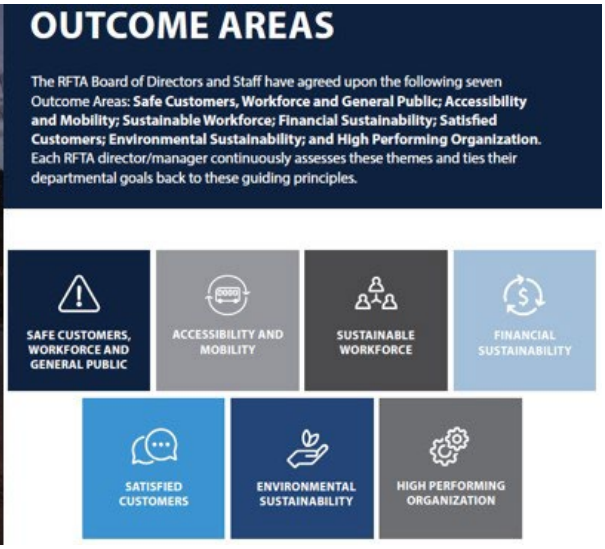
RFTA Planning Department Monthly Update

October 13th, 2022



RFTA Climate Action Plan (CAP)

The RFTA Climate Action Plan (CAP) is moving right along. The primary focus over the last month has been data collection for RFTA facilities and fleet. RFTA has never been presented with the challenge of accumulating all utility bill data in one place. With a wide regional footprint, RFTA has more than 60 metered accounts across six utility service regions. The RFTA Facilities Dept. has been very helpful in signing utility authorization forms to allow the CAP team to gather data on behalf of RFTA. CLEER staff are uploading the automated data into a new Energy CAP software that will eventually accept utility bill data from all Garfield Clean Energy (GCE) partners.

On Tuesday Oct. 18th there will be a stakeholder meeting in Carbondale. Attendees will be planning staff from member jurisdictions. The CAP Team will utilize the recent data findings to create draft goals, objectives and comparative metrics that will guide the rest of the planning process. The next project update for the RFTA Board will occur at the Nov. 10th board meeting.

TCRP Synthesis: Transit & Utility Cooperation for BEBs

On behalf of RFTA, Jason White has been invited to participate in a national project to highlight improved cooperation between transit agencies and utilities for the long-term success of battery electric bus (BEB) projects. In order for transit agencies to convert part or all of their fleets to EVs and other zero-emission fleet technologies, it will require large investments in charging infrastructure as well as new demands on the power grid, which provide opportunities for partnership with electric utilities to upgrade grid supply, energy loads, and also to reduce costs during peak load.

Early in the research around BEBs, RFTA Staff learned that agencies such as RTD experienced major financial setbacks because of unexpected demand charges by charging buses during more expensive peak periods on the Xcel grid. Equipped with this knowledge, RFTA reached out to Holy Cross Electric (HCE) very early in the RFTA-City of Aspen BEB Pilot Program. The RFTA Facilities Team worked closely with HCE staff to install the depot chargers at the AMF. The chargers are on their own meter, which allows better tracking of the electricity that is needed just for the buses. More importantly, HCE created a special time-of-use tariff that allows RFTA to charge the BEBs overnight during the off-peak period at a greatly reduced rate. The financial savings for RFTA have been substantial, ensuring the continued success of the project and highlighting the importance of regional collaboration with public service providers.

Founded under the FTA in 1992, the Transit Cooperative Research Program (TCRP) is a collaborative group of scientists, industry professionals and academia. TCRP serves as one of the principal means by which the transit industry can develop innovative near-term solutions to meet demands placed on it. Research is necessary to solve operating problems, adapt appropriate new technologies from other industries, and introduce innovations into the transit industry. The purpose of a synthesis, or white paper, is to document and describe current practice in a given discipline, but not to prescribe a practice or set of practices, as might be expected din a more technical guidebook or manual. Planners and industry professionals often use these syntheses as guideposts when embarking on new projects.

Jason will participate with other members of the chosen panel through the rest of 2022, culminating with a paid trip to D.C. in June 2023 to finalize the synthesis for public viewing sometime in late 2023.

