RFTA ITSP
STAGE III – Analyze Options

RFTA Board Meeting
October 12, 2017

PARSONS

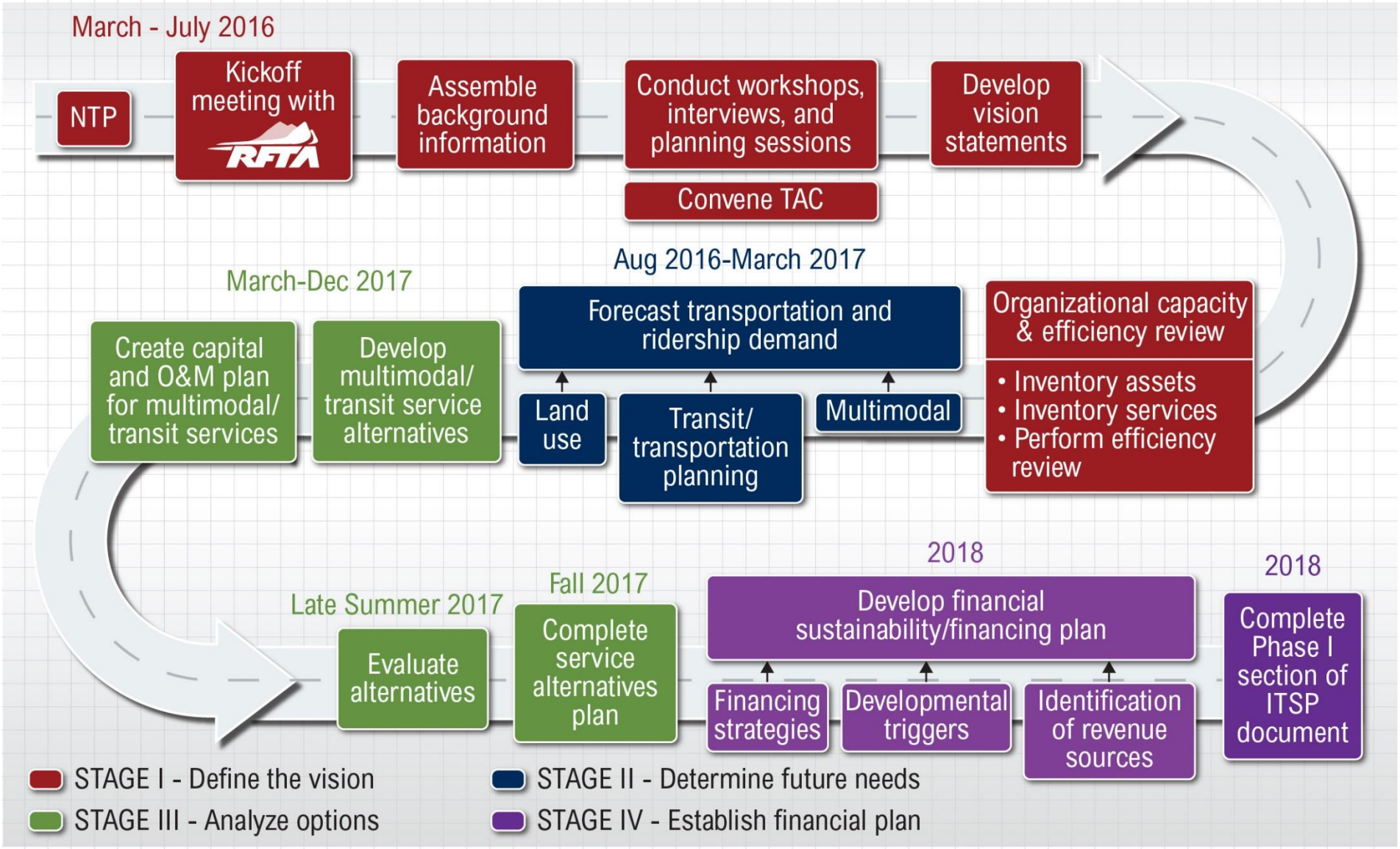
RFTA
ROARING FORK TRANSPORTATION AUTHORITY

