RFTA Planning Department Monthly Update
March 14, 2024

Carbondale Transportation Mobility and Access Study
The Town of Carbondale has contracted with FHU Engineering to study transportation challenges, identify mobility issues, and develop recommendations to make Carbondale comfortable and accessible by any mode.

The study is focused on two main priorities:

1) Identifying issues and opportunities related to local mobility (such as active transportation and connectivity gaps and SH133 Highway 133 safety concerns).
2) Establishing a long-term multimodal vision. This vision will build upon Carbondale's Comprehensive Plan with focused mobility goals, which will be followed by recommendations to achieve Carbondale's multimodal objectives, followed by a multimodal project list.

This plan goals, and projects are intended to position the Town for external funding opportunities.

The recommendations being developed for this project fall into two main categories:

- Multimodal Improvement Toolbox –types of infrastructure improvements that should be considered for addressing the common types of transportation issues in Carbondale.
- Priority Location Improvements – For specific intersections and street segments in Carbondale that arose as priorities for improvement through the initial public outreach and existing conditions work.

On, February 27, RFTA and other stakeholders participated in stakeholder meeting #3 to review the MAP vision and goals, the multimodal "toolbox" of potential improvements, and priority improvement locations and recommendations.

Zero Emission Vehicle (ZEV) Transition Plan
In May 2023, The RFTA Board of Directors adopted the following Climate Action Plan (CAP) emissions reduction goals: 1) Reduce scope 1 and 2 GHG emissions by 50% by 2030 and 90% by 2050, and

2) Reduce transportation-related emissions throughout the region by increasing emissions offset compared to emissions produced in 2019 to 3x by 2030 and 5x by 2050. During the CAP process, Staff learned that 76% of scope 1 emissions source from diesel buses, therefore the most effective CAP strategy to reduce emissions would be to transition more of the fleet to zero emission vehicles.

Between April 2023 and May 2024, the Stantec/FHU consulting team continues to create a comprehensive roadmap for transitioning RFTA's bus fleet and non-revenue vehicles to zero-emission by 2050, when the State of Colorado aspires for all zero-emission transit vehicles.

Recent Milestones:

- FHU developed a white paper to project what City of Aspen Utility rates might be for the new ABB on-route charger at Rubey Park BRT Station in downtown Aspen.
- Delivery of the *Draft Final ZEV Transition Plan*, with focus on Chapter 9, Total Cost of Ownership for six primary future ZEV fleet scenarios, *see screenshot below*.
- A virtual *Fleet Evaluation & Decision Workshop* where the RFTA Leadership Team had the opportunity to use a range of evaluation criteria to analyze the six primary future ZEV fleet scenarios.

Next Steps:

- On March 8th Stantec delivered the next iteration of the *Draft Final ZEV Transition Plan*, which also includes information gathered from the *Fleet Evaluation & Decision Workshop.* Per Staff scoring and feedback, it looks RFTA might be most interested in Alternative 6, a Mixed ZEV Fleet out to the year 2050. There are several details to confirm before Stantec takes a deeper dive with this alternative.
- Staff anticipates a draft presentation at the April 11th RFTA Board Meeting.
- Staff anticipates a final project presentation at the May 9th RFTA Board Meeting.

Table 1. Alternatives for ZEB fleet transition

Alternative	Timeline for Full ZEB Fleet	Fleet Make up	Bus Details	Non-Revenue Details
1	2040	BEV	On Route Charging + Reblocking	Limited mileage + midday charging
2	2040	FCEV	Midday Refueling	Midday Refueling
3	2040	Mixed	Aspen Maintenance Facility = BEB, Glenwood Maintenance Facility = FCEB	Based on overnight location
4	2050	BEV	On Route Charging + Reblocking	Limited mileage + midday charging
5	2050	FCEV	Midday Refueling	Midday Refueling
6	2050	Mixed	Aspen Maintenance Facility = BEB, Glenwood Maintenance Facility = FCEB	Based on overnight location

Grants Development

The Planning Department works collaboratively with all RFTA departments to strategize on grant opportunities that align with RFTA's seven strategic planning outcomes and the annual work plan that is shared with the RFTA Board. Substantial grant requests will be presented in more detail on the consent agenda in future board packets. These are grant applications that have recently been submitted or are under staff development:

