RFTA Planning Department Monthly Update

May 12th, 2022

Climate Action Plan

Transportation is now the highest source of GHG emissions in the United States, accounting for 29 percent of U.S. emissions. The Intergovernmental Panel on Climate Change has made it clear that achieving net-zero greenhouse gas (GHG) emissions globally by 2050 is essential to stabilizing global temperatures at 1.5 degrees Celsius above preindustrial levels and reducing the devastating health and economic impacts of the climate crisis. These health and economic impacts will be felt worldwide, in term of higher temperatures, more server storms and floods, and mass migration. In RFTA's service region, these impacts already appear manifest in wild fires, flooding, and reduced snowpack.

RFTA is seeking proposers to develop and implement a CAP, to help RFTA and the region contribute to stabilizing global temperatures, to reduce devastating impacts within the RFTA region and globally, to be consistent with local, State and Federal CAP goals and mandates, and to react to current and pending climate change-related impacts.

RFTA hosted a pre-proposal meeting on April 7, attended by representatives of several firms. RFTA received several sound proposals, which will be reviewed on May 12 after the Board meeting. We expect to award a contract this summer.

Buttermilk Pedestrian Crossing

RFTA, Pitkin County, Town of Snowmass Village and City of Aspen staff recently review proposal documents for design of a bike/ped crossing connecting the Buttermilk BRT stations. This design process is anticipated to take about 2-3 to complete. RFTA and the upper valley governments anticipate that a quality final design document will lead to construction funding and construction, commencing as early as 2025.

Snowmass Transit Center

When the Town of Snowmass Village began the design process, the Town envisioned designing a project that would about $10 million, as documented in the Feasibility Study that preceded design. Respecting the numerous design issues, such as road relocations, stabilization of a two-story structure, and the aesthetics and scale concerns in a highly visible and iconic area, this was not possible. The current cost estimate is closer to $30 million to $34 million. RFTA and Snowmass Village staff met this month to determine whether the structure footprint could be reduced, in an effort to reduce project costs. This did not appear to be an option, but staff will continue to discuss ways to align costs with available funding.

Grant Update

RFTA has applied for the following grants, and is waiting for notices of awards.

Grant Opportunity	Scope	Funding Request
FY2022 5339(b)	Replacement (12 buses)	$5.7 million
FY2021 CDOT Super Call	GMF "Gap" Funding A. Bus Fuel/Wash Lane B. 30-bus Indoor Storage C. Bus Inspection Canopy D. BEB Charging	$8.5 million (Originally for GMF Phase 6; more likely to receive $1 million-$3 million for the Gap project)
FY2022 RAISE Grant (led by CDOT)	GMF Phase 6 (Transit Plaza) 27th Street Pedestrian Crossing	$10.8 million