Past Updates to You

- ITSP Stage I – performed stakeholder outreach and developed project goals (Mar - Jul 2016)
- ITSP Stage II – analyzed future land use and ridership needs using Air Sage data (Aug 2016 - Feb 2017)
- UVMS (Upper Valley Mobility Study) – developed LRT and BRT alternatives along modified direct alignment (Sept 2016 – June 2017)
- ITSP Stage III – Analyze Options kick off & funding discussion (May 2017-present)

Today's Update to You

- October 2017:
  - What does 5 Mill Levy look like
  - Alternative analysis update since retreat
    - Phasing updates
    - Policy discussions

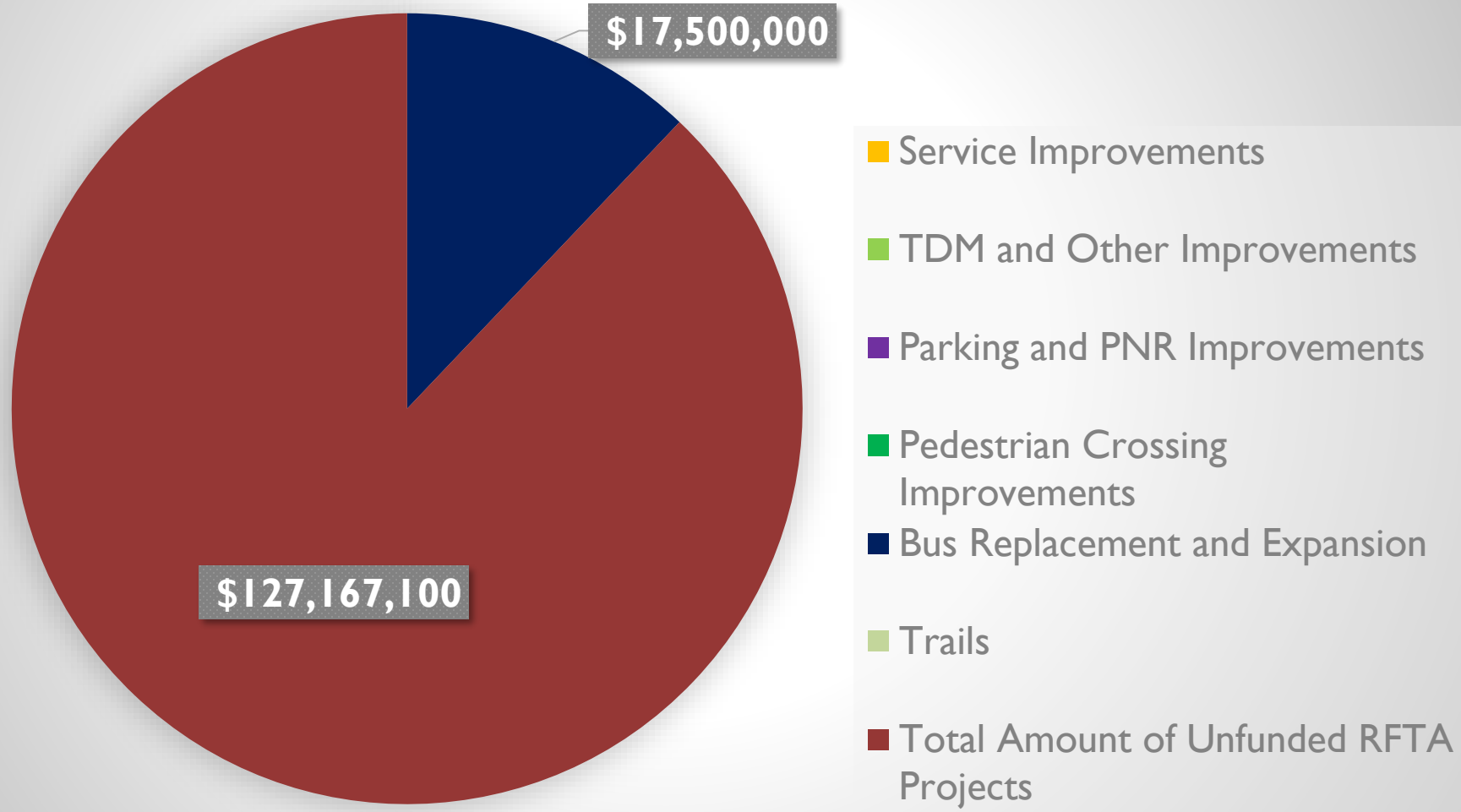

March - July 2016
NTP
Kickoff meeting with RFTA
Assemble background information
Conduct workshops, interviews, and planning sessions
Convene TAC
Develop vision statements
Aug 2016-March 2017
Forecast transportation and ridership demand
Land use
Transit/ transportation planning
Multimodal
Organizational capacity & efficiency review
• Inventory assets
• Inventory services
• Perform efficiency review
March-Dec 2017
Create capital and O&M plan for multimodal/ transit services
Develop multimodal/ transit service alternatives
Late Summer 2017
Evaluate alternatives
Fall 2017
Complete service alternatives plan
2018
Develop financial sustainability/financing plan
Financing strategies
Developmental triggers
Identification of revenue sources
2018
Complete Phase I section of ITSP document
STAGE I - Define the vision
STAGE II - Determine future needs
STAGE III - Analyze options
STAGE IV - Establish financial plan

Mill Levy Sensitivity Analysis

Updated: 10/3/17	Mill Levy and ***Short Term (5 year)*** Improvements		
	1 mill $17.5 million	3 mill $52.5 million	5 mill $87.5 million
# of RFTA Improvements Fully Funded	0	17	22
Dollar Amount of RFTA Improvements Fully Funded	$0	$50,361,865	$67,286,865
# of RFTA Improvements Partially Funded	1	1	2
Dollar Amount of RFTA Improvements Partially Funded	$17,500,000	$2,250,000	$20,000,000
# of RFTA Unfunded Improvements	23	6	1
Dollar Amount of RFTA Unfunded Improvements	$127,167,100	$92,055,235	$57,380,235