Origin and Destination Analysis in Glenwood Springs

On October 3rd, Glenwood Springs Engineer Terri Partch presented the findings of origin-destination trip data for the City and the surrounding area to the City Transportation Commission and the Comprehensive Plan Steering Committee. The transportation information was generated by StreetLight, a “Big Data” provider that compiles origin-destination trip data

from mobile device tracking technology when a smartphone user enables a location-based services application.

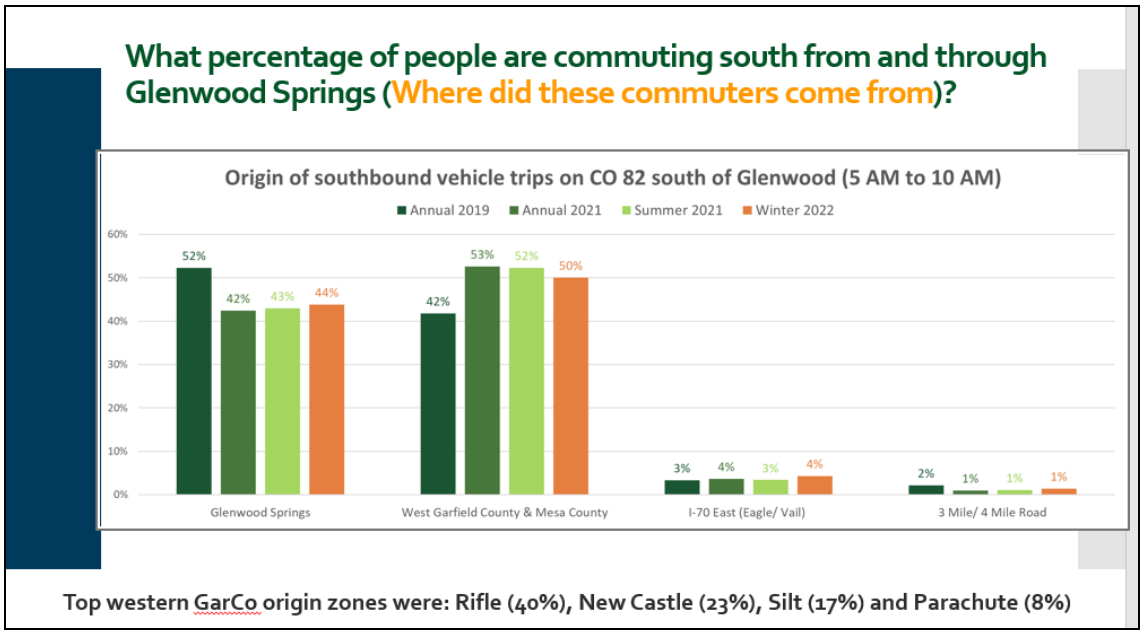
The data and findings will serve as a resource for existing and future planning efforts including the Comprehensive Plan Update, Transportation Demand Management (TDM) strategies, local transit service expansion planning, and other future transportation plans. Understanding existing travel patterns can help the city develop land use and transportation strategies as part of each of these planning efforts to better manage traffic, mitigate impacts from traffic, and improve its multimodal network to better meet travel demand.

