
- Fueling and wash bays
- Office space
- Meeting space
- Improved bus circulation and pull-in/pull-out operations
- Sufficient space to accommodate regional transit and multimodal services

The RTC project budget for the grant application includes:

Project Component	Non-Federal (RFTA Capital Funds and Bond Proceeds)	TIGER Funds	Total
Horizontal Components: Site Work, Realign Entrance Road, Surface Parking	$1,500,000 85%	$259,391 15%	$1,759,391
Maintenance Building Renovation and Expansion	$1,500,000 56%	$1,157,731 44%	$2,657,731
Heated Bus Storage East	$3,000,000 24%	$9,297,180 76%	$12,297,180
Staff Parking Deck	$3,000,000 29%	$7,215,450 71%	$10,215,450
New Administration Addition	$1,000,000 25%	$2,968,938 75%	$3,968,938
TOTAL	**$10,000,000 33%**	**$20,898,689 67%**	**$30,898,689**

Please see Resolution 2017-10 in the Board packet for more details on the local match request, and general information on the TIGER IX Grant Program can be found here: https://www.transportation.gov/tiger.

Grand Avenue Bridge (GAB) Transit Mitigation

As of October 4th, the Grand Avenue Bridge (GAB) replacement project officially passed the halfway point in the 95-day bridge detour for the $126 million project. RFTA has joined several regional agencies and organizations in providing transportation/transit mitigation options to reduce road congestion and driver stress. "People of all ages have turned out in impressive numbers to walk, ride their bikes and ride transit buses in order to reduce traffic congestion during the detour," said Tanya Allen, transportation manager for the City of Glenwood Springs. "We have a goal of reducing peak-time traffic by 35 percent. The detour is still causing back-ups, but it would be far worse without the daily efforts of hundreds of people who are getting around without using a car," Allen said. "They deserve our thanks and appreciation."

As a show of appreciation, Clean Economy for the Region (CLEER), City of Glenwood Springs, RFTA and several other local sponsors hosted the first of two *Appreciation Days for Bicyclists, Walkers and Transit Riders*. Several hardy volunteers braved chilly morning temperatures to hand out snacks, socks and stickers on the Grand Avenue Bridge from 6:30 to 8 a.m. on Oct. 4th.

See photo caption below and the Post Independent article: http://www.postindependent.com/news/appreciation-days-reward-detour-bikers-walkers-transit-riders/.

In additional GAB news, CDOT is reporting "a reduction of about 7,300 vehicle trips, on average, from a pre-detour estimate of 32,560 trips to an actual number of 25,277 trips going both directions through town per day, for a 22 percent reduction." This falls a little short of the estimated 35% reduction, or 700 vehicles per hour, that would be needed to noticably decrease road congestion during peak travel times. Details can be found in the Post Independent article: http://www.postindependent.com/news/local/detour-numbers-show-22-traffic-cut/.

Appreciation Day for Bicyclists, Walkers and Transit Riders, Wednesday October 4, 2017. *Staff members with the sponsor organizations are, from left, Jamie Tatsuno and Jennifer Balmes with RFTA, Craig Tate with Holy Cross Energy, Shannon Linnehan with SGM, Elizabeth Malloy with the City of Glenwood Springs, and Karen Wahrmund and Heather McGregor with CLEER.*

Q3 2017 Grants Update

As transit funding continues to decline at the Federal and State levels, RFTA Planning Staff is working harder than ever to manage existing grant contracts, and seek additional grant opportunities that align with the Authority's facility and fleet capital replacement needs. Planning Staff distributes an internal quarterly grants report to Staff four times a year. The purpose of this internal report is to bring awareness to the number of grants, and total amount of grant funding that must be managed for RFTA to meet federal and state grant regulations

and stay in good standing for future grant project opportunities. Currently, all RFTA departments are working together to manage an estimated **16 fleet or facility grant projects, totaling $8,174,473 in grant awards, $3,984,020 in RFTA match; for total estimated project costs of $12,158,493**. Please see the snapshot below. Planning Staff is happy to provide more detail on any of these grant projects.

Project	Funding
Admin/Operating Funding System Wide (FY17 5311)	FY2017 5311 PO 491001351 $1,014,550 award, $1,104,550 match Total Eligible Cost: $2,2029,100
Admin/Operating Funding Regional (FY17 FASTER)	FY17 FASTER Regional PO 491001400 $200,000 award; $200,000 match Total Eligible Project Cost: $400,000
Admin/Operating Funding System Wide (FY18 5311)	FY18 5311 Operating PO TBD $1,014,370 award; $1,014,370 match Total Eligible Cost: $2,028,740
Admin/Operating Funding Regional (FY18 FASTER)	FY18 FASTER Regional PO TBD $200,000 award; $200,000 match Total Eligible Project Cost: $400,000
Bus Replacement: (8) Battery Electric Buses (FY17 LoNo)	FY17 FTA Low or No Emissions (LoNo) Grant Equipment: (8) 40’ buses, (4) depot chargers Federal Amount: $3,430,240 (44%) RFTA Amount: $4,365,760 (56%) **Awards: $1.45 M for CO (RFTA amount TBD)**
Bus Replacement: (4) 45’ Battery Electric Buses (FY17 5339)	FY17 FTA 5339 Bus & Bus Facilities Grant Equipment: (4) 45’ BEBs, (2) depot chargers Federal Amount: $3,300,000 RFTA Amount: $1,100,000 Total Eligible Cost: $4,400,000 **Awards: Projected for October 2017**
Bus Replacement: (1) MY2005 New Flyer with (1) MCI CNG Coach	FY16 5311 PO 491001230 $500,000 award; $125,000 match Total Eligible Project Cost: $625,000
Bus Replacement: (1) MY2005 New Flyer with (1) 40-ft Gillig (CNG)	FY17 FASTER Statewide PO 491001321 $500,000 award; $125,000 match Total Project Cost: $625,000

Project	Funding
Bus Replacement: (1) MY2005 New Flyer with (1) 40-ft Gillig (CNG)	FY17 FASTER Local PO 491001322 $450,000 award: $112,500 match Total Project Cost: $540,000
Bus Replacement: (4) Gillig Buses	FY18 FASTER Statewide; contract and PO TBD $1,686,400 award; $421,600 (20% local match) Total Project Cost: $2,108,000
Bus Replacement: Traveler CNG Cutaway Vehicle	GCFMLD Contract # 16-FT-03 $80,500 (requested $161,000) award; $34,500 match Total Eligible Project Cost: $115,000
GMF-Phase 1 Design and Construction	FY16 FASTER PO 491001145 (Amendment #1) $500,000 award; $125,000 match Total Eligible Project Cost: $625,000
GMF-Phase 1 Design and Construction	FY16 FASTER PO 491001145 (Amendment #2) $1,100,000 award; $275,000 match Total Eligible Project Cost: $1,375,000
GMF-Phase 1 Construction/WGWS PNR and Trail	FY14 5311 PO 491000684 $642,000 award; $160,500 match Total Eligible Project Cost: $802,500
Integrated Transportation System Plan (ITSP) Stage 3, Analyze Options	FY17 FTA 5304 PO 491001415 $100,000; $25,000 match Total Eligible Project Cost: $1,060,000
Rio Grande Trail (RGT) Soft Surface Trail	CPW State Trails Contract # 2017-0243 $183,653 award; $61,000 match Total Eligible Project Cost: $244,000
Total Grant Awards: $ 8,174,473 **Total Grant Matches: $ 3,984,020** **Total Project Costs: $ 12,158,493**	