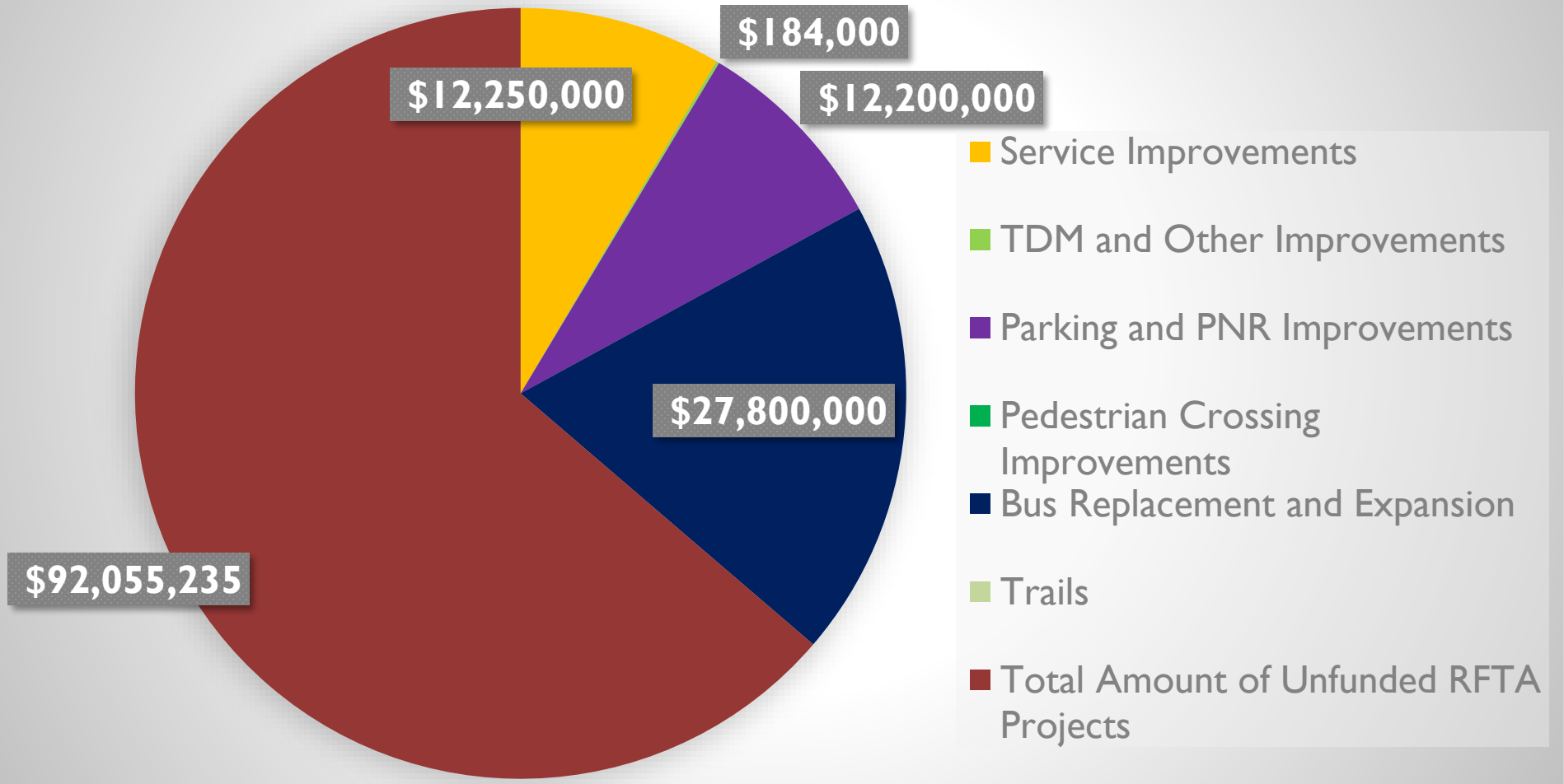
Mill Levy Sensitivity Analysis

Type and Dollar Amount of RFTA Short Term Improvements Funded with a 1 Mill Levy (10/3/17)

