# RFTA Planning Department Monthly Update
**September 12th, 2019**

## RFTA Vision
Connecting our region with transit and trails.

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

## RFTA Strategic Outcomes
Safety, Accessibility/Mobility, Sustainable Workforce, Financial Sustainability, Environmental Sustainability, Satisfied Customers, High Performing Organization

## Current Planning Projects

### Destination 2040 Regional Project List Implementation
The Planning Department is engaged in weekly meetings for three Destination 2040 Staff Working Groups: Capital Improvements, Service Enhancements and Bus Procurement. These frequent check-ins allow the team to track project successes and address challenges proactively.

### RMI Mobility Innovation Lab
The RFTA-Aspen Battery Electric Bus (BEB) Pilot Project was chosen as an accelerator project for the Rocky Mountain Institute (RMI) Mobility Innovation Lab (MIL); from Aug. 5-8th at the Basalt offices. The assembled team consisted of RFTA, Aspen, Holy Cross, New Flyer, ABB Charging and CLEER. The RMI moderator provided a very comprehensive download of materials for the team to reflect on. The team will have a post-lab call in mid-September to talk about next steps. Some of the major themes and project questions include:

- Relationship building, and project ownership, with the other team members will prove very beneficial as the project evolves
- What is the definition of success over time, from pilot to future project?
- How do we manage expectations and culture shift resulting from, or required to, integrate BEBs into the fleet?
- How can the pilot project inform scaling of BEB technology?

### Upper Valley Mobility Report

On July 18th and July 29th the Aspen Institute *Community Forum Task Force on Transportation & Mobility* gave presentations and spurred roundtable discussion on mobility and mobility funding in the Upper Valley.

From Cristal Logan's 7/10/19 email: In September 2017, after 15 months of work, the Forum presented to the EOTC the *Upper Valley Mobility Report* with its core recommendation: the Integrated Mobility System (IMS). The IMS reflects the significant shift in strategic thinking that emerged over the course of study. The IMS primarily emphasizes integrated operational innovations. It's more about how we use infrastructure, less about large capacity improvements. The bottom line: *we believe this new strategy will be both less expensive and more effective in tackling our upper valley mobility challenges.* We are now reconvening the Community Task Force to help with further study and implementation of the IMS.

This conversation is timely because most transportation managers in the valley are reacting to booming growth, demographic shifts and technological trends in the first-last mile and mobility space. It will take innovation, collaboration and balanced ownership of the entire regional mobility system to deliver smart, equitable, user-friendly options for residents and visitors.

The full report can be downloaded here:
Aspen Institute, *Community Forum Task Force on Transportation and Mobility*, Upper Valley Mobility Report, September 2017.

### CDOT 2045 State Transportation Plan

CDOT has kicked off planning and outreach for the 2045 State Transportation Plan. According to the interactive website, CDOT is engaging in a transportation conversation by taking a fresh look at the State's investment priorities and asking people across Colorado what matters to their lives and what transportation can do to get them there. CDOT is bringing planning efforts together to create "*Your Transportation Plan*" that identifies a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input. Everyone is encouraged to take a 15-minute survey, which focuses on priorities for the Intermountain Region's major corridors:
https://www.codot.gov/programs/colorado-transportation-matters/your-transportation-plan.

Over the next few months, RFTA Staff will be providing input for both the state plan and the Intermountain Transportation Planning Region (IMTPR) regional transit plan.

### Complete Count Census Committee

The Roaring Fork Valley Complete Count Committee for the 2020 Census met at the Carbondale branch of the Garfield Public Library on Wednesday July 24, 2019 to kick-off the valley-wide effort to organize the community ahead of the 2020 Census. Approximately 45 people attended the meeting, including staff from Pitkin County, City of Aspen, Town of Carbondale, and Garfield County.

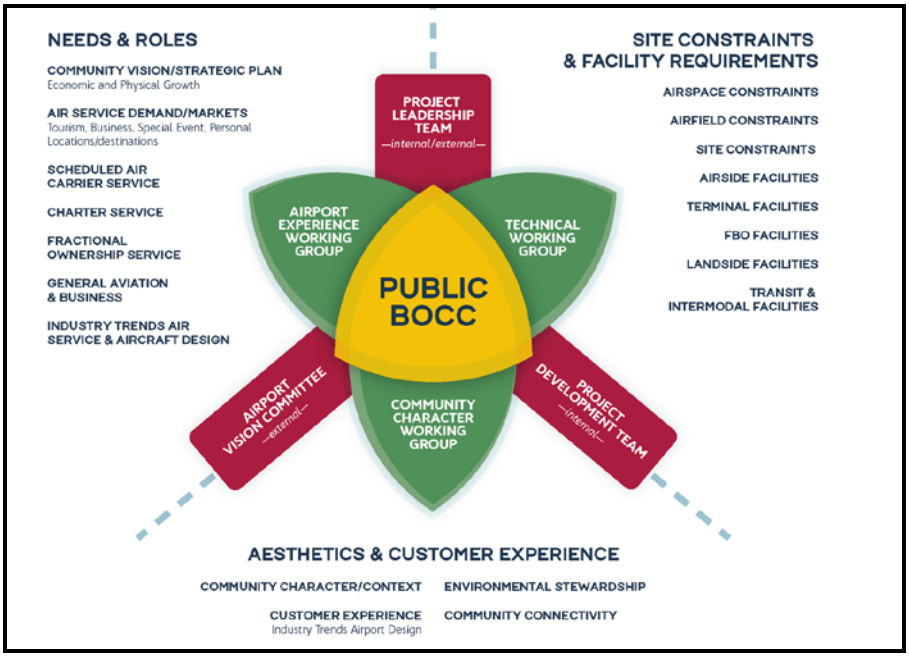
The 2020 census staff emphasized the importance of local governments and citizens in ensuring a complete count of all of all residents in the region. The process will begin in April 2020 and RFTA's role will be to share Census communications via our social media platforms.