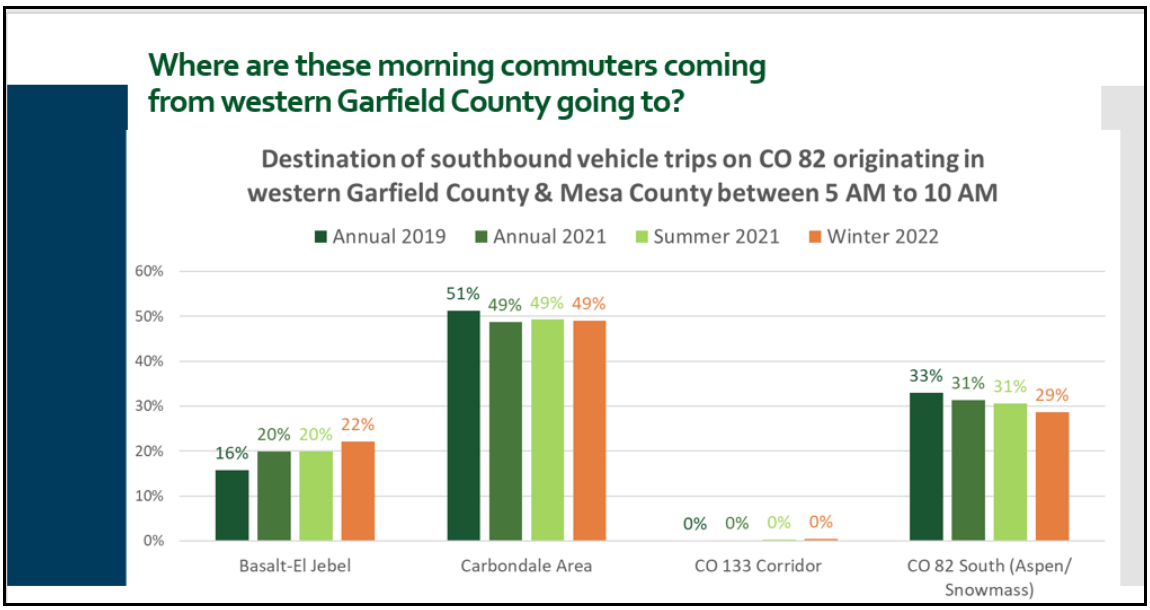
For years the City of Glenwood Springs has been grappling with traffic congestion along its "main street", Grand Avenue (CO 82), which was identified as part of the Comprehensive Plan Update as one of the major concerns within the community. The congested highway is also one of the primary drivers of the city's land use and transportation planning strategies. As the City of Glenwood Springs and surrounding communities have grown, the volume of traffic along CO 82 has continued to increase.

The City contracted with the consulting firm Fehr and Peers to address the following questions:

1. How many people commute or travel through Glenwood Springs, either from Garfield County or Eagle County to destinations south, i.e., Carbondale, etc.?
2. Of the people traveling on CO 82 in Glenwood Springs, what percentage are passing through Glenwood Springs without stopping, what percentage are commuting to or from Glenwood Springs to/from other communities, and what percentage are traveling entirely within Glenwood Springs? What percentage from each community?
3. How many people commute from Glenwood Springs to Eagle, western Garfield County, or destinations south of Glenwood Springs?
4. When commuters or other travelers are passing through Glenwood Springs what percentage are using CO 82 versus Midland Avenue? For those using Midland Avenue, what percentage turn at 8th Street and 27th Street?
5. How many people come from the Three Mile Road and Four Mile Road corridors and commute or travel south of Glenwood Springs? How many people south of 27th Street along Midland Avenue use the 27th Street bridge and then commute south of Glenwood Springs?
6. What communities along the I-70 corridor are people coming from who work in and are traveling to Glenwood Springs? What about the major employment centers (downtown, hospital, mall, etc.)?
7. General origin-destination travel patterns of people traveling within Glenwood Springs to inform local transit service structure.

The following are some summary slides of the presentation:





Fehr and peers provided the following summary of their findings:

• **A High Percent of Traffic on CO 82 is Pass-Through Traffic** - A significant amount of traffic on CO 82 through Glenwood Springs during peak flows (about 50% south of Glenwood and 40% on the Grand Avenue Bridge) is pass-through traffic predominantly from people traveling between the communities of Western Garfield County (Parachute, Rifle, Silt, and New Castle) and the communities of the Roaring Fork Valley (Carbondale, El Jebel, Basalt, Aspen, and Snowmass Village).

• **About 50% to 60% of the Traffic on CO 82 is Beginning or Ending in Glenwood Springs** – While pass-through traffic is significant on CO 82 in Glenwood Springs, the data also shows that a similar amount of traffic in the morning and an even greater amount of traffic in the afternoon on CO 82 is going to or coming from locations in Glenwood Springs. About 40% of traffic southbound in the morning leaving Glenwood Springs originated in Glenwood Springs and about 60% northbound in the afternoon peak is heading to a destination in Glenwood Springs. Along the Grand Avenue Bridge this number is 55% in the morning and 63% in the afternoon. This is partially reflective of the high number of commute trips into and out of Glenwood Springs.
• **Most In-Commuters are Coming from Rifle and New Castle** – Nearly 60% of in-commuter vehicle trips to Glenwood Springs in the morning in 2021 originated in Rifle or New Castle. A similarly high percentage of commuters to the three major employment centers in Glenwood Springs in the morning (the City-County Complex, Glenwood Meadows, and Valley View Hospital) began their trip in western Garfield County.
• **The Vast Majority of Out-Commuters are Commuting Upvalley** – Over 80% of vehicle commute trips from Glenwood Springs to locations outside Glenwood Springs in the morning peak were to communities along CO 82 upvalley from Glenwood Springs. These trips were fairly evenly split in 2021 to Carbondale, El Jebel/Basalt, and Pitkin County (Aspen/Snowmass Village). Only 7% of out-commute vehicle trips from Glenwood Springs in 2021 commuted to western Garfield County