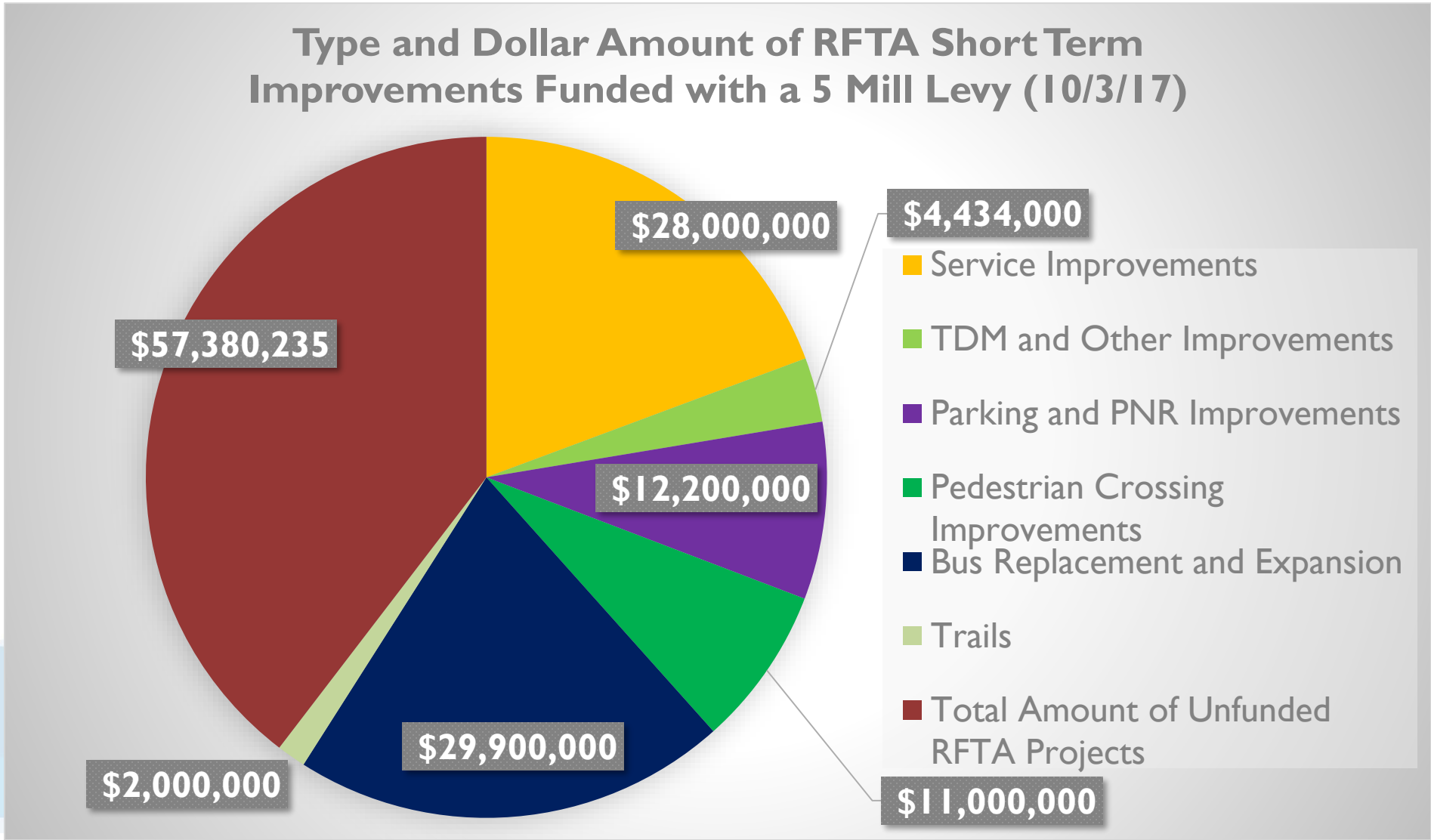


Mill Levy Sensitivity Analysis

Type and Dollar Amount of RFTA Short Term Improvements Funded with a 3 Mill Levy (10/3/17)



Mill Levy Sensitivity Analysis



What Does 5 Mill Look Like

Mill Levy Burden		
Location	**Median Home Price**	**5 mill Tax Burden**
New Castle	$ 286,000	$ 102.96
Glenwood Springs	$ 454,800	$ 163.73
Carbondale	$ 509,800	$ 183.53
Basalt	$ 610,400	$ 219.74
Snowmass Village	$ 898,750	$ 323.55
Aspen	$ 1,501,500	$ 540.54

Phasing Updates since the retreat

- LOVA Trail cost for design added to short term
- GWS 27th Street pedestrian crossing and Carbondale SH133/Rio Grande Trail pedestrian crossing moved from medium term to short term
- To accommodate above:
  - Aspen Maintenance Facility Stages 5, 6, and 9 moved from short term to medium term
  - UVMS A2 complete in long term instead of medium term

Policy Discussion
Expanded Circulators