Project Name	Grant Program	Grant Request	Local Match
RGT Corridor: VelociRFTA BRT Extension Study	FY24 USDOT RAISE Planning Grant Program	$250,000.00	$1,278,450.00
RGT Corridor: Roaring Fork River Bridge Rehabilitation	Garfield County Federal Mineral Lease District (GCFMLD) Spring Cycle	$428,571.00	$1,428,571.00
RGT Corridor: Rosebud Trailhead Improvements	FY25 Senate Congressionally Directed Spending (CDS) Appropriations	$212,500.00	$1,062,500.00
Safety & Training: RFTA Zero Emission Vehicle (ZEV) Safety & Training Program	CDOT Office Innovative Mobility (OIM) ZEV Workforce Development Grant	$25,000.00	$125,000.00

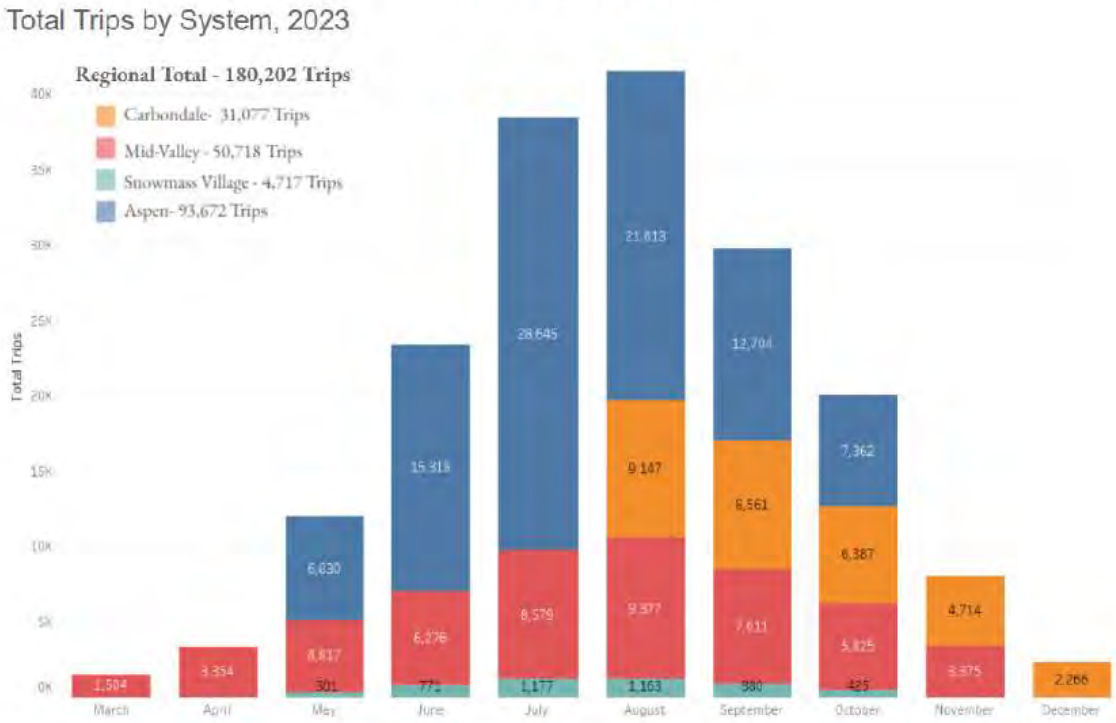
First / Last Mile Mobility (FLMM) Updates