### Aspen Airport Visioning Process

Pitkin County is leading a year-long comprehensive community engagement process to help establish a vision for the future of Aspen/Pitkin County Airport. This vision will define airport modernization and improvements for the next 30 years, and ensure that the airport continues to:

- meet the community's air service needs;
- reflect the community's identity, values, and sustainability goals;
- integrate with alternative modes of transportation;
- adapt to changes in the aviation industry; and
- provide safe, efficient, accessible, reliable and environmentally-responsible airport services and facilities.

A cornerstone of the PI process is the formation of four Airport Advisory Groups: Community Character Working Group | Airport Experience Working Group | Technical Working Group | Focus Group.




RFTA (David Johnson) is serving on the Technical working group. The TWG will be engaged in a series of five meetings to discuss the strategic questions presented by the Airport Vision Committee, including determining desired design aircraft for ASE. A new webpage has been established for the Technical Working Group: https://www.asevision.com/twg/.

On August 28, David Johnson and several other local government staff presented to the Focus Group committee about improving airport connectivity to other transportation modes. The presentation can be found at:

https://drncvpyikhjv3.cloudfront.net/sites/214/2019/08/29075939/2019.08.28_ASE-Focus-Group-Presentation_FINAL.pptx.

### Snowmass Mall Transit Station

David Johnson and other RFTA Staff met with Town of Snowmass Village (TOSV) staff to review the preferred design concept for the Snowmass Mall Transit Station, which has been approved by the Town Council. The primary goal is to design a new station and bus platform that accommodates current & potential future bus sizes and bus loading needs, while limiting pedestrian traffic and bus conflicts.

Figure 1: Current Snowmass Mall Transit Station

The new transit station will also provide new driver facilities, public information and public restrooms located adjacent to the bus loading/unloading areas. The station is intended to be built at grade to the Mall, over the existing Lot 6 surface parking lot, preserving as much parking capacity as possible.

The design team created about 4-5 options, with Option 4 preferred in general and adopted by the Town Council.

Figure 2: Upper Level of Transit Center – Preferred Option (Option 4)

This option accommodates about 12 buses of various sizes and a roughly 2,000ft$^2$ transit station, meeting most of the project goals. The current concept-level cost estimate is about $8.7 million. As the design process continues, design will be advanced and cost estimates refined.

Figure 3: Rendering of Snowmass Mall Transit Station

## Active Grant Projects, revised 9/6/2019

| Project | Grant Source | Execution Date | Expiration Date | Grant Amount | Match Amount | Total Project Cost |
|---|---|---|---|---|---|---|
| Buses: Battery Electric Buses (1) | FY17 FTA 5339(c) LoNo | 9/7/2018 | 12/31/2020 | $715,528 | $178,882 | $894,410 |
| Buses: Battery Electric Buses (2) | FY19 FASTER (SB 228) | 9/7/2018 | 12/31/2020 | $1,404,000 | $351,000 | $1,755,000 |
| Buses: Battery Electric Buses (3) | FY18 and FY19 FASTER | 9/7/2018 | 12/31/2020 | $2,154,400 | $538,600 | $2,693,000 |
| Buses: (4) 45' Diesel Coaches | FY18 5339(b) Bus/Facility | 2/21/2019 | 12/31/2021 | $2,231,500 | $557,872 | $2,789,372 |
| Buses: (4) Hybrid Replacements | FY19 5339(b) Bus/Facility | Pending | Pending | $1,788,312 | $447,080 | $2,235,392 |
| Buses: 9 Diesels (7 low floors, 2 coaches) | FY19 CCCP (FTA 5339) | Pending | 12/31/2021 | $3,991,440 | $997,860 | $4,989,300 |
| Equipment: BEB 450 kW (1) On-Route Charger | FY19 CCCP (FTA/CDOT) | Pending | Pending | $480,000 | $120,000 | $600,000 |
| Facility: AMF Phase 9: Replace 6 Fuel Tanks | FY19 CCCP (FTA/CDOT) | Pending | Pending | $1,000,000 | $250,000 | $1,250,000 |
| Facility: GMF/Regional Transit Center Renovation/Expansion | FY19 CCCP (FTA/CDOT) | Pending | Pending | $1,581,460 | $395,365 | $1,976,825 |
| Facility: GMF/Regional Transit Center Renovation/Expansion | FY19 USDOT BUILD | Pending | Pending | $7,983,000 | $13,000,000 | $20,983,000 |
| Glenwood Springs Corridor Study | FTA 5304 Planning | Pending | Pending | $40,000 | $10,000 | $50,000 |
| Operating Regional Commuter | FTA FY19 5311 | 12/7/2018 | 12/31/2019 | $1,115,810 | $1,115,810 | $2,231,620 |
| Operating Hogback | CDOT FY19 FASTER | 12/28/2018 | 12/31/2019 | $200,000 | $200,000 | $400,000 |
| | | | | **$14,874,138** | **$4,705,389** | **$19,579,527** |
| | | | | | | |
| **Battery Electric Bus Pilot Project** | | | | | | |
| **FY 19 CCCP projects** | | | | | | |
| **Operating Grants** | | | | | | |