Town	Service	Span	Freq.	Days/ week	Annual Hours[1]	Annual Operating Cost	Vehicles	Spares	Vehicle Costs	New Stops	Infrastructure Costs	Total Capital Cost
New Castle	New Castle	16	30	6	5,741	$516,672	1	0	$90,000	7	$ 350,000	$440,000
	Appletree	16	15	6	5,741	$516,672	1	1	$180,000	1	$ 50,000	$230,000
	ADA	16	--	6	--	$50,000	1	0	$75,000	0	$ -	$75,000
Carbondale (Veloci-Feeder)	Fixed Route	16.25	30	7	6,570	$800,678	1	1	$180,000	8	$ 400,000	$580,000
	ADA	16.25	--	7	--	$50,000	1	0	$75,000	0	$ -	$75,000
Basalt (Modified Linked)	Fixed Route	16	30	7	14,298	$1,223,022	2	1	$270,000	12	$ 600,000	$870,000
	ADA	16	--	7	--	$50,000	1	0	$75,000	0	$ -	$75,000
TOTAL					**32,350**	**$3,207,044**	**8**	**73**	**$945,000**	**28**	**$ 1,400,000**	**$2,345,000**

Policy Discussion
Snowmass Village Mall Transit Station

- Capital Improvement Program (CIP) Mall Transit Station cost estimate: $11 million
  - EOTC has committed $6 million
- Total cost estimate (includes all criteria developed by stakeholders): $35 million

QUESTIONS / DISCUSSION