CASTA Conference and FTA/CDOT Tour

September 28 coincided with both the Colorado Association of Transit Agencies (CASTA) Fall 2022 Conference and a site visit from FTA and CDOT to review the Town of Snowmass Village Transit Center, the Glenwood Springs Maintenance Facility (GMF)/Regional Transit Center (RTC), and the 27th Street Pedestrian Crossing.

While the convergence of these agencies is somewhat noteworthy, what is most noteworthy is the increasing capabilities of RFTA, Snowmass, FTA, CDOT and CASTA. As outlined in the next section, two days later, RFTA submitted a CDOT "Super Call" grant proposal for $15.5 million to complete the final components of RFTA's 8-phase master planned GMF/RTC. If this grant is awarded, RFTA will complete construction and implement Phases 1-8 by end of 2025, an estimated $106 million project ensuring that RFTA has the capacities and capabilities to meet long-term, robust transit demands and operate a modern, sophisticated multi-fuel fleet that is destined to be 100% zero-emissions.

Planning for renovation and expansion of the GMF began in roughly 2010, when design and construction of VelociRFTA was underway, revealing that RFTA could not continue to operate long-term with its current operational assets, especially with BRT implementation. At that time, CDOT's leadership had just transitioned from the leadership of Thomas Norton, who had little interest in transit. CDOT did not have a Division of Transit and Rail. The Federal Transit

Administration's Very Small Starts award of $25 million for VelociRFTA in 2010 was a coup for a rural area.

FTA and CDOT Site Visit: GMF Groundbreaking

If RFTA had envisioned this project to be $106 million back in 2010, not including the housing phases 9 and 10, perhaps it would have been deemed unattainable. The unfolding transformation of the GMF reflects the efforts of an evolved RFTA, CDOT, FTA and CASTA.

Grants Update

As of the end of September and Q3 in 2022, RFTA Staff are managing an unprecedented number of Federal/State grant projects for operating funding, bus replacements, transit safety infrastructure and facility improvements. There are 17 "active grants" with either executed grant contracts, or awarded grants working their way through the execution process. The total combined grant awards are **$67 million, with total combined grant match of $59 million, for total grant project costs of $126 million**.

Please see the **Q3 2022 Grants Profile** attached in the Board Portfolio.

Pending Proposals

RFTA has a applied for $750,000 in Department of Local Affairs (DOLA) Energy and Mineral Impact Assistance (EMIA) Funds to complete the funding package for the $6.3 million Transit Hub, which is part of Phase 6 of the GMF renovation and expansion.

On September 30, RFTA submitted a grant proposal for FY2023 CDOT "Super Call" capital funds for $15.5 million (and $3.9 million local match) to complete the remainder of Phase 6, now

called 6B, which consists mostly of constructing a 3-story Operations and Administration center on top of Phase 6A, the West Glenwood Springs Transit Hub. In addition to Phase 6B, RFTA is requesting funding to construct Phase 8. Phase 8 is approximately 10,000ft^2 of enclosed space dedicated to storage and maintenance of fleet and facility-related equipment.

Cost estimate of Phase 6B and 8 is about $19.5 million. IF RFTA receives $15.5 million in CDOT funding, Phase 6B and Phase 8 can be added to the design-build construction package, and the core GMF Phases 1-8 can be complete and implemented by end of 2025, culminating in about 15 years of planning, design and construction.