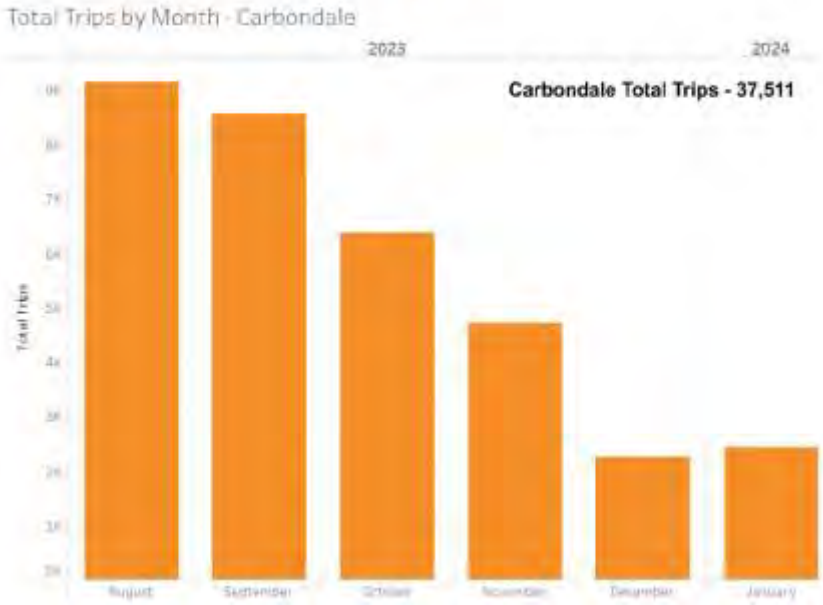
Roaring Fork Valley bikeshare, provided by WE-cycle, continues to show strong performance. WE-cycle currently operates four systems including Aspen, Carbondale, Mid-Valley, and Snowmass. In total (before upcoming 2024 expansion), this system is comprised of 80 stations, 981 docking points, 238 pedal bikes, and 124 e-bikes. WE-cycle provides free rides for up to 30 minutes with a focus on first and last mile connections to transit stops.

The Aspen, Snowmass and Mid-Valley systems are closed for the season. The Carbondale system, which has been running all winter, is the first WE-cycle system to operate all year round. Utilization of the Carbondale system has remained relatively strong given the winter conditions.

The mid-valley system will be opening in March while the Snowmass and Aspen systems will be opening in May with the exact dates dependent on weather. For the 2024 season, the Pitkin County system will be expanding in to the AABC with 6 new stations and 35 e-bikes. In addition, the Carbondale Park and Ride station will be expanded to accommodate high demand and incorporate e-bike charging.

RIDERSHIP TRENDS





FLMM Grant Award Updates (excluding Bike Share)

2023 Awards

Glenwood Springs Blake Ave. Corridor Planning:
The Blake Avenue Phase 1 construction project went out to bid in February. The City hopes to award the contract March 21, with work beginning around the first week of April. The project will be completed in the Fall of 2024. As the design was not completed within 2023, the City of Glenwood Springs has requested that RFTA carry forward the FLMM grant funds to 2024.

Pitkin County, Truscott to Owl Creek Trail Design:
Pitkin County and the consultant team are currently at 90% construction plans. The project entails design, construction documents, public input, identification of funding sources, and coordination with City of Aspen trails capital planning. Among the next steps is to secure several easements for the trail which are outside of CDOT right of way. Coordination with City of Aspen is taking place for inclusion in their trail's capital planning for 2026 as the City of Aspen will be eventual owner of trail. The goal is to have all necessary easements secured by fall of 2024, which will allow the project to move forward to 100% construction plans followed by putting the project out for bid and construction in 2026. As the design was not completed within 2023, Pitkin County has requested that RFTA carry forward the FLMM grant funds to 2024.

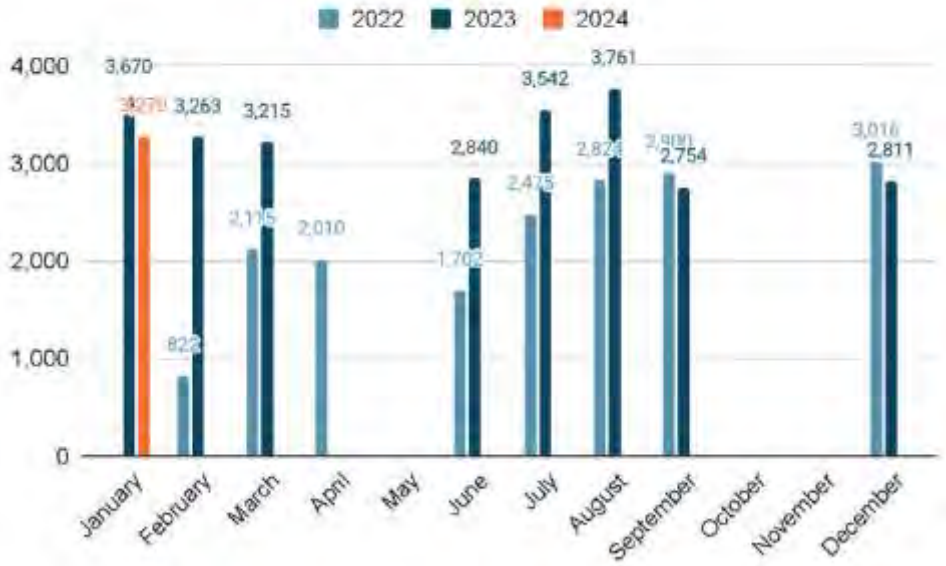
Buttermilk Crossing Design:
At the June 29, 2023 Elected Officials Transportation Committee (EOTC) meeting, the Committee voted to end the design process of the Buttermilk Crossing due to the anticipated high cost of the project.