Phase 6A: West Glenwood Hub (funded by a $4.8 million RAISE grant

Phase 6B: The Administration and Operations Center (3 stories above Phase 6A)

Phase 8: Fleet and Facility Equipment Storage and Maintenance

Q3 2022 GRANTS PROFILE

	Grant Source	COTRAMS Award #	COTRAMS App #	PO # or Contract	Execution Date	Expiration Date	Grant Amount	RFTA Match	Total Grant Project Cost	Status
EXECUTED GRANTS										
Buses: (1) Diesel Replacement (Amended)	Original: FY21 FTA 5311 FY21 Super Call	021022	038363	491002745	TBD	TBD	$496,000	$124,000	$620,000	As a result of a grant surplus from a cheaper bus price, CDOT agreed to split an additional diesel, across two amended grants, replacing MCI 430. A portion of bus 543 is included in the amendment.
Buses: (4) Diesel Replacements (Amended)	Original: FY21 FTA 5339(a) Rural FY21 Super Call	021023	038363	491002766	TBD	TBD	$561,302	$2,212,188	$2,773,490	As a result of a grant surplus from a cheaper bus price, CDOT agreed to split an additional diesel, across two amended grants, replacing MCI 430. A portion of bus 543 is included in the amendment.
Buses: (1) Traveler Cutaway	FY21 FTA 5339(a) Rural FY21 Super Call	021024	038363	491002777	10/22/2021	12/31/2024	$72,160	$18,040	$90,200	With this grant we are replacing Traveler G11. The order was placed on 2/3/2022, $91,522, and Garfield County is providing $18,041 in match to benefit the Traveler. As a result of industry-wide supply chain issues, the delivery date has been delayed until March 2023.
Facility: BEB 450 kW (1) On-Route Charger	FY20 FASTER FY20 Super Call	020130	035916	491002133	3/18/2022	12/31/2023	$480,000	$120,000	$600,000	The second grant amendment has been executed. The City of Aspen is budgeting $300k in 2022, of the $1.1 million cost estimate, to install the first BEB charger at Rubey Park. SEH is providing design/engineering. The charger has been ordered, delivery has been delayed, and installation will likely occur in the spring of 2023.
Facility: GWS SH82/27th St. Bike-Ped Crossings	CY21, CY22 CDOT RMS, MMOF, TAP, RPP & GWS contribution	N/A	N/A	21-HA3-XC-03139 AMENDMENT 2	9/23/2020	9/1/2030	$5,950,000	$5,400,000	$11,350,000	Targeting 10/31/22 to rebid construction. Grants funding breakdown: $1.1M MMOF, $1.0M TAP, $1.0M IMTPR RPP, $2.0M RMS + COGS: $0.75M + RAISE grant portion of $6.02M
Facility: GMF/RTC Phases 3,4,5,7	CY21 SB 267 FY21 Super Call	020891	037777	491002582	5/4/2021	6/30/2025	$2,976,000	$595,200	$3,571,200	Although executed separately, this award is included in the larger project budget for the GMF/RTC Super Project with the FY20 USDOT BUILD and FY20 FTA 5339b awards.
Facility: GMF/RTC Phases 3,4,5,7	FY20 5339(b) Bus & Bus Facilities	0384	Pending	CO-2021-020-00	6/8/2021	4/30/2025	$11,475,000	$12,428,800	$23,903,800	Awards were announced 8/11/20. The 5339 and BUILD grants will be managed through the online TRAMS portal. This was executed in TRAMS on 6-8-21.
Facility: GMF/RTC Phases 3,4,5,7	FY20 USDOT BUILD	N/A	N/A	CO-2021-027-00	7/21/2021	4/30/2025	$13,009,000	$5,575,137	$18,584,137	Executed on 7/21/21. The 5339 and BUILD grants will be managed through the online TRAMS portal; David Carle will be our lead for the online grant management.
Facility: GMF/RTC Gap Project P 3,4,5,7	FY21 FTA 5339(b) Buses & Bus Facilities	021245	N/A	TBD	TBD	TBD	$9,350,000	TBD	$9,350,000	We requested $12.8 m for the gap project list. FTA Awards List: https://www.transit.dot.gov/funding/grants/fiscal-year-2021-buses-and-bus-facilities-projects. The Risk Assessment was submitted 9/28/22. David Carle confirmed that this grant amendment is needed to add the project to the STIP, and combine grant funds for the same project.
Operating: FY22 5311 Systemwide	Residual 5311 2019/2020 funds	0660	N/A	491002978	6/8/2022	12/3/2022	$733,314	$733,314	$1,466,628	These are unsolicited, residual operating funds from old 2019/2020 CDOT funding. As of 9/20/22, Finance is finalizing the first two reimbursement requests.
Operating: CY22 Operating Hogback	CY22 FASTER	Pending	Pending	491002807	12/2/2021	12/31/2022	$200,000	$200,000	$400,000	We have not submitted a reimbursement request yet b/c were are first expending our $1.7m in ARP operating funding.
Planning: Zero Emission Vehicle (ZEV) Roadmap	FY21 FTA 5304 Planning	Pending	Pending	491002800	3/22/22	12/31/2023	$75,620	$75,620	$151,240	With a grant deadline extension we plan to solicit a RFP in October 2022, in parallel to the CAP. Upon completion in early 2023 we can seek BEB grants for 2024/25 delivery.
					EXECUTED SUBTOTALS		**$45,378,396**	**$27,482,299**	**$72,860,695**	
AWARDED GRANTS PENDING EXECUTION										
Buses: 12 Diesel Replacements	FY22 FTA Combined 5339b & 5339c Low-No	TBD	TBD	TBD	TBD	TBD	$5,721,277	$1,430,324	$7,151,601	RFTA intends to purchase 10 CNGs and 2 Diesels. Per the FMP, intended replacements buses are 277, 278, 279, 432, 433, 435, 436, 437, 438, 439, 440 and 542. We received notice of full award on 8-15-22.
Facility: 82/27th Ped Crossings	CY22CDOT MMOF	TBD	TBD	TBD	TBD	TBD	$1,000,000	$15,420,000	$16,420,000	Submitted last minute on 7/1/22. We requested $2 m. We are applying for cost overruns in the $6m range from our first bid. This award will likely be combined with the multi-source CDOT grant agreement 21-HA3-XC-03139 referenced above.
Facility: GMF/RTC P6 Multimodal Center (I-70 MOVE Hubs) & 82/27 Ped Crossings	FY22 USDOT RAISE	TBD	TBD	TBD	TBD	TBD	$10,820,468	$12,900,000	$23,720,468	We received word of an award on 8/9/22. RFTA was part of a collaborative application for I-70 Multimodal Hubs (MOVE), and 82/27 Ped Crossings were added last minute.
Facility: GMF/RTC Gap Project P 3,4,5,7	FTA 5311, FY22 Super Call	021222	39738	TBD	TBD	TBD	$2,762,280	$690,570	$3,452,850	Submitted September 9/3/21 for FY22 Super Call. Milestones and Risk Assessment were submitted on 6/2/22.
Operating: FY22 5311 Systemwide	FY23 FTA 5311	0725		TBD	TBD	TBD	$1,201,678	$1,201,678	$2,403,356	Our annual award is more predictable as part of a 5-year base funding model agreed upon by CDOT partners. The award acceptance letter was submitted on 9/28/22
					AWARDED SUBTOTALS		**$21,505,703**	**$31,642,572**	**$53,148,275**	
					TOTAL ACTIVE GRANTS		**$66,884,099**	**$59,124,871**	**$126,008,970**	
GRANTS SUBMITTED AWAITING POTENTIAL AWARDS										

Facility: GMF/RTC Phase 6A WGWS Transit Hub	FY23 DOLA	TBD	TBD	TBD	TBD	TBD	$600,000	$3,400,000	$4,000,000	The overmatch is 85% partly from RAISE award and local funds
Facility: GMF/RTC Phase 6b O&A Center, Phase 8 Storage & Maintenance Warehouses	FY23 CDOT Super Call	TBD	TBD	TBD	TBD	TBD	$15,510,769	$3,877,693	$19,388,462	Phase 6B: $9,747,674 grant + $2,436,919 match = $12,184,593 TPC AND Phase 8: $5,763,095 grant + $1,440,774 = $7,203,869 TPC. Phase 6A WGWS Transit Hub, est. $6,233,676, is being funded in part by $4.8M in FY22 RAISE and $750k in proposed DOLA.
					SUBTOTALS SUBMITTED		**$16,110,769**	**$7,277,693**	**$23,388,462**	