Town of Basalt, Basalt Connect (on-demand service):
The Basalt Connect on-demand service between Willits and Basalt started on February 7, 2022. 2023 was the second year of grant funding through FLMM and is paid 50% by FLMM and 50% by the Town of Basalt. The 2024 FLMM grant agreement has been executed.

Since inception through the end of January 2024, the Basalt Connect service has provided 46,990 passenger trips. January 2024 provided 3,270 passenger trips to 413 unique passengers. The average wait time in January 2024 was only 12 minutes with 33% of trips shared rides. Average demand fluctuates throughout the 7am to 9pm service timeframe with the strongest demand between 3pm and 9pm. The service has been highly rated by its customers with an average experience rating of 4.9 out of 5.

Below is a graph showing ridership by month for the Basalt Connect.

All-Time Ridership



Consistent with 2023, in 2024, the Basalt Connect will operate for 8 months of the year: January, February, March, June, July, August, September, December. The service will not operate in April, May, October or December.

Below is a heat map of Pickup locations for Basalt Connect for the month of January 2024. The drop off locations are very similar to the pickups.

Pickups Heat Map

2024 Awards

With the approval of the below FLMM grant awards for 2024 as a part of RFTA's 2024 budget, RFTA staff have circulated grant agreements for each of the awarded projects. Executed grant agreements are nearly all received with the remainder expected in the next few weeks.

2024 Summary of FLMM Grant Requests

Applicant	Project Title	Summary	Amount Requested	Total Cost
Town of Carbondale	We-Cycle Bike Share	2024 Capital and Operating $143,790 Operating Request $1,840 R&ME Request **Commitment Requested from We-Cycle: $145,630**	$72,815 (50%)	$71,895 operating + $920 R&ME = **$72,815 (100%)**
Town of Carbondale	Carbondale On-Demand Service Pilot	Operations for 6 months of 2024	$181,500 (50%)	$363,000
Town of Basalt	Basalt Connect	Operations for 8 months of 2024: January, February, March, June, July, August, September, December	$270,610 (50%)	$541,211
Town of Basalt	We-Cycle Bike Share	2024 Capital and Operating $72,744 Operating Request $460 R&ME Request **Commitment Requested from We-Cycle: $73,204**	$21,602 (29.5%)	$72,744 operating + $460 R&ME - $30,000 existing = **$43,204 (100%)**
Town of Snowmass Village	We-Cycle Bike Share	2024 Capital and operating $10,580 Operating Request $200 R&ME Request **Commitment Requested from We-Cycle: $10,780**	$5,390 (50%)	$5,290 operating + $100 R&ME = **$5,390 (100%)**
Town of Snowmass Village	Brush Creek Rd. Pedestrian Improvements-Mountain View to Snowmass Mall	Construct an 8' multimodal corridor along Brush Creek Rd from Divide Rd to Carriage Way.	$150,000 (11.5%)	$1.3 Million
City of Aspen	We-Cycle Bike Share	2024 Capital and Operating $186,008 Operating Request $920 R&ME Request **Commitment Requested from We-Cycle: $186,928**	$17,984 (10.6%)	$186,008 operating + $920 R&ME - $150,960 existing = **$35,968 (100%)**
Pitkin County	We-Cycle Bike Share	2024 Capital and Operating $39,552 Operating Request $49,790 Capital Request $460 R&ME Request **Commitment Requested from We-Cycle: $89,802**	$44,901 (50%)	$39,552 operating + $49,790 Capital + $460 R&ME = **$89,802 (100%)**
FLMM Award Total			